



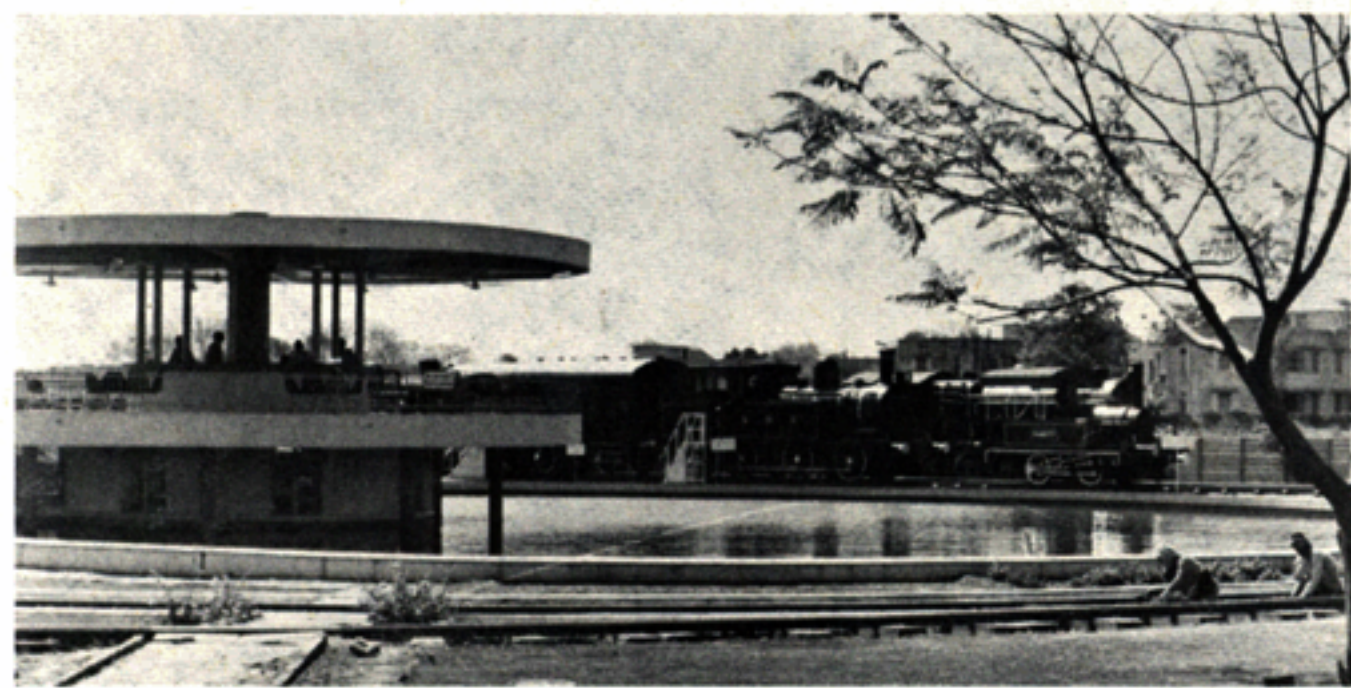
Overview of Indian Railways RAIL TRANSPORT MUSEUM, New Delhi, India, with train sheds and exhibit building in background. Trains on left are standard (broad) gauge, train in center is narrower gauge.

RAIL TRANSPORT MUSEUM—NEW DELHI, INDIA

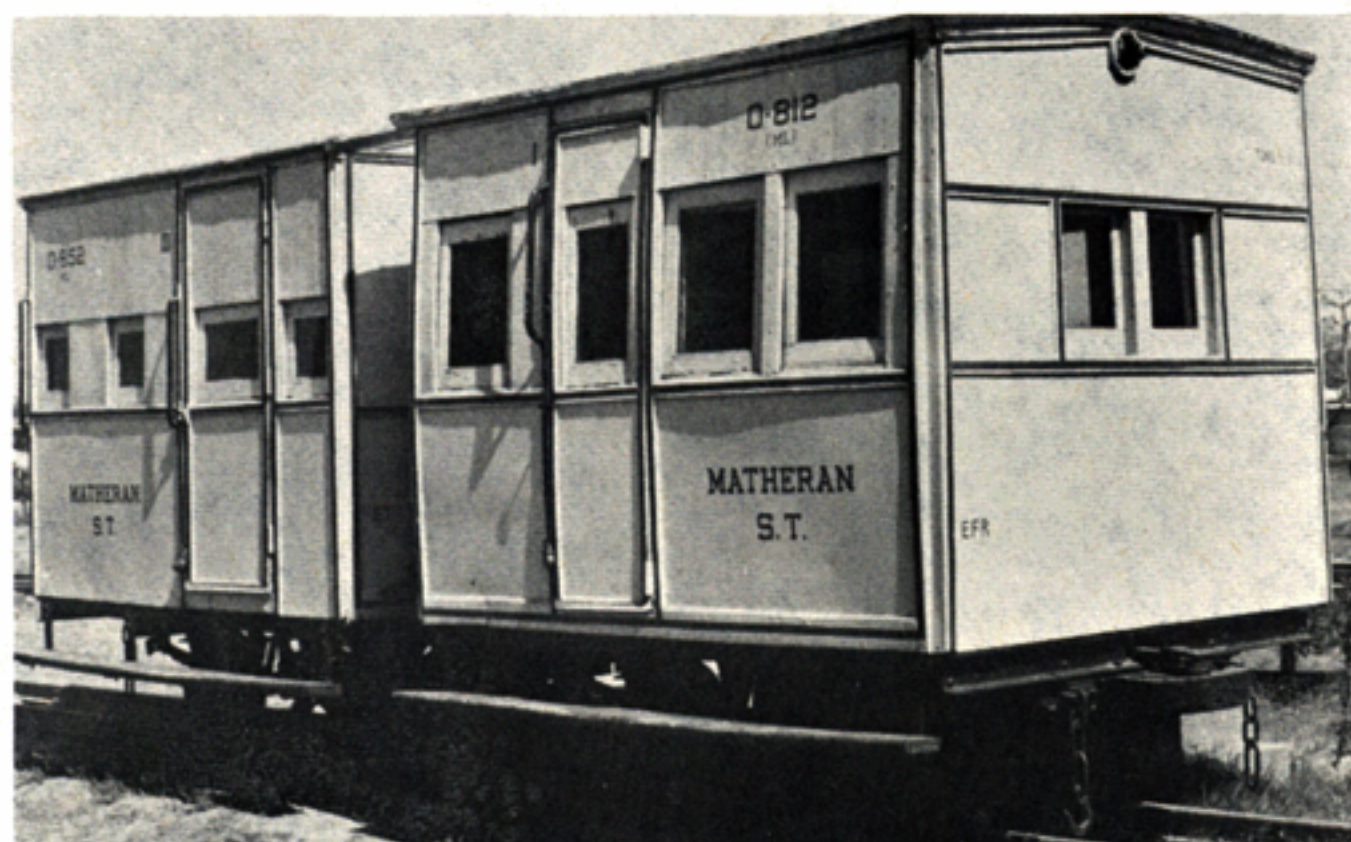
by A. C. Lynn Zelmer

As a frequent traveler in Asia it is an extra bonus to catch glimpses of steam-powered trains and to encounter railways where passengers still matter. I have managed to travel via rail in India and have found that "First Class" is indeed much better appointed than "Third."

I haven't managed to take many pictures of Asian trains,



Tea House, reflecting pool and outdoor display. The locomotive RAMGOTTY was built by Anjubault of Paris in 1862-63 for a four-foot-gauge line and later altered to 5'6" (standard gauge). "This is believed to be the last surviving engine in India with outside link motion to operate the valves (0-4-0-T).



These coaches began service on the Darjeeling-Himalayan Railway sometime prior to 1907 when they were transferred to the Matheran Light Railway. 0.812 is First Class and seat 8, 0.852 is Third Class and seats 12.

however, because of the demands of work. I was, therefore, pleased when the Indian Railways opened their new museum. The museum occupies several acres near the embassies in New Delhi, the capital of India. Because it is adjacent to one of the Indian Railway lines it is possible to sit drinking tea in the museum and see steam-powered trains chug by. The grounds are well maintained, displays are sparse but neat and well explained. The equipment is mainly out-of-doors, but is well displayed and very well restored for the most part. New Delhi is hot and dry for much of the year but there are summer rains, and I suspect much more of the equipment will eventually be housed indoors.

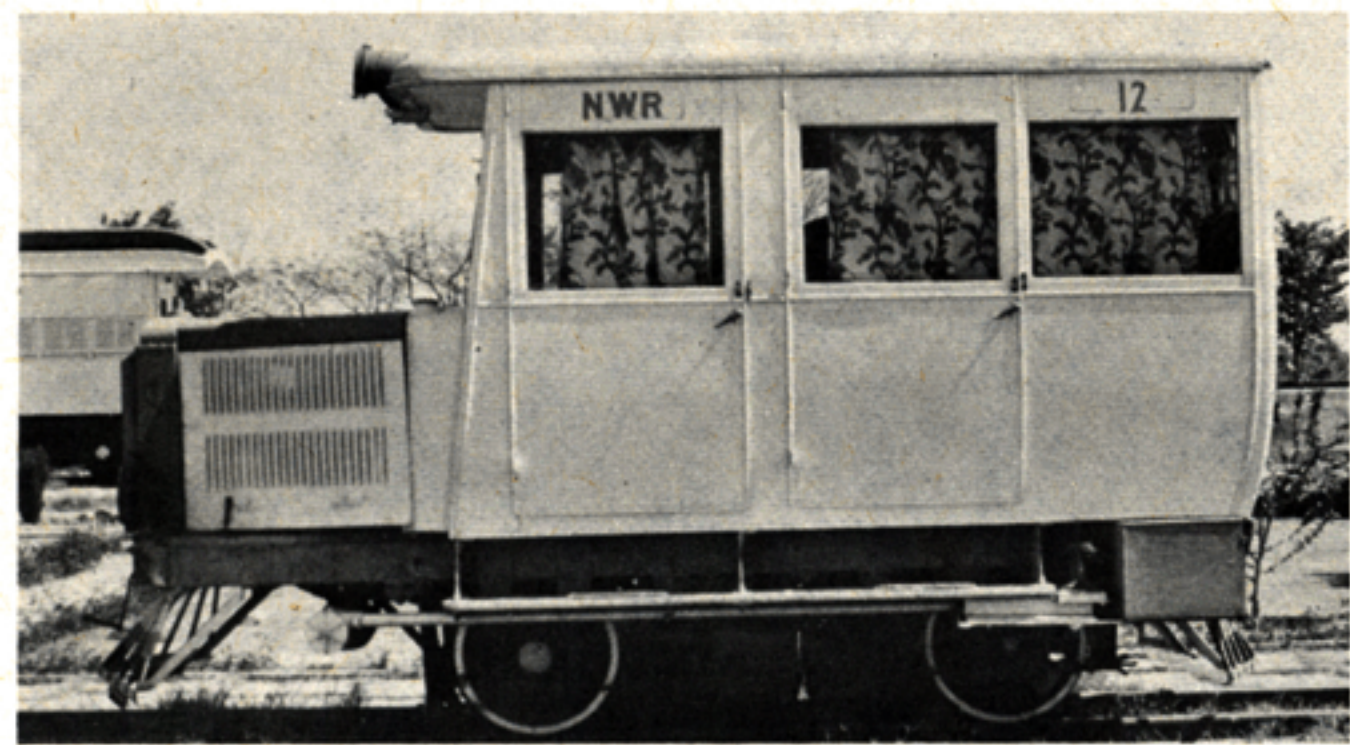
The first trains ran in India in the 1850s. Today the system encompasses some 60,000 plus route kilometres of track. Diesels now run on many lines, electrical traction on others, but it is still quite possible to see steam operations almost anywhere in India. Several gauges occurred in India, although the standard was 5'6" and metre for the cheaper lines to less developed areas. The government's present policy is to convert all viable lines to standard (broad) gauge.

Considering the size of India and its operating problems, the railways run remarkably well. From a North American point of view many of the trains seem old and somewhat dirty, however, the Indian Railways did carry 2,653 million passengers in 1972-73 (1.74 million were detected as ticketless) and they continue to be the only dependable form of travel for much of the country (India has a reasonable airline service but only tourists, businessmen and senior government officials can afford to fly. The road system is not developed for high-speed, inter-city transport).

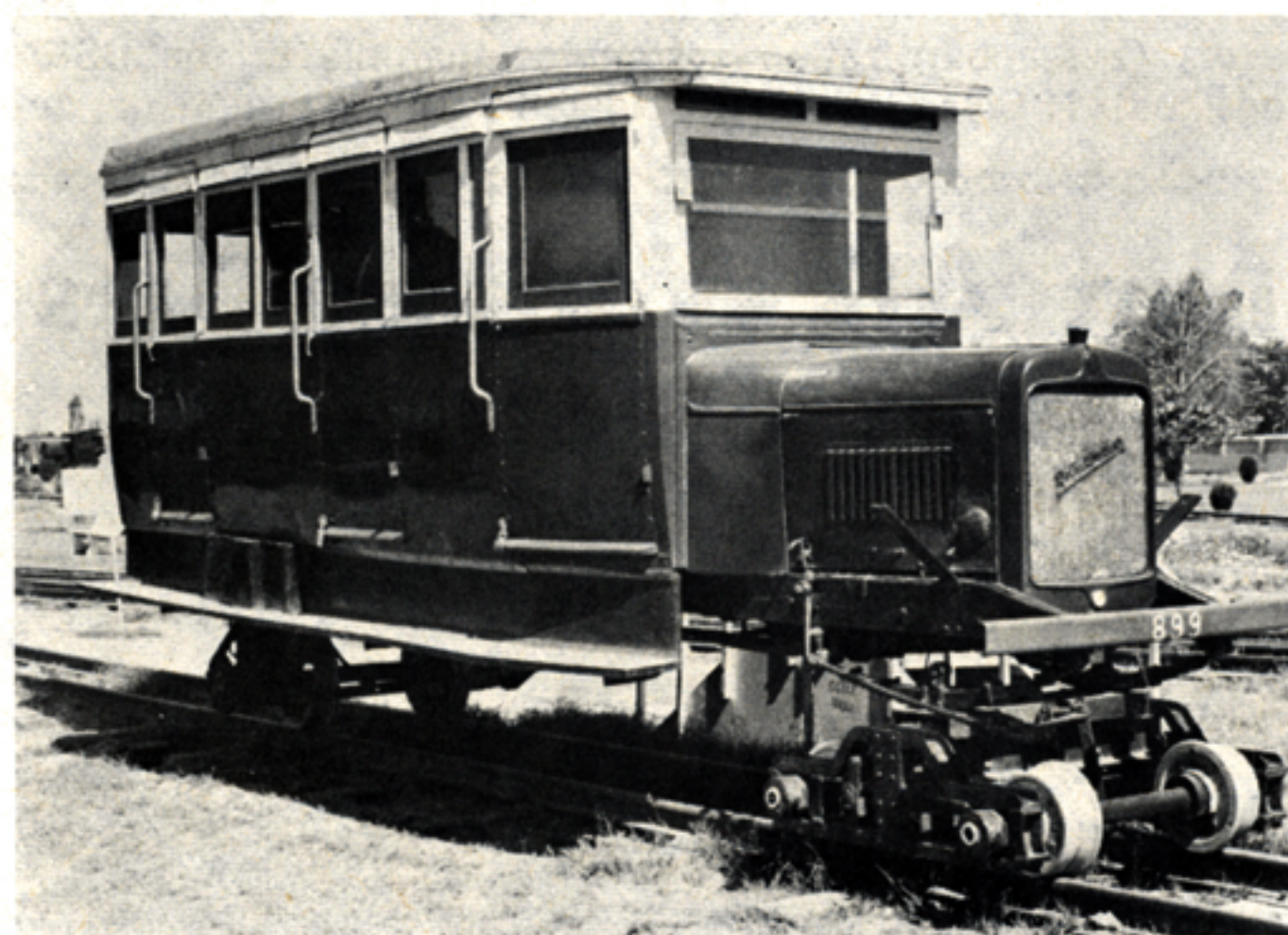
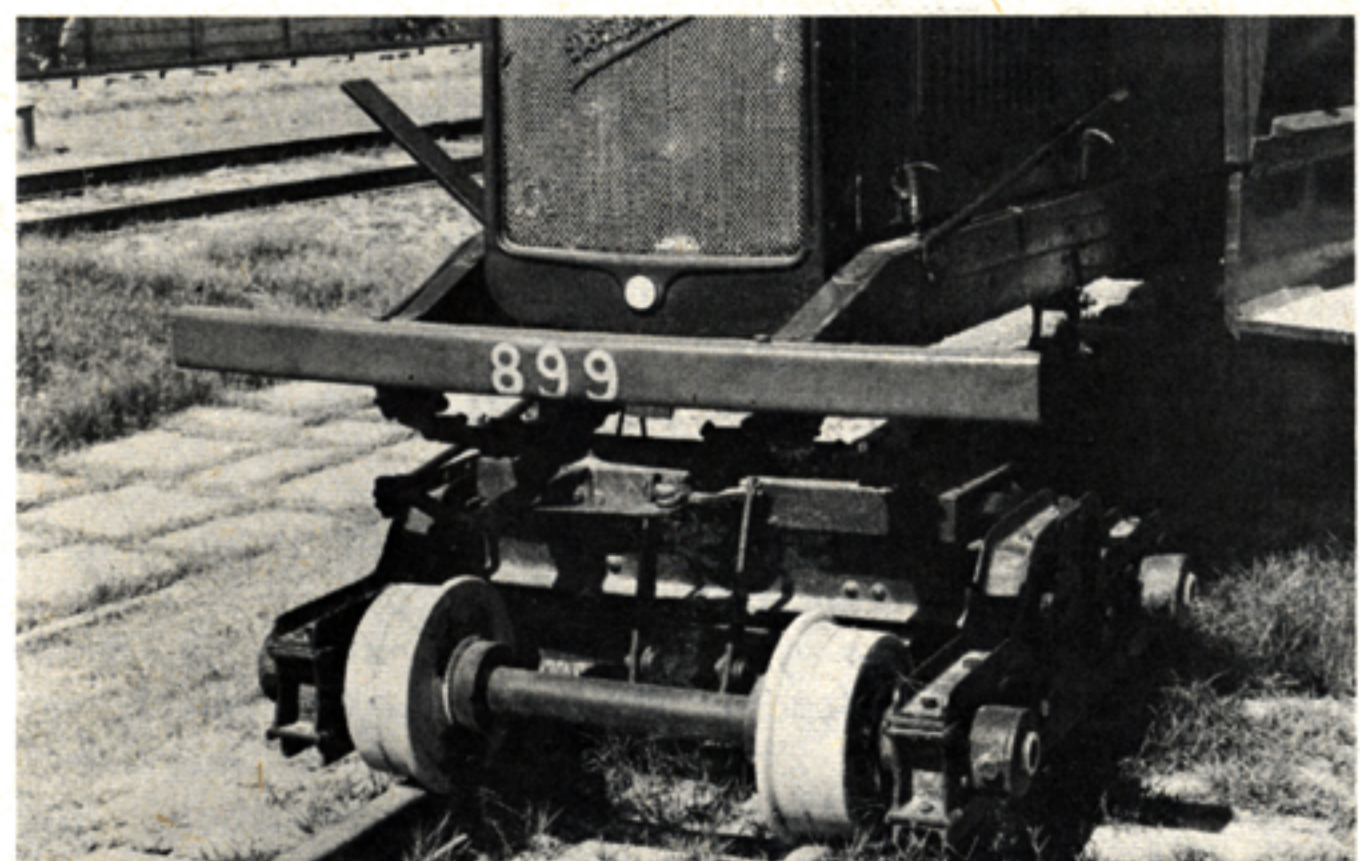
(Continued on Page 46)



"Museum Express," steam powered narrow gauge train which circles the museum site.



Railmotor KS12 of the Kalka-Simla Railway, built by Wicham & Co. of Ware, England, in 1931, seats four on inspection duty, last used in 1967, 58 BHP motor, 2'6" gauge.

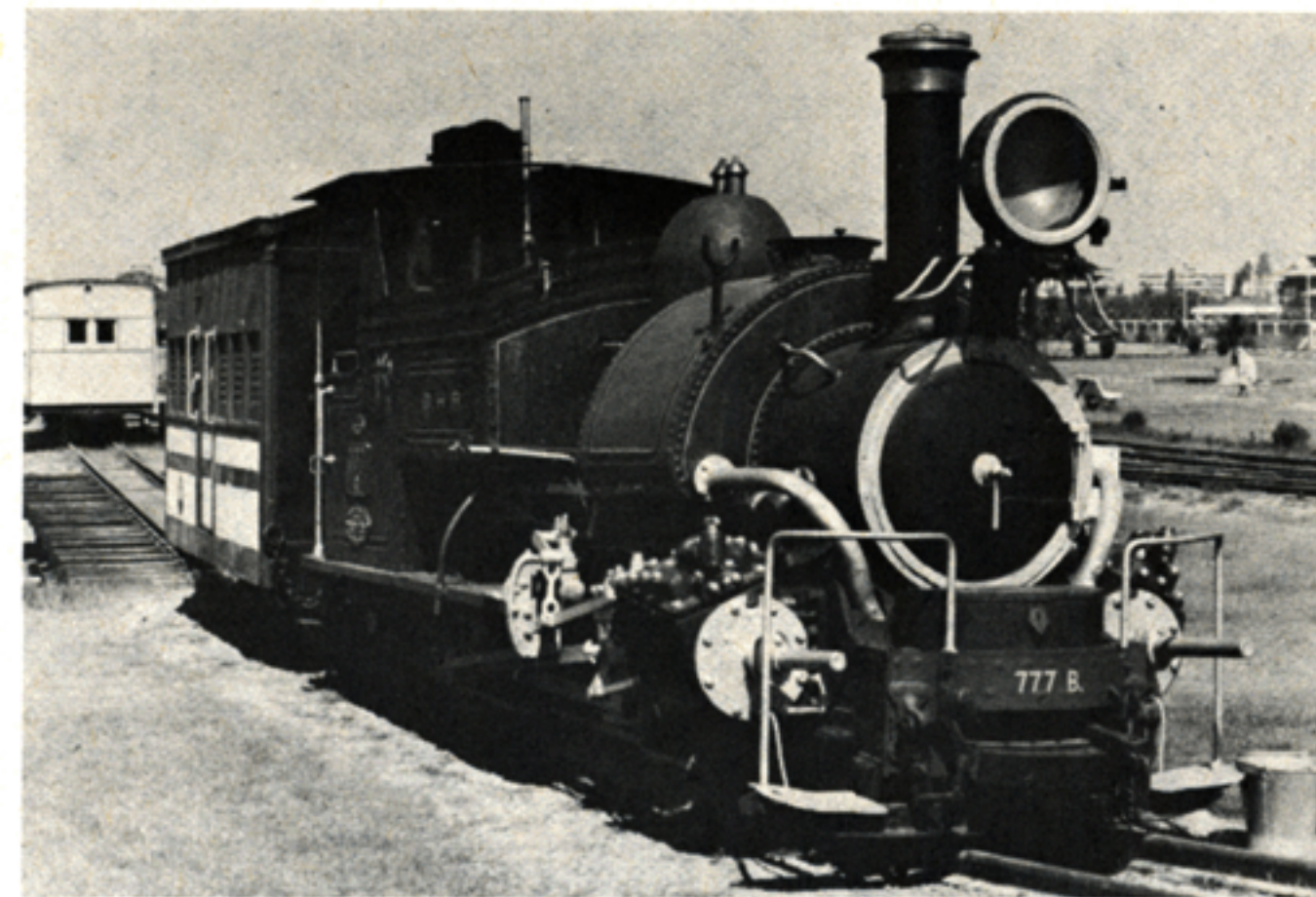


Railmotor 899, converted from a 1932 Dodge bus for the Matheran Light Railway (steep grades, sharp curves, 12.6 miles long). Apparently, a similar machine is still in service. 2' gauge.



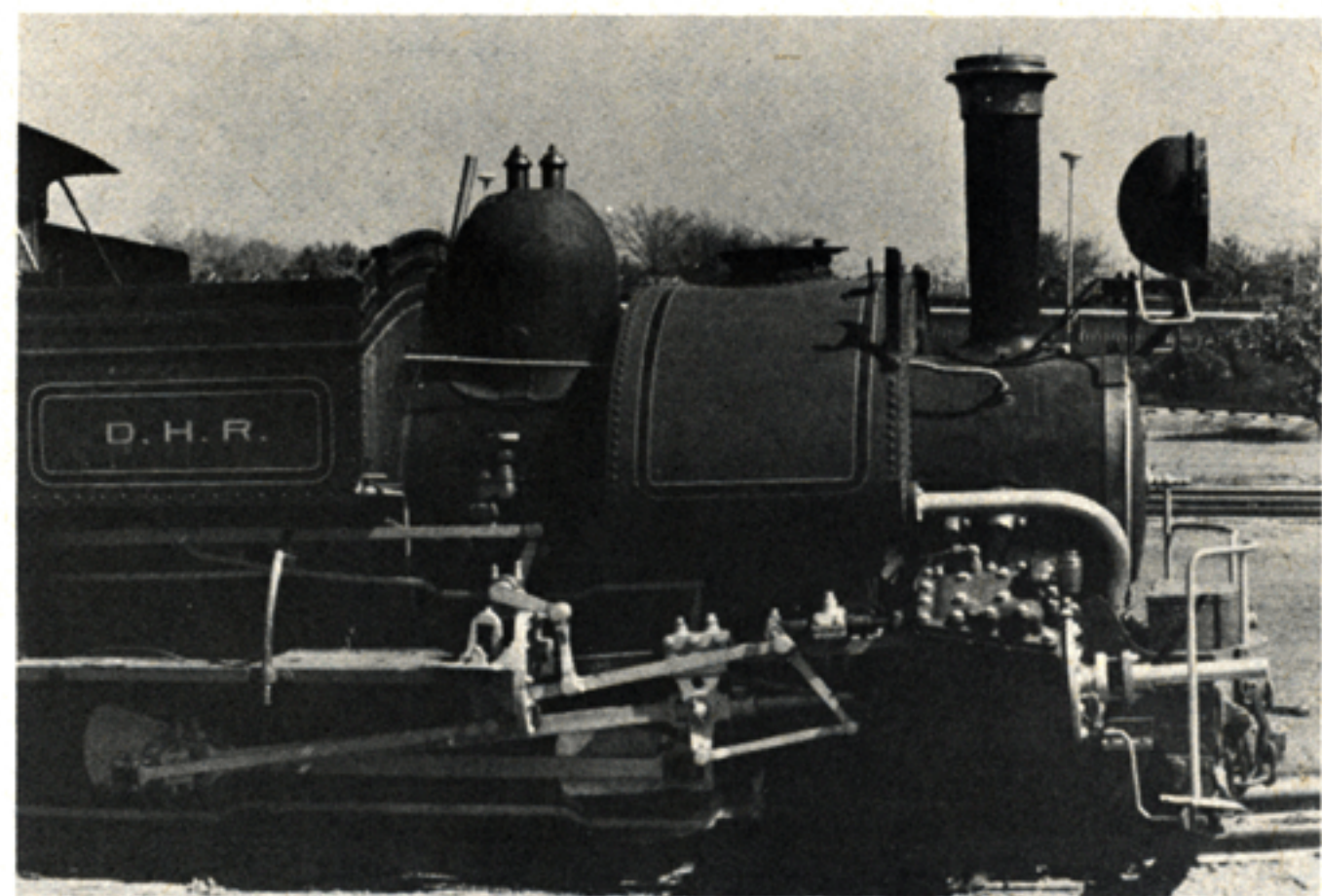
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Darjeeling-Himalayan Railway 0-4-0SWT B777. This was the second locomotive of the type to be built in Glasgow by Sharp, Stewart & Co. in 1889. Trains on the DHR are still hauled by this same type of locomotive. Weight: 16 tons, 2' gauge.

In looking over the photographs which I have of the museum, it is easy to see my personal preferences: mainly light, narrow gauge. The museum, however, includes heavy electrics, most of the Indian Railway Standard steam designs (a standardization system comparable to the USRA designs), N Class Garratt articulated and lots of unusual de-



signs including a monorail locomotive and car. Someday I hope to get to Darjeeling or Simla (the narrow gauge hill railways) to ride the narrow rails, in the meantime, I have to be content with the museum exhibits. (Anyone interested in a tour of Indian Railways?)