

RAILWAYS PHILATELY THROUGH BOOK MARKS

India is home to the fourth largest railway system in the world in size. It is a statutory body under the Ministry of Railways. The Book marks displayed from the period 1976,1982 and 1993 show some of the models, routes and trains of India. The stamps pertaining to them which are commemorative in nature are displayed against the book marks which are self explanatory.

Indian Locomotives



15-05-1976

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15-05-1976

Centenary of Darjeeling Himalayan Railway



18-12-1982

Mountain Locomotives



16-04-1993

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WDM2 Diesel locomotive: This is the most widely used diesel locomotive in India. This locomotive is a mixed class design with 2,600 h.p. weighing 113 tons and hauls freight trains of 2,250 tons and mail trains with 18 coaches. At one point of time these engines hauled nearly 56 per cent of the total freight traffic on the Indian Railways and important mail and express trains.

WP/1 locomotive: The standard post-war broad gauge express locomotive was the WP class 4-6-2 'Pacific' type. This design was the outcome of detailed study of previous types and incorporated the result of research into efficiency and mechanical details. Sixteen prototype engines were built in the United States in 1947 and after exhaustive trials and minor alterations, 300 further engines were ordered from a number of suppliers. In 1963 manufacture of this was started at Chittaranjan Locomotive Works.

GIP No.1 locomotive: This engine is representative of the earliest engines employed in India. To operate the train service between Bombay and Thana, the Great Indian Peninsular Railway ordered eight locomotives from Vulcan Foundry, England. These engines GIP Nos 1-8 were manufactured in 1852, bearing maker's numbers 324-331 and were, excepting two contractor's locomotives of 1851, the earliest type in service on the railways of India. The first engine entered service in 1853.

The snowy peaks of the magnificent Himalayas have since time immemorial enchanted saints, pilgrims and tourists for various reasons. Railways, in their own way, have tried to 'ascend' the hills. The ethereal Darjeeling-Himalayan Railway line having a two feet wide track, conceived by Franklin Prestage, the agent of the Eastern Bengal Railway, links Darjeeling to Siliguri, a distance of 87.48 Km. This narrow gauge line was extended from Siliguri to New Jalpaiguri in 1962. Department of Posts released a stamp on 18-12-1982 to mark the Centenary of the Darjeeling Himalayan Railways.

The Darjeeling Himalayan Railway (DHR), also known as the "Toy Train", is a 2 ft (610 mm) narrow-gauge railway that runs between New Jalpaiguri and Darjeeling in West Bengal. Built between 1879 and 1881, the railway line is about 88 km long. Its elevation level varies from about 100 m (328 ft) at New Jalpaiguri to about 2,200m (7,818 ft) at Darjeeling. The headquarters of the railway is in the town of Kurseong. In December 1999, UNESCO declared the DHR a World Heritage Site.

Nilgiri Mountain Railway starting operations from Mettupalayam to Ooty, the train covers a distance of 52 km in four hours. The construction of this line was started in 1885 and finished in 1908. In July 2005, UNESCO added the Nilgiri Mountain Railway to its list as an extension to the World Heritage Site of Darjeeling Himalayan Railway. The site was then known as 'Mountain Railways of India'.

The Kalka-Shimla Rail line was launched on 9th November, 1903 in the limestone and shale rocks of the Shivalik Hills after three years of dedicated labour. Laid on sharp curves, the 96 km long line passes over many bridges and various tunnels using a narrow gauge of 2'6" in deference to hill formation and gradient. In July 2008, UNESCO added the Kalka-Shimla railway to the 'mountain railways of India' World Heritage Site. The toy train provides a breath-taking view of the Kushalya river, the moment it enters the foothills. Finally, under the Inverarm Hill, one emerges like a happy child at Shimla.

