

Southern Railways

Magazine

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NO-1. to.

July to Nov 1950.

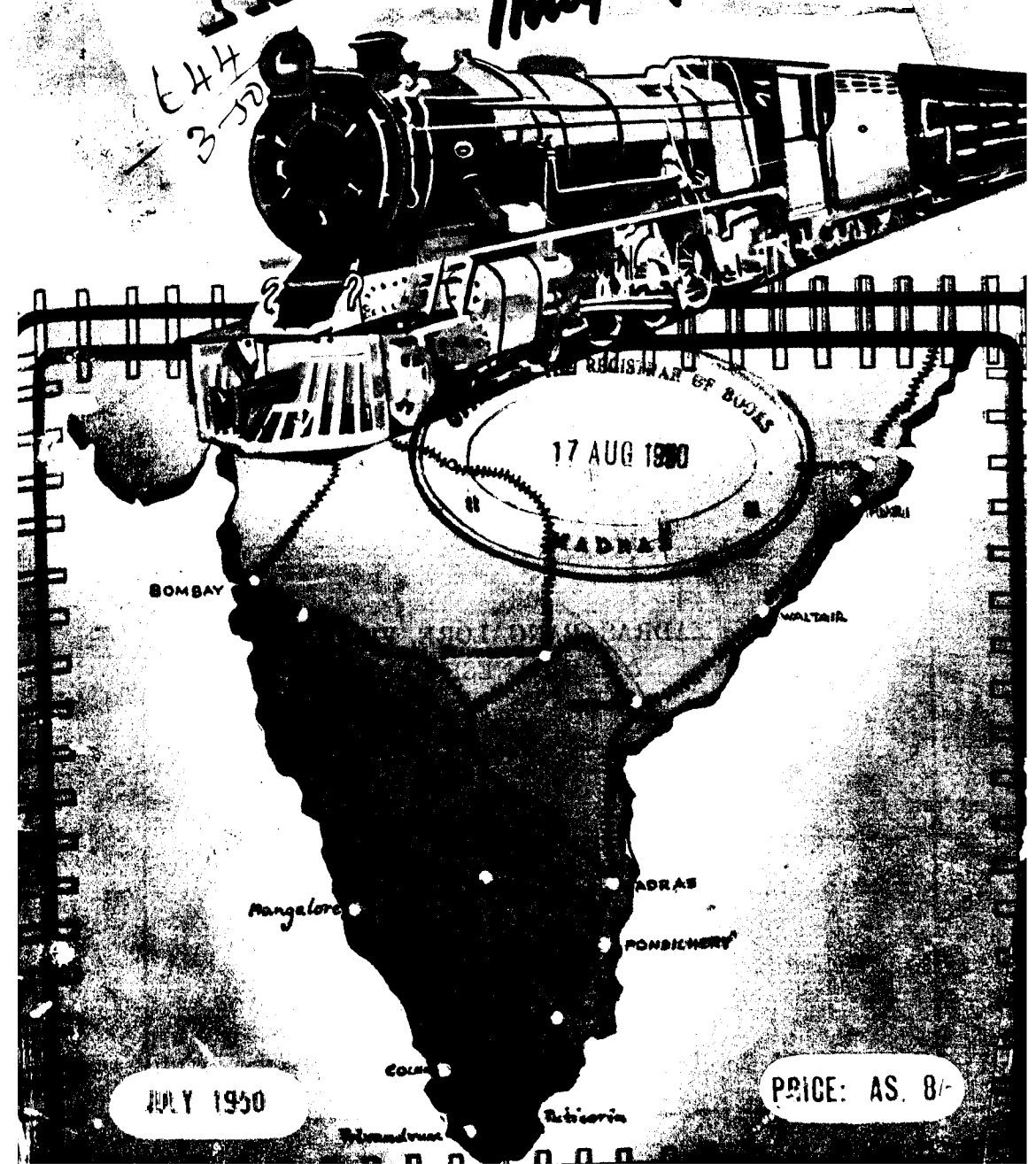
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# SOUTHERN RAILWAYS Magazine

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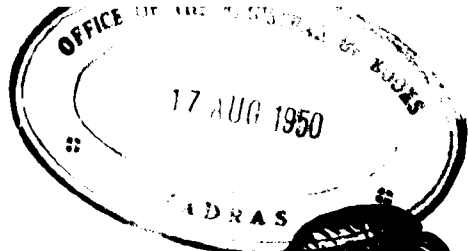
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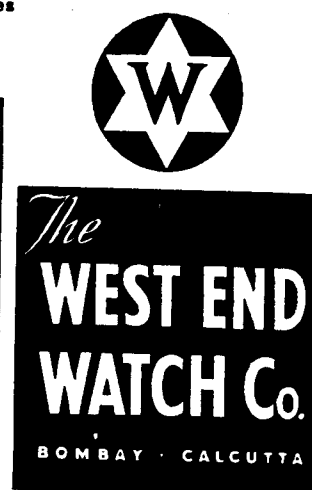
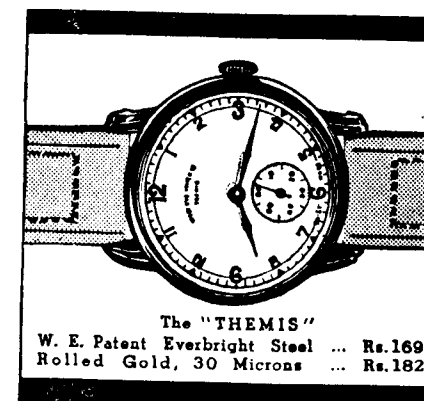


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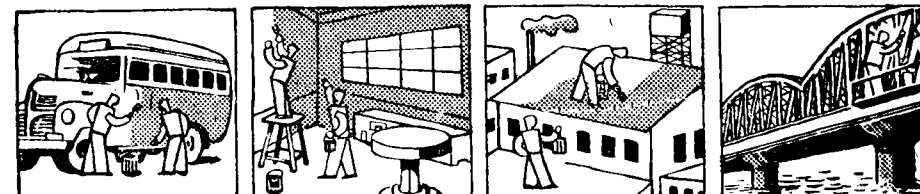
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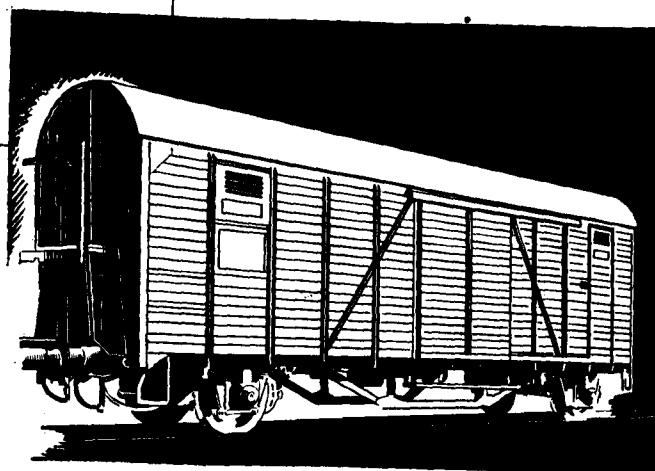
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It has now been decided that with effect from 1st June, 1950, senders who desire to do so may despatch handloom cloth, including Khaddar by coaching trains at Railway risk also, the charges to be levied for such bookings being equivalent to those quoted in the betel leaves rate table and subject to the same minimum, viz. As. 12/-.

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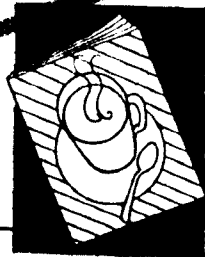
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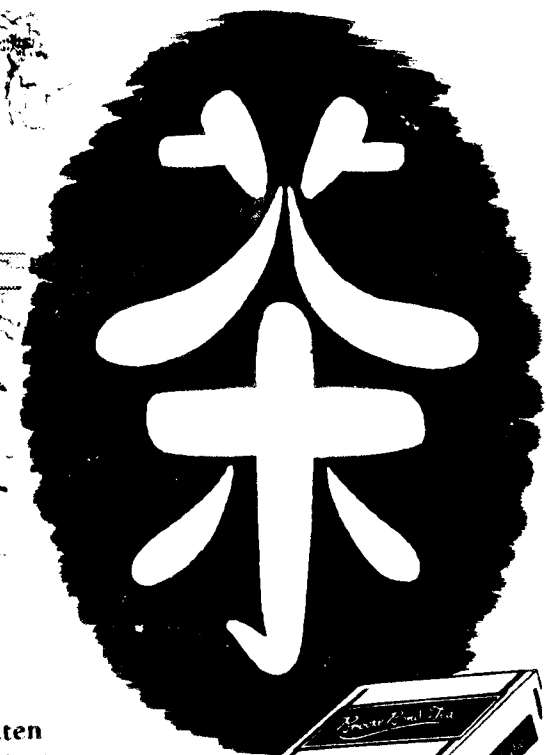
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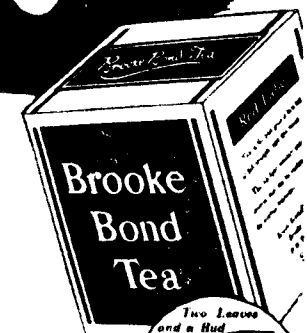
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### Editorial Notice

The Editor invites contributions to the Magazine on a variety of topics—short stories, technical features written in simple English understandable to the layman, humorous articles, historical notes, &c. All copy should be brief and typed as far as possible.

Photographs illustrating social function, sports events, picnics, scenic spots etc. are also invited. All contributions should reach the Editor not later than the 25th of each month. Rejected Mss. will be returned provided sufficient stamps for postage are enclosed. No responsibility will be borne for copy lost in transit.

Views Expressed in this Magazine should not be taken as having official authority.

All correspondence should be addressed to "The Editor, Southern Railways Magazine" Post Box No. 17, Tanjore.

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# Messages of Appreciations

Message from Hon'ble Minister for Transport & Railways

NEW DELHI,

22nd April, 1950.



I am glad to learn that the "SOUTHERN RAILWAYS MAGAZINE" is bringing out a Special Souvenir in July. The objective which it has placed before itself, namely, the fostering among Railwaymen of a spirit of constructive endeavour, is indeed laudable, and I wish the Editor all success in his efforts in this direction.

*K. J. Somasundaram*

Message from H. E. Commander-in-Chief of Indian Army

ARMY HEADQUARTERS,

NEW DELHI, 24-4-50



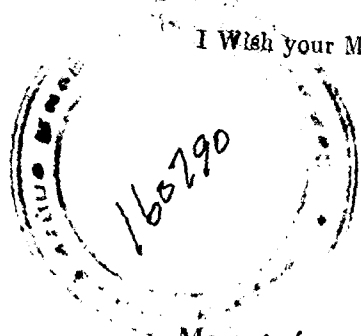
I am glad to hear that you are bringing out a Special Number on the First Anniversary of the SOUTHERN RAILWAYS MAGAZINE, at the end of July, 50. I hope you will put over in this magazine to all those working on our Railways what an important duty they have to the millions of the travelling public of our country. Their duty mainly lies in courtesy to travellers of all classes at Railway Stations, in the booking offices, on the trains and everywhere within the precincts of Railways generally. I hope you will emphasize the need for clean and smart :— (a) Railway Platforms (b) Refreshment and Waiting Rooms (c) Food Vendors who hawk their foodstuffs on platforms.

I hope also that you will emphasize the need for good discipline and smart turn out of all Railway Staff from the Station Master down to the junior most porter and sweeper working at every Railway Station. It is so unseemly to see packages of all kinds thrown about in a disorderly manner at Railway platforms. If the staff who deal with the receipt and



despatch of packages by rail are efficient, they should arrange to stack these packages at their appropriate places neatly thus presenting a smart appearance to the platforms generally.

I Wish your Magazine all success.



*Handwritten signature*

Message from the High Commissioner for United Kingdom



NEW DELHI,

18th May, '50.

A publication such as the "SOUTHERN RAILWAYS MAGAZINE" can do much to foster interest and spread knowledge among the Railway Personnel for whom it is published not only in the transport sphere but in the wider subjects with which it deals. It is a very satisfactory thing that there are always men of initiative to be found in every sphere who will undertake the considerable responsibility of producing staff magazines of this type and they deserve every encouragement both from their readers and from outside.

I have pleasure in taking this opportunity of congratulating the Southern Railways Magazine upon its First Anniversary and wishing it every success.

*Archibald Lyle*

Message from the Ambassador for France in India



NEW DELHI,

25th, May 50.

The publishing of such a Magazine, mainly meant for Railwaymen, seems to me an excellent initiative. Railways being the nervous system of a country and of vital importance, it is fair that workers in that line.

whatever their capacity, should receive a just consideration and that efforts should be made to provide for their reading and knowledge.

I have therefore ample reason to congratulate you for your aims and achievement.

*Handwritten signature*

Message from the High Commissioner for Australia in India.



AUSTRALIA HOUSE,

CONNAUGHT PLACE,

NEW DELHI, 30-5-50.

Her Railways form the nervous system of modern India, and for her healthy economic life they must be tended and cared for just as the vital parts of the human body. This is the responsibility both of the travelling public and of the great body of Railway Workers. A good Magazine is perhaps the best way of maintaining interest and a sense of responsibility among public and workers, and hence it is with satisfaction that I have seen the "SOUTHERN RAILWAYS MAGAZINE" join the group of good Indian Magazines devoted to this phase of life and industry. On the occasion of its First Anniversary Number, I wish well to its publishers and readers.

*Handwritten signature*

Message from the High Commissioner for Canada.



NEW DELHI,

30th May, 1950.

On the occasion of the First Anniversary of the "SOUTHERN RAILWAYS MAGAZINE," I take pleasure in offering its publishers my congratulations for the passing of a successful year.



Publications of the type of this magazine fulfil a very definite need in the life of any community and the men whose intelligence and initiative have made them possible deserve the best wishes of all.

*R. Harry Jay*

Message from Hon'ble Minister for Commerce



NEW DELHI,

30th June, 1950.

I am happy to learn that the SOUTHERN RAILWAYS MAGAZINE, after a year of good work, are bringing out a Special Souvenir Number to mark the occasion of their First Anniversary. I write to send my greetings and felicitations to its Managing Editor and other workers on their good work and my very best wishes for the continued success and usefulness of their venture.

Many unfortunate incidents have occurred during the last year or so because of which Railways, through no fault of their own, have come into bad odour and people have been feeling that journeying them is not safe. I know, Government are taking all possible steps for ensuring security to persons using our Railways. It is, however, essential that there should be the fullest co-operation between Railway authorities and the general public so that as far as possible, the drawbacks may be removed and more facilities and amenities provided. I have no doubt that the "Southern Railways Magazine" is serving a useful purpose in putting forward suggestions of a practical nature enabling the right thing to be done in the right way.

Railways can easily be a very potent means for the spread of true and proper education in civic and social virtues, if only we know how we should utilise the opportunities that they afford. A man's character is never better judged than when he is travelling, for there he comes in contact with fellow-men in all possible situations and his behaviour is the measure of his personal as well as his national culture. I have always thought that Railways should have boldly printed on the walls of their stations and their compartments, simple directions as to how people should behave in the matter of accommodating fellow-passengers and helping them in keeping all the places neat and clean. Railways also are the best vehicles for the realisation of the essential unity of the land. As one travels from North to South and from East to West in this great land of ours, one is struck by the fundamental unity in the apparent diversity of languages, customs and

rites. I earnestly hope that the Magazine will impress on all concerned the great duties that are theirs at this critical period of our nation's history. May all be well.

*Be Prakash*

Message from H. E. Governor of Madras



GOVERNMENT HOUSE,

OOTACAMUND,

21st May, 1950.

I would like to congratulate the authorities of the "SOUTHERN RAILWAYS MAGAZINE" on the completion of one year of public service through their Magazine. Railways are a public utility service and they bear a very heavy responsibility. I hope the Southern Railways Magazine will continue to serve the interests of the public as well as the railwaymen whose welfare is its primary objective.

*Krishna Kumarasinhji Bhavsinhji*

Message from H. E. Governor of Bihar



GOVERNMENT HOUSE,

PATNA, 12th April '50.

The "SOUTHERN RAILWAYS MAGAZINE" has completed its First Year. The work done in this year has proved beyond doubt. Its utility and every-one interested in the railway problems will certainly congratulate it at the end of the year on its achievement and wish it to prove more useful in the coming years.

*Ans Aneg*

## Message from H. E. Governor of Uttar Pradesh



GOVERNOR'S CAMP,  
UTTAR PRADESH,  
12th April, 1950.

I sent you my greetings on the occasion of the inauguration of your monthly Magazine. A year has expired in which, from what I can judge, the publication has done good work. I hope the Special Number will be in keeping with the standard which you and your associates have set up.

## Message from H. E. Governor of Bombay



GOVERNMENT HOUSE,  
BOMBAY, 6th April 1950.

I send my congratulations to the "SOUTHERN RAILWAYS MAGAZINE" on the occasion of its First Anniversary. I trust that the promoters of the Magazine will continue to strive for the achievement of the unity and well-being of the Railwaymen of India. I wish all success to their efforts.



## Message from H. E. Governor of Punjab

BARNES COURT,  
SIMLA, 8th May, 1950

I am very glad the "SOUTHERN RAILWAYS MAGAZINE" is bringing out a Special Number on the happy occasion of its First Anniversary. I have been a reader of this Magazine for some time. It performs a most useful function in that it brings home to railwaymen their responsibilities and obligations to the Railways, which is one of our greatest national assets. It is the duty of all railwaymen to strengthen and enrich this asset by working devotedly for its betterment, serving thereby also the public. I send my heartiest felicitations to the SOUTHERN RAILWAYS MAGAZINE, and wish it a career of increasing usefulness.

## Message from H. E. Governor of Madhya Pradesh



GOVERNMENT HOUSE,  
NAGPUR, 27th June 1950.

I send the "SOUTHERN RAILWAYS MAGAZINE" my congratulations on the occasion of its First Anniversary in the hope that its past record will be excelled by its future achievements, and that it will prove to be to the railwaymen and the general public an efficient distribution agency for the latest news and a sane and steady guide in their work and their conduct.

## Message from H. E. Governor of Orissa

GOVERNMENT HOUSE,  
PURI, 25th June, 1950.

I have had occasion to glance at the "SOUTHERN RAILWAYS MAGAZINE" which is about to complete the First Year of its venture. It is a useful publication.

## Message from Hon'ble Chief Minister of Mysore



BANGALORE,  
22nd April 1950.

It is gratifying to note that the "SOUTHERN RAILWAYS MAGAZINE" is bringing out a Special Number to mark its First Anniversary. I wish it all success and hope that the Magazine will continue to serve the best interests of the Railwaymen of India, keeping in view the progress and prosperity of the Nation.

## Message from General Manager, G. I. P. Railway



GENERAL MANAGER'S OFFICE,  
V. T., BOMBAY, 1st May 1950.

I send my best wishes to the "SOUTHERN RAILWAYS MAGAZINE." I have been watching the progress of this Magazine since its inception and I am happy to say that not only has it proved useful to the Railwaymen, but the general public can also derive information of great interest from it.

In my opinion, a good Railway Magazine is indeed a fit vehicle for keeping the railwaymen informed of the activities on the different railways and enlightening the public as to what the railways are doing generally. This is what I find would appear to be the object of the "SOUTHERN RAILWAYS MAGAZINE" and I hope, this Magazine will continue to serve the country as it has so far been doing.

*H. M. Jagtiani*

## Message from General Manager, East Indian Railway



EAST INDIAN RLY. HOUSE,  
CALCUTTA, 17th May, 1950.

The "SOUTHERN RAILWAYS MAGAZINE" proposes, I understand, to foster an *esprit de corps* among railway personnel in general, to wean railwaymen away from destructive party politics, and to imbibe in them instead a constructive outlook on life and society. Its appearance, at the present moment, is most opportune. I have every hope that the Magazine will be built on the support of railwaymen who alone can create that spirit of self-discipline amongst them, on which railway service can be sustained.

On this First Anniversary of this journal, I wish it every success in realising its most laudable aims.

*H. M. Jagtiani*

## Message from General Manager, M. &amp; S. M. Railway



GENERAL MANAGER'S OFFICE,  
PARK TOWN, MADRAS-3.  
18-5-1950.

I am asked to give a message—and what comes uppermost in my mind is a feeling of appreciation to the public and the press for its helpful and frank criticism, to which your own Journal has contributed not a little in the first year of its life.

This understanding and co-operation must go a long way to help in our efforts to improve the operation and service of the Railways to the general public.

*[Signature]*

## Message from General Manager, N. S. Railway



SECUNDERABAD (DECCAN)  
26th MAY, 1950.

I am glad to hear that you will be shortly celebrating the First Anniversary of the "SOUTHERN RAILWAYS MAGAZINE" and send you my congratulations and good wishes. I trust your Magazine will always seek to promote the welfare and best interests of railwaymen, direct their energies into constructive and fruitful channels and uphold before them the highest standards of efficiency and discipline in this great public utility service.

*[Signature]*

## Message from General Manager, M. S. Railway

MYSORE STATE RAILWAY  
MYSORE, 24th April '50.

I am glad that a Special Souvenir of the First Anniversary of the "SOUTHERN RAILWAYS MAGAZINE" is shortly to come out and I am sure it will contain much valuable material contributed by top-ranking personalities. I wish the Magazine all success.

*[Signature]*

### Message from General Manager, Ceylon Government Railway

COLOMBO,  
10th June, 1950.

The apparent indispensability of newspapers to our normal life has been exploited to the full in recent times for purposes of propaganda. However, not much use has so far been made of this powerful medium for educational purposes and the SOUTHERN RAILWAYS MAGAZINE should be complimented on its venture.

In aiming at promoting the welfare of Indian Railwaymen, the Southern Railways Magazine has set itself a very praiseworthy goal and deserves support. It makes a commendable effort to stimulate the interest of Railwaymen in Railway affairs and communicate to them a closer knowledge of Railway Technology.

I have pleasure in sending my greetings and good wishes to the "SOUTHERN RAILWAYS MAGAZINE" on the occasion of its First Anniversary and hope that it will make a notable contribution to the welfare of Indian railwaymen.

*M. Karagassal*

Message from the D. G. C. A.

NEW DELHI,

11-7-'50.

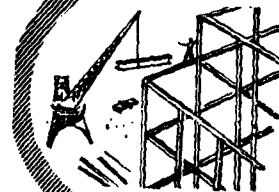
Mr. T. S. Krishna Rao, Managing Editor of the "SOUTHERN RAILWAYS MAGAZINE" has asked me to give a message on the occasion of his bringing out a special souvenir number. My own personal acquaintance with the "SOUTHERN RAILWAYS MAGAZINE" is very slight but its aims, which I gather from the Managing Editor as also from the extracts of letters written by high and distinguished persons, seem to be very laudable. It is very brave of the Editor to have those aims and if he succeeds in implementing even 50% of them, he would have made a real contribution. I wish him all success.

*Shankar*

Better a thousandfold abuse of free speech than denial of free speech. The abuse dies in a day, but the denial slays the life of a people and entombs the hope of a race.—Charles Bradlaugh.

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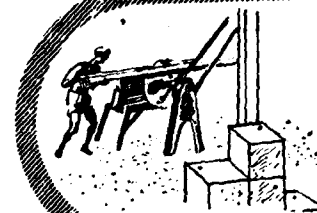
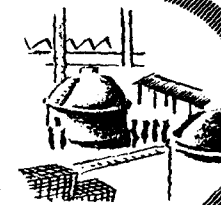


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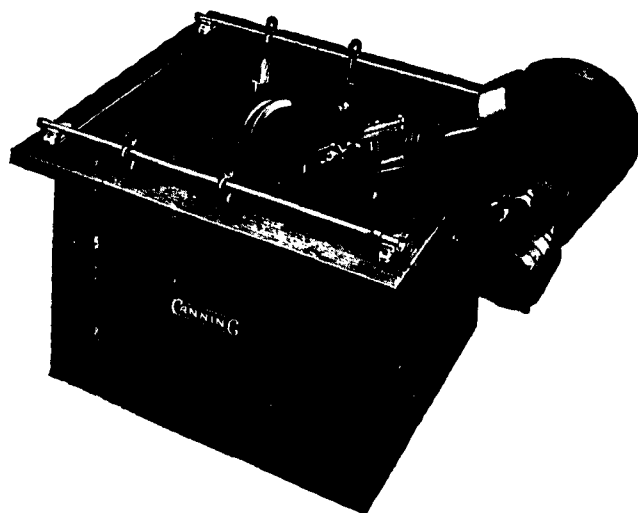
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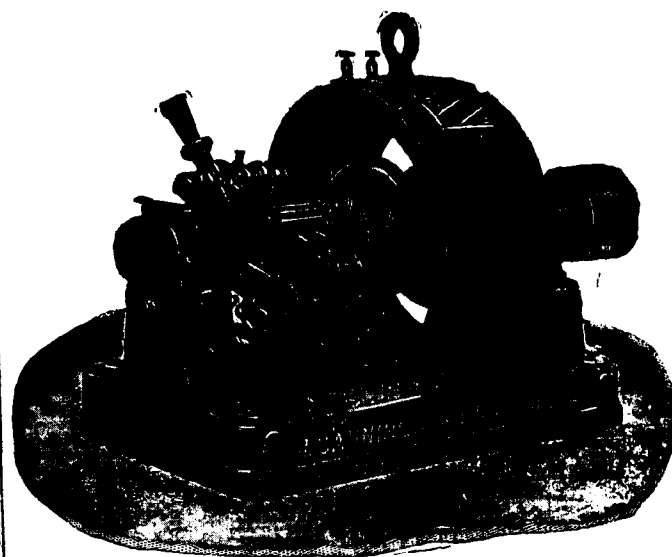
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# Southern Railways Magazine

VOL. II  
NO. 1

JULY 1950

ISSUED  
MONTHLY

## "First Anniversary"

ON July 15, 1950 the "SOUTHERN RAILWAYS MAGAZINE" celebrates its First Anniversary. During the twelve months from July 1949 to July 1950, we are happy to record that the Railways in India have to their credit some substantial achievements, of which a brief and rapid review is now given.

An intensive drive during the year 1949 on all Railways was made to clear old outstanding claims cases, which resulted in disposing of a substantial portion of these old claims. In addition a claims prevention drive was also launched which has had good results.

Starting from April 1950 the priority control on the movement of goods was abolished, which resulted in the free movements of goods by rail all over the country.

From December 1949 four classes of rail accommodation again replaced the three-class accommodation experimental measure, which was unpopular with the travelling public. And from 1st July 1950 the old nomenclature of First, Second, Intermediate and Third classes was re-introduced.

Railways have also concentrated on improving the amenities for passengers, especially the Third Class Passengers by providing additional waiting halls, special accommodation in certain trains for long-distance Third Class Passengers, fans in compartments etc.

There has also been a considerable improvement in the wagon supply position and passenger train punctuality, which on some Railways has been as high as 90%.

The scheme for regrouping of Railways into six zones to ensure better integration, operation and economical working is being pursued, but before the Railway Ministry take a final decision in this crucial matter, opinions of various commercial bodies, provincial governments and the All-Indian Railwaymen's Federation are being invited. What the final shape will be is still a matter of conjecture, but it is hoped that whatever the decision, the scheme is launched with caution to prevent disruption and disorganization of existing units.

Labour relations have been singularly happy during the last twelve months, in that a spirit of conciliation and cordiality appears now to be dominant both on the part of Administrations and employees. The absence of tensions has no doubt led to some improvement in efficiency on Railways.

Unfortunately, a series of accidents have occurred in recent months in quick succession; three of which were major disasters involving heavy casualties. But this has spotlighted certain problems, which the Railway Ministry and all Administrations have immediately tackled vigorously by measures to prevent accidents. With the implementation of these preventive measures covering both the technical and personnel field, it is hoped that at least those accidents caused by the failure of the human and material elements will gradually be eliminated. We look forward to a future where accidents will be the rare exception rather than the rule.

In conclusion, we would reiterate that this journal's main objective is to encourage *'esprit de corps'* among all Railwaymen, eschewing any political platform, and giving criticism sparingly, and credit generously to Railways and their staff when and where substantial achievements are evident. We look ahead to a future on all Railways of still greater achievements, and a travelling public that will be grateful for services rendered by our Railways and our Railwaymen.

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— BHADRAVATI—MYSORE STATE RAILWAY —

## Notes & Comments

### Local Advisory Committee

The first meeting of the so-called reconstituted Local Advisory Committee of the South Indian Railway was held at Madras by the end of last month with Mr. K. R. Ramanujam, General Manager, in the Chair. Among others who attended the meeting include Mr. T. A. Joseph, Chief Traffic Manager, Mr. Restriek, Chief Engineer and Mr. R. Gopala Krishnan, Public Relations Officer.

The Chairman welcomed the members of the new Committee and expressed his hope that the new committee would extend the same cordial co-operation, which the previous committees had been giving so that the most beneficial results might be achieved.

Several subjects relating to amenities for passengers, convenient train services, and facilities for the movement of traffic were discussed.

The Committee were informed that the present train service on the South Indian Railway represented about 95 per cent of the pre-war level and that efforts were being made to increase the train service to the maximum extent possible. Some branch line sections however had not yet been provided with as adequate a train service as was desirable and arrangements were therefore being made to improve the train service on those sections before making any further increase over the main line. It was therefore not possible just at present to run an additional express train between Madras and Madura. The Committee were informed that efforts would be made to run an additional express train between Madura and Shenottah via Maniyachi in connection with the Trivandrum Express trains and to extend the Trichino-

poly—Manaparai shuttle to and from Dindigul in the next Time-Table. The Committee suggested that an upper class bogie might be attached to the present Class III Express between Madras and Trichinopoly. The Chairman agreed to bring the suggestion to the notice of the Railway Board.

The Chairman regretted his inability to reduce the price of coffee sold in Railway Refreshment Rooms, as refreshment rooms were already running at a loss and any reduction of the price of coffee would increase this loss. The supply of rice iddlies in refreshment rooms could not be revived as the State Government would not favour the idea of diverting its limited rice resources to this purpose. In regard to the policy to be adopted on the question of catering contracts on Railways, the Committee was of the opinion that in respect of vegetarian refreshment rooms run by contractors the present system of individual contractors for individual stations might continue, while, in respect of non-vegetarian refreshment rooms and restaurants, the zonal scheme worked out by the Railway in accordance with the directive from the Railway Board might be adopted.

The Committee was of the opinion that Third Class waiting rooms exclusively intended for the use of ladies need be retained only at certain stations where they were well-patronised, those at other stations being abolished.

The position in regard to supply of wagons was explained to the Committee. When steamers were working at Cochin Harbour and when movements of foodgrains were heavy, the supply of wagons for traffic carrying lower priority sometimes fell short of the demand. Everything possible was being

done to make up for this deficit during other periods when demands for high priority traffic were comparatively less.

"The Chairman regretted his inability to reduce the price of coffee sold in Railway refreshment rooms" but we believe the Chairman will not regret to see the quantity and quality of the coffee supplied by the Railway refreshment rooms conform to the prescribed standards. Almost in every Railway refreshment room on the entire South Indian Railway system the quality of foodstuffs has deteriorated to such an extent, the traveller has no other alternative than to take shelter in these refreshment rooms for fear of starvation. This long-felt grievance of the passengers cannot be redressed so long as the head of the administration does not see things personally for himself and dispose of complaints efficiently.

\* \* \* \* \*

### Station Masters Confer

Two hundred Station Masters and technical staff who met at the First All-India Station Masters' Conference held in Bombay by the end of May urged Railway workers to unite under a strong organisation not bound to any political party. The delegates criticised the All-India Railwaymen's Federation as "a close monopoly of the Socialist Party." Prof. Shibbanlal Saxena, U. P. Labour leader told the Conference in his inaugural address that the "Socialists are exploiting the Federation for their political ends and are ignoring the real demands of the workers." He pleaded for strengthening the All-India Railway Labour Organisation which he said was a more scientific organisation than the AIRF. The AIRLO had every section of Railway employees on its rolls and as such could put forth their view-points better. We

believe such frequent conferences will enable to exchange their views and how best they could discharge their duties in the national utility concerns such as Railways.

\* \* \* \* \*

### Electrification of Railways

Standardisation of electric locomotives for rail transport in the key areas in India has been recommended by a committee appointed by the Railway Board some time ago to make an economic survey of locomotives in terms of the country's requirements, it is authoritatively stated in Bombay. The Committee which was headed by Mr. P. L. Verma, Traction Superintendent of the G. I. P. Railway and included an American expert as Technical Assistant, has pointed out that India's main source of coal is far from many of the chief rail centres. It is further learnt that the Railway Board has been considering three areas near the ports of Bombay, Calcutta and Madras for extensive electrification. The progress of such schemes would, however, depend on the development of hydro-electric power under the Damodar Valley and the Mahanadi projects. So far as Madras Province is, we hardly foresee any prospect of this scheme being implemented in view of the inadequate hydro-electric power supply even for the civilian consumption.

\* \* \* \* \*

### Paucity of Wagons

Mr. B. A. Padmanaba Ayyar, Vice-President of the Indian Chamber of Commerce, Coimbatore, interviewed Mr. R. Seshadri, DTM (Movements) Trichinopoly at Coimbatore last month and made

representations about the paucity of wagons for the movement of pulses to Coimbatore. He stressed that the stook position of pulses was very low and the scarcity was resulting in high prices and inflation. He also represented that sugar wagons were received at this end with shortage in weight. The loss of weight during transit entailed payment of claims by the Railway. This is a sad commentary upon the integrity of the railway personnel as pilferages can hardly be attributed to non-railwaymen.

At a Conference of Potato Merchants held at Mettupalayam, it was arranged to concert measures for the adequate supply of wagons at Mettupalayam for the quick movement of potatoes during the peak months of September-October-November. We would strongly urge the DTM (Movements) to meet the demands of the trading class who are often subjected to great loss in potato deal.

\* \* \* \* \*

### The Flying Squads

The Travelling Ticket Examiners of the Flying Squads have made a representation to the authorities praying for the continuance of the grant of special pay to them as heretofore. In a lengthy justification for the grant they say:

1. The Flying Squads came into existence for a definite purpose (viz. to put down a series of corruptions and malpractices in passenger traffic, outside the ordinary, in which collusion between the fraudulent sections of the staff and public defeated the other and ordinary methods of detection and punishment).

2. The Squads were created as a result of repeated suggestions and demands by the Inspectors

and the honest section of the public for such special methods of handling the arch-criminals, which called for special abilities, knowledge, physical and mental endurance, etc. on the parts of the men chosen.

3. That the jobs were specially arduous, as they involved working according to a confidential plan, travel incognito, and grave risks to life and limb at the hands of these marauders, whose plans had to be thwarted, often by subterfuge and cleverer plans.

4. Travel by bus cutting across country or by country carts or other crude transports, very often on foot over several miles, involving severe hardship and unexpected expenditure, had to be undertaken. All these out of pocket expenditure must be recouped by the Administration, and a sufficient compensation for such arduous task must be paid; otherwise, who will have the interest in so doing?

5. The results of working by the squads during the past 4 or 5 years have more than justified the need for such squads, and justified the grant of such special pay. They have done such work as to merit the rich encomiums that have been paid by the Inspectors and Officers, under whose direct supervision such work had been done.

6. Such good work had been done during the days of the greatest temptation, during the war years, when with one hand the administration restricted or stopped the issue of tickets at the Booking Offices, and with the other hand belaboured the staff to belabour the succumbers to temptation. If things are easier now as a result of their toil, it is not fair to cut off their special pay, and yet make them do the same kind of job.

\* \* \* \* \*



There is some point in what these Travelling Ticket Examiners say. *First* we are of the opinion that there is a certain amount of moral degradation in an administration making these squad-men do a sort of surreptitious work. (Of course you should set a thief to catch a thief. But look at the psychologically bad effect it generates in the minds of a certain section of staff, which is bound to spread to the other sections. Human mind is so constituted that detection of one type of fraud makes the other side think a bit more and make their fraud more detection-proof; fraudulent detection begets more fraud; fraud grows. Better the work is conducted on highly moral lines. *Secondly* if the need of the hour is over, better disband the squads; if you want them to continue the same type of work, continue to pay them as before. The need for these squads arose in our opinion by the Razakar methods adopted by the railways in dealing with passenger traffic during the war years, when they could not run as many trains as were necessary, when they were suffering from shortage of power and coaches, and restrictions had to be imposed. The public under the pressing need of having to travel somehow all together sought the one entrance open, viz. tip and travel. But the Razakar, who drove them to this entrance, also manned this entrance to slaughter as the crowd passed through. Far better to remove the causes of such fraudulent travel. Now you are running enough trains and there is no restriction on travel. Frauds must have considerably lessened, if not stopped altogether. The need of the hour is over, and so stop the squads and stop their hard labour bad psychology, and unnecessary expenditure. *Thirdly* we are of the opinion that the railway is spending far more than is necessary on their Ticket Checking Branch; a study in comparison with other railways

will reveal surprising results. We still believe that junction-checking should be strengthened and introduced as a normal feature more than this check on travel.

\* \* \* \* \*

### Integration and Staff of States Railways.

It has now been decided that the employees of Indian States Railways, whose control will be taken over by the Government of India will be brought on to the Central Pay Commission's Scales of pay and Central Scales of dearness and other allowances with effect from the date on which the Government of India assume financial responsibility for these railways on the basis of the grade in the C. P. C. scales to which these individuals' responsibilities will be equated. Accordingly, in the case of the employees of the Gaekwar of Baroda State Railway, the relevant date will be August when it assumed financial responsibility for that railway system.

Dearness allowance, house rent and compensatory allowances will be payable with effect from that date on the same conditions as apply to Indian Government railways. On those railways in which the existing grainshop concessions are different from those current on Indian Government railways, the staff will be brought on to the full cash dearness allowance as payable on Indian Government railways.

A committee will be set up on each of the railways which are being taken over in order to determine the equivalent grade in the C. P. C. scales into which the staff will be fitted. The Unions may send in any representations which they may wish to make to the committees on the question of classification of grades. No re-

presentation on behalf of individual workers will be entertained.

The Government of India have agreed that the existing pay and grade of the staff on the Indian States Railways will be protected and this will be taken into account in implementing the decision set out above to bring the staff on to the C. P. C. scales of pay.

In explaining the above decisions to a deputation of representatives of the Unions on the Indian States Railways led by Mr. S. Guruswami, General Secretary of the All India Railwaymen's Federation, the Minister for Railways made it clear that these would be implemented on the distinct understanding that the staff and unions of the Indian States Railways will not be entitled to any claims for these or other financial concessions for the pre-integration period. This position was accepted by the labour representatives.

\* \* \* \* \*

### The Battle against Ticketless Travel

"The public should realise the harm that ticketless travel is doing; how it contributes to overcrowding in trains, deprives the Railways of their dues, and as an anti-social activity lowers the public morale. Public opinion must become a potent factor in stamping out the evil. Every one can help the Railways and the State by purchasing a proper ticket while travelling by rail and exposing those who do not." Thus ends a brochure on *Ticketless Travel* brought out by the Ministry of Railways. It is both an appeal and an exhortation to the public and the Railways' Staff to root out an aged-old evil, which stands in the way of many good things being done. The booklet contains very revealing facts, which must serve as an eye-opener to those who have

not so far realised the proportions to which this evil exists. Ticketless travel is a crime against the State, and surely "he is robbing every one of you." Railways being a nationalised industry, their losses are really the losses of the nation as a whole. Would you believe it—60 lakhs of such fraudulent travellers were detected in 1948—49 and a sum of Rs. 150 lakhs was realised from them, Rs. 23 lakhs were recovered from passengers who had not booked their luggage, and 12 lakhs of beggars were turned out of railway premises! And this is only a fraction of the total number enjoying transport free! If all the escaping revenues had only sought the normal channels and come to the legitimate coffers, what would the Government not do for the travelling public and the staff? The battle therefore is for every one—every tax-payer and every passenger—the more so for the railway servants, who have a duty, for which they are paid.

The brochure is well written and well got up and deserves to be printed in every Indian language and distributed, so that the better sense and conscience of the people at large may be awakened and a new spirit shall possess them, for reform is quicker and surer when the spring for action is internal.

\* \* \* \* \*

### Progress in Rail Welding.

Rail welding is making considerable progress in the U. S. A. One of the most adventurous railways in this connection is Elgin, Joliet & Eastern, which is a belt line 238 miles in length handling heavy freight round the South of Chicago, and which plans eventually to weld the whole of its main-line trackage. Since 1943 this railway has completed 58 miles of rail-joint elimination and has one stretch of rail 12,782 ft. in length in the open welded in one continuous length. The lead was taken in



the U. S. A. by the Central Railroad of Georgia with welding through two tunnels in Alabama in 1930; the Delaware and Hudson Railroad did pioneer work on track welding in the open between 1933 and 1939 and dealt with 42 miles line in this way. A more recent fillip to welding was given in 1938, when the oxyacetylene pressure welding process known as Oxweld was brought in. In six years from 1938 to 1944 the failure with joints welded by the Oxweld process has been 0.14 per cent. The E.J. & E. states that, although it costs \$ 390 per mile annually, and the welding pays for itself in less than three years.

*In these days when sabotage is rampant mainly through the process of removing the fish plates, bolts and nuts, easy and quick methods of rail-welding will come as a boon for safety and security. We commend this news for the immediate attention and earnest consideration of the Government of India, especially the Railway Ministry.*

### Iron Bull

The title of "Iron Bull" is now granted to locomotives of the Chinese National Railways "which have run a certain number of kilometres without incident or a major overhaul." The Russian system of team responsibility was adopted in the efficiency drive last July; each locomotive is assigned to a group of nine workers who become fully responsible for its maintenance and safe running, the nine-man groups competing with each other. In March, seventeen groups in Manchuria celebrated the running over a period of 155 days, and now aim at a further 150,000 km. of perfect running by May Day; their locomotives have been awarded the title of "First Class Iron Bull."

\* \* \* \* \*

### Ceylon Railways (Amendment) Act

The Railways (Amendment) Bill vesting additional power in Railway Officers was passed on April, 4. It provides for imprisonment for those habitually travelling without tickets or in higher class compartments than their tickets entitle. Power is also conferred on Station Masters, head guards, of the trains and Railway Officers of higher rank to apprehend without a warrant a person in a train or on Railway premises who commits an offence chargeable under a written law; those apprehended are to be handed over to a police Officer for inquiry and action.

\* \* \* \* \*

### Locomotives and Rolling Stock Orders

Orders have been placed for 25 mainline Diesel-electric locomotives, 130 coaches and more than 250 wagons. The locomotives will weigh about 80 tons and have a tractive effort of 30,000 lbs. They will be capable of working in pairs, under the control of one driver. As they will need only one supply of fuel and water every 750 miles, a great saving in operating costs is expected. Representatives of the successful tenderers are on a tour of inspection of the system to acquaint themselves with local conditions.

The coaches are of a new design and will be almost 15 ft. longer than existing types. The wheels will be smaller and the wheelbase longer. The coaches will be upholstered in plastic leather cloth and will have fluorescent lighting. External panelling will be steel and interior, plastics.

The wagons will be fitted with the new standard wheels and thief-proof vacuum locks. (*Railway Gazette*)

\* \* \* \* \*

### New Safety Measures

This memorandum explains the procedures adopted for ensuring safety of the travelling public, for enquiring into accidents and giving information in regard to the action more recently taken for averting or reducing accidents.

It is hoped that information given herein will be sufficient for an appreciation of the position in respect of the safety in train operation.

\* \* \* \* \*

### Government Inspectorate Railways

Under Section 4 of the Indian Railways Act, 1890, the duties of a Government Inspector of Railways are specified as follows:—

(a) To inspect railways with a view to determining whether they are fit to be opened for the public carriage of passengers and to report thereon;

(b) To make such periodical or other inspection of any railway or of any rolling stock used thereon as he may be directed to make;

(c) To make enquiry into the cause of any accident on a railway; and

(d) To perform such other duties as are imposed on him by that Act or by any other enactment for the time being in force relating to railways. Up till about 1939, Government Inspectors, who are officers drawn from the Engineering cadres of Government Railways, were appointed to those posts by the Railway Board, to whom they were then subordinate. The Pacific Locomotive Committee in their Report dated 31st March, 1939 commented upon this arrangement; they considered that it was most desirable to eradicate the anomaly of the Railway Board being the inspecting as well as the executive authority and so to

remove the embarrassment which might be caused in the case of officers who, being appointed as Government Inspectors, may find themselves in the position of having to criticise the administration of a Railway to which they may later return. The committee admitted, however, that, in practice, Government Inspectors had generally retained their freedom of judgment. The Government of India accepted the recommendation of the Pacific Locomotive Committee and created in 1941 an entirely independent cadre of the Railway Inspectorate, to which officers are appointed from Engineering cadres of Railways but they do not return to railway service under the Railway Board. The Railway Inspectorate was also then placed under another Department and is now under the ministry of Communications.

The Inspectorate is headed by a Chief Government Inspector who has under him four Government Inspectors with defined circles of inspection and control. One of the chief functions of a Government Inspector is the regular inspection of the track, signalling, interlocking, train operation practice and rolling stock, including locomotives. It is his business to ensure that Railway Administrations comply with all safety requirements. Regular inspections in company with the General Manager and Heads of Departments and often independently of such officers, are made by the Government Inspector. No new type of locomotive or rolling stock is placed on the line without his approval. All signalling and interlocking changes are submitted to him for approval. No radical departure in the design of track or bridges can be carried out without his concurrence. In the case of new constructions the Government Inspector has to approve of drawings of bridges, signalling, interlocking, etc. In other words, there is a body of specially selected and technically trained officers who are

entrusted with the task of ensuring the safety of the travelling public and who are not subordinate to the chief executive authority responsible for the working of the railways, viz. the Railway Board.

The Government Inspector is also required to enquire into all accidents to trains carrying passengers where loss of life or grievous hurt has occurred, or in which case the extent of damage to railway property exceeds Rs. 20,000. Accidents which involve less serious consequences are usually enquired into by the Railway Administration, the Committee of Enquiry consisting of departmental officers, but the level of the enquiring officers ranges from Head of Department to a senior subordinate depending upon the nature of the accident. The Government Inspector is, however, supplied with copies of proceedings of these enquiries and he is at liberty at any time to decide to hold an enquiry into an accident even of a less serious character than prescribed for his personal enquiry.

In every case, the object of an enquiry is to ascertain the cause or causes, and to fix responsibility; also to suggest measures, if any, to prevent recurrence. When the Government Inspector of Railways holds an enquiry the Magistrate and Police are informed and they or their representatives are usually present. The Government Inspector of Railways also invites, by notices in the press, members of the public who may wish to tender evidence regarding the accident. In the case of departmental enquiries into serious accidents, the Magistrate and Police are informed so that they may attend.

The Government Inspector is at all times free to recommend to Railway Administrations any steps which in his opinion should be taken to enhance the margin of

safety in railway operation. These recommendations are invariably fully examined and implemented wherever practicable.

\* \* \* \* \*

### Recent Accidents

The last few months have probably been the worst period that Indian Railways have experienced in respect of accidents to trains. Of the major accidents which occurred, the ones involving serious casualties are given below:—

- i) *12th October 1949.* Derailment of 2 Up Bombay Mail on the B. N. R. at 22.30 hours between Kalai Kunda and Surdiah. Casualties—5 killed; 32 injured. Cause—tampering with the track.
- ii) *29th January 1950.* Collision between 27 Up Kashmir Mail and derailling wagons of a down goods train on the E. P. R. at 03.25 hours at Sirhind. Casualties—69 killed; 80 injured. Cause—the Up Kashmir Mail ran into a wreckage which was in the course of being formed in front of it as a result of derailment of wagons of the down goods train on the adjoining line. If it were not for the unhappy coincidence of time between the derailment and the passage of the Up Mail, the disaster to the passenger carrying train would have been averted.
- iii) *3rd March 1950.* Derailment of 1 Down Calcutta Mail on the M. and S. M. Railway at 23.15 hours between Tada and Sularpeta. Casualties—6 killed; 98 injured. Cause—tampering with the track.
- iv) *12th April 1950.* Derailment of 10 Down Kumaon Express on the O. T. Railway at 01.30 hours between Bitroi and

Kachhla. Casualties—36 killed; 153 injured. Cause—tampering with the track.

- v) *7th May 1950.* Derailment of 5 Up Panjab Mail on the E. I. R. at 01.14 hours between Jalsidih and Lahanabone. Casualties 91 killed; 113 injured. Cause—tampering with the track.

In all cases, excepting (ii) mentioned above, the cause has been established as sabotage by the Government Inspector concerned after his enquiries. The total casualties as a result of acts of sabotage amount to 138 killed and 394 injured.

While a large number of minor accidents have occurred attributable to negligence or indifferent working on the part of train operating or train working staff, the total casualties of persons killed or seriously injured by these accidents have been small compared to those of the major accidents due to sabotage.

\* \* \* \* \*

### Steps taken to reduce Incidence of Accidents

With the object of taking even more positive steps for reducing the number of accidents from whatever cause, the following steps have been taken:

- (a) Certain mechanical devices are being introduced in the permanent way structure to prevent the removal of fish-bolts and fishplates at rail joints.
- (b) The open lines will be patrolled as considered necessary, by Railway and Police, with the aid of collective village organisations wherever the latter is feasible. State Governments are being asked to give assistance in increased measure in this respect.
- (c) Special attention will be given to granting priority for works

required to enhance the margin of safety.

(d) Station working orders are to be systematically examined to ensure that they are clear and are not susceptible to an indifferent Railway worker indulging in any movement which might be unsafe.

(e) Railway staff connected or suspected of connection with subversive organisations will be dealt with in a more positive manner than heretofore.

(f) The holding and completing of Government Inspectors' and Departmental enquiries into accidents are to be expedited so as to finalise disciplinary and other preventive action in the shortest possible time.

(g) Railway staff found responsible for irregular working, whether this ultimately results in an accident or not, will be more expeditiously and more severely dealt with than heretofore.

\* \* \* \* \*

### The New Broad Gauge Express Passenger W. P. Locomotive

In the course of this memorandum it is just as well to include a note in regard to this type of locomotive, about which there has been certain misinformed criticism and publicity.

In the overall picture these locomotives have proved, after thorough trial, most satisfactory: their riding qualities are excellent; they are extremely economical in fuel consumption; and they have generally a fair reserve of power to work on Mail and Express Trains to current schedules.

In mechanical detail the locomotives have also given satisfactory service and most of the minor complaints which have come to light and have been cured can be regarded as teething troubles.

The maximum axle load of these locomotives is 18½ tons as against previous heavier types used on Indian Railways with axle loads of up to 21½ tons.

The speed limit on Broad Gauge Railways is 60 miles an hour and normal booked speeds for the fastest trains are never more than 55 M. P. H. Strict instructions have been issued and a strict watch is being kept to ensure that the maximum speed limits are not exceeded.

The Chief Government Inspector of Railways has testified from personal observations and on reports received from his Inspectors that in no case has the WP type locomotive caused damage to the permanent way or is regarded as unsuitable for the standard of construction and maintenance of permanent way which exists on the major Indian Railways.

\* \* \* \* \*

### Regrouping of Railways

The Government of India, Ministry of Railways (Railway Board) have publicised their scheme for the regrouping of the railways inviting public criticism, views and suggestions. They propose to reform the many administrations now existing into six systems.

In their memorandum they say that the existing railway administrations have grown up haphazardly owing to historical reasons. The Company system had originally been formed more or less on accidental considerations; often the main consideration was financial. There has been a persistent demand for rationalisation and regrouping of the existing system. So long as all the major railways had not come under state management this was not possible. The railways of Indian State cutting across the

other railway administrations like that of the Nizam's State Railway was a serious obstacle to rationalisation, as also the existence of various small railway administrations owned and controlled by the Rulers of the Indian States.

The Partition of India in August 1947 involved the breaking up of the old North Western Railway and the Bengal Assam Railway, and India has been left with rumps of those systems in the Eastern Punjab Railway and the Assam Railway, which cannot in any case continue as economic and self-sufficient units. The final integration of the Indian State Railways from 1st April 1950 has removed the major obstacle towards regrouping. The time is therefore fully ripe now for reorganising the Indian Railways on a rational basis.

They realise that the question is of such great importance that no final decision should be taken without giving the country and all interests concerned ample opportunities for consideration and comment. The tentative scheme is hence placed before the State Governments, the various Chambers of Commerce, the Railway Labour Organisations and the public at large for their considered views before 31st August 1950.

The total route mileage of the Indian Railways is about 33,000. It is proposed to divide this into six zones of administration thus:

**Zone 1. NORTHERN RAILWAY.**—Consisting of the E. P. Railway, the Western portion of the E. I. Railway between Lucknow—Kanpur and Delhi—Saharanpur, Metre Gauge portion of the B. B. and C. I. Railway between Agra and Kanpur, and the O. T. Railway west of Chupra.

**Zone 2. WESTERN RAILWAY.**—Consisting of the Metre Gauge portion of the B. B. and C. I. Railway except Kanpur—Agra section

and the States Railways of Saurashtra, Jodhpur, Bikaner, Jaipur, Rajasthan and Kutch. In this zone consideration has been given to the development needs of Kandla Port and the business and economic connections of Saurashtra etc. with Rajasthan.

**Zone 3. CENTRAL RAILWAY.**—Consisting of the Broad Gauge section of the B. B. and C. I. Railway, major portion of the G. I. P. Railway, Scindia and Dholpur State Railways. In this zone not only the alternative routes from the major port of Bombay to Northern India, but also the lines of communication between Bombay and the Industrial areas around it have been placed under one administration.

**Zone 4. SOUTHERN RAILWAY.**—Consisting of the S. I. Railway (both Broad Gauge and Metre Gauge), major portion (Broad Gauge) and entire portion (Metre Gauge) of the M. S. M. Railway and the entire Mysore State Railway. Both geographically and from the operating point of view grouping together of all the Southern Railways is an ideal arrangement.

**Zone 5. EASTERN RAILWAY.**—Consisting of the N. S. Railway, portions of the G. I. P. and M. S. M. Railways, and the B. N. Railway excluding the coal-field area of Bengal and Bihar, and Howrah-Khargpur section.

**Zone 6. NORTH-EASTERN RAILWAY.**—Consisting of the E. I. Railway east of Lucknow-Kanpur, the coal field area of Bengal and Bihar at present with B. N. Railway, Howrah-Khargpur section, O. T. Railway east of Chupra, and the Assam Railway including the new Assam Railway Link and the Darjeeling-Himalayan Railway.

The main principles underlying this regrouping are said to be the following four:

1. Every Railway Administration should serve as far as possible a compact region.

2. It should be large enough to provide a Head Quarters Organisation of the highest calibre capable of following and assimilating up-to-date improvements in railway technique and equipped with adequate workshop facilities and statistical training and research institutions.

3. The regrouping should cause the minimum dislocation in the existing arrangements and should be so phased as to prevent any kind of dislocation or even temporary diminution of the quantity or efficiency of railway service.

4. While the existing proposals do not indicate the nature of the internal administration of each group, viz., whether it should be on a Divisional or District System, it is not proposed to adopt any dogmatic attitude in the matter and the vital necessity of causing minimum dislocation will also govern the decision on this important issue.

\* \* \* \* \*

In the face of these aims, objects, reasons and purposes, we the public comprising of the rulers and the ruled, the carriers and the carried, the passengers, the agriculturists, the traders, the industrialists, villagers and townsmen, and several other interests, have to examine and scrutinise what is likely to befall us in the world of rail transport of the future under the regrouped conditions and give free vent to our honest opinions without fear or favour. It is now more than a month since the memorandum was published, and no thorough analysis of the question or critical dissection of the problem and correct reading of the future at the hands of an expert has yet appeared either in the press or on the platform. That is because there are not many experts in the field competent to examine the problem amongst the public, and the few that do know something and can attempt an examination are inside the administrations and are Government servants, who

fight shy of or fear to come forward with their unfettered opinions. The Konzra Committee did not expound any such definite scheme.

The problem itself is so vast in magnitude and the question is of such great importance that the very memorandum has only touched the external reasons that indicate the need for regrouping. The Indian Railways consist of eleven major systems, each controlling anything between 2500 to 4000 miles, about twenty-five minor systems, four river steam navigation services, and three Port Trust Railways, together with several ancillary services by road, canal etc. the co-ordination of each group with which will be a mountainous task until the new set-up settles down and begins to function normally.

The factors that deserve intense consideration are:

1. The operating efficiency should not be impaired by certain sections of one railway being detached from one system and tacked on to another. Though the transference may be only of sections, these sections have in the past picked up the traditions, traffic affinities, business contacts etc. of the former parent line. Sudden transplantation might result in a temporary withering and certainly will take some time before they pick up the atmosphere of the new environs and begin to grow.

2. The economy of the railways as a whole is another vital consideration. Though of course in the new set up there will be only six administrations in the place of the present many, and savings are indicated at first sight, it is feared that in the long run each group will be deemed rather unwieldy and difficult to manage without additional expenditure, ultimately leading not only to no savings but also greater expense.

3. Change of control will certainly have its adverse effects on

the traffic trends and business contacts for a time. What sections of a particular railway may be attached to which contiguous railway without loss of efficiency, or of the different modes of grouping possible which kind of grouping will be more natural, will promote economy without impairing operating efficiency, without damage to traffic trends, more conducive to business contacts and wholesome traditions already built up, and public convenience subserved the more, etc. are considerations that will require detailed working knowledge of and practical experience over each railway, and expert technical knowledge. Those who possess such superb qualifications are in the present India very few and far between.

4. England did the nationalisation of railways and the regrouping and re-adjusting very quickly. But India is a much vaster country, a country of longer distances, with many more cities and towns, with lesser up-to-dateness and modernity in the systems of working and equipment for operations and safety, making control over longer distances less effective and more fraught with possibilities of clash and confusion. India's larger number of big stations, marshalling yards, its workshops scattered far and wide, its multiple gauges, and the consequent numerous transshipping points for goods and coaching traffic, all these have to be allotted to the groups in such manner as to fulfil the conditions pointed out above. The work is certainly vast, and rather hard to dove-tail.

To say that the existing Railway administrations have grown up haphazardly is not entirely correct. Such a statement may make the reader not rely on the history of Railway development in India. Who can deny the fact that in the past each bit of the Railways came into existence as and when the need arose and after some mature consideration by the people and the

## Our Railways

By Hon'ble Sri N. Gopalaswamy Ayyangar, Minister for Transport & Railways, Government of India.

TRANSPORT is vital to modern economic life, and among forms of transport, Railways easily take the lead. Of the Intra-Indian traffic that offers for movement, the overwhelming bulk, over 80 per cent of the goods and 70 per cent of passenger traffic is carried by rail. It is appropriate that this series of talks should begin with Railways and I am glad of this opportunity of speaking to you to-night about them.

The First Railway in India was constructed about 100 years ago. To-day, the Railways constitute the biggest nationalised industry in the country. Few, however, are conscious of how big it is. On the 1st of April last year there were 33,984 miles of Railway in post-partition India including Indian States.

As a large scale, self-financing, even profit earning, enterprise, serving a vital economic need of the country and employing large numbers of workers, Railways thus constitute an impressive national asset. Even so they fall greatly short of our requirements. There are grave defects in the existing system which call for remedy; radical overhauling is indicated in many directions; improvements of standards and efficiency clamour loudly for immediate attention. The elimination of dependence on foreign countries for equipment and skilled personnel is proceeding apace, but there is a considerable field still to be covered in this respect. And if the service rendered to the community by Railways is to be pulled up to a standard consistent with what in these modern days could be considered appropriate to a Nation of our size and importance, we cannot long delay

its expansion on a pre-planned generous basis. Into many of these larger issues, it is obviously not possible for me to enter to-night in this brief talk. I shall confine myself to some of the aspects of the working of Railways, which worry, and cause inconvenience to those who have to use them as well as the public.

Our country has become transport-conscious. The Transport bottleneck is a familiar job. If there is a shortage of food in one place, a sharp rise in prices in another and a threat of famine in a third, the sole culprit is Railways. The manufacturer-consignor who delays loading, and the trader-consignee who delays unloading, both of whom also thus contribute to the bottleneck, very rarely come in for a share of the blame. This may, of course, be natural, but often times is the result of wrong or exaggerated notions prevailing about what Railways do or can do. Railways dominate the field of transport to an excessive degree in India; neither river, canal nor road transport is sufficiently developed to handle even a fraction of the enormous volume of traffic now being handled by Railways. Transport touches the life of the community at innumerable points, and, if there is any deficiency or inefficiency anywhere, people attribute it almost exclusively to Railways. This, perhaps, was excusable during normal times, but at the present moment it is important that the public should have a clearer appreciation of what Railways have been doing, the conditions they have had to face and what it is possible for them to do. Such understanding is essential for ensuring better co-operation with

(Continued on page 48)

the Railways, of passengers, producers, traders and consumers.

The one objective of this nationalised service is and should continue to be to give the maximum satisfaction to the public. I am only too painfully aware that there is dissatisfaction in the public mind as regards how our Railways are working and I am determined to do everything in my power to remove all causes for legitimate discontent and to raise the service rendered to as high a level as is possible.

The main criticism is that the Railways as now administered are incapable of handling all the traffic, goods and passenger, which requires to be transported. Corruption among the Railway Personnel is another charge and I will say a word about it later. On the question of capacity, I am free to confess straightaway that Railways in India to-day are unable to handle all the traffic which offers in as expeditious and satisfactory a manner as the country desires and I would myself wish them to do. There is no need here to repeat what has been made known to the public already of the difficulties with which the Railway Administration is faced, but I hope they will understand as I do that these difficulties are real and are not excuses put forward by an inefficient administration to cover its shortcomings.

Take passenger traffic. Compare to the year immediately preceding the war, the number of passengers which the Railways now carry is 143.5 per cent more. Until more rolling stock, i. e., coaches as well as locomotives, is available to ensure that every passenger can get a seat at any time at any station on any train, some measure of over-crowding, I fear, will persist. Railways are proceeding as fast as resources permit in building coaches, and the recent decision of the Government to reduce the number of classes on

trains from 4 to 3 is a step taken to ensure the maximum possible use being made of the stock that is available. As an indication of the increase in passenger miles, I should like only to mention that, compared to 1938-39 which reported 13,456 million passenger miles, the figure for 1947-48 was 30,192 million miles, an increase of 124.4 per cent. The increase in the current year should be even greater.

Now let us turn to Goods Traffic. The tonnage of goods lifted in September 1948 was 5,052,000 representing an 18 per cent increase over the last 12 months.

Before discussing the steps taken to increase the capacity of Railways in handling traffic, I would refer to the organisation which has been set up to regulate what should move and what can wait, so long as the demand on the railways is greater than their capacity. This is what is known as the Priorities organisation. It is regarded by many with suspicion and by some who do not entirely understand its working as an unnecessary bottleneck. So long as the Government have to fulfil their responsibilities equitably by the people of the country, they must have power to determine priorities for rail transport, especially when its capacity is so demonstrably short of demand. Remember it is only rail transport which can carry the thousands of tons of food-grains from ports, to the hinterland and from one part of the country to another. Again it is only the Railways which can carry the thousands of tons of coal required as a vital necessity for industry and trade. Certain minimum transport requirements for essential goods have got to be met in spite of difficulties, and it is only after this has been done that the rest of the traffic capacity available can be distributed amongst others. This quantum being limited, unless there were some regulation, a great deal of

disorder and dislocation would result.

I am personally not enamoured of controls, nor are the Government, but controls when properly administered should be less irksome when they are submitted to willingly under a democratic Government than when they are enforced by an alien administration on the people against their will. As soon as it is practicable for the regulation of priorities for movement to be withdrawn this will be done. But till then, Government must ask the public to exercise patience, and, what is even more important to stand in the queue and not to break the line, as that is often a major cause of confusion and corruption.

Since the 15th of August, 1947, the Railway Board have lost no time in assessing the power available, the trend of traffic, the essential additional works, which must be carried out, and the additional stock in carriages, wagons, and locomotives which must be obtained. Without allowing themselves to be deterred by the immediate, but happily temporary, problems, which confronted them following partition and the load imposed upon Railways for essential security and other purposes, they have gone ahead with action in several directions to remedy the shortcomings. From the little that I have seen since I took charge of this portfolio, I have been impressed by the energy shown by Railway administration in tackling the problems, before them. I should also like to pay a tribute to the thousands of Railwaymen, who are putting their shoulders to the wheel. I am happy to state that in our workshops production has improved.

It will be my ceaseless endeavour to establish and maintain the most cordial of relations with workers of all ranks, to remove their legitimate grievances, to promote their welfare in all directions and above all to make them feel

that they are not mere employees sweating in an industry owned by others but real participators in the running of, and the rendering to the community of service in this great nationalised undertaking. I feel confident that Railway Labour will co-operate with me in this task and continue to give of its best to the country; also that no dislocation will be permitted in the effort which the Government are making towards the attainment by India of a stable and sound economy, an effort to the success of which the improvement of the ability of Railways to meet the nation's transport requirements could make an invaluable contribution.

Of bribery and corruption which are so widespread, it is unnecessary for me to speak at length. On the Railways, among the station, goods, train and such like staff, the demand and payment and the offer and acceptance of illegal gratification are almost a tradition, deep rooted and of many decades standing. A determined drive is now on to combat this evil with firmness amounting almost to ruthlessness. Railway Administrations are tackling this problem with energy and lately with commendable vigour with the help of both the provincial and the special police. Heavy punishments are inflicted on Railwaymen found guilty of corruption. It is hoped that these efforts on the administrative plane will produce satisfactory results, but the evil cannot be rooted out unless the Administrations obtain the co-operation of the public. Particularly would I like to make a special appeal to the manufacturer, the trader, the passenger and all other users of Railways to desist from tempting attempts to corrupt the Railway Staff with whom they come into contact or have to do business?

I would like listeners to realise what an intricate and elaborate circulatory system Railways are to

our national economy. Without them, the country's economic life will stand paralysed. Though this holds good of all forms of transport, yet, judged by the sheer volume of transportation handled and its vital significance to the teeming millions of the population of this country, it is no exaggeration to say that the efficient working of the Railways determines the very tempo and amplitude of our economic life and activity.

I wish only to add, in conclusion, that the men who are labouring night and day to carry millions of men, women, and children across

the country and to transport millions of tons of goods from farm and factory to port, market and consuming area, deserve well of the country. What they have done during the last one year is an earnest of what they can accomplish in the future. If, therefore, on the Railways, there is a slip here or a defect there, it is ordinary charity, if not justice, to remind yourself that similar slips and defects abound elsewhere also. It is only right that we should give each man, even a Railwayman, his due.

(Our Life Lines)

"JAI HIND"

#### SERVICE TO THE PUBLIC

The foremost consideration of a Railway servant should be to render service to the public, though he may not come in direct contact with them in his daily routine work. Every employee must always realise the very heavy responsibility that rests on him due to the fact that the public travel on the Railway with the faith that all is well with the Railways and that they are perfectly safe in undertaking the travel.

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## Mechanization in Maintenance

By J. E. Jack, I. R. S. E.

Railway Liaison Officer, Railway Board, New Delhi.

THOSE who are employed on the maintenance of Railway Tracks and Buildings know that their work is never dull and is far from a routine job; to-day they are faced with many problems arising out of faster trains, heavier goods trains, demands for economy and the reluctance of labour to do as much work as their fathers did. On the other hand they are better equipped to meet these demands as special tools and machines have been developed to assist them. Reading some sections of the technical press it would appear that there is now a machine for every job and the purpose of this article is to review the experience of one of our Major Railways in the use of track equipment and tools. This Railway has been fortunate in that major works and large relaying works have given opportunities to employ machines; machines have not been used with the sole idea of reducing labour; to do so would have jeopardised the experiments from the very start. Rather has the approach been that a machine is meant to enable labour to turn out better work with less effort; as far as possible labour have never been paid off to make room for a machine; the machine has been brought on to the work with the minimum number of labour required to work it.

#### Supervision Necessary

The earliest lesson that was learnt was that there are very few machines indeed which will work satisfactorily if handed over to gang labour. It is essential that the supervisor, whether he be Permanent Way Inspector or Engineer takes a real interest in it and its

needs; he must foresee what stores are required to keep it running; he must check its use frequently to satisfy himself that it is not being improperly used; and he must arrange for periodical examination and overhaul. It is more important to train Supervisory staff in their responsibilities, and more difficult in most cases, than to train the workman in the actual handling of the machine. For this reason the Track Standards Committee have recommended that as far as Permanent Way tools and appliances are concerned the best way to introduce them is in relaying gangs where their use is under continual supervision and where supervisors are in constant touch with them. It is not enough for the supervisor to know how to start and stop the contraption; he must be able to diagnose minor faults, correct wrong methods of handling, plan the work (and this may even include alterations in the sequence in which certain operations are performed) to ensure that the machine is kept at work for as many hours of each working day as possible.

#### Classification of Equipment

Equipment may be conveniently divided into three main classes:—

- (a) Hand tools,
- (b) Machine tools,
- and (c) Power-driven plant.

The last class may be further sub-divided into plant used on the line and plant used mainly in depots. The division is not absolute but it is convenient to attempt some sort of classification, if only

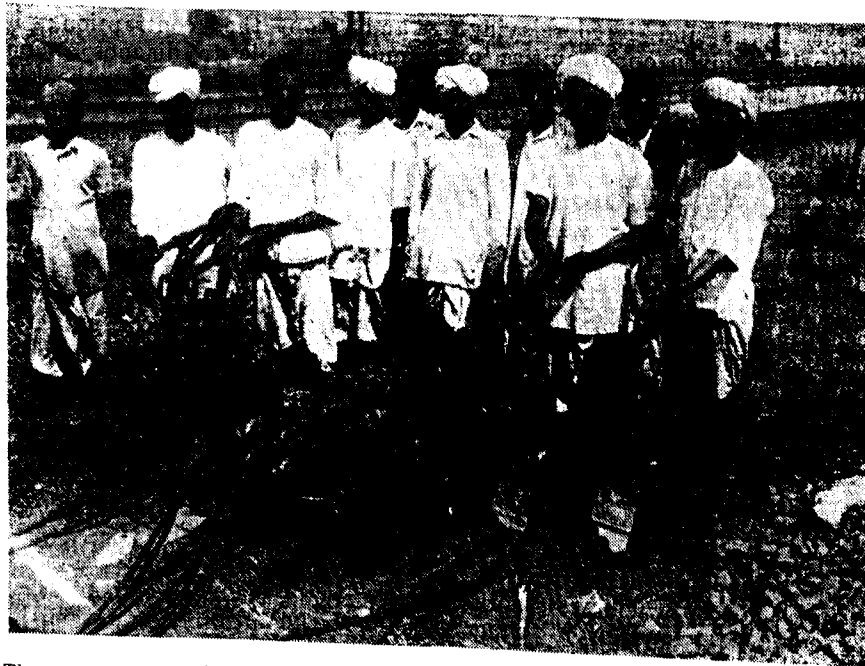


to ensure that the field is properly covered.

### Hand Tools

In recent years a great deal of useful work has been done in standardising even the common shovel and pick-beater; the quality has improved but full benefit of these improvements is only achieved by keeping the wearing parts in good repair; how often does one see handles replaced by any lump of jungle wood which happens to be at hand? Crowbars have been more scientifically designed and special clawbars for the easy removal of spikes are now available. Ratchet spanners, or spanners to tighten up a fishbolt to a pre-determined degree speed up this work, and give better results. Track jacks have been greatly improved; when used with proper voidmeters and measured shovel packing they enable a good top to be maintained

with far less toil. In this connection it may be stated, as an example of how new methods do not always catch on the first time, that it is nearly twenty years since the first experiments were made with measured shovel packing; a length of line had been laid with 115 lbs. rail on wooden sleepers and chips were supplied and orders for measured shovel packing issued, but that was about as far as it got; ten years later another Engineer tried to introduce it on wooden sleeper track; as long as he was present the equipment was used, when his back was turned the gangmen worked in their traditional manner; it was only when the Engineer, the Permanent Way Inspector and the gangmen were all interested at the same time that the trial made any real progress; the best measure of its success is that gangs on adjoining lengths are now enquiring about it. Machines have been developed for special jobs; creep-pulling is made easier,



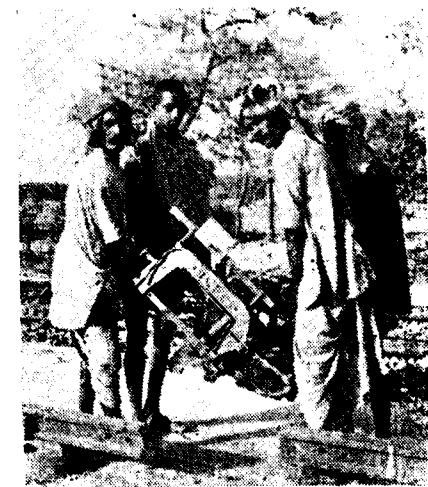
The gang employed using a Vibratory Tie-Tamper; the small petrol generator in the centre drives four tampers whose specially designed blades consolidate the ballast under the sleepers.

and there are considerable savings in bonds on electrified sections, when a machine is used; a jack mounted on a trolley has been developed to pull up hogged rail ends; the greater tolerances allowed to manufacturers of rail in Canada have made it necessary for rail ends to be ground where one rail is higher than the other at the joint; dip-lorries have made the transport of rails easier, and a rubber tyred wheel-barrow arrangement enables six men to handle a rail from the cess into position instead of the forty previously required. Experiments are proceeding with a ballast trolley which runs on one rail and which can be easily capsized clear of the track should a train come along. The reconditioning of worn crossings by the Oxy-Acetylene method is firmly established and promises great economies. One of the less successful experiments was the substitution of the ordinary push trolley by a cycle made by a Swedish firm and designed to run on the rails; it was too heavy for the average Inspector to remove from the track unaided, and attempts to adapt it so that it would carry the Inspector's line box and at least one trollyman failed.

### Machine Tools

A small workshop has been set up to crop rails which had become hogged or battered at the ends and to drill fresh fishbolt holes; fin-feed saws were used and in the initial stages these gave a great deal of trouble as they had difficulty in coping with the work-hardened head of the rail; a great deal of experiment was required to determine the correct speed at which to run the saws and the optimum stage at which to re-sharpen the saw blades. An American machine using a high speed abrasive wheel is on order, but even this, it is realized, may not be the complete answer. Cutting rails which have been under traffic

for thirty years bristles with problems. For the drilling of the holes on ordinary radial drilling machine, with suitable runways and jigs, was, by contrast with the saws, almost trouble-free. At a later stage it is proposed to weld two lengths of these cut rails together and for this purpose a flash butt welding machine, with its ancillary generator, post heater, compressor and grinding machine are under erection. To economise in labour handling and sorting out the rails a transporter has been provided. This plant adjoins a sleeper adzing and boring plant; this machine is very old but looks as if it will continue to give service for many years to come. An attempt to use a routing machine for cutting the dates on sleepers while they were passing through this plant had to be abandoned; the routing machine consisted of a high speed electric motor driving a routing tool, and while it was very good as long as it was working on selected quality timber the lower quality wood in sleepers was too much for it.



This rail saw is easily portable; in this case it was being used to crop the hogged ends of rails which were afterwards re-drilled without the expense of transporting them to a central workshop; on work of this kind portable saws and drills were invaluable.

### Power-Driven Plant (Depot)

The labour-saver par excellence is the crane; if the work in a depot is planned round a crane it is surprising how smoothly it proceeds; of course we have had the hand-operated rail cranes in the Bridge Department for years and for their work of placing girders in position they cannot be bettered; but for moving large quantities of material some form of power is essential; Diesel starts up easily, has no boiler troubles, and has no petrol to be stolen. Some years ago we obtained a Scotch Derriok from disposal; it was in pieces and rather like a jig-saw puzzle to put together but it was finally started working, in a workshop. Most of the operations of a concrete depot have been since planned round this crane and the staff when asked how they would do without it, open their eyes in amazement at such a foolish suggestion. Other cranes in use are of the caterpillar crawler type, lifting three tons or six tons, and a few rubber-tyred Kar-kranes. They render the Engineering Department independent of Transportation; we can load a compressor in one wagon and a small crane next to it and unload wherever we like, instead of having to wait until the Loco, can spare one of their precious break down cranes. If motor lorries are mentioned it is only to remind of their great use in moving materials; a bull-dozer was adapted for hauling out rails ahead of linking on a section where rails had been taken up for use in the Middle East and were being replaced after the war. Ballast crushers have proved their value in putting a check on the rise of ballast prices; the earliest ones obtained were of medium size but additional ones on order are much larger, as the larger machines cost little more to run and give a far better out-turn. A light moving belt driven by a small petrol

engine promises to speed up loading into hoppers.

### Power-Driven Machines (Line)

Vibratory tie tampers of two kinds have been tried; one is an American machine with its own small power generator driving four tampers; surprisingly although it appears to be one of the more complicated machines, it has worked very well in the hands of gangmen; it starts up easily, and packs better than can be done with a pick beater, and works equally well on C. S. T. 9 plates, troughs or wooden sleepers. Only the shortage of dollars prevented us getting more. The British machine works on a slightly different principle and it has not been long enough in use for a definite opinion to be formed. The compressor is the basis of a number of useful operations. It has been used for road bed grouting, bridge grouting, widening rock cuttings and side drains, spray painting bridges and cutting out and re-rivetting defective rivets. Small portable rail drills and rail saws (both an American and a British type have been tried) have been in use; it is realised that they are not designed for long intensive use, but a technique was developed for cutting and re-drilling hogged rails without the expense of bringing them into a depot and although these small machines wore out quickly on this work they did very useful work. Attempts are now being made to adapt one of these machines so that it will drive a push trolley; it is thought that if the Permanent Way Inspector can use it to move about more quickly there is more chance of it being in working order when he wants to cut a rail or drill a hole.

### Conclusion

The above notes are by no means exhaustive; there are pumps for dewatering foundations, lamps

for night working, some of the Tilley type and others connected to portable generators, concrete vibrators and block making machines, telephones and boring plants. Enough has been said however to indicate that a great deal of experience has been gained in mechanization; the present is a convenient time to take stock. The curtailment of relaying programmes has slowed down the process but when these are resumed the day of the enormous relaying gangs will be over; their place will be taken by smaller gangs of trained men equipped with machines; we are thinking along

the lines of pre-fabricating track in depots, taking it out on flats and laying it in position with a machine; using tractors and scarifiers to break up the old ballast bed; tie tampers and power wrenches to speed up linking and packing. And as knowledge and experience are gained in the relaying squads the use of tools will be extended into the maintenance gangs. And so we hope to continue to play our part in carrying goods and passengers swiftly, surely and comfortably to their destinations, and to maintain the tracks of Indian Railways as one of her great national assets.







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## Modern Turbine Locomotives

By Kailash Nath, M. Sc., A. M. I. Mech. E., A. M. I. Loco. E.,  
Mechanical Engineer, South Indian Railway.

### Steam Turbine Locomotives

The normal reciprocating Steam Locomotive suffers from a big handicap that its thermal efficiency is about 7%. In simple language, it means that only 7% of the heat generated by the combustion of coal, is converted into useful work. The efficiency of the steam turbine is three times greater than the reciprocating Steam engine. To obtain greater efficiency and thereby economy in fuel consumption, the turbine principle has been applied to the locomotive. This development has been made necessary by the challenge of competitive forms of transportation, viz., Road transport, Air transport, etc. to Railway.

The first Steam Turbine Locomotive was constructed in 1907 by Prof. Belluzzo of the Polytechnique-Institute of Milan, Italy. This was a non-condensing side tank locomotive of 0-4-0 type, with individual turbine geared to the ends of each axle. This locomotive weighed approximately 28½ tons and had a maximum speed of 28 miles per hour.

After this, Mr. Zoelly of Escher Wyss & Co., Zurich, Switzerland brought out in 1914 one of the first successful condensing turbine locomotive for the Swiss Federal Railways. Tests proved that 25% reduction in fuel consumption as compared with the ordinary locomotive could be realised with this design of locomotive.

About this time the first turbine-electric locomotive known as the Reid-Ramsay locomotive, was built by the North British

Locomotive Co., in 1910. This was followed by a second turbine electric condensing locomotive built by Armstrong Whitworth Co. The firm of Ljungstrom, the celebrated Swedish Engineers have brought out a steam turbine locomotive, one of which was built in England by Messrs. Beyer & Peacock and ran on the L. M. S. Railway in 1928.

In 1932, the Grangesburg-Oxelosund Railway in Sweden put into service a 2-8-0 non-condensing turbine locomotive designed by the Ljungstrom Company. This locomotive showed savings of 7% in coal consumption.

In 1935, a similar engine was built by the Metropolitan-Vickers Co. in collaboration with the Ljungstrom Co. under the instructions of Sir William Stainer, the Chief Mechanical Engineer of the L. M. S. Railway. This locomotive has a wheel arrangement of 4-6-2.

In the U. S. A., the combined efforts of the Pennsylvania Railroad, Westinghouse and Baldwin have produced the first American built geared turbine locomotive which is now undergoing extensive tests in service. The wheel arrangement is 6-8-6. The Locomotive is very powerful and develops 6500 horse power at 70 miles per hour. The performance records of these Locomotives more than justify the faith and foresight in this new development.

### Gas Turbine Locomotives

The principle of the gas turbine is that more work is released in the expansion of high-temperature gas through the turbine than is required in the

compression of low temperature air. Air is compressed by a compressor and then passes through the air heater. The compressed pre-heated air is introduced into the combustion chamber in which fuel oil is injected through a nozzle. After combustion, the gases pass on to the turbine. The exhaust gases are made to pass through the air heater where they give up heat and pre-heat the compressed air.

The first gas turbine locomotive was built by Brown Boveri, Ltd. in conjunction with the S. L. M. of Winterthur for the Swiss Federal Railways in 1939. This locomotive of 2200 Horse Power has been in operation since May 1943 and has given satisfactory service.

The gas turbine locomotives have been manufactured for the British Railways, one by the Swiss firm of Brown Boveri, Ltd. and the other by Metropolitan Vickers, Ltd.

The efficiency of the gas turbine locomotive is 18% in comparison to 7% of the ordinary steam locomotive.

#### Coal Burning Gas Turbines

There has been a great deal of creative thinking on Gas Turbine designs, as is manifest by recent developments. The oil burning gas turbine is only a part of the picture. There is another part concerning the coal burning locomotive which will utilise cheap grade coal. India is primarily a coal producing country and we are, therefore, watching with great interest the intensive studies now being made in the United States of the possibility of using coal as the fuel for gas turbine.

If we take the gas turbine locomotive having an efficiency of 18% and the steam locomotive as having an efficiency of 7% then the gas turbine, would save almost two-thirds of coal which we are burning on the railways at present.

The Bituminous Coal Research Corporation of America is carrying out researches on this.

There are many complications and difficulties, but these are gradually being overcome. For the very high rate of combustion, which is necessary in the combustion chamber, coal has to be powdered to the fineness of very delicate talcum powder. The process consists of drying, crushing, pressurizing and pulverising. Off-hand it would not seem likely that any ash from fuel in this state could possibly have a serious cutting effect upon the blades of a turbine. Nevertheless, such is the case, and in order to guard against this damaging effect on the turbine blades, the products of combustion between the combustion chamber and turbine are passed through a centrifugal device which removes all solid particles and ash from the hot gases thus insuring long life for turbine blades. With higher efficiency of the gas turbine, we will be able to run this type of locomotive for a much greater distance without the necessity of coaling.

No water is required for the gas turbine locomotives. This will be a great advantage in the hot, dry or bad water sections of the country. Service stops for taking water for use on the locomotives will also be done away with, resulting in saving of time.

This brief summary of developments that have taken place and are taking place in the adoption of the turbine principle for the Railway locomotive shows very clearly that the locomotive engineers are fully alive to the necessity for providing new and efficient machines to operate the Railways with ever increasing speed, comfort and economy. We can look forward to a future full of new possibilities and brilliant achievements.

## Block Signalling

By V. Ramaswami,

*Asst. Telegraph & Signal Engineer (Retd.) South Indian Railway.*

Block Signalling apparatus is a safety Appliance. It ensures the safety of the trains passing from one station to the other.

It will be seen generally that there is only one Permanent Way Rail Road with two parallel steel rails between two stations over which only one train can pass at a time from one station to the other. This is called single line system. There are double such roads also like the one that is between Golden Rock and Trichinopoly on the S. I. Ry. and between Madras Central and Arkonam on the M. S. M. Ry. Here only single line is being dealt with.

The single Road admits only one train at a time. Numerous trains are running both ways. When a train has to leave a station towards another station it should have the permission of the station ahead as well as an authority for the Driver of the train to enter into the Block section. This ensures that the station ahead having given permission for a train to come into his station will not start a train from his towards the end to which permission has been given for a train till such time the former arrives completely at his.

Human agency is not mostly reliable when two or more members are concerned with regards to ensurance of safety. Hence an attempt was made to reduce the human element to a minimum and the result is the provision of Block Signalling apparatus.

There are different types of these Block Instruments viz., Theobald's, Neales Ball Token, and Neales Tablet. Theobald's, patent is the oldest and it is now

giving place to Neales' Ball token and Neale's Tablet Instruments. Neale's Tablet Instrument is an improved type over Ball Token Instrument and is the latest. These Instruments are no doubt perfect, sturdy and easy for maintenance.

Each of the Block Sections is provided with two such Instruments one at each of the stations and connected by means of a line wire and earth. These Instruments are provided with sufficient number of Tokens or Tablets. The electrical arrangement is such that only one such token can be extracted from either of the instruments at one time and that with the permission of the Station ahead. When once one such token is taken out for a train, no another token can be taken out even with the permission of the station ahead until the extracted token is either put back at the station where the token was extracted or inserted at the other end after the train which left the station in rear has arrived at the station ahead. Each token is numbered consecutively beginning from one and the section over which the train has to pass on is also engraved thus:  $\frac{1}{\text{TPJ-PUG}}$ . Such a token is the authority for the Driver of a train to enter into the particular Block section.

When once a token is extracted for a train the section becomes a Blocked Section. As the Driver reaches the next station with his train he hands over the token in his possession at that station and picks up another intended for the section in advance and so on. The Station Master who thus takes over the incoming token inserts the same into the concerned Block

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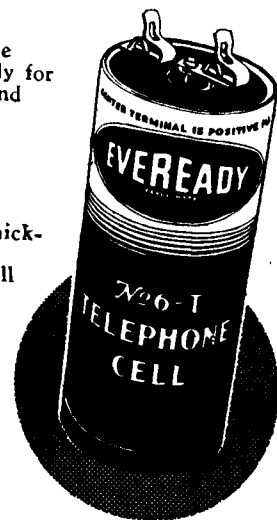
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Instrument after satisfying that the train has arrived his completely and carries out certain operations on the instrument with the Station Master at the rear end thus bringing the instruments to its normal condition. Now the Block section is clear and is made ready for another train to enter the Block section from any one direction. Each way station has two instruments one for each side and the tokens differ from each other thus preventing insertion of wrong tokens. Junction stations have more than two such instruments according to the number of branch lines that take off from the junction. Further each Station Master has been supplied with a private Number sheet containing a set of two digit numbers for each day, which should be under the safe custody of the Station Master and from which a number has to be ex-

changed for each train and struck off. This procedure definitely assures that it is only the authorised person (Station Master) that exchanges the Line Clear Signals.

On the operating side there are two important things that the Station Masters should be careful about. One is the exchange of Bell Code Signals in the proper manner prescribed and the other is the use of Loking bolts in its proper place at all times except when operations are to be carried out on the instruments. These two are the primary things which prevent unauthorised persons interfering with the safety appliance.

However it cannot be said that any such arrangement is fool or mischief proof. Such an arrangement prevents unconscious errors, and hence it is imperative on the part of the Operators to adhere to rules properly.

## "SEX APPEAL"



# All India Railway Technicians' Association

By A. Saldanha

( Chief Engineer. G. I. P. Mly. )

In December 1947, I had the privilege of being invited to deliver the inaugural address to the first meeting of the All-India Railway Technicians' Association in Bombay, and now, nearly three years after its inception, I would like to stress the importance of such a body meeting frequently and expanding its activities.

As we all know, when any body of men form an Association and get together at a meeting, it is with the object of getting to know each other better, pooling ideas and suggestions and resolving to carry out what has been mutually discussed and agreed to.

What would be the aims and objects of a Railway Technicians' Association? Obviously first the technical and education aspect, and secondly the social and economic aspect.

First, let us review the technical and educational aspect. Throughout this great country of India are thousands of Railwaymen from the young apprentice to the expert and experienced mechanical, electrical or track engineer, who are doing their individual job of work but all of which adds up to keep the vast network of the Railways running smoothly, efficiently and above all with safety. Each of these men start their Railway careers with little knowledge of their jobs, but with zest to learn. As the years go by, by virtue of their experience they become solid and efficient Railway Technicians. There would naturally be some who are merely

content to drift along in their jobs as mere routine workers, but there are others whose appetite for more and more technical knowledge in their own particular sphere of Railway work, who will eventually become the executives and supervisors in their departments. And it is to these men that we must look for suggestions and ideas for better and more efficient methods of doing a particular job. And it is these men who can coax and educate their younger colleagues, especially those who are new to the service. But we must not make the mistake to despise the routine worker. He may not have the type of mind that probes and analyses, seeking better and better ways of doing a job, but if he is doing his own routine job efficiently, he too is also an important unit in the vast Railway machine.

Next, the social and economic aspect. When men are gathered together in workshop, running sheds, carriage depots or on the track, they soon come to know each other, and acquire certain common characteristics usually following the pattern of the individual who has the strongest personality. It is therefore essential that the man of strong personality and qualities of leadership should display those qualities which will help his colleagues to become better and better Railway technicians, and take real pride in the work they do, no matter how unimportant and humble it may be.

From the economic aspect too, it is to the men with keen

intelligence that we must look for discovering methods and processes which will speed up work, without loss of quality, prevent waste, and increase output. Obviously if more work can be done in less time, it means less expenditure from the Railway exchequer.

And now we return to the Railway Technicians' Association. From every Railway in this country, men should be drawn to attend meetings of this Association. Here they will get together to pool their ideas and suggestions, the result of the fruit of their experience. Here these ideas will be discussed by men who will

analyse every detail of improved technical engineering and technological methods and processes offered, and the outcome of the deliberations will probably be something of extreme value, which can then be offered to individual Railway Administrations to adopt or reject.

So in the course of time Railway Technicians' Associations should be a body of men with influence, not with any axe to grind about grievances on the conditions of service, but whose main object is for improved and more efficient ways and means in the engineering and technological aspects of Railway Working.

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## Silver Jubilee Of the G. I. P. Railway Electrification

By P. L. Verma,

*Traction Superintendent, G. I. P. Railway, Bombay.*

The first stage of the suburban electrification was opened to traffic from Victoria Terminus to Kurla via the Harbour Branch on the 3rd of February 1925 and therefore on the 3rd of February 1950 the G. I. P. Railway completed its first 25 years of electrification. The electrification of this line was the first project of its kind on any Railway in India and it was the success of this project which brought electrification of other sections in its wake.

The successive stages of electrification of V. T.—Kalyan suburban and Main Line Sections, Kalyan to Poona Main Line Section and Kalyan to Igatpuri Main Line Section, were completed by the end of 1920 and all steam working, apart from that of a few shunting locomotives in the various goods yards, was eliminated over Bombay-Igatpuri-Poona Sections.

In the period immediately following the World War I, the rent for residential accommodation in the city shot up and as sites for erection of new buildings were limited, electric traction system was introduced with a view to spread the population and encourage the development of the suburbs. For meeting the heavy traffic demand of large cities with speed and efficiency, electric traction system is absolutely unrivalled. It is at the same time the cleanest form of propulsion with no smoke, cinders or other foul gases which are attendant evils of steam traction. The beneficent efforts of electrification are being fully appreciated by the vast travelling public using the Bombay Suburban trains. The population of Bombay has been growing larger and larger every year and its systems of transport have been called upon to bear the brunt of the growing demands of its ever-

increasing population. The electric suburban trains form one of the chief means of transport, and claims the lion's share in meeting all the demands made upon it in a most satisfactory manner.

In the first year of traffic after the electrification of the suburban lines, the number of passengers carried in one year was in the neighbourhood of 28 millions, whereas to-day, this figure has risen to about 130 millions. Perhaps, it would be surprising to note that to-day there are 462 trains coming into and going out of V. T. in one day and judging from the congestion in the trains even this number is absolutely insufficient.

Considering the fact that there has been no increase in the electric suburban stock since the electrification was effected, it is really a matter of pride that the electrification has withstood this large increase in the suburban traffic without any addition to the rolling stock that was originally provided.

It does not mean that the railway is not trying its best to alleviate the inconvenience that is caused to the passengers due to the overcrowding of trains. Orders for more electric suburban stock have already been placed. It would not be very long before additional trains are introduced augmenting still further the already high figure of 462 trains per day. In order to meet additional power supply requirements for running additional trains, the generating plant in the Railway Power House at Kalyan is being augmented at an estimated cost of Rs. 245 lakhs.

The electrification of various sections of the Railway has carried the full load of traffic during the arduous war and post war years and it would continue to do so in the future.

## A Wonderful Model Railway

G. H. Gates-Reed, M. I. A. M. A.

Five miles of electrified track are the basis of an almost perfect working scale model railway on exhibition at the Brighton, England, Aquarium, where it affords thrills and delight to the hundreds of thousands of holiday-makers who throng this gay seaside resort. The model covers over 2000 square feet and was worked upon in a private garage by two young men—Denis Hefford and Reginald French—after their demobilisation from the Services. Taking well over a year of intensive work to complete, with the help of a sister and the odd enthusiast, the result must be a great source of satisfaction to its builders just as it is a fund of instruction and fun to the spectators.

The rolling stock and equipment generally is that used on a section of the London-Brighton, Southern Region, electrified route and is to scale. The models include one of the fast electric expresses which do this fifty mile run in just on the hour, complete with Pullman dining coach; one of the London-Portsmouth fast electric expresses, as well as several four-car electric suburban trains as operated in the South London area, the old Southern Electric Suburban system, forerunner of the first electrified section of British Railways to run long distance expresses. Incidentally, most of the coaches, including Pullmans, show a certain amount of interior detail.

Steam equipment includes a model of the Sunny South Express which runs between Birmingham and Brighton; the famous locomotive LORD NELSON, as illustrated, and many goods locos and wagons, which can be automatically shunted about in the yards. In fact the whole model is operative from a single control panel. The trains are stopped and started by "cutting out" track sections and there is an automatic, solenoid controlled, signal system.

Some of the modelling around the track is of the sort that can intrigue the model lover for hours as there is so much detail, much of it missed in the casual glance. Preston Park Station, about a mile from Brighton Central, has been copied in scale detail, there are beer bottles in the Buffet and the waiting passengers lounge around in characteristic attitudes. Constructed from the study of photographs, sketches made on the spot and observation, to anyone who knows this station the model is an absolute marvel. Only one alteration has been made and that not to the station itself but to the position of a public house in the station yard.

Here again, in the models of houses and shops, the detail is fascinating—don't forget this is a table model and not like the one at Beaconsfield in which one can step around the streets—as the trains clatter through scenes reminiscent of the countryside and suburbia of this area. In the gardens of the perfectly furnished suburban houses are chicken runs, deck chairs, wood piles and all the usual domestic paraphernalia only too familiar to the thousands who commute daily between London and Brighton. The double track passes through villages, fields, woods, over and under bridges, through tunnels, overtaking buses, cars and lorries (not mechanised) just as any railway train does in reality.

And the overall effect is greatly heightened by the use of loudspeakers relaying records of train whistles, train moving off, rushing through tunnels, and the clatter and clang of shunting operations. So full of movement, effect and detail is this exhibition that it can engross one for long periods and often calls for a second visit. It is, of course, a veritable paradise for the young, that is when the grown-ups give them a chance to get near the model.

# How A Big Railway Administration Works

● The adjoining diagram illustrates how a Railway administration is constituted, more especially how finance circulates.

● There is the General Manager at the top under whose control all the seven main departments work. Money goes round in circulation even as blood circulates in his physical system. With the General Manager's sanction money goes to the Stores Department, which buys all the requirements.

● The Stores go thence to the Structural and Mechanical Engineering Departments, who provide the Permanent Way, the Engines and other Rolling Stock.

● With these the Transportation Department runs the train services, or manufactures transport and makes it over for sale to the Commercial Department.

● The Commercial Department sells the manufactured article (transport) to the public, and

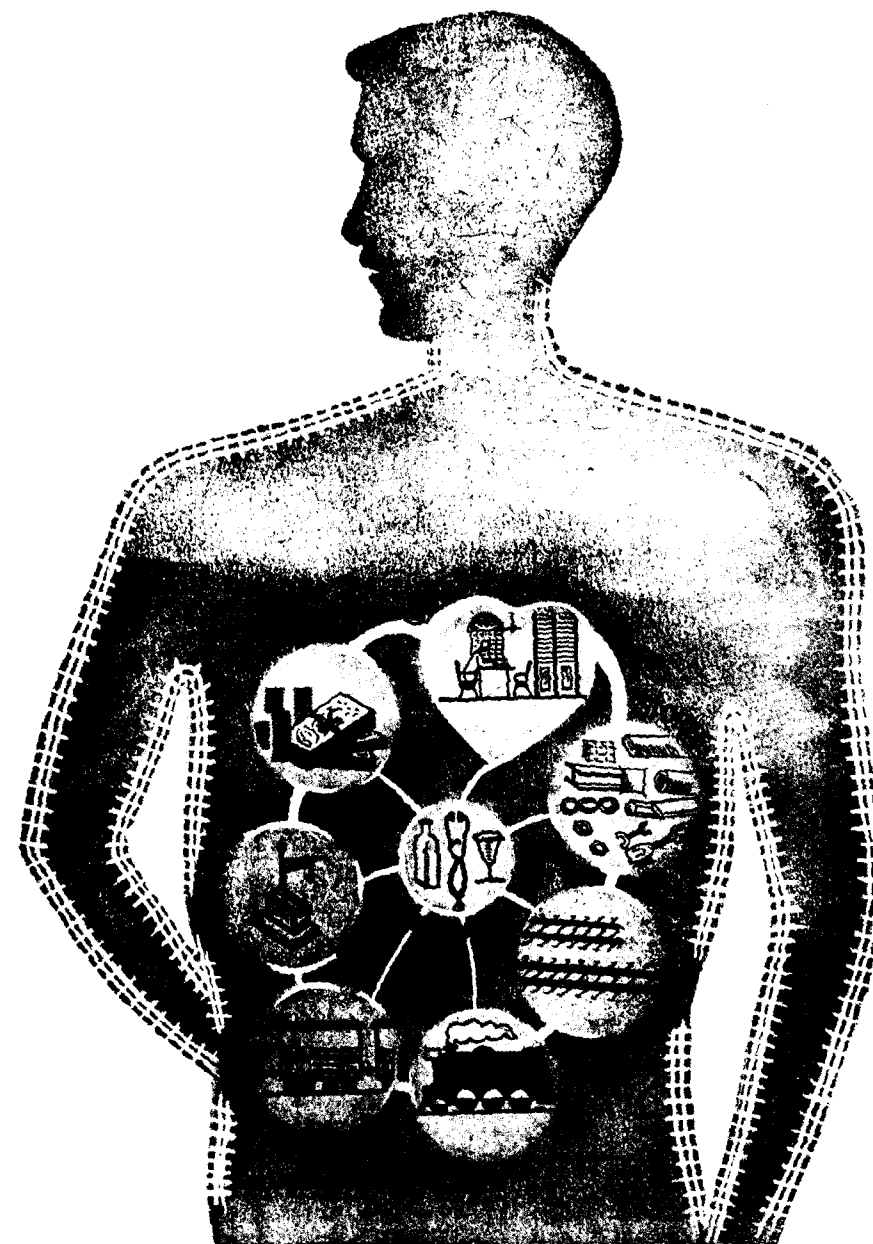
converts it all into money, which is made over to the Finance Department.

● The Finance Department checks whether all the money due has been collected, and makes it over to the Administration.

● Thus money starts from the General Manager and comes back again to the General Manager. In the passage of money and its equivalents is the constitution clarified.

● The Administration is efficient or inefficient according as the money sent out by the General Manager by the left comes back with surplus or deficit by the right and according as it creates satisfaction or dissatisfaction to the public en-route.

● The Medical Department does not come in as a regular in this circulation scheme but is the protector of the physique of the personnel of all the Departments; hence occupies a central place.



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## RAILWAY STAFF TRAINING SCHOOLS

On the Southern Railway (British Railways) evening classes existed for many years for the instruction of the staff in Rules and Regulations. It was felt recently that such facilities should be improved. A year and odd ago the Superintendent of Operation took steps for the various local classes to be put on an organised basis and for many more classes to be established, so that all members of the staff might be able to improve their knowledge of the Rules and Regulations, upon which the safe working of the Railways depended. Encouragement was given to experienced members of the staff to act as instructors for the new classes. Arrangements were also made for formal examinations to be held, when proficiency awards and certificates would be given.

Are the Heads of Departments and Superior Officers taking as much interest in the training of their staff on the Indian Railways? How many of them are competent to take classes and teach or instruct?



(Continued from page 26)

rulers. It is not denied that the former rulers may have laid certain lines for purposes of strategy, or enforcing their government on the unwilling people; but yet it has to be conceded that on the whole the growth was natural and corresponding to the requirements and demands and growth of the people of each province. And the same may be said of the existing jurisdictions and administrative units. Past history of our Railways must certainly guide us to our future formulations.

Though the powers that be appear to have devoted much thought on the scheme of regrouping, yet we venture to think that very much more thought, we mean experienced thinking with due regard to the specific conditions obtaining in each state, has to be bestowed. We shall not rush into this venture in a mood of jubilation on the acquisition of freedom and power, and then repent or start reverting to the old.

First of all, is the present 'climate of the country' quite suitable for such a major change in our transport world? The war-rattled India is not yet normal. Living conditions are very bad, and they are becoming worse day by day. Our national economy is not satisfactory; we have first got to restore it to its prewar efficiency. The re-habilitation after the war is not complete. Sufficient power and rolling stock is still wanting. Our engines are yet coming, and coaches and wagons are still in the making. We have not got the requisite expert personnel from our own nationals even to control and manage the existing smaller jurisdictions and units. There has been a sudden fall in general efficiency over the Railways after the departure of the English. We are still deliberating sending our nationals overseas to U. K. and U. S. A. to pick up the expert know-how from those countries. How

can our present in-expert personnel successfully control and manage vaster areas, bigger problems, and more momentous questions of vaster units. The eastern horizon is already astir with the tumult and confusion of war, which seem to contain within it the potency of a global war, from which India may not be able to keep aloof. Financially, the Central Pay Commission Scales and the Adjudication Award have together inflated our expenditure, possibly beyond our capacity to bear. The integration of the Indian States Finances within our own have brought on us the obligation to pay the States Railway servants also on the same scales, which is an additional burden. Food is still the vital problem and the further failure of the monsoons threaten to starve at least some millions. These and other conditions do not certainly indicate a propitious and opportune time for our venturing into this mammoth change in our internal transport arrangements.

Our considered opinion is there not to venture into the scheme at the present moment, but to bide a better and more auspicious time. In the alternative, we would suggest for the earnest consideration of the Government the conducting of an experiment in regrouping, say with the easiest and lightest of their groups. The Southern Railway Zone 4, seems to us the easiest and the lightest work, without surrendering to the contiguous Railways any portion of the M. S. M. Railway. The experiment may be conducted for a period of one or two years, and the results in various aspects assessed. This experiment will open our eyes and show us certain lessons, which may profitably be employed on the formation of the other groups. A year or two hence we will know where we stand internally and externally, and we may be more competent to undertake the implementation of our scheme on a larger scale.

## Personnel Branch

BY K. KANDASWAMI

As a result of 50 years' experience in the past appointments, promotions, punishments, leave and passes, etc.....all establishment matters.....were dealt with, as in other Government Offices, by the respective Departments through what were called the (Departmental) Establishment Sections, one in each Departmental Head Office. Each Head Office was a self-contained unit, and its own Officers presided over its establishment matters. An establishment section in an office is the most effective handmaid to the Departmental Head for controlling and governing his own men and affairs. This kind of organisation has been in vogue for very many years, and has worked satisfactorily, because it recognised in action the essential principle of governance, viz., that the man, who supervises from day to day and exacts work, is alone competent to know the merits and defects of the worker, and is the fittest person to dole out rewards and punishments. Reward is an incentive for better work; punishment is a deterrent against bad work—both are two very good implements in the hands of the exacter of work. The exacter of work and the rewarder/punisher must be one and the same. Through the E-section these are doled out judiciously. That handmaid of the E-section has been hitherto (and must be) near and dear to, and under the direct control of the department to which it belongs.

On an ill day some crank's brainwave dictated that all the E-sections of the various departments should be unified and centralised, and that the New Amalgamated edition of the Es. designated grandiloquently as the *Personnel Branch* should be placed

directly under the control of the General Manager, the supreme Head of the Railway. To satisfy this fad, new posts had to be created—Deputy General Managers (Personnel), District Officers (Personnel), and Assistant Officers (Personnel). A separate building and office and a few additional subordinate posts had to be created, all of which involved additional expenditure, with absolutely no savings by subtraction from the Departments, let alone the extra stores and stationery, furniture and equipment.

The inevitable result, that was foreknown to all sensible men, was that the personal touch and contact, of which much is being spoken by all top-ranking men including the Hon'ble Minister and his Deputy,—that personal touch and contact between the work-exacting Officers and the workers, that was of much avail until yesterday, is now lost altogether. The personal and intimate knowledge of each worker's merits and defects that each officer had and was guided by, in the administration of his district or division has lost its use, and will cease to be aimed at. The one effective agency through which punishment to the sinner and reward to the virtuous were doled out, and improvement in working or increase in efficiency was secured, was separated from the work-exacting Officer, rendering him virtually impotent in the eyes of the workers. He that hath the power and privilege of *giving* alone must have the right of *punishing*; it is only then that the punished take the punishment with grace; that is the elementary principle of governance. Putting it in other words, he alone is competent to punish, who has the

right to appoint, promote, grant leave and passes, etc. With the advent of the Personnel Branch the giver of promotion, leave and passes, or punishment is one, whilst the exacter of work is another. He that is in a position to understand and appreciate good work is powerless to promote or reward, with the result that staff have developed a tendency to care very little for efficiency of work. Even naturally good workmen are becoming indifferent, if not bad. They go by the letter of the rules rather than by the spirit. To them it matters little whether the day's allotted work is finished or not; they clear out from their posts of duty when the hands of the clock indicate the closing hour. Even while they are at their posts, "twenty men cannot make the horse drink." To what a sad phase our youngsters have been brought by a mere slip in the constitution. The fool in power commits a slip, which influences a whole administration for ten generations.

The time lag between the commission of an offence and the punishment, or between good work and recognition, is so great under the era of *Personnel Branch* because of the new additional intermediaries, that the value of a punishment or reward or promotion is entirely lost. Justice delayed is justice denied. This occurs from day to day, nay hour to hour, and yet no fat salaried officer is vexed by the ineffectiveness of the action. If this state continues what will be the effect in the long run on the psychology and morale of hundreds and thousands of staff, the flower of the youth of the nation?

No greater dis-service has been done directly to the Railway Staff and indirectly to the country at large than this anathema of a *Personnel Branch* run by Officers, who by their very constitution and

set-up have nothing to do with the day to day work of the staff, who have no duty or obligation to personally know the staff or even look into the merits or defects of their individual cases, nor take the *personal equation* of the individual involved and the extenuating factors inherent in their past service, which under the old order of E-methods had a lot of influence in shaping decisions. The Officers directly concerned in their day to day working have also lost their interest in the welfare of their own staff. The new arrangement has vitiated the entire fabric of organised working, and is sure to vitiate the more much to the detriment of the country at large.

What is this centralisation *ad infinitum*? You go on centralising for some time, and then start decentralising, and then again centralising—Is there no end to it? Do you not profit by past experience? Haven't you learnt yet out of your past 80 years of experience? Is experience of no value in your case? You centralised the Ticket Checking Branch, then decentralised it, and then again started centralising it. Amalgamation and centralisation, bifurcation and decentralisation—How many times will you be doing it? Both these may be done only within certain limits. The absurdity of the establishment centralisation is patent in this—the punishments are meted out by the Personnel Officers acting for and on behalf of the General Manager, because the branch is directly under the General Manager. Appeals by the staff against those punishments go to the same Personnel Branch, and the same Officers as passed the orders of punishment sit in judgment over the appeals too; this is a cancerous defect in the constitution—combining the executive functions in the hands of the supreme administrative and appellate authority. What sort of

justice can the staff expect? What sort of responsibility will the Departmental Officers feel, when the G. M. Office itself punishes? The last word in civilised administration is that the executive must be separated from the judiciary. To circumvent this objection some administrations make the Personnel Officers sign as for the Heads of Departments in their original decisions, and sign for the General Manager in their appellate decisions—all the same the fact remains that it is the same Officer on both the occasions—a feature sufficient enough to undermine the trust and confidence of staff in the administration and its Officers. Even in the internal working of such an Office, lot of confusion is bound to arise, as one man functions in a dual or treble capacity.

A homely simile will perhaps bring out in bold relief the absurdity of the *personnel branch*. Imagine a village with a 100 families, each family in a separate house and consisting of a husband, a wife, and a few children of both sexes. Each house has so far remained a self-contained and satisfied unit, and the 100 units formed a happy village. In each house the father was the headman and all the inmates obeyed his dictates. Suddenly one day it was decreed that the mode of living in the village should be altered—all the wives should live in one house, all the husbands in another, and so on. Food for all

the villagers will be cooked in one house. In short each function in their domestic life is to be consolidated and centralised in one separate house. Each such house of one consolidated function shall have a headman, whose authority shall prevail over that house. Now just imagine the life in that village after the innovation, and the contentment or happiness obtainable there. A husband cannot get at his wife except with the consent of the headman (or rather the headwoman) of the House of Wives, nor the wife get at the husband except with the consent of the headman of the House of Husbands, and so on. Exactly so is the *Personnel Branch* on a Railway—it is nothing but the House of Wives or the House of Handmaids, and the husbands of the departments cannot reach at them so easily as before, and therefore have become in a sense impotent in the eyes of their staff.

Will the authorities ruminate on the preposterousness, absurdities and anachronisms that have been brought into being into otherwise happily working administrations and departments, functioning very wholesomely both for the Government and for the public and the numerous staff, and scrap it out at once, and incidentally save for themselves a very large sum in these hardest days, when tons of good money are required for more useful and urgent schemes?

(To be continued)

Bombay Representative:

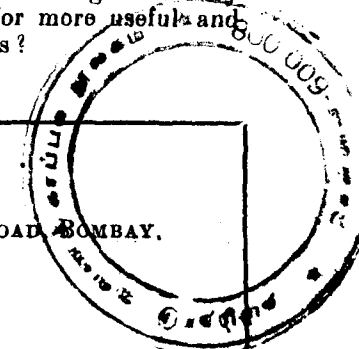
P. S. SUNDARAJ,

GENERAL ASSURANCE BUILDING, HORNBY ROAD, BOMBAY.

Telephone: 28641

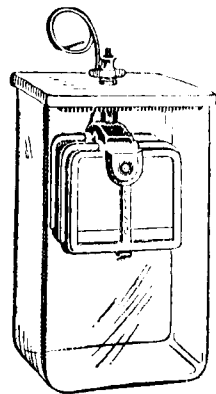
Calcutta Office:

Suite 140, GRAND HOTEL, CHOWRINGHEE,  
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## EDISON Primary CELLS for all Railway Signalling Uses

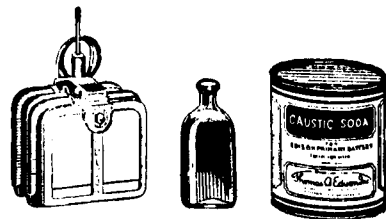


This most efficient and dependable form of copper oxide—caustic soda cell is the ideal primary battery for use in all conditions.

### HERE ARE THE ADVANTAGES

- No deterioration on open circuit
- Reliable in all climates.
- Maintains constant voltage.
- Voltage unaffected by heavy overload.
- Low internal resistance.

The process of exhaustion of the Cell can be followed by the indication panels in the zinc plates, which give timely warnings that renewal is necessary. The elements, soda and oil are easily replaced with replacement parts shown below



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## "HPS" Class Locomotives for India

THESE are generally similar to the "HPS" Class Locomotives built at The Vulcan Foundry in 1945, but embody various minor modifications. They are designed to suit a maximum axleload of 18 tons and negotiate a minimum curve of 573 feet.

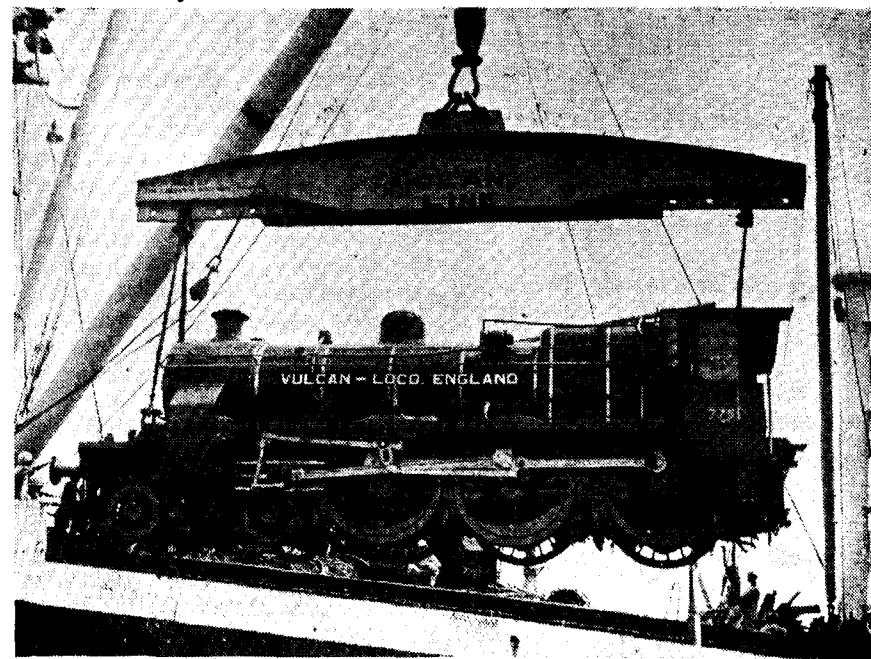
The boiler has a "Belpaire" type firebox with an all-welded steel inner firebox. Flexible stays are provided in the breaking zones, all water space stays being of "Longstrand" Steel A "Joco" regulator is fitted in the dome and the Superheater is of the "Stirling" type with 24 "A" type Standard elements on 69 locos, trifurcated elements on 10 locos and 5P4 type elements on 5 locos.

A rocking grate with a drop section at the front is fitted, arranged for hand operation only.

The ashpan is provided with air doors front and rear, and sliding doors for discharging the ashes at the bottom of each of the three Hoppers, the doors being opened by handles from the side of the engine.

Two Gresham & Craven No. 10 Injectors are located under the cab platform delivering water through a clackbox on top of the first barrel. Two 3 in. Ross pop safety valves are provided, a "Clyde" tubecleaner being fitted on the firebox backplate. "Everit" blow-off cocks are provided under the first barrel and on the throatplate, cylinder and steam chest lubrication being from a four feed "Wakefield" sight-feed lubricator located on the firebox back.

The cylinders are fitted with cast iron barrel liners, the 10 inch



One of the HPS Locomotives manufactured by Messrs. Vulcan Foundry Ltd, is being unloaded from s.s. "Clan Chisholm." Nine such British Locomotives and Tenders for the South Indian Railway arrived by the above ship at Madras port during the last week of May. Each Engine weighs 71 tons and Tender 82 tons.

diameter Trunk type piston valves with multiple narrow rings being actuated by Walschaert valves gear provided with Skefko roller bearings at the eccentric cranks. The connecting rod small ends are fitted with adjustable phosphor bronze bushes, the connecting rod large ends and coupling rods being provided with bronze floating bushes.

Plate frames carry the boiler through a saddle casting at the front end and by expansion brackets on the sides of the firebox, with a firebox steadying bracket on the hind drag casting. The coupled springs are underhung, auxiliary rubber springs are fitted and compensation is provided bet-

ween the leading and intermediate axles.

Timken Cannon type roller bearings are fitted on the leading bogie which has lateral spring control.

Lubrication is by grease for the connecting rod big ends, the coupling rod main bearings and axleboxes, and by oil for the connecting rod small end, slidebars, valve spindle and motion. Vacuum brake is provided throughout, the electric lighting equipment being of "Stones" manufacture. The tender tanks are of welded construction, the two four-wheeled bogies having "Timken" Roller Bearings Axleboxes.

#### The Principal Dimensions are:—

|                         |     |                               |
|-------------------------|-----|-------------------------------|
| Cylinders (2)           | ... | 20½ in. dia. x 26 in. stroke. |
| Bogie Wheels            | ... | 3 ft. 0 in. dia.              |
| Coupled Wheels          | ... | 6 ft. 2 in. dia.              |
| Wheelbase, coupled      | ... | 14 ft. 3 in. dia.             |
| Wheelbase, total engine | ... | 27 ft. 5 in. dia.             |

#### Heating Surface:—

|                               |     |             |
|-------------------------------|-----|-------------|
| Flue Tubes (24) 5½ in. dia.   | ... | 549 sq. ft. |
| Boiler Tubes (97) 2½ in. dia. | ... | 907 sq. ft. |
| Firebox                       | ... | 157 sq. ft. |

Total Evaporative 1613 sq. ft.

|                                        |                             |
|----------------------------------------|-----------------------------|
| Superheater (Standard A Type)          | 430 sq. ft. (on 69 engines) |
| " (Trifurcated Type)                   | 404 sq. ft. (on 10 engines) |
| " (5P4 Type)                           | 475 sq. ft. (on 5 engines)  |
| Grate Area                             | 37 sq. ft.                  |
| Boiler Pressure                        | 180 lbs. per sq. in.        |
| Traction Effort at 85% Boiler Pressure | 22,590 lbs.                 |
| Adhesive Weight                        | 52.8625 tons.               |
| Weight of Engine in Working Order      | 76.2 tons                   |
| Tender Tank Capacity                   | 4,500 gallons               |
| Tender Coal Capacity                   | 10 tons                     |
| Tender Wheel diameter                  | 3 ft. 7 in.                 |
| Tender Wheelbase                       | 22 ft. 6 in.                |
| Weight of Tender loaded                | 62.475 tons.                |

Inspection during building was by Messrs. Rendel Palmer & Tritton, and the Locomotives were transported fully erected by road to Birkenhead for shipment to India.

## The Amendment to the Indian Railway Act and the Risk Notes

( BY PIG )

OF considerable interest to the mercantile community, and therefore to the vast number of Railway Staff also, is the amendment to the Indian Railways Act, which was passed by the Central Assembly early in December last. The most readily appreciated result of the amendment is the abolition of the Risk Notes. To achieve this, it has been necessary to incorporate the extent of liability of railways in the Act itself and to provide for certain remarks regarding the condition of the consignments to be recorded on the Forwarding Note itself by the sender. This necessarily entails the adoption of a new form of the Forwarding Note. There can be little doubt that the abolition of the Risk Notes will prove extremely beneficial to the mercantile community.

Of much greater importance is the actual modification in the position of the Railway as a carrier of goods. Under the original Railways Act the position of the railway was laid down as being that of a bailee. The amendment now provides for the railway being liable not only for misconduct, but also for negligence. The responsibility of the railway, therefore, has been considerably increased.

This amendment to the Railways Act passed by the Central Assembly with a view to simplifying the booking procedure and abolishing all separate Risk Note Forms has now come into force, and the new procedure is to be introduced at stations all over India with effect from 1st August 1950. Detailed instructions would have been issued by this time to all stations not only on the new procedure but also to educate the

public. The actual amendments to the Railways Act must be got at by the people interested and studied so that they may know their rights and responsibilities. Although the procedure for booking is slightly altered, the responsibility undertaken by the railways is in no way less than what it is now. As soon as everybody gets familiar with the new procedure, the simplification brought about by the abolition of separate Risk Notes will no doubt be appreciated.

As part of the new procedure standard packing conditions have been laid down, and the public will have to conform to them.

N. B. With effect from 1st August 1950 all the Risk Note Forms, A, B, C, D, E, F, G, H, X, Y, and Z will be abolished. This is as a result of a few changes in the Railways Act for the purpose of simplifying the Booking Procedure at stations. A Forwarding Note prescribed by the Central Government must be executed by the sender in the following cases:—

- (a) All Goods Consignments.
- (b) Coaching Traffic of the following descriptions:—
  - (i) Articles carried at Owner's Risk Note.
  - (ii) Articles of a perishable nature.
  - (iii) Articles mentioned in the Second Schedule, i. e. excepted articles.
  - (iv) Articles defectively packed or in a defective condition.
  - (v) Explosives and other dangerous articles.

As far as goods traffic is concerned, the Forwarding Note replaces the existing Consignment Note which will be discontinued from 1-8-50.

As far as Coaching Traffic is concerned, no Forwarding Note is now used. From 1-8-50 Coaching Traffic mentioned in (b) above must be accompanied by the appropriate Forwarding Note. This will be necessary even in the case of luggage, if it comes under any of the items given under (b) above.

Coaching Traffic other than that given under (b) above, e. g. ordinary parcel traffic booked at Railway Risk and packed according to rules need not be accompanied by a Forwarding Note, as is the case at present.

In order to facilitate regular booking of coaching traffic, especially perishables, at Owner's Risk, a General Forwarding Note has also been prescribed.

Any merchant who has to book coaching traffic regularly at Owner's Risk should execute the General Forwarding Note, thus saving himself the trouble of

filling up a Forwarding Note for each consignment. The General Forwarding Note should be executed carefully, got approved by the Divisional Traffic Managers, and then left in the careful custody of the station master in the same manner as the six-monthly Risk Note Forms H and Z are now being preserved. Each such General Forwarding Note should be serially numbered and renewed every six months. A merchant who has executed a General Forwarding Note can then arrange to send his individual consignments of coaching traffic without separate forwarding notes.

Another very important change from 1-8-50 is in regard to the normal rate to be applied. Where RR and OR rates quoted, the present rule is that the RR rate applies, unless the sender elects the OR rate. Hereafter the rule will be that the rate to be charged is the OR rate, unless the sender elects the RR rate, by filling the appropriate column provided in the forwarding notes. When the sender elects the RR rate, even though an OR rate is available, the consignment should be charged at RR rate, not otherwise.

### Service to the Railway

Punctuality of train service is an index of a Railway's efficiency and much can be done by reducing detention to trains at Engineering signals by proper planning of works. Transportation work will be completely upset if Engineering programmes are not completed to scheduled times. The staff engaged on such works must realise the paramount necessity of working strictly to agreed timings.

Do your best to minimise detention to trains which not only is a source of great hardship to the public causing serious dislocation to their personal programmes, but also, upsets the efficient running of many trains resulting in heavy financial losses.

## Indian Shipping To-day

By Narasimhan

THE last world War affected the shipping of every country very seriously. It was almost entirely devoted for war purposes, and suffered very severe losses. Rehabilitation of shipping began after the war, and the losses are being fast made good. But while shipping is being restored to the pre-war level, sea-borne traffic is lagging behind. The why of it deserves examination.

Shipping industry is as important to us as, if not more than, any other industry. Our exports and imports are very heavy indeed, and can be heavier; only at the present moment it is to our advantage to restrict our imports and enhance our exports. A mercantile marine and a national marine, all our own, are required not only for improving our coastal and overseas trade, but we have a very long coastline, which during emergency has to be well protected. Amongst the Indian shipping companies the more prominent is the Scindia Steam Navigation Company. On the coastal routes Indian Companies now number more than double their pre-war number. Shipping has progressed in the past, and can progress in the future, only with the continued support and aid of the State. The Government of India is now deeply interested in developing India's shipping. People's Patriotism is of course the foundation on which it can be securely built.

Causes that militate against the movement of cargo seem to be:

1. The goodwill between India and Pakistan suffered a serious set back. This of course will soon disappear, the Nehru-Liaquat Ali Pact at Delhi being likely to restore mutual confidence

amongst the two, and the trade deadlock between them is already being resolved.

2. Our imports of rice from Burma have fallen very considerably. This is mostly due to internal troubles in Burma, and partly due to our policy to restrict imports and make ourselves self-sufficient.

3. The devaluation of the rupee, mounting costs of operation and operatives against uneconomically low freight rates, are also the causes. Coal that moved by coastal vessels during the war years, now takes to the rail. Rice and coal from the mainstay of coastal shipping, and these are dwindling.

The nation must devise a co-ordinated policy between coastal shipping interests and the internal transport interests, so that neither suffer. With a view to better co-ordination we also must hold, as in the United Kingdom, conferences and discussions periodically between Shipping, Railways and Road Transport services.

As regards our overseas shipping there is always the threat of competition from foreign shipping companies. Added to this there are the various restrictions imposed by Government on the exports of certain commodities. Our development in post-war years has resulted in our steamers doing trans-oceanic passenger transport. Our S. S. Jai-Azad and S. S. Jai-Jawahar have already become very popular with the travelling public. Both these belong to the Scindia Company, which is our pride. The interests of this company as well as those of our other shipping companies have to be well protected; competition by foreign com-

panies as well as competition amongst themselves must be eliminated. They must be helped to obtain full membership in the International Associations and Conferences.

The Governments of the United States and United King-

dom have been helping their shipping companies under difficult circumstances. Even subsidies are paid to them. Similar protection against competition and rate-war and grant of facilities for their activities may be granted to them by our Government too.

### Four Years in Retrospect



## Presenting Mr. Railwayman

### "The Railway Doctor"

BY A. H. PEARSON

RAILWAYMEN, and their families, are not only susceptible to diseases and illnesses known as occupational, but are often the victims to all the common and prevalent ailments of humanity in general. It is the job of the Railway Doctor (more commonly known as an Assistant Surgeon) to do all that lies within his power and medical skill to keep the Railwaymen healthy.

Like any doctor, the Railway medico is also 'on duty' at any hour of the day or night. There are no duty rosters for him, nor a 'ten to five' working day, although he does observe certain routine hours at the local Railway Hospital, or Dispensary.

The best way to get acquainted with his average day, is to spend one such day with him, and this is what we would find.

Between 8 and 8.30 in the morning, we will find the Railway doctor at his office desk in hospital or dispensary. Long before he arrives, a long queue of Railwaymen, or members of their family, will be waiting for him patiently. As soon as the doctor is ready to attend to them, the patients are admitted into his office one by one for consultation or examination.

The doctor listens patiently to each person's complaint. It may be a simple feverish cold, a slight attack of stomach trouble, a festering sore somewhere on the body, a major or minor wound perhaps sustained while on an engine, in the workshop or out in the station yard, or it may be some malady with the possibility of developing serious complications, like pneumonia, enteric, typhoid, or a major operation.

The doctor examines each patient carefully, offers his expert

advice, or writes out a prescription which is then passed on for dispensing. If symptoms are obscure or puzzling the doctor will suggest that the patient consult his superior, the District or Divisional Medical Officer. Those who have wounds or sores, or need a throat painted, or minor attention to the ears, will be passed on to a qualified and experienced dresser, who will do what is needed according to the doctor's orders. If the attention needed is beyond the competence and skill or the dresser, the doctor will himself do the minor operations that may be required.

This routine of examination and prescription goes on till after mid-day, during which period as many as a hundred odd patients may be seen. One can imagine the deftness and speed with which the doctor has to work to get through all this, and at the same time enter up brief case histories of each patient in his daily register.

At large district or divisional headquarters, there is usually a well-equipped and smoothly run hospital for the treatment of patients requiring prolonged medical care and attention, and a part of the doctor's duties is to visit patients in wards.

The Railway doctor is also responsible for putting Railwaymen, who are temporarily unfit for duty, on the 'sick list,' and keep them under treatment until they are returned to duty as 'fit.' This is an important aspect of the Railway doctor's work, as occasions arise when perhaps a large number of staff want to report sick. Such sick casualties will have serious repercussions on train operation, especially if large numbers of running staff report sick over a particular period. The doctor must be

severe on these occasions, as this spate of staff seeking relief from duty on the 'sick' list, may contain a number of malingerers who want to dodge work.

Another essential part of the Railway doctor's job is to conduct medical examinations of new recruits to Railway service, and the prescribed medical re-examination of those already in service. Those aspiring to jobs amongst the running staff, especially drivers and firemen, must pass a rigid medical examination. For the safe working of trains, eyesight tests are vital. For such staff perfect vision up to a certain age must be assured. Even after the age of 40 or 45, vision of a prescribed standard with the aid of glasses must be sound. Railway doctors can never be lenient with vision tests, either for the new entrant, or with the man with years of service behind him. A driver with defective vision, or failing vision, may at a moment be the cause of a terrible train wreck with the loss of many precious human lives. The Railway doctor can never take a chance here. If the running man shows indications of weak or failing sight, the doctor can only follow one course; declare him medically unfit in class A1—the highest standard of physical fitness required for certain running staff.

Like many other Railwaymen, the Railway doctor also dreads the wail of the accident hooter. As soon as he hears this, and knows that a train disaster has occurred with passengers injured and killed, he gets the precise information from the local station master or control. And then swift action is taken by the Medical department. The doctors must get ready everything for dealing with such emergencies. Surgical kit, dressings, drugs stretchers, blankets—in short, all essential medical and surgical equipment has to be collected, and the doctors and medical staff ready

to board the accident relief train. When they get to the scene of the accident, a rapid appraisal of the situation must be made. Obviously, serious cases get first attention, because a slight delay may mean the ebbing away of a life. If the casualties are heavy, the task is colossal, but the doctors must work till they almost drop. Frequently, emergency operations are performed on the spot which may mean amputation of an arm or leg to free a victim pinned under heavy wreckage. For those who are already dead, the doctors must issue death certificates and make over the bodies to the police authorities on the spot.

After first-aid treatment is given to the injured, prompt arrangements must be made to take them to the nearest Railway or civil hospital. For this a light special train is arranged, or a passenger train passing in the opposite direction, if one track is clear, will be stopped to take away the injured. When all possible medical and human succour for the injured has been given, then only can the Railway doctor relax.

The Railway doctor also has a number of miscellaneous duties to perform, like serving on the local sanitation committees to see that the station and Railway Colony is kept clean and sanitary, inspecting refreshment rooms and platform vendors' stalls and trolleys to ensure that the foodstuffs they are serving to the travelling public is not stale, contaminated or breeding grounds for disease germs.

Before we part with the Railway doctor, we must remember that he is always a man loved, respected and feared, because in his hands lie the power to heal, the power to save a life, and above all he is mainly there to ensure that the Railwaymen posted at his station are kept healthy, so that they in turn can keep those trains moving smoothly, efficiently and 'on time.'

## Madura

### City of Temples

MADURA, which is popularly known as the Athens of the East, is a city of beautiful temples and stately Gopurams and all the year round interesting and important festivals take place here attracting a large concourse of people from all parts of India. It is a place of great antiquity and historic renown and in ancient times it was a well fortified city with 40 bastions, but the city and the walls and monuments were razed in the 14th century.

#### Mystic Marriage of God and Goddess

Of the many important festivals that take place in Madura, the most important is the wedding of Goddess Minakshi with God Sundareswar and the grandeur with which this marriage is celebrated year after year is without a parallel elsewhere. This festival depicts the mystic marriage of God Sundareswar, who is none other than God Shiva, with Minakshi who is an incarnation of Goddess Parvathi. Minakshi was born to a Pandya king named Malayadhwaia, whom she succeeded. At the time of her birth she had three breasts and it was foretold that the superfluous breast would vanish at the very sight of her future Lord. When God Shiva, in the garb of a sanyasi known as Sundareswar, appeared before Minakshi the third breast disappeared and elaborate arrangements for her marriage were soon rushed through.

#### Dwarf Gundothara

On the wedding day, much to the astonishment of all, God Sundareswar, the bridegroom, arrived only with the dwarf Gundothara. Goddess Minakshi, with a view to show her husband that she was more wealthy than

him, haughtily remarked that the grand wedding arrangements containing hundreds of rich delicacies would go waste since the bridegroom had not brought with him a large retinue. By way of retaliation, God Sundareswar said that it would be enough if they were able to feed the dwarf. To the amazement of all, the dwarf consumed both the cooked and uncooked eatables and was crying for more. To quench his thirst he began to cry for more water, as the water in the wells and reservoirs of the city had gone the way of the food. God Sundareswar then asked the dwarf to place his palm on the ground and directed a flow of water which is said to be the River Vaigai, on the banks of which lies the charming city of Madura. In this way the pride of Minakshi was humbled. This unique festival is celebrated in the *Kalyana Mandap*.

#### Charming Temples

Picturesquely situated on the banks of the River Vaigai, Madura has a charm and distinction all its own, quite apart from the fact that it is one of the famous places of pilgrimage in India. Madura's temples are naturally its greatest pride. Situated in the heart of the town, the great temple which consists of two parts—one for the Goddess and the other for the God—is one of the finest of its kind in India. Eastern savants and western scholars who pay a visit to South India generally include in their tour programme a visit to this renowned and sacred temple and those who have visited it have been full of praise for the skill of the sculptors of old who were entrusted with the task of beautifying the temple. It is a monument of human patience, labour and skill. Owing to the facilities accorded for visiting all

the outer courts and corridors up to the doors of the two *Aditya*, this temple is perhaps the most interesting to visit of all the Hindu shrines of India and gives the visitor the most complete idea of the Hindu ritual. It is popularly believed that those who worship the God and Goddess for a continuous period of 48 hours will have their desires and ambitions fulfilled.

### Vandiyar Teppakulam

Nearly 3 miles to the east of the temple lies the Vandiyar *Teppakulam* or the tank which is about 1,000 feet square. It has a square island in the middle wherein is a small shrine. This is close to the River Vaigai and a channel connects the tank with the river. Great sanctity is attached to this tank as, when it was excavated for removing earth therefrom to build the Thirumal Naik's palace, the huge Vinayaka now in the great temple is said to have been found buried therein. On this account the spot was considered holy and

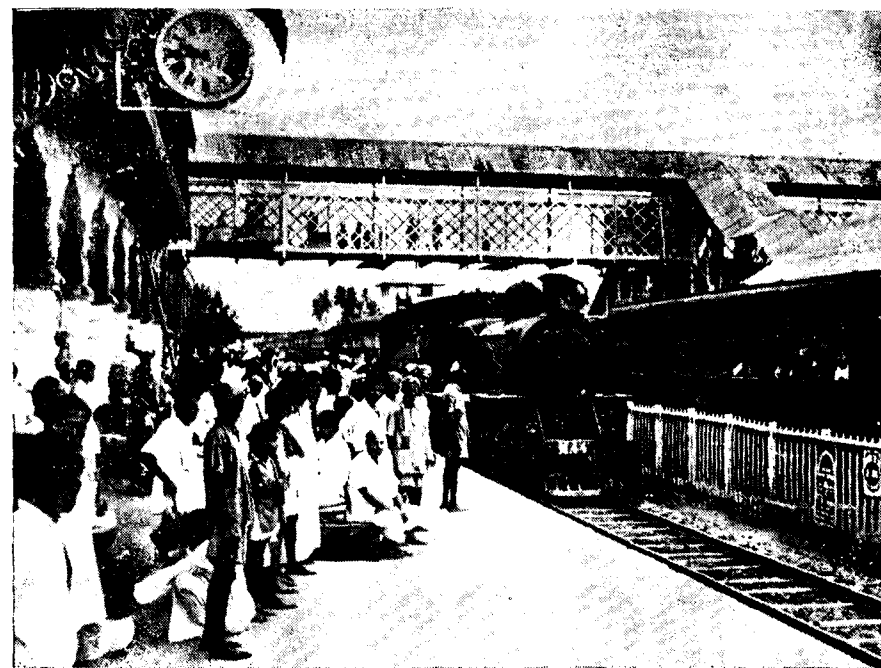
it was converted into a *Teppakulam* or tank in which the floating festival is celebrated annually.

### Mathurai Veeran

Just near the eastern entrance to the shrine of God Sundareswar and Minakshi is a very small shrine which contains an equestrian deity called Madurai Veeran, who is also known as Karuppan of the eighteen steps. Throughout the Madras Presidency he is regarded as the God of intoxicants. The legend relating to the life and daring adventures of Madurai Veeran is highly interesting. He was born to a Pandya King of Kasipattanam at a most inauspicious hour. Fearing that some misfortune would befall the family, the baby was ordered to be taken to a forest and left there in a cradle with some ornaments and food. A cobbler woman saw the baby who was at that time being protected from the sun by a huge cobra. As she and her husband had no children she took the baby to her hut and took particular care of him. Later on



Madura one of the busiest Stations on S. I. Railway



The Train is steaming in Station Yard

the cobbler woman and her husband got themselves into the service of an influential person by name Bomma Naik. Their foster child grew up to become a charming young man. Bomma Naik had a beautiful daughter who, when she grew up was, according to the custom then existing, asked to remain in a detached shed far away from the town and Madurai Veeran was posted to watch the shed. The girl fell in love with him and both of them eloped. They were hotly pursued by Bomma Naik's men who were killed single-handed by Madurai Veeran.

Madurai Veeran then proceeded to Trichinopoly and joined the service of a petty Poligar, by name Vijayaranga Chockalinga. Again he left this service and went to Madura where his services were utilised by the ruler, Thirumal Naik, as the guard of the zanana palace which contained hundreds of beautiful women. Here he cast his eyes on Vellyammal, a lady of

the harem. One day at dead of night, while he was jumping over the wall with the lady, he was caught by other servants who took him to the ruler and related what Madurai Veeran had done. At the ruler's orders his hands and feet were cut off. Madurai Veeran then went to the temple of Goddess Minakshi and fervently prayed that for all his sins he might be excused and taken to the feet of the Goddess. The Goddess was pleased to restore his hands and feet but Madurai Veeran had no desire to live and, stabbing himself at the 18th step of the temple, he became a Shila or stone. Goddess Minakshi ordered the ruler of Madura, Thirumal Naik, to build a temple for Madurai Veeran and said that he must be accorded the first worship in the temple. Thirumal Naik immediately obeyed her orders and there stands even to-day the temple of Madurai Veeran wherein the first worship is offered.

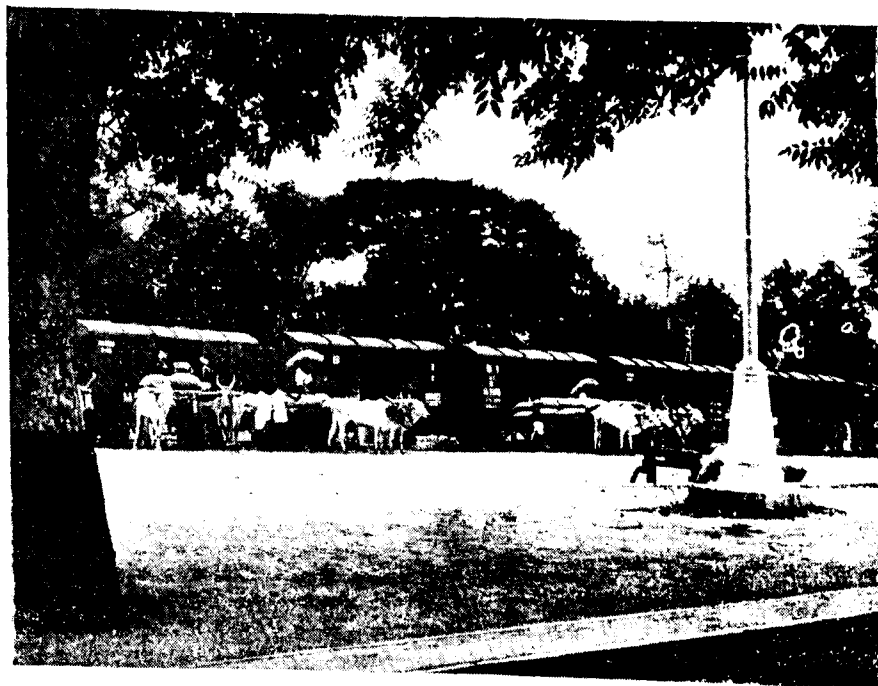


### Palace of Thirumal Naik

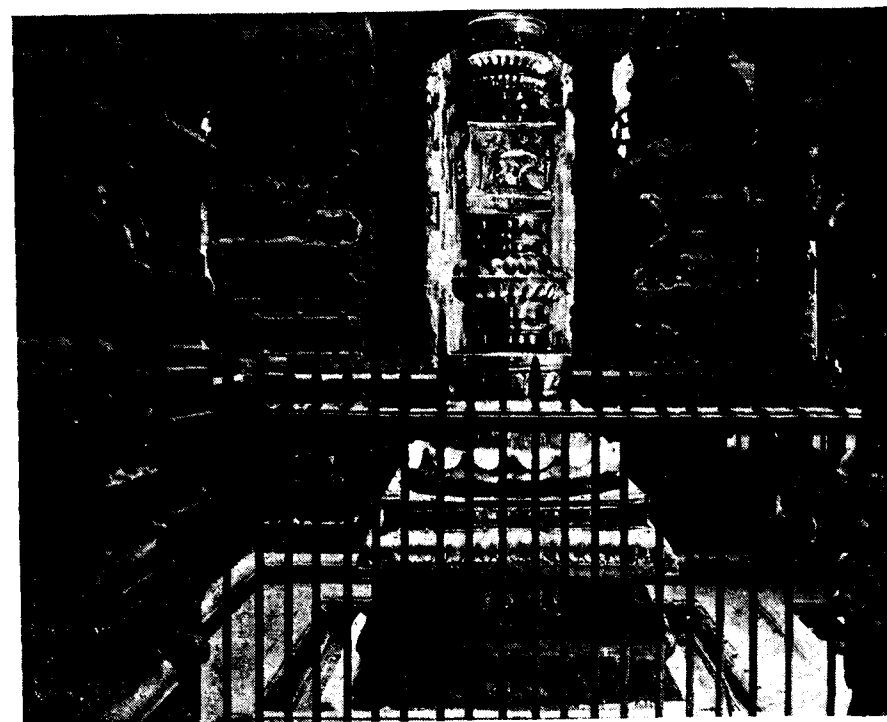
Another noteworthy building in Madura is the Thirumal Naik Palace or Mahal which lies at a distance of a mile from the Madura town. A visit to this city will be incomplete without seeing the palace. The structure stands pre-eminently both for beauty of design and perfection of workmanship. The portion in the front known as 'Swarga Vilas' or the celestial pavilion. Mr. Langler says of this structure:— "This pavilion is so constructed as to cause it to be said that in no other country is there a court equal to it by reason of its splendid ornaments, their excellence, extent, curious workmanship and great beauty. To the West in the midst of a great dome shaped hall is a square building of black stone, inside which is a chamber made of ivory. In the middle of this is a jewelled throne, on which the king is accustomed to take his seat at the great nine

nights' festival surrounded by all his banners or ensigns of royalty and before which all are accustomed to do homage."

As its name indicates, this palace was built by Thirumal Naik, one of the greatest rulers of the Naik dynasty which was reigning at Trichinopoly. This ruler, whose name is still remembered with esteem and regard by the people of South India, was once seriously suffering from catarrh and all medical aid proved fruitless. Being of a religious bent of mind, he went to Madura to worship God Sundareshwar and his consort, Goddess Minakshi. One night the God and the Goddess appeared unto Thirumal Naik in his dream and told him that, if he changed the seat of his Government from Trichinopoly to Madura and improved the temple with all grandeur, his disease would be cured. They also offered him some ashes with directions for use both externally and internally.



First-class Metalled Road-way adjoining the Madura Goods Shed facilitates quicker loading and unloading of wagons.



Golden Pillar and Stone Carvings inside the Meenakshi Temple at Madura.

He was soon cured of the disease and, as ordered by the God and the Goddess, he changed his seat of Government from Trichinopoly to Madura and effected considerable improvements in the temple.

### Thousand-Pillared Mandapam

The thousand-pillared mandapam, which is situated near the eastern gateway of the temple, is one of the principal attractions to visitors. All the pillars are elaborately carved with spirited figures of men, women and gods. Mr. Ferguson says:—"It is not their number but their marvellous elaboration that makes it the wonder of the place." There are many thousand-pillared mandapams in South India, but they cannot approach near to the one at Madura in point of sculptural beauty and artistic greatness. "The Mandapam, besides being a marvel in sculpture is a freak in

architecture. The way in which one is greeted by the pillars in whatever way one looks, remains still an unsolved mystery to engineering experts. A person could sit in any part of the hall and have a look at the central shrine of Nataraja, an image of which in stone is located in a small shrine in the centre of the hall."

### Temple of Alagar

The Temple of Alagar, situated near Madura, is also renowned. Built on a hill, it is surrounded by the ruins of an ancient fortified town called *Alagapuri*. Near the temple lie the ruins of the palace of Thirumal Naik, one of the popular rulers of Madura. The temple is encircled by huge walls. From the main entrance a flight of eighteen steps runs down, at the bottom of which lies the sanctum of *Sri Karuppannasami*, the Divine

Watchman of the temple of Alagar. Regarding the eighteen steps, tradition has it that a ruler of Malabar coveted the procession- al idol of the shrine and when its guardians refused to part with it he sent eighteen *Siddhas* with orders to rob it of the halo which made the figure entrancing. They were perceived in their unholy act and decapitated. The eighteen steps mark the spot where they fell and their last requests to rest there were granted. The doorway is bespattered from top to bottom with sandal paste and on each side of it is a collection of great iron bill hooks and spears (some of them over twelve feet in height) which have been deposited here on the accomplishment of vows by devotees whose undertakings he had blessed. Mingled with them are also the cradles, given him by women whom he had blessed with offspring. The doorway is resorted to generally as *Karuppus* sanctum and also specially solemn affirmations have to be made. Many a civil suit is settled by the parties agreeing to allow the courts to follow the affirmation made in this manner. Some fee is charged by the temple to record such affirmation made before the deity.

### Manikkavachakar

Inside the temple there is a sculptural representation of *Saint Manikkavachakar* who was a minister during the regime of a Pandya King. He was well-versed in *Shastras* and ably conducted the administration of Madura, receiving divine inspiration on critical occasions. He was highly religious and was hankering after a suitable *Guru* from whom he might get proper initiation in attaining *Mukti*—liberation from the wheel of birth and death. On one occasion *Manikkavachakar* was entrusted by the ruler with the task of purchasing good horses for the royal army for which he

was given a large sum of money. With a view to get good horses, he wandered from place to place and when came to a place called *Atadayar Koil*, Lord Shiva in order to give him the initiation he was in need of, transformed himself into an old, learned man and took his seat under a tree. *Manikkavachakar* went near him and prayed for initiation. Shiva accordingly gave him the necessary instructions putting him on the way to salvation. As *Guru Dakshina* (fee for the preceptor), he gave Shiva all the money that was given to him by the ruler for the purchase of the horses.

The ruler waited for his minister for a long time and, when he did not turn up, he sent his men in all directions in search of him. The king's men found the minister at *Atadayar Koil* and gave him the ruler's message that he should immediately return to Madura with the horses. He was placed in an awkward predicament. He sincerely prayed Shiva to come to his succour. The Lord directed him to go to the king and inform him that the horses would shortly arrive. Accordingly the minister returned to Madura and told the king that he had purchased the horses which were on their way to Madura. Lord Shiva to save his devotee from the wrath of the ruler, then seized a number of jackals from the forests metamorphosed them into beautiful horses and brought them before the king, himself appearing in the role of chief groom. The king nurturing a grievance against his minister for the inordinate delay taken by him in purchasing the horses, caused his punishment in diverse ways. Lord Shiva was so enraged at the ruler's treatment to his minister that he converted the horses into jackals which entering the royal stables devoured the real horses and disappeared into the forest. The

(Continued on next page bottom)

### Short Story

## "Happy Birthday"

"By Alpha"

"It will be your birthday, sir, in a couple of weeks. What orders for the dinner party?"

The reminder and question came from Sammy, middle-aged general servitor of Stephen Lucre, millionaire.

"What did you say, Sammy?" Lucre looked up from the papers he was reading. "Oh, orders for my birthday dinner?"

"Yes, sir. What's it to be? Family gathering or business associates?"

Lucre replied with a brief, incisive analysis. "Family gathering? All those grasping, bone-lazy vultures just waiting to see me dead, so that they can lay their hands on my money. No, Sammy. No family gathering. They've had more than enough of my good liquor and food.....Business associates? They're almost as bad as the relatives, always on the look-out to see how much cash they can lever out of me by shady deals. Cut them out....."

Sammy interrupted. "I think you've got a touch of liver, sir. Your cynicism makes me feel you're pretty unhappy."

"You've said it, Sammy. As I grow older the outlook appears more grim, what with every nation getting ready for the next war and wondering who will drop the first atom bomb. And how the devil can you feel happy amongst your fellow men, when all they are out for is to grab as much as they can for themselves. Don't talk to me of happiness, unless you can show me even one really happy man or woman? Can you, Sammy?"

Sammy smiled. "I can, sir. Two happy men and one happy woman."

"Oh, you can. I'm not surprised, Sammy. You can produce anything at short notice....."

Lucre paused, musing for a few moments. "I've got it, Sammy, we'll have a small dinner party. Your three happy people you and I....."

Again Sammy interrupted. "But, sir. These are not the kind of folk you associate with....."

Lucre held up a hand. "Sammy, you've had my orders."

On the evening of his birthday Lucre was waiting to welcome the

(Continued from Previous Page)

king's anger knew no bounds and he sent his servants to punish *Manikkavachakar* for the trick played upon him, passing off metamorphosed jackals for genuine horses. Again Lord Shiva came to his rescue by causing heavy floods in the Vaigai River which prevented the servants from

executing the ruler's orders. Wisdom dawned on the king and he praised both Lord Shiva and *Manikkavachakar*.

Madura is well worth a visit. The city is a positive treasure-house of the glories of the Pandya and Naik periods and as such the magnet of all visitors to the South.



three guests. Sammy had gone to fetch them in his master's large Packard car. A few minutes before the dinner hour, Sammy arrived, and ushered in the guests.

The first was Cormack, tall, completely grey, huge in body, and with dark brown eyes, that seemed alive and always searching for something. The second was Mrs. Babble, a middle aged woman, with a round chubby face that seemed to radiate cheer and kindness. The third was Fryer, a young man of middle height and athletic build. His deep blue eyes always stared straight ahead. In the long fingers of his right hand he clasped a stout oak stick.

As they walked towards the dining table, Lucre noticed that Sammy had linked his right arm in the left arm of young Fryer as if guiding him, and suddenly

realised that the young fellow was blind.

The sumptuous dinner was tackled with gusto, and it was not long before Lucre learned that his guests were an odd assortment. Cormack was stone deaf; Mrs. Babble dumb, and young Fryer, he knew already, was blind. It could only be the unique Sammy who could produce such odd friends.

But Sammy had told him that these three people were happy. Lucre had to admit that from the little he had seen of them, they did appear to be happy. But how could they be so. It was hard to find happiness with all one's senses and faculties functioning, and the mere passing thought of being deprived of one of the five senses, seemed to him an appalling tragedy. He was curious to know just why Sammy had called them really

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happy people; yet he felt it would be rude to pry, especially with such folk, who would naturally be touchy about their personal tragedies.

However, Sammy had anticipated his master's curiosity. He had warned his friends that it would be doing Lucre a favour if they would talk about their happiness. Adroitly, Sammy, the expert master of ceremonies, brought the conversation to this point.

Cormack spoke first. "I was a heavy weight boxer in my youth, going steady for the championship. When I was in the ring, beating up my opponent, the applause of the crowd, was beautiful music to my ears. In boxing circles, clubs and bars, I would often hear my name mentioned, and how terrific I was. My chest swelled, and with it my head too. I thought I could never be beaten. This made me careless in my training; though I didn't need so much of it. Indulged in too much liquor, late nights, entertaining ladies who were only after the gold and glitter I could give them from the colossal amounts paid me for my fights.

"Then one night, I had to fight a man years younger. In the ring I realised he was not only tough, but a boxer with brains. Within a couple of rounds he had me panting, sawing the air with my punches that never seemed to touch him. And he was giving me punishment that made me gasp and grunt with pain. But this I could take. What I couldn't take were the snarling jeers of the thousand and more throats, who up to that time, had cheered me as their idol. This bit deep into me. I seemed to go mad, lose all my skill and ringcraft. Even my punches seemed feeble. With my mind only on those rasping jeers, I got careless. Then I felt a wallop like the kick of a mule. I hit the can-

vas...lay still. I recovered before the fatal 'nine.....out.' Staggered to my feet, shook my head to clear my fogged brain. But something had happened. Everything was strangely silent. Not a sound from that vast crowd. Not even a whisper. Why? Were they waiting for my opponent to smack home the K. O. punch? No time for thinking, the fight was on again.

"I was now wary, watching my opponent for his next move. He came at me, I dodged, parried, used all my old ringcraft. The gong went. I didn't hear it. My opponent turned to go to his corner. I was after him, then stopped. The crowd rose in their seats, gesticulating. Then, it hit me. I was deaf. That punch had done it. But I was a boxer. I had to fight on till one of us was K.O'd or threw in the towel, and I was no coward.

"The next round saw me a different man. I felt as if I was fighting in a sound proof-room, just my opponent and myself. The crowd didn't worry me any more, because I couldn't hear whether the sounds that came from their throats were jeers or cheers. My mind was now free to concentrate on my boxing skill, and I used all that I had ever learned. I got my man in that round. When I got home that punch to his jaw, I knew what was behind it. They had to carry him out of the ring.....dead.

"That was the turning point of my life. His punch had deprived me of my hearing; my punch had taken the greater toll—his precious life. For months after that fatal fight, I lived in a daze, and poisoned with remorse. My being stone deaf didn't bother me, but the thought that I had taken a young man's life bit deep into me. Finally, I was able to sort out my confused thoughts, and realised that the best thing that could have happened to me was my loss of

hearing. Yes, the sound of applause can be evil, and the cause of a lot of unhappiness, I never fought again, and since that night, I've never raised my hand against any living being.

"But you want to know how I found happiness again. I found it in the only way one can find it. Not by looking for it, and hugging it to myself, but by giving it away. The man I had killed had a younger brother, and thank God, he wasn't a boxer. I found that this brother was keen on being a doctor, but hadn't the means to get through medical school. I provided those means out of the money I had earned from my fights. To-day, that young man is a famous brain surgeon. He could give me back my hearing within a month, but I don't want it. I can do without it, as the silent world in which I now live, has given me real peace....."

Lucre waited for the next story. He looked towards Mrs. Babble. But she was dumb. How could she tell her story? Then he noticed Sammy making queer signs with his hands, and Mrs. Babble responded by other manipulations of her fingers and arms. Later, Lucre ascertained from Sammy, that this was the only language the dumb could speak—the sign language. It would be Sammy to be accomplished in this, he thought.

Sammy was Spokesman for Mrs. Babble.

"Mrs. Babble lost her speech as the result of shock after a street accident, that killed both her husband and their only son, a toddler of four. They were crossing a street when a large motor truck seemed to go mad. Mr. Babble and the boy were about a yard ahead when the truck hit them. Mrs. Babble missed death by a few

inches. Up to that moment, she was just a normal woman, enjoyed everything life offered, especially poison-tongue gossip amongst her cronies. After that fatal accident, for the happiness that was in store for her. The gossip parties soon lost their flavour for her. It wasn't long before she stayed away from these gabblers, once and for all.

"But, we may ask, where did Mrs. Babble find her happiness. In the most strange place of all, a working girls' hostel, where one would expect the worst type of cattiness and gossip. Yes, she found it all too prevalent when she went there as house-keeper. The girls in that hostel would come to her with all their troubles, spilling all the envy and malice they had against each other. But she couldn't talk back. It was her kindness and love to those girls which finally changed the whole atmosphere of that place. 'Speak no evil against each other' became the unwritten law, lovingly and tacitly observed. Newcomers who indulged in spiteful back-biting, got no small change from the others; they soon observed the unwritten law."

It was now Fryer's turn.

"I lost my sight in World War II. I was a bomber pilot, got shot down and crashed. When I woke up after the crash, everything was dark, and has remained dark ever since. After going from one hospital to another, from one specialist to another, hoping always that some day I would see how she wanted to talk to give vent to all the bitter things she could say against man, woman, and God especially. To keep her mind from brooding, she deliberately sought the company of those females who were adept in malicious gossip. But she couldn't talk any more. The unholy plea-

sure was all one-sided. To sit amongst those gossiping women and not be able to offer any choice tit-bits she had gathered, was a real penance, so real that this penance, although she did not realise it at the time, was working again, I got the final verdict. I would never see again. And my world crashed. Brooding in unending darkness, all I wanted was to put an end to my life. I didn't want to live as a burden to someone else. My whole outlook on life was just a vast and weary despair, as if I was at the bottom of a black hell-hole deep in the earth.

"When I was sent home I got every care and attention. But with bitterness in my heart, I felt that this was given out of pity, and I did not want pity. On my twenty-fifth birthday, nearly two years after I had lost my sight, my parents threw a party for me. The guests were old friends. I sat through that party cold and aloof. My only contact with those present was the sound of their voices.

I was wishing the boredom would soon be over, when I heard someone playing the piano. I sighed. Oh, those interminable amateurs showing off. I had been one of these amateurs once, and thought myself pretty good. Suddenly I got critical. Whoever was playing, was bungling a beautiful piece of music. I couldn't bear it any longer. I heard myself shout, 'No, no. You're killing it. Let me show you.' Somehow, as if I could see quite plainly, I walked up to the piano, and sat down on the stool as if it was being kept vacant for

me. As my fingers touched the cool ivory notes, the whole world of sound seemed to rush into me. I felt some strange power in my fingers, and I let myself go. What happened after that I hardly knew. I played until I was exhausted, and stopped only when I was gently told that it was another day.

"My blindness didn't matter any more. I had found my happiness in the beauty of melody and sound. No matter where I was, whether in the early dawn of a quiet countryside, or the hustle and bustle of a city, I was always listening, listening. Every sound became a melody I wanted to pour out on my piano. I couldn't keep those melodies to be heard only by myself. I wanted to give it away to those who couldn't afford to pay for the music their very souls craved for. To the aged and the poor, to the lost and lonely, to the fatherless and motherless kids; to these, I gave away the happiness I found in the world of beautiful sound....."

The guests had gone. Lucre and Sammy were alone. The lights had been turned down except for the soft glow of one light. Both men were deep in thought.

Lucre spoke first. "Thank you, Sammy. This is the best birthday party I've had since I was a kid. Those three friends of yours. They've found the secret of happiness. What did they say? ..... Give it away ..... With your help, Sammy, that's just what we are going to do from this day on....."

A high ambition, an elevated courage, is apt, in less perfect characters, to degenerate into a turbulent ferocity. The more social and softer virtues are there chiefly to be regarded. These are always good and amiable.

—Cicero.

# You and Your Stars

BY VARANARAYANAN

FORECASTS FOR THE MONTH OF AUGUST 1950

**T**HE following forecasts are made based on the planetary positions during August 1950 with respect to the Janana Rasi (i. e. the sign occupied by Moon at the time of birth) of an individual. The realisation of these forecasts in full or otherwise depends on the good or bad set up in the basic structure of each individual's horoscope and on the quality of the current Nakshatra Dasa and Bukthi. The delineations given below should, therefore, be viewed in this light.

**MESHA** (for persons born in Aswini, Bharanai and 1st pada of Kritika).

This is a month of mixed experiences. The favourable planets cause success in undertakings, attainment of wealth and landed property and enjoyment of all happiness and pleasure. Indisposition, litigation or wranglings, displeasure of superiors and domestic unhappiness, especially concerning children, are also indicated. There is a possible shift or transfer to a new place, house or position. Beware of secret enemies. A tolerably good month for financial matters.

**VRISHABHA** (for persons born in last 3 padas of Kritika, Rohini and the first 2 padas of Mrigasirsha).

A fairly good month. Success at interviews, requests or representations, acquisition of wife, property, children or other rewards may be expected. Litigation, misunderstanding with superiors or friends will be threatened. Loss of money due to standing surety to another is possible. Transfer to an unpopular station, office or position is indicated. Not a favourable month for speculative dealings.

**MITHUNA** (for persons born in last two padas of Mrigasirsha,

Ardra, and first three padas of Punarvasu).

A tolerably good month. There will be a progressive increase in all kinds of wealth. Family happiness, comforts of the couch, acquisition of property, desired station, house or post; command of respect and esteem; marriage of children, success in examinations and general happiness are some of the good features. During the early part of the month, reduction in salary or income or loss of money by deceit, treachery, pick-pocket may also happen. From 17th a change for the better. Businessmen will stand to gain.

**KATAKA** (for persons born in the last pada of Punarvasu Pushya and Aslesha).

The beginning of the month will witness transfer, degradation and false charge; heart and lung afflictions, loss of friend or relation, litigation and travel will also occur. Matters will improve from the middle of the month. Be careful against loss of money by cheats or your carelessness. Be very considerate in all your actions. Not a favourable month for speculative deals.

**SIMHA** (for persons born in Magha, Purvaphalguni, and 1st pada of Uttaraphalguni).

This month will be one of enjoyment, performance of marriage and the like, bringing in wealth, property, reward and happiness. The latter half of the month will cause some disturbance in service, trade, etc., and also in health. Little gain from speculative dealings.

**KANYA** (for persons born in the last 3 padas of Uttaraphalguni, Hastha and the 1st two padas of Chitra).

Not a very favourable month. Quarrels, envy, disgrace, misunderstanding with superiors, un-

happiness, loss of wealth, illness to wife and children are some of the influences of this month. During the first half of the month, gain in status and wealth are likely to occur. Do not speculate.

**THULA** (for persons born in the last 2 padas of Chitra, Swati and 1st three padas of Vishaka).

A most favourable month. Gain from labour, lands, cattle, and trade. Transfer to a place where the subject can make money or earn a fortune. Good reputation, marriage, happiness from children, birth of a child, success in examinations and interviews, success in all endeavours are the main good features. Worry by enemies, diseases due to excessive heat may also happen during the last part of the month. A philosophic turn of mind may occur. Good for speculation and a try in lottery.

**VRISCHIKA** (for persons born in the last pada of Vishaka, Anuradha and Jyeshtha).

The subjects of this Rasi continue to have a bad month. Be very careful in all dealings. Depression, disappointment, enmity out of monetary transactions, heavy expenses, trouble from or through women, illness to children, undeserved and malicious charges, loss of relatives, official displeasure, ill-health, etc. may be expected. The latter half of the month will bring some relief. Do not speculate. You will lose heavily.

**DHANUS** (for persons born in Moola, Purvashada and the 1st pada of Uttarashada).

Not a favourable month altogether. Affliction from misery through women, children and relatives, disappointment in efforts, false allegations, enmity, change from station, house or service, grade or position, deceit and treachery, bad association, enforced and tedious journeys, increase in blood pressure, disturbed health,

etc. are the main features. The latter half will witness appreciation of one's work, fame, acquisition of new clothes, etc. Bad for monetary transactions.

**MAKARA** (for persons born in the last 3 padas of Uttarashada, Sravana and the 1st two padas of Sravishtha).

Not a happy month generally. Health will be afflicted to a greater degree. Dysentery, fever, blood pressure, indigestion, poisonous biting are some of the serious disturbances likely to occur. The even tenor of life will be upset. Loss of work, false accusations, uncomfortable journeys, obstruction in all endeavours, loss of a near cousin causing pollution, dispute, disgrace, bad company, fear from or through women are some of the other bad features of the month. Promotion in service or success in business are also likely to occur.

**KUMBHA** (for persons born in the last two padas of Sravishtha, Sathabishag, and 1st 3 padas of Purvabhadrapada).

Disgrace, nervous debility, anaemia, diseases of the blood and to the private parts, long and tedious journeys, loss of wife and children or their separation, diminution in earnings, mental worry etc. are likely to happen. Posting to a fixed place, if not already done, success in business are relieving features.

**MEENA** (for persons born in the last pada of Purvabhadrapada, Uttarabhadrapada and Revati).

This is a month of mixed results. Victory in all affairs, mental happiness and gains, good company and enjoyment of women, feasts, tea parties and destruction of enemies are the good features. Degradation, obstruction in endeavours, quarrel with the wife, eye diseases, injury by weapons, Governmental worries are the unhappy events that may occur. Do not venture into speculative deals.

# A Great Exponent of Bharata Natyam

(The following is a summary of Mr. T. A. Narayana Iyer's speech at the Massey Hall, Y. M. C. A., New Delhi, on 30-5-1956 on the occasion of Miss Ambujam Narayanan's Bharata Natyam performance. Ed.)

*Bharata Natyam* is the art of dancing in India, more especially in South India. The art varies slightly from province to province. It is the oldest art and profession; it is as old as man; and yet it is the most primitive art also.

The word *Dance* is no perfect equivalent to the art known in India as *Abhinayam* or *Natyam*. In the western form of the art it involves only movements of the limbs and stepping of the feet, sometimes rather wildly, tunes and *tala* or beating time being rarely important. When done solo, the western Dance is more a physical feat of acrobatics than a rhythmic colourful art of dexterous and significant movements. Some of the dances of the west, require a mate of the other sex, e. g., the ox-trot and the fox-trot; music to

their accompaniment is not an essential desideratum.

The Indian art, *Bharata Natyam*, is a rhythmic dance; every movement of the limbs, every stepping of the feet, every gesture, posture or juxta-position of the palms and fingers, has a special significance and meaning, all its own. The various juxta-position of palms and fingers are called *mudras*. The dance is always accompanied by special types of songs, composed for specific purposes, to suit someone particular emotion and rendered by master musicians to set tunes and *talas*. The spirit of the actor and the muse of the songs giveth life to the art. *Natyam* must be well informed by feeling, emotion and knowledge. The limbs move in consonance with *tala*; the gestures,

postures, and facial expressions bring out the meaning of the song in full, and the thoughts, feelings and emotions portrayed in the songs; the *mudras* or the shapes formed by the palms and fingers expound the meaning incorporated in the text of the song, which may be a narration or description of some feature in the lives of the hero or heroine. Thus there should be perfect unison and co-ordination between the various movements, gestures, postures, and *Mudras*.

The science of *Natyam* has within its own compass many *Mudras*—more *Mudras* than the alphabet of our language. In fact *Natyam* is *speaking through Mudras*, it is a superior heavenly language, rather the transmutation of the ordinary language into a universal language—the language of signs and symbols. Like other Indian arts, it is very complex in its technique, being a universal heavenly language highly expressive of the inner soul of the artist, taking the audience to rapturous and dizzy heights of joy, expounding to them the subtler and gentler language of the soul; but when once incorporated with one's being, becomes simple and natural.

Unlike the western art, *Natyam* is not content with the mere development of the charm and grace of the human body, nor even with the growth of the suppleness and agility of the several hundred muscles, and the co-ordination of the large number of nerves and nerve centres in the human system; but it is expected also to develop and draw out fully the latent faculties of the head and the heart. Hence it is an infinitely supreme art from the romantic, aesthetic, and devotional aspects of life, besides the physical.

Siva, the third amongst the Hindu Trinity, was the first heavenly dancer, and the posture of the Lord in Chidambaram, *Nataraja* or the King of Dancers,

is the eternal dance of the Universe. *Bharata Natyam* as expounded in that eternal dance is the art of dramatic expression of the protection of the good and the destruction of the evil in this world. Bharatha Muni learnt it in heaven from the *Apsaras* (dancing girls of heaven), *Kinnaras* (time-beaters at the dances in heaven) and *Gandharvas* (the heavenly musicians). The art has been flourishing in India ever since, and this was many thousands of years ago, when perhaps Europe was steeped in darkness, ignorance and barbarism. It was from India that the art in some form or other travelled to the other Asiatic countries, especially South-East Asia, along with the Missionaries of Hinduism first and then of Buddhism, who went abroad to spread Aryan civilisation and to conquer the hearts of men, not to conquer their *terra firma*. In South East-Asia (Sumatra, Java, Bali etc.) India's culture and civilisation are still much in evidence, in their daily customs and manners, their temples and temple-architecture, etc.

In the Tamil Nad in later years as man went on attributing to his Gods the same aims, desires, aspirations etc. that he was himself heir to, they thought Gods must have consorts too, and so some girls, first as a vow and next as a convention, were married to the Gods in the temples, though of course later on the temple priests or the rich donors to the temple entered into matrimony with them. Thus came about in the South a class of people called *devadasis* or *hindmaids* to Gods; the art now is largely in their hands, and has vitiated to a large extent. They do the dancing in the temple on occasions. This dance to a recital has become more formal and hence devoid of art-value. This social position to-day is that they minister as harlots and hirelings to the lustful wants of priests and donors. The art must be weaned



Miss Ambujam Narayanan—a true exponent of *Bharata Natyam* won laurels during her recent performance in New Delhi. We take this opportunity of wishing her all success.

from their influence and placed on a separate high pedestal by itself and encouraged to grow with all the honour and dignity that belongs to it.

In Kerala the art has been put to the very good use of enacting puranic stories, and narrating the important episodes in the lives of our heroes. It is still in the hands of males only. The favourite form is *Kathakali*, a form of dance peculiar to Kerala, but highly expressive of the inner and higher and nobler man. It is held in great reverence and esteem, wherever genuine art is loved and adored. Early this century the Great living Kerala Poet, and the Poet Laureate in Malayalam, *Mahakavi Vallathol Narayana Menon* founded an Arts College, nay a University devoted solely for Fine Arts especially Dance, known as the *Kala-Mandalam*, on the banks of the sacred-Bharatha River, not far from the Shoranur Railway Station. Our world famous dancer of to-day Mr. Udaya Shankar learnt within the portals of the Kala-Mandalam and at the feet of Vallathol during his final stages of discipleship and perfected his technique. The talented pair, Gopinath and

Thankamani, also of world fame, both hailing from Travancore, the home of Raja Sir Ravi Varma and of fine arts during the last century, were regular students of the Kala Mandalam, and their fame is not a little due to the spirit and the muse that surround the Kala-Mandalam inspired by Vallathol.

Judged by the best tests of Bharatha Natyam, it appears to me that our performer of this evening, Miss Ambujam Narayanan just a little girl of 10 years has done wonderfully well, and has given ample proof of her budding genius as a true exponent of the genuine form of the art known as *Bharata Natyam*. So also has the young girl musician of this evening, to whose vocal renderings of the songs our dancer danced, done wonderfully well. It is a relation to me that both are Brahmin Girls hailing from Malabar—the dancer being the only daughter of Mr. P. K. Narayana Iyer of Ottappalam, and the songster the daughter of Mr. T. S. Seshukutty, M. A., the Export Trade Controller, New Delhi. We wish and pray that the two girls may march from success to success, in their twin arts.

Safe running of trains is therefore the foremost responsibility of every railway servant. Those who are directly responsible for the proper maintenance, upkeep and working of Railway track, bridges, signals etc. must always remember that on their conscientious and efficient discharge of duties depends the life of thousands. However minor a position he might hold he must never under-rate his responsibility as perfect safety can only be ensured when the combined efforts and contributions of all such employees are there.

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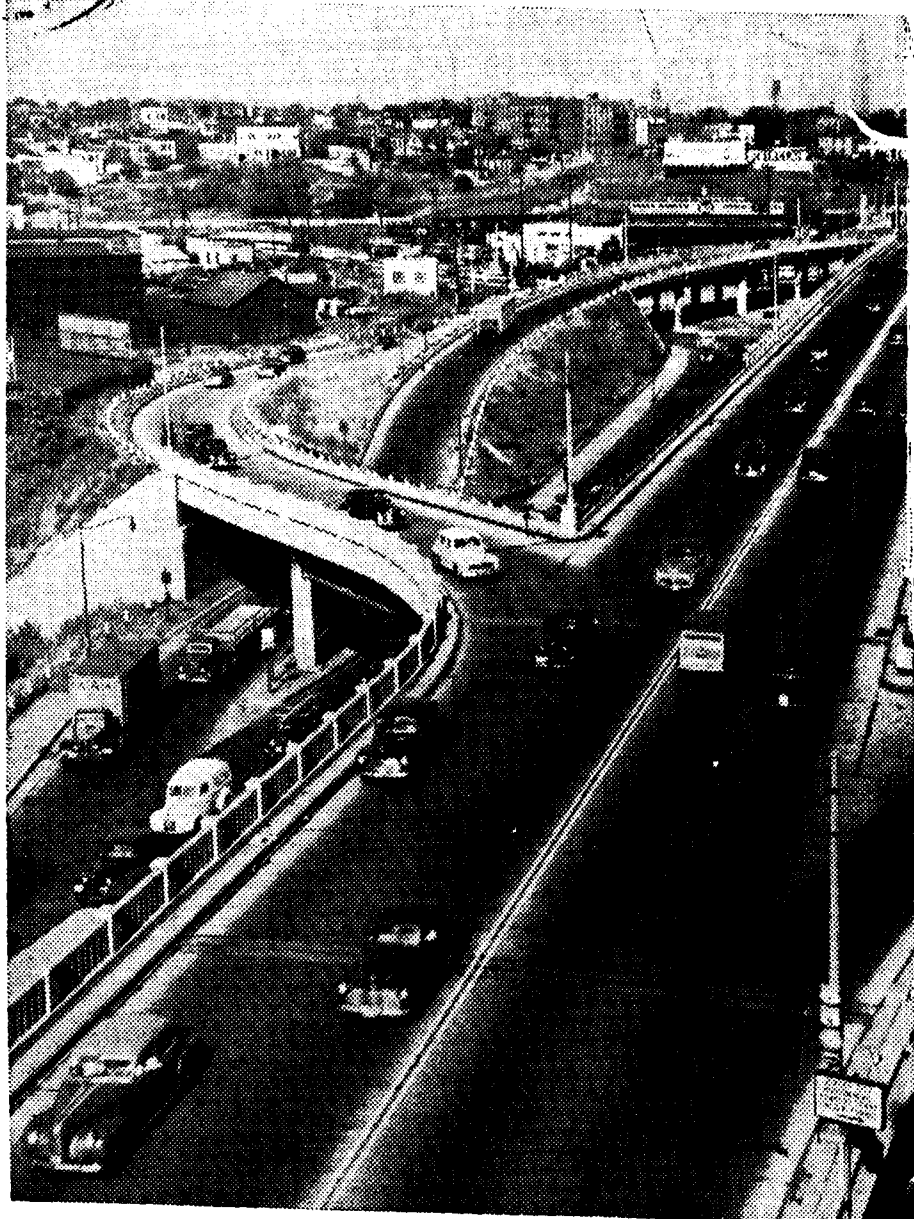
The public could and should co-operate in the following ways inter alia:—

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3. —that undue detention of goods consignments in the goods sheds and wagons means loss of space and wagon power which would be utilized profitably in some other ways by the Railways.

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# Road Transport Development in India

## Certain outstanding features and problems

BY Y. N. SUKTHANKAR I. C. S.

Secretary, Ministry of Transport, New Delhi

COMPARED to the size and population of the country, road transport in India could hardly be said to have made any striking advance. It is only after the Great War that the possibilities of using motor vehicles for the carriage of goods and passengers attracted attention. In 1914, motor transport hardly provided any revenue to Government. In 1946, the revenue in undivided India from this source exceeded 26 crores of rupees. In the year 1948-49 for which the latest figures are available, the revenue from this source available to Central and State Governments has amounted to Rs. 26.15 crores. In 1938-39, which is the earliest year for which motor vehicles statistics are available, the total number of motor vehicles available in India was 120,000. According to the latest figures for 1949-50, the number of motor vehicles in the India of to-day is fast approaching 300,000. How this compares with other industrially advanced countries such as U. K. and U.S.A. is best brought home by a study of comparative statistics. Whereas in the U.S.A., the number of cars owned per one thousand persons is 250, in Australia 143, in Canada 125, in U.K. 63, in France 40, in India it is less than one. The total number of motor vehicles registered in U.S.A. in 1949 was 40 millions, in U.K. 2.5 millions, Canada 1.5 millions and France 1.3 millions the number in India was only 280 thousands. The other side of the picture could best be appreciated by a reference to the comparative statistics of road mileage. Whereas in the U.S.A., the road mileage per square mile of area is 1.03, in France 1.84, in U.K. 2.02, in India it comes to only 0.22. The main factors militating against any

marked growth of road transport in present times are :

- (1) Lack of good road mileage as compared with other countries.
- (2) Petrol restrictions.
- (3) Shortage and high cost of chassis.
- (4) Shortage and high cost of spare parts and tools.

Amongst other causes of these last two shortages may be mentioned import control restrictions which had to be imposed on account of exchange and other difficulties.

It would not, however, be wise to conclude from these comparative statistics that there is no need to pay any attention to the growth of road transport in India or to regulate it in national interests. That in certain circumstances, road competition could be seriously detrimental to the Railways was amply borne out by what happened in 1930 and the following years. According to the Mitchell Kirkness Report published early in 1933, the annual loss of Railway traffic due to roads was estimated at something under two crores of rupees. Based on the information collected in 1935, the estimate of this loss came to approximately Rs. 3 crores or about 3% of the gross Railway earnings of the normal year in those days. Evidence produced by the Railway Administration before the Indian Railway Enquiry Committee, which was appointed in October 1936 and was presided over by Sir Ralph Wedgwood, showed that the loss had increased to Rs. 4½ crores. Loss of passenger traffic was represented by Rs. 3½ crores and goods traffic by Rs. ½ crores. Part of this loss was due to reductions in rates and fares introduced in order to meet road

competition. The Wedgwood Committee warned the Railway Administration that if adequate steps were not taken to co-ordinate road and rail transport, an increase of 100% on the existing losses may well be regarded as being within the possibilities of the case. The Committee was of the view that in spite of any progress made towards co-ordination during the next few years, further attrition of Railway revenues must be expected, and laid special emphasis on the importance of the Railway Administration tackling the question of counter measures with energy and courage. Happily for the Railways, the present position is that certain restrictions, already referred to, are acting as serious limitations on the growth of road transport. Also the Railways have at present more traffic offering both passengers and goods than they could efficiently handle. Whatever traffic, therefore, moves by road cannot necessarily be regarded as a direct loss to the Railways. Even so, the Indian Railways Enquiry Committee 1947, presided over by Pandit Hriday Nath Kunzru, has clearly stated that this state of affairs will not continue, indefinitely. While in recent years, much has been done to provincialise road transport, the Committee did not regard road-rail co-ordination as definitely assured in the future. The Committee, therefore, sounded a note of warning to the Railways and asked them to watch developments carefully.

It is, therefore, clear that policy of rail road co-ordination must be prepared after a careful study of all its implications and with special reference to the requirements and conditions in India. What are the proper objectives of such a policy? It may perhaps be advantageous to study how these objectives have been defined in other countries. The Royal Commission on Transport appointed in the U.K. in 1928 ex-

plained the objective of road rail co-ordination as "a state of affairs .....whereby every passenger could travel and every ounce of goods was consigned by the most economic route and form of transport." The Committee of Independent Experts of the International Chamber of Commerce in a report submitted in 1933 has stated that the principal aims should be "to co-ordinate all means of transport in such a way as to secure for each of them the traffic for which it is best suited and to avoid overlapping, the financial consequences of which the community would ultimately have to bear." The Committee also added "The function of the State is not to maintain status quo or to favour one means of transport at the expense of the other, but to create the requisite conditions for securing the maximum efficiency of all means of transport and to further their evolution in the interest of the general welfare of the community and of technical progress. Briefly stated, the policy should be that the public interest must be supreme and individual interests of the providers of transport and of the user must be subordinated to it. The public are naturally interested in securing the most efficient transport system not only for the purposes of administration and defence but for economic progress of the country and such amenities as they desire in their day to day life. In all these arrangements, it is essential that individuals should be protected from injury and exploitation and, broadly speaking, the national transport policy must be such as would not lead to any appreciable increase in national taxation. A reference to the Whitepaper issued by the Government of India in 1946 will show that the aim of the policy outlined in that paper was briefly to ensure the best use of the dual means of road and rail transport being made, each being used to the best inherent advantage



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complementary to the other, avoiding on the one hand artificial restriction on the number and range of road passenger vehicles, and, on the other, economic waste as, for instance, duplication of services which is a corollary of competition solely for gain for which the community must pay and which would end not only in possible bankruptcy of road concerns and in the depletion of Railway earnings, but also in slowing up any road and Railway development. No one can take exception to the aim as explained in the Whitepaper, with special reference to the requirements of India and the peculiar conditions under which road and rail transport function in India.

At this stage, it may be worth, while to recapitulate the developments in some countries relating to co-ordination of inland transport. In France a Decree on Co-ordination of Road and Rail Transport was announced on 14th November 1949, implementing the co-ordination plan drawn up by the *Conseil Supérieur Des Transports*. Briefly, the Decree provided for the organisation of public carriers of passengers and goods into regional and national bodies, supervision by these bodies of observance of rates and timetables, by long distance and short distance carriers. It regulates the operation of road carriers providing for the grant of road transport concessions in three types of traffic zones :

(1) Short distance within 100-150 kilometers of the capital of a Department.

(2) Long distance i. e. the entire national territory.

(3) Feeder, that is, within 40 kilometers of a place with more than one thousand inhabitants. It provides for the co-ordination of services of road and rail carriers. It sets up on the regional level technical committees with a view to prepare regional transport plans

R. T. 2

in collaboration with the local authorities, carriers and users. The Ministry of Transport has been given authority to require co-operation between public rail and road carriers, to close down railway lines and to transfer goods traffic from railway to road carriers after consultation with the railway administration and the *Conseil Supérieur Des Transports* already referred to. It provides for the preparation of new rates system of rail and road transport.

In the U. K., the British Transport commission proceeded with the task of nationalisation of transport services assigned by the Act of 1947. The British Transport Commission incorporates whole series of undertakings. As the Chairman of the British Transport Commission explained in a recent speech, integration of transport is not an experimental exercise in political economics. It is the natural logical end of a process of growth in the transport equipment in the U. K. designed to meet the special conditions there. This process of integration has involved the concentration of ownership of transport undertakings in the hands of the Commission. As from 1-2-50, independent road transport operations, with certain exceptions, are limited to a radius of 25 miles from the centre of operation, longer distance service being owned and operated by the Road Haulage Executive of the B. T. C. In December 1949, the British Transport Commission published a charges scheme for merchandise traffic covering all merchandise carried by the British Transport Services, rail, road or canal with the exception, for the time being, of coal, coke and patent fuel.

In Eire, the Nationalisation Bill was passed in 1949, nationalising inland transport as from 1-1-50. The Act provides for a Board operating transport services and ancillary and supplementary

businesses. It is required to provide an economical, efficient and properly integrated system of transport for passengers and merchandise. It is empowered *inter alia* to close down railway services on any section of its system provided they are replaced by road services. It is clear from the list of enactments passed in some of these countries and the experience of their working that, in order to ensure successful road rail co-ordination, a scheme has to be worked out which would combine advantages of monopoly and competitive Transport arrangements. A sound scheme must satisfy the following among other tests:—

- (1) There must not be excess of bureaucratic intervention.
- (2) Freedom of the user to utilise any means of public transport for sending his goods or providing his own transport must not be interfered with.
- (3) Rates structure should be decided solely in the interests of general public, agriculture, trade and industry.
- (4) It should avoid wasteful duplication of capital expenditure.
- (5) It should encourage technical re-organisation to the fullest extent.

We could now examine the steps taken so far in India to ensure road rail co-ordination with a view to see to what extent some of the objectives referred to earlier are secured. Motor transport in India is in the hands, mostly, of small operators. According to the latest figures available, there are in the country approximately 31,500 operators. Out of them, only 12 own a fleet exceeding 100 vehicles, another 50 a fleet exceeding 50 but not exceeding 100 vehicles and less than 1000 a fleet exceeding 5 but not exceeding 50. This means that out of 32,000 operators, more than 30,000 own only 5 or less than 5

vehicles. It is obvious that so long as the industry remains in the hands of the small operator, it cannot be organised properly and no marked improvement in the road Transport could be expected. Competition which small operators could exercise would only be of an unhealthy kind, with the inevitable result that, as time passes, the income of these operators falls even below the operating costs and no steps are or could be taken to maintain the minimum requisite standards of safety and proper upkeep for their vehicles. A reference has already been made to the Whitepaper issued by the Government of India in January 1946 setting out the policy designed to ensure development of road transport on rationalised lines in co-ordination with the Railways. So far as passenger Transport is concerned, the method suggested was the formation of road transport companies in which the existing operators, Railways and State Governments could hold a specific share in the capital investment. The formation of such tripartite companies, however, did not find favour with most of the State Governments, and in order to enable them to form Statutory Transport Corporations, an Act was passed called the Road Transport Corporations Act, 1948. As certain provisions of this Act were found defective, it has been decided to replace it by a fresh comprehensive Act. The necessary Bill was introduced in the Central legislature during the 1949 autumn session and was referred to a Select Committee during the last Budget session. It is expected to be placed on the Statute Book during the next session of the Parliament. As regards goods traffic, the general policy is to reserve long distance traffic for the Railways and to allow road transport to handle short distance and door to door traffic only. This principle has been incorporated in the Code of Principles and Practice

for the regulation of motor Transport. According to this Code, permits now will only be issued for the operation of goods vehicles within a compact area of 75 miles radius and over specified routes beyond the compact area extending over a distance of 150 miles, if the places are connected by railways. For distances exceeding 150 miles, permits will be granted only when it is established that it is not possible to transport goods by rail without undue expense or inconvenience at least in the outward direction. For routes involving a distance in excess of 300 miles, permits will be granted only in exceptional cases where it is established that the goods are of a highly perishable and fragile nature.

Almost all the State Governments are contemplating reorganisation of their road transport services. The State of Bombay is one of the first States to set up a State Road Transport Corporation. It is a joint enterprise in which both the Central and the State Governments are participating. The Central Government have contributed 25% of the capital, the balance of 75% to be met by the State Government of Bombay. This undertaking has made a good beginning, and it is to be hoped that it will succeed in fulfilling the objects with which it has been started. There is a provision in all the schemes which have either been started or are about to be started in other States that Railways will be given not less than 20% financial interest. It is hoped that these financial arrangements between rail and road Transport

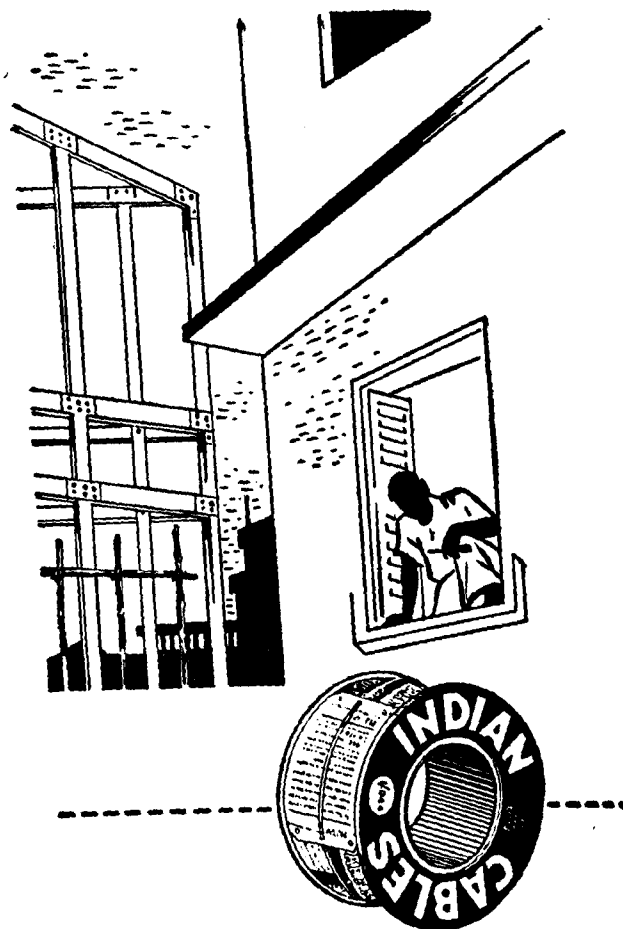
will go a long way to check unhealthy competition between these two forms of Transport, will provide efficient Transport service at a reasonable cost and will make funds available for the development and improvement of roads, provision of combined rail and road bridges and ensure proper wages and reasonable working hours for labour. It will also be possible for Railway authorities to place their experience and technical knowledge at the disposal of the Corporations. This is hardly the place to sit in judgement over the different schools of thought who are either in favour of complete nationalisation or free private enterprise. Each school of opinion emphasises special advantages inherent in nationalisation or private enterprise. There are others who extoll controlled competition between the two monopolies each in charge of road and rail transport. No correct conclusions, however, can be arrived at as to the superiority of nationalisation over private enterprise or *vice versa* as the result of an examination which pays regard to mere theoretical considerations. Each country works out a form of Transport and evolves a method of administration suitable to its own conditions. There is no doubt that judging by the experiments made in India so far a good beginning has been made but they must be watched carefully with a view to remove any defects that may be disclosed in the light of experience and make such changes from time to time as would satisfy the tests which, as explained already, must be applied to sound schemes of road rail co-ordination.

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The mind is the master over every kind of fortune: itself acts in both ways, being the cause of its own happiness and misery.

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—Seneca



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## State or Railway Ownership, Participation and Management of Road Transport

By T. S. Krishna

(The following is a contribution from Mr. T. S. Krishna, Service Manager, T. V. Sundaram Iyengar and Sons Ltd.,—the biggest and pioneer Automobile Engineering firm in South India — elaborately discusses in the following paragraphs that in the event of Railways being permitted to acquire an interest in the existing large scale road transport undertaking, it will be very disastrous if the Railways were to obtain a controlling voice in the direction and management of the joint undertaking. Further he suggests that in such cases the undertaking should be directed and managed by the staff of large scale road transport concerns and the Railways should only be allowed to participate in the profits. At this stage, we leave the article entirely at our readers hands for assessment of merits and demerits. Ed.)

THE attention of the public is being focussed to an ever increasing extent on the problem of the industrialisation of India, and in this connection, the cry has been taken up of nationalisation of all basic and key industries and of public utilities, including road transport. Students of economics are fully aware of the usual draw-backs of State intervention in such matters, but the general public seems to be under the firm impression that State ownership and management constitute a panacea for all ills.

The usual arguments advanced against State ownership and management are that the State cannot be motivated by anything more powerful than the incentive to profit and that it fights shy of taking risks without which the development of industry is impossible. Criticisms against the State in respect of one aspect of its work is likely to result in weakening it in its other dealings, and this fear is probably largely the cause for the State being normally dull in enterprise and ineffectual in management. Further, any large scale failure on the part of the State is likely to have serious repercussions on the country as a whole, especially in financial matters. This drawback does not exist in the case of private enterprise. Moreover, private enterprise can sack the individual sluggard and replace him quickly by one more competent but no Government is in a

position to do so, with the result that inefficiency often goes unnoticed and unremedied. Most people will readily admit that these arguments apply with probably greater force to India. The communal problem is a further complication in India. The management of industrial and business concerns demands the employment of persons with appropriate qualifications, but the introduction of the communal principle, without regard to merit and ability, can only result in the undertaking proving inefficient. The foregoing general observations apply fully to road transport.

There may be a case for State ownership and management of certain basic industries, on which other industries are dependent, and of industries connected with the defence of the country, e. g., Ordnance Factories, the heavy chemical industry, the manufacture of motor cars and aeroplanes, etc. Similarly, there is probably a good case for State ownership and management of Railways, which by their very nature are more important than any other from of transport and constitute the main stay of communications. Industry as a whole, Defence and several other such vital factors depend on the railway systems, but the same thing cannot be said of road transport. Road transport can but supplement railway transport and can never replace it, especially in the matter of haulage

of heavy goods over long distances. This fundamental difference between the two forms of transport should never be overlooked. It may be of interest in this connection to quote the following extract from the recommendations of the British Road Federation on post-war policy affecting roads and road transport.

*"Nationalisation and Government control."*

Road Transport is perhaps of all services the one which would suffer the most in its value to the community if it were unduly regimented, as it is precisely the type of flexibility that has characterised road transport which proves most difficult to maintain in an organisation in which control is highly centralised. Under a monopoly a great deal would be lost in the way of initiative and enterprise, without the gain of any compensating advantages which could not be obtained by other ways."

In India, the report of the Government of India Technical Sub-Committee on "Road Transport and the future of Road-Rail Relations" has focussed attention on this problem. The Committee recommended that Railways should develop closer co-operation with road passenger transport and not road goods transport. It has categorically stated that there is no advantage in Railways operating or participating in motor transport of goods on parallel routes. At the same time, it stressed the importance of healthy competition between road and rail in the carriage of passengers, and the principles of amalgamation of passenger service operators to form substantial concerns on main routes, and of controlled monopolies on light traffic routes. These recommendations were made not on the basis of any theory of State ownership and management, but with the necessity for road-rail

co-ordination in view. Railways in this country constitute a national asset, and the general tax-payer cannot be insensible to the necessity of operating them efficiently and without any loss to the Community.

Un-regulated competition is likely to be harmful both to road transport and to the Railways, and the Committee felt that the participation of Railways in the finance of road transport should secure the much needed balance between the two forms. It must be noticed that there was no suggestion in the Committee's report, that the Railway should actually manage road transport or take part in its operation through its Officers. The intention was that if the joint road transport concern operated efficiently, in co-ordination with rail transport, any loss to the general public on the railway side could be set off against good returns from the joint company. Similarly, if the joint company did not do so well, but the Railways did, the latter would not be affected to a greater extent in the net result. Another important point which should not be lost sight of is the fact, that there was no suggestion that there should be any compulsory acquisition by the Railways of road transport. If a road transport concern is operating very efficiently, the Railways will have to buy a share in it, on the terms asked for by the road transport concern. In other words, the deal is to be a strictly business transaction. The intervention of the Government, whether Central or Provincial, in this matter to coerce road concerns or to egg on Railways would be unfortunate. For instance, the acquisition of an interest by Railways in a road concern might be sought to be brought about by refusing transport permits to the road operator as such. This will only end in disaster, as will be evident from what is said below.

Though the Technical Sub Committee recommended that ultimately Railways should acquire a commanding interest in the road transport concerns, I venture to submit it is a pernicious principle. The operation of road transport is a specialised business under modern conditions and is by no means analogous to the running of railways. There are fundamental differences between road transport and rail transport. It must be recognised that road transport and rail transport are two distinct branches of national transport. While co-ordination between these two branches is essential in the interests of national economy, one branch should not be allowed to control the other and call it "Co-ordination." Yet, that in fact is what the Technical Sub Committee envisages when it recommends that the railways should acquire a commanding interest in road transport concerns. Co-ordination by the State is one thing. Control by the railway administration of road transport is a totally different question. The railway administration and road transport concerns have displayed a rivalry in the past, which justifies the inference, that each has always been out, to benefit at the expense of the other. How can there be co-ordination between the two, if the railway administration is given the authority to control the road transport concerns.

Past events have shown that railways and their staff have not hesitated to attempt to run the road transport operator off the roads, so that, once competition has been stifled, they could have a free hand in exploitation. While the railways, in view of the large backing of the State and their large capital, are in a position to shoulder heavy losses arising from a joint firm, the other partner in the firm, not being in the same position, there is every danger of the wrong type of railwayman working the joint concerns deliber-

ately inefficiently to get greater profits on the railways after the joint firm has gone down. It will not therefore, be in the interests of the country to entrust to the railways, the operation of a road transport company, in which the railways have acquired a commanding interest, when efficient road transport operators are in existence or could be found.

The case of the large scale efficient transport concerns is wholly different. They have held their own in the past against odds, including very keen out-throat competition, on the part of the Railways, who have been known to quote special rates merely to drive the road operator off the roads. The expert services of a road transport concern should be of immense benefit to the community. It would pay the Railways and indeed the public to entrust the operation of road transport to experts, who have learnt their lessons in the hard school of experience, rather to a body of Railway or other officials, who have had no experience of road transport. Operation of road transport does not merely consist of running vehicles between two stated points, but embraces multitudinous functions, including the efficient maintenance of the vehicles with the help of workshops with a high standard of technical skill, and also includes inspection of actual operation to secure public safety and convenience. A very large amount of local knowledge and experience is required to open up new roads at the psychological moment, to close down or reduce services on other routes, to enter into arrangements with other transport operators like Railways on special concessions for special services to the community, etc. The Railway administration with its gigantic size and its habit of transferring managerial and technical staff from one end of the country to the other cannot possibly do justice to these items of work. It is possible the Rail-

way administration may set apart personnel for each area to specialise in road transport operation; but, that would really mean creation of road transport department virtually independent of the Railway administration. I fail to see what advantage the community as a whole can achieve by entrusting the management of road transport in part or in whole to a railway administration evolved to face and deal with problems totally different.

When it is imperative that management by existing specialists in road transport should be allowed to continue unhindered, there is little profit to the community in the Railways being given a commanding financial interest in road transport concerns. The acquisition of such a commanding interest is bound to lead to interference by the Railways with the operation of the joint firm, even if the management is solely entrusted to specialists in road transport. After all, it is the financial interest which ultimately decides who gets the governing voice in the management and operation of a concern. To put it bluntly, the alternatives, are continuance of the existing smooth and efficient operation serving public needs well, and a new joint firm which is not likely to be so efficient and in which in view of the railway administration's known tendency in the past to ignore the convenience of the public who avail themselves of road transport, the public are not likely to have any confidence for the future. No Government can be insensible to the risk of replacing something efficient and good by something which to say the least, is likely to be of doubtful utility. There is therefore every reason to avoid this public danger of interference with a smooth and efficient operation of road transport by existing concerns of proved efficiency. In my opinion, the best results can be secured best by stipulating that where the existing

road transport concern is a large scale one, efficiently managed and giving good service to the public at reasonable rates, the State should not even contemplate acquiring any interest in it.

The argument might be put forward that, to leave the existing efficient road transport operator alone, may perpetuate road-rail competition with disastrous consequences to the community. The remedy is not far to seek. The State has powers of regulation and control of road transport in the interests of the public. But this power to regulate and control should not be employed to favour the railways. It should be utilised solely in the interests of the convenience and safety of the public. Once salutary regulation and control undertaken solely in the interests of the public, have been inaugurated, there can be little risk of disastrous competition or loss to the community.

That brings me to the main feature of my proposal. While I am still opposed on principle to state ownership, I am prepared to contemplate State ownership of road transport concerns which is a thing totally different from ownership or even domination of a road transport concern by the Railways. No doubt, the Railways are State-owned, but that does not make management of the road transport concern by the Railways the same as State ownership or State management of road transport concerns. State ownership and operation of Railways provide an adequate safeguard for the protection of the public against exploitation by road and inland water transport concerns. Per contra, state control over road and inland water transport should afford sufficient guarantee to the interests of the Railways. I maintain, however, that road and inland water transport undertakings have so many ramifications in this country, that it would be impossible for the state

or the Railways either to participate in all of them or to manage the entire lot.

I have so far referred to efficient road transport concerns. It might be that there are concerns now which might fail if that test of efficiency is applied. In the interests of the community it should be desirable to compel inefficient road transport operators to amalgamate amongst themselves. Possession of a large fleet with its incidental advantages will facilitate efficiency of management.

A fair chance should in equity be given to the existing small owners to secure the necessary efficiency by amalgamation. Should that fail in any given case, the state should intervene and take over either the management of such an inefficient concern as a whole or at least acquire a commanding interest in the management of such concern. The sole idea of assumption of control should be to improve the working of that concern and to secure its operation at peak efficiency comparable to that of any of the existing large scale efficient concerns. To reiterate, it is the state that should acquire the control or the management; even an inefficient road transport concern should not be handed over to the Railways.

The first stage of evolution should therefore be the formation of independent and large scale road transport operators without the intervention of the railways. Even the question of management in part or in whole by the state should be reserved to a later stage of development. At that stage the existence of independent, efficient and large scale road transport operators, side by side with companies, in which the state has acquired a dominating interest, would afford a valuable basis for comparison of efficiency. In the

light of the experience so gained, the problem of further evolution of road transport can be decided.

To sum up (1) the operation of road transport should have in view only the convenience and safety of the public and a salutary co-ordination with other means of transport; (2) there can be no advantage in stifling independent, efficient and large scale transport operators where they have given good, efficient and safe service to the public. There should be no attempt on the part of the railways either to own a large part of such an undertaking or to manage it; (3) with reference to the smaller companies, the first should be to combine the smaller operators into large scale companies; (4) if efficiency cannot be secured by amalgamation of the smaller operators, in the interests of the public, the state should acquire a commanding financial interest in that company or take up the management of such concerns; (5) the existence of independent large scale and efficient road transport undertakings side by side with joint undertakings of smaller operators and the state should afford valuable material for comparison for determining ultimate questions of policy.

Until the State organises a state department for the management of road transport concerns in which they have acquired a commanding interest, they should desist from taking over such management. In no case should the management be handed over to the railways or to members of the railway staff.

If in any special case and for special reasons the railways are allowed to acquire an interest in an existing large scale road transport undertaking which has been managed efficiently, it will be disastrous if the railways were to obtain a controlling voice in the

(Continued on page 17 bottom)

# Car Manufacture in India

BY MR. B. W. BRAY, M. B. E.

THE assembly and progressive manufacture of motor cars and motor trucks has been developed over the past few years in this country to such an extent that are now in India some eleven Plants engaged in turning out vehicles with an over increasing local content in them. Few people realise that it is highly probable that in the very near future there will be running on the roads, cars that have been completely manufactured in India by local workmen, using locally manufactured items.

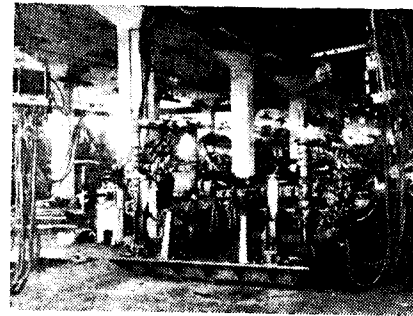
This industry has grown up from the days when cars were shipped here from other countries and were assembled from a semi-knocked down condition, that is to say, large portions were assembled in the designer's factory, crated shipped and then put together in Indian assembly plants. One of the first firms to do this was G. McKenzie & Co. (1919) Ltd., of Calcutta, a subsidiary of the British India Corporation Ltd., Kanpur. To-day it is a very different story, the industry is now a predominantly home one and although the cars still arrive out here in crates, they are no longer sub assembled but completely knocked down and in the majority of cases have many component parts omitted, such as batteries, fan belts tyres and tubes, upholstery, rear axle assemblies, transmissions, all rubber parts, carpets and so on, which are locally manufactured.

Briefly the inside story of car assembly and progressive manufacture, is that on the arrival of the crates they are unpacked and the body parts spot welded to-

gether in a jig specially designed for the purpose, this produces the mono-construction body which then goes through a process of cleaning, lead filling of certain seams, additional gas welding for strength, and preparation for the first coat of primer paint. This is followed by a further coat, and then two coats of surfacer paint. After which, the underneath and floor surface is sprayed with deadner to prevent dust or sound from entering the body. Thence it is washed down, puttied, cut down and made ready for its final four coats of colour. Having been painted, the body is ready to go on the assembly line proper. Here the engine, rear axle, transmission etc., having been sub assembled off the line are put into the body now rapidly assuming the aspect of a completed car. All the components having been fitted, upholstery, seats carpets etc., completed. The car is then driven off the line road tested, polished and made ready for delivery.

This process differs slightly in various plants but the one above is carried out in the PENINSULAR MOTOR CORPORATION LTD's Plant in Calcutta where Renault cars, Hudson cars and Morris Minors are supplied to Indian public.

In the future the roads and railways of India will play an important part in the economical and structural life of this country and so it becomes more vitally important each day that every effort be made to support and assist this great new industry of car manufacture to go forward to its conclusion of Indian built cars for Indian roads, with a wide choice of type and horsepower for the public.



Hudson Assembly Jig



Paint Line



Spot-Welding in the Body Section

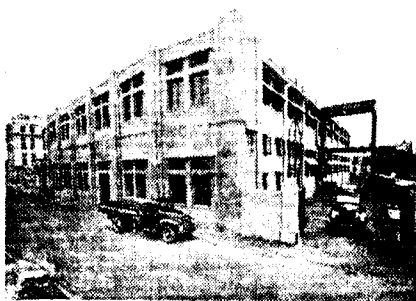


Hudson Engine Assembly Line



Finished Renault Car





Frontage of Peninsular Motor  
Corporation Ltd., Calcutta

#### "SAFETY TOWN" IN U. S. TEACHES CHILDREN TRAFFIC RULES

There is a miniature town in the United States devoted entirely to helping children learn traffic safety rules before they are old enough to go to school. Since the "Safety Town" project was started in 1937 by the city of Mansfield, in the state of Ohio, not a single child who participated has been involved in any kind of a traffic accident.

Safety Town is a child-size set-up of intersecting streets, sidewalks, stop signs, and traffic control lights. There children practice the safety rules that they are taught in a special two-week course. The course is open without charge to any child who is about to enroll in school for the first time. A special bus carries the children between their homes and Safety Town.

Under the supervision of two teachers paid by the city and assisted by volunteer helpers, the children use their tricycles to act out dangerous traffic situations, and to learn how to avoid them. They also learn the principles of safety through songs, stories, games, and art projects. Safety Town is financed by the Mansfield Police Recreation Club and supervised by the city recreation department.

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# Indian Automobile Industry

(We publish below a contribution from Hindusthan Motors—India's foremost automobile manufacturing enterprise. The firm asks the Government and the people, on behalf of the Indian Automobile Industry, to give this infant industry adequate and rational protection so that it can grow into its full stature quickly enough to play its appointed role in the economic development and defence of the country. It does so because it believes it has an unanswerable case. Ed.)

**B**Y far the most dynamic element in the present-day economy, automobile industry is the best single weapon to quicken the transition from the effect of rural centuries to the benefits of modern times. India, a reawakened country—forging a new order, with an alert eye to her big future—must necessarily develop the economic power represented by her automobile industry in order to come to terms with the new age. Looking at other countries, having their own full-fledged automobile industry, it cannot be denied that the industry and its products have revolutionised peace and war progressively from decade to decade for the last forty years.

The automobile industry may be said to constitute the foundation of modern industrial life. It is at once a major basic contributor factor to, and an expression of the material well-being of, industrially developed countries. For instance, there is one motor vehicle for every 4 persons in the U.S.A., for 8 persons in Canada, 16 persons in the U.K., 25 persons in France, while India has only one for 1,500 persons.

In spite of India's vast area and population, the total number of motor vehicles of all kinds on the road in March 1949 was only 207,000, as compared to over 40 million in the U.S.A., more than

2.5 million in the U.K., 1.5 million in Canada and 1.3 million in France. Indeed, the automobile industry serves as a ready gauge for measuring the prosperity of a nation. It is therefore, no accident that a poor and underdeveloped country like India should be without its automobile industry. By the same token, it would follow that one of the most effective means of removing poverty and taking the country towards prosperity will be found in the development of its automobile industry.

For an industrially backward country like India the automobile industry besides giving employment to a vast number of skilled workers and offering scope for further growth to existing industries like steel engineering and electricals would foster directly the growth of many subsidiary new industries such as rubber, leather, upholstery, aluminium, copper, tin, lead, zinc, nickel, cotton, lumber, cloth, clock work, glass, paint, wires, petrol, batteries etc... Automobile industry also helps to raise the quality and standard of workmanship of many allied industries by furthering their ability to comply with the required specification of automobile industry.

India's Railway system is still far from adequate (while U.K. has 225 miles of Railway per 1000 square miles, India has only 26

*(Continued from Page 13)*

direction and management of the joint undertaking. In my opinion, public interests would be served better if the direction and management of even such joint undertakings are left to those trained to face and solve the problems of

road transport. In other words, even in such cases, the undertaking should be directed and managed by the staff of large scale road transport concerns, and the railways should only be allowed to participate in the profits.

miles). Opening up rapidly the vast hinterland that lies beyond the Railway by means of new Railway construction is not a practical proposition. Motorised land transport is the only alternative.

Motor vehicles constitute the major source of revenue for the building of roads. How elastic in character is the revenue from this source and how prone it is to multiply directly with the increase of the number of cars on the road is illustrated by its rise (nearly four-fold) from Rs. 7.6 crores in 1939 to Rs. 26.49 crores in 1947 despite the depressing war years intervening.

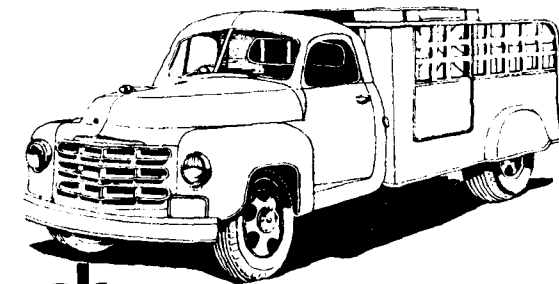
The manufacture of an ever-increasing number of motor vehicles and the simultaneous expansion of land communication through the building of a well co-ordinated system of motorable road will create the condition for rapid development of the productive resources of the country. The effect of this development on the rural life of India, if similar experiences of other countries offer any guide, will be the infusion and circulation of new life in the moribund land-mass where 80 per cent of the population live. By improving the mobility of human and goods traffic between the town and the countryside and between the different parts of the interior itself—motor transportation cannot but substantially contribute to the social and cultural revival and economic prosperity. If the industrial advance of the country is allowed to outpace the transport facilities available within it, the purpose of such advance will be defeated because its benefits, bereft of circulation, are bound to dry up. Finally, motor transport alone can provide the means for the decentralisation of industries and thereby prevent congestion in cities and bigger towns which is so great a curse of the present-day industrial life.

Whatever the economic or other pattern set by the Government, Indian agriculture must be rationalised and put on a more scientific foundation than at present. This means, in the first instance, use of power—motor power. Mechanisation of agriculture is imperative to meet the country's food requirements, to increase the purchasing power of the rural population for absorbing increased industrial production. Increased production the fields can provide in the final analysis, the necessary capital in the shape of exchangeable agricultural surplus for India's all-round material and cultural development. An automobile industry is basic to the manufacture of tractors and other agricultural power units.

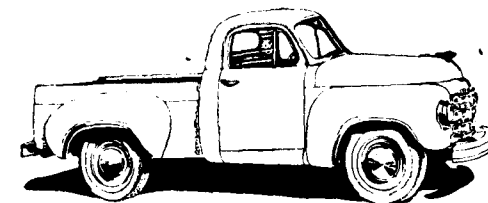
Apart from its signal contribution to India's economic development, the automobile industry provides a valid solution to the defence problems of a country with frontiers as extensive as ours. Since the mobility of men and material acquires a paramount urgency in modern strategy, the question of defence preparations largely hinges upon that of mechanised transport. In fact in many a country defence considerations have actually over-ruled serious industrial and economic objections to its establishment. An automobile industry is indispensable not only for mechanization of land forces but it also greatly facilitates the development of air and sea power, because the machinery used for the manufacture of automobile is almost identical to that used for aircraft production.

In toto the motor manufacturing industry when established in India, will (a) encourage the growth of various other industries some of them major ones such as steel, rubber, electricals, glass, plastic, cellulose; (b) revolutionise agri-

# Studebaker

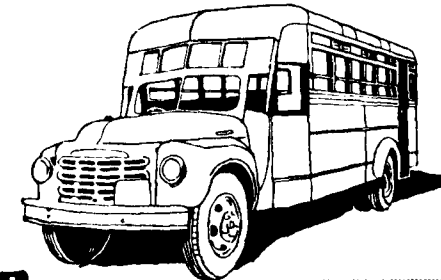


## Truck



## Coupe

EXPRESS



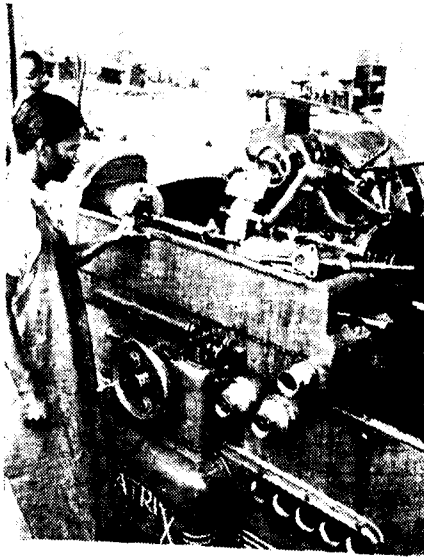
## Bus



A.P. H.M. 4

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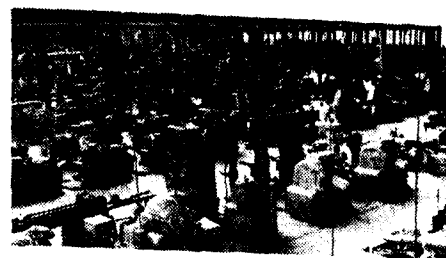
|                     |                                                      |
|---------------------|------------------------------------------------------|
| Madras :            | LAKSHMAN PRASAD & SONS,<br>36-C, Mount Road.         |
| Bangalore :         | SHANTI KIRAN MOTORS,<br>2B, 2M, Mahatma Gandhi Road. |
| Trivandrum :        | MARIKAR (MOTORS) LTD.                                |
| Secunderabad (Dn.): | RELIANCE AUTOMOBILES<br>Kingsway.                    |



Thread Grinding Swivel Pins (Front Suspension)



Inspecting Differential Cages.



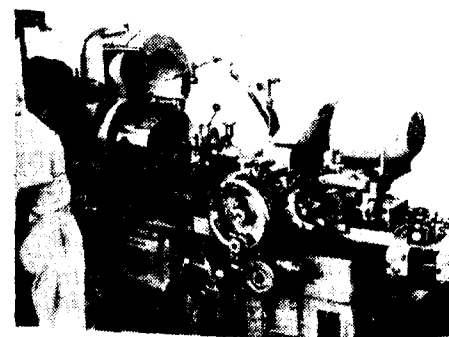
General View of the Machine Shop.



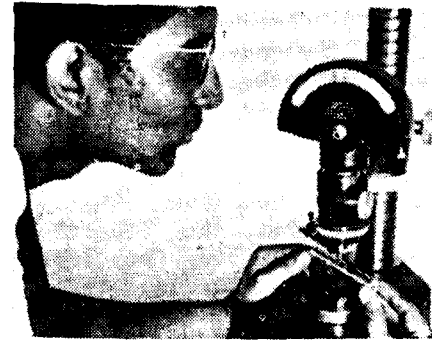
Spline Grinding the rear axle Hypoid Pinion.



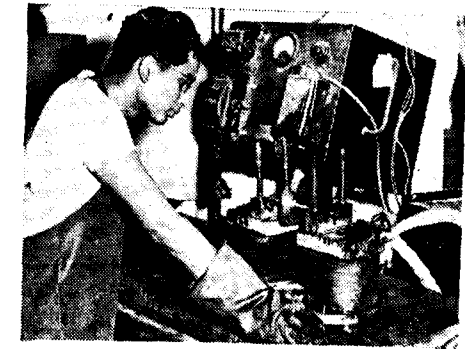
Inspection—Rear axle Components.



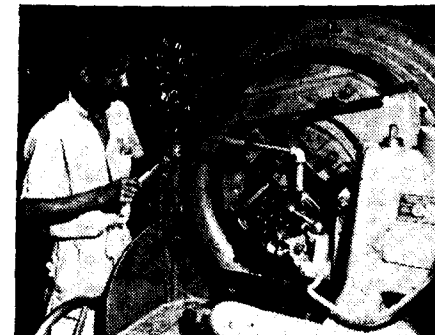
Internal Grinding Oil Seal Collars.



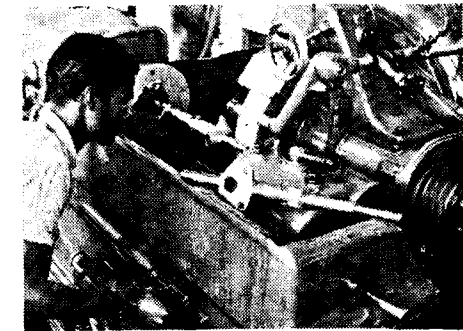
Inspecting Differential Pinion Pins to Four-Ten Thousandths of an Inch Tolerance.



Detecting Cracks in Ferrous Components.



Gear Cutting the Spiral Bevel Pinion.



Milling Front Suspension Swivel Pins.

## New Diesel Bus

A Diesel-powered highway bus of advanced design is being tested in the United States. Seating 43 passengers on two compartment levels, the bus, named the "Scenicruiser," features a glass roof, air conditioning, and a public address system.

The main passenger section of the bus is on the upper level, which rises about a third of the way back from the front of the 40-foot vehicle. The roof over this level is made of special safety glass that provides maximum daylight with minimum glare even in the brightest sun. A wide windshield curves around the entire forward section of the compartment to give an unobstructed view of the road ahead. At the rear of the upper level is a lounge with eight leather upholstered seats grouped in a semi-circle facing broad, curved observation windows that span the width of the bus.

The upper and lower levels are connected by three steps. The lower level seats 10 passengers, and contains washroom and toilet facilities and a large baggage compartment. With the exception of the lounge, all passenger seats are reclining-chair type.

An unusual air conditioning system uses the structural parts of the body framing and walls as air ducts for either radiant heating or cooling of the bus interior. The ventilating system draws fresh air from the outside at a rate sufficient to change the air in the bus every 40 seconds.

A public-address system in the bus is designed both for announcements of interest and importance by the driver and for the playing of tape-recorded music.

The bus was built for the Greyhound Bus Lines, which serves virtually all of the United States and parts of Canada. Its Diesel motor is capable of 220 horsepower. Before the bus is produced in quantity, it will be subjected to extensive test runs in all parts of the United States.

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culture and thereby create in food self-sufficiency; (c) create a market for India's expanding industries; (d) create capital for productive re-investment (e) provide cheap and easy means of transport and thereby permit the distributive system to keep pace with the increase in agricultural and industrial production; (f) facilitate communication and thereby break down the caste and cultural prejudices; (g) provide the sinews for the country's external and internal security; (h) above all, stop the drain on our foreign exchange.

The serious balance of payment position and consequent scarcity of foreign exchange are sufficient arguments to rule out any further dependance on foreign countries for the supply of our automobile requirements. In the last two years, India spent more than Rs. 33 crores in importing motor vehicles and accessories of all types. We can ill-afford this drain on our foreign currency to cover India's automobile needs through imports. Complacency in respect of foreign supplies will simply mean going without the required number of motor vehicles in the long run. Besides, spending this amount of foreign currency on buying something that can and is being manufactured in India, will mean the squandering of scarce foreign currency at the cost of indispensable imports of capital and other goods which India does not produce, but which she needs for industrial development. Activisation of local production of automobiles means, in the final analysis a more rational use of our foreign currency.

More important than foreign exchange is the problem of vulnerability. The question is: Can India with safety leave so important a sector of national economy as the motor industry dependent

on foreign supply? In the case of war, involving the supplying countries of India, or both, India will be exposed to the risk of having her production and distributive economy suddenly dislocated, her defence crippled. It has been amply proved by World War II that the military strength of a nation depends more upon its industrial capacity than its defence forces. Conscious of this change in the basic concept of warfare, Japan went into manufacturing military cars as early as 1910—long before the manufacture of cars for civilian use was undertaken.

In the case of the automobile industry the protection required is in the first place, against competition from foreign manufacturers. The Government's present policy to protect Indian industry against foreign manufacturers is not only painfully limited in scope, it is completely nullified by its actions in allowing foreign concerns merely to assemble in the country. It is manifestly incongruous and contradictory to build up, on the one hand, protective tariff in the country against foreign manufacturers and, on the other hand to allow assembly of cars from within the tariff walls. This leads, ironically to no protection at all.

Hindusthan Motors given sympathetic Government attitude and congenial economic climate, is capable of meeting the present and future requirements of the country. The corollary being that the policy of protection will have to be so devised that it gives protection to Indian industry against foreign competition. The extremely complex and specialised nature of automobile manufacture presupposes a singular concentration of technical resources and personnel. Thus notwithstanding the enormous financial resources, high

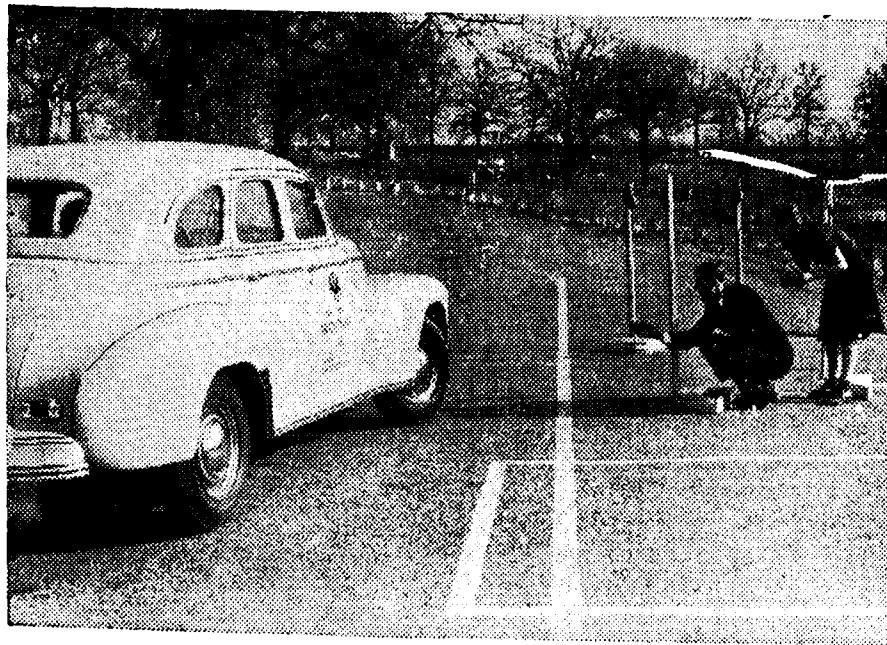
technical skill and the largest volume of internal consumption of automobiles, 2900 American companies concerned with automobile production had to go into liquidation during the last 50 years. To-day there are only ten manufacturing companies which have survived in the U. S. A. Ninety per cent of the total production of these concerns is being put out only by three and the largest unit accounts for as much as 45% of the world production.

What from this protection should take is a matter for the Government and the industry naturally to decide. But whatever the decision, protection must be continued long enough to enable

the automobile industry to fulfill two elementary conditions:

- (1) The Indian industry should be exclusively owned and managed by Indian interest; and
- (2) It should grow enough to cover the economic and security needs of the country in the shortest space of time. The general uncertainties of the political situation near at home and beyond leaves no other option.

The protection policy must be realistic and the measures must be comprehensive, adequate and immediate.



Nearly 500,000 students in 8,000 United States high schools are being taught to drive automobiles during the school year (1949-1950). Driver instruction started in public schools in the early 1930's and is expanding steadily. United States educators believe there has been more post-war progress in school driver training than in any other field of traffic accident prevention. They recommend training which includes a minimum of 30 hours classroom instruction, 12 hours observing automobile operation from the rear seat of a training car, and 6 to 8 hours of supervised driving by each student. Classroom studies include highway and city traffic regulations, and construction and maintenance of automobiles. The photograph shows a student driving an automobile into a narrow garage entrance simulated by stanchions. The instructor gives hand signals as another student observes. Many training automobiles have dual clutch and brake pedals that enable the student to drive while the teacher retains control of the car.

## New Rubber Research Centre

THE opening of the Dunlop Research Centre this month in Birmingham, England, marks an important step forward in the development of the rubber industry. Hitherto both fundamental research and enquiry into the day-to-day problems connected with manufacturing operations have proceeded side by side in Dunlop laboratories attached to the far-flung factories, but naturally immediate problems have taken precedence over long-term projects. For many years, the need was felt for a central research organisation which divorced from immediate production headaches could concentrate on problems which defy solution in smaller factory laboratories and take in hand fundamental research designed to extend the horizon of the rubber industry.

A proposal for such a centre was first mooted in 1938, but war intervened before any progress could be made. Since the end of the war, prevailing conditions prevented erection of new buildings. Hence, in 1947, the Vickers-Armstrong shadow factory was taken over and modifications put in hand. A great variety of plant and equipment had to be assembled before the Centre could start work. This, naturally, took time, and it proved impossible to open the Centre until this month.

The opening ceremony which took place on June 7th was performed by Sir Lawrence Bragg, F. R. S., Cavendish Professor of Experimental Physics at Cambridge University, who was the joint recipient, with his father, of a Nobel prize awarded in 1925.

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Among the distinguished gathering of scientists and other guests were Dr. S. G. Sathaye, Education Officer, India House, London, and Mr. F. F. M. Ferguson, Managing Director, Dunlop, India.

The work of the Centre is linked with many different sciences as a result of the extraordinary properties of rubber. The Centre house workers in the field of chemistry, physics, statistics, industrial design, compounding, and textiles, to name only the most important fields from which the Staff are drawn.

The work of the Centre may be broadly divided into two sections: The principal responsibility of the research group is fundamental long-term enquiries in the diverse fields in which the rubber industry has stakes. The second group is engaged in turning the idea of the research worker into factory propositions and in the solution of problems referred to it by various Dunlop factories—25 in Britain and 16 abroad. An important part of this section's work is carried out in the pilot plant, virtually an experimental factory where new production techniques can be tried out before being passed over for commercial use. Some idea of the size of the Centre may be obtained from the fact that the total floor space of the present buildings is over 154,000 sq ft. where some 270 researchers, a large portion of them University graduates are at work. There are more than 50 laboratories in addition to a host of service rooms, conference rooms, libraries, and exhibition halls. Armed with the wide range of equipment at its disposal, the Centre promises to open up for this highly versatile industry fresh vistas of usefulness.

### Synthetic Rubber

A new synthetic rubber suitable for use in automobile tyres has

been developed in the United States. The rubber is made from butadiene, which is derived from petroleum and can be adequately supplied by existing refining plants. It requires no styrene, the substance ordinarily mixed with butadiene to make synthetic rubber.

The new rubber is called polybutadiene, or PB rubber. It is the result of research conducted by the Phillips Petroleum Company of New York in co-operation with the United States Office of Rubber Reserve, a federal government agency. The company says the new product is superior for tyre treads to natural rubber and to synthetic rubber made with both butadiene and styrene.

Past efforts to make polybutadiene synthetic rubber were not successful because the rubber obtained was difficult to process and had poor physical properties, a company announcement says. Researchers finally developed a suitable polybutadiene rubber by making it softer than usual and at moderately low temperatures. In the new process, "high-abrasion-furnace carbon black is mixed with polybutadiene latex before conversion to solid rubber," the company says.

\* \* \* \* \*

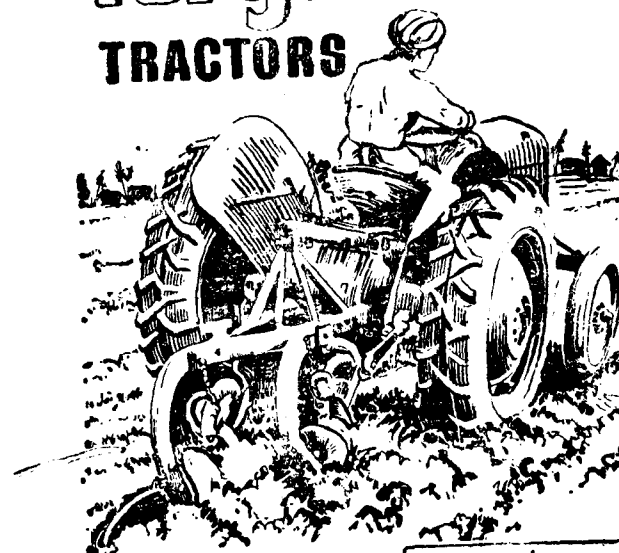
### Bushwhacker

A new machine that clears away bush and trees and practically disintegrates them is being manufactured in the United States. Called the "Bushwhacker," the machine can be used to clear land for building-sites, fire breaks, airports, dam sites, and highways.

The Bushwhacker resembles an ordinary track-laying tractor over which has been placed a rectangular steel frame 20 feet long and 10 feet wide. At the front of the frame is a revolving steel drum covered at the top and back with heavy steel plating.

(Continued on page 26)

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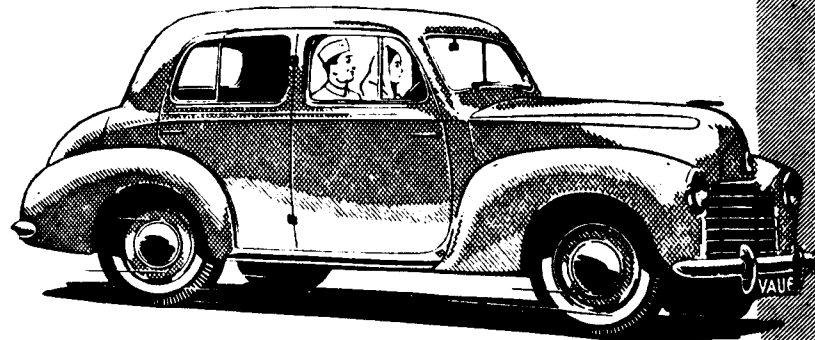
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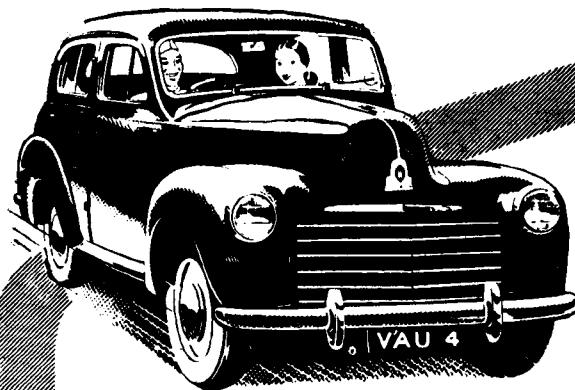
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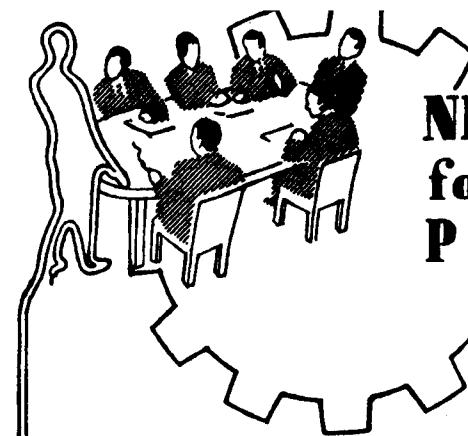


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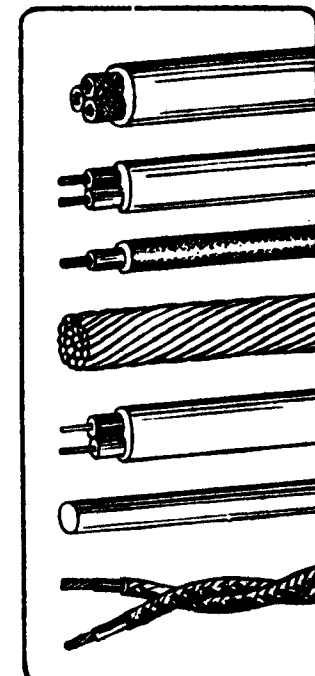
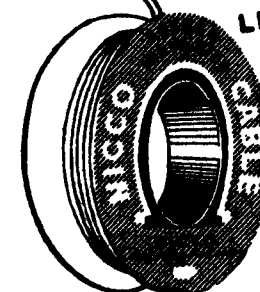
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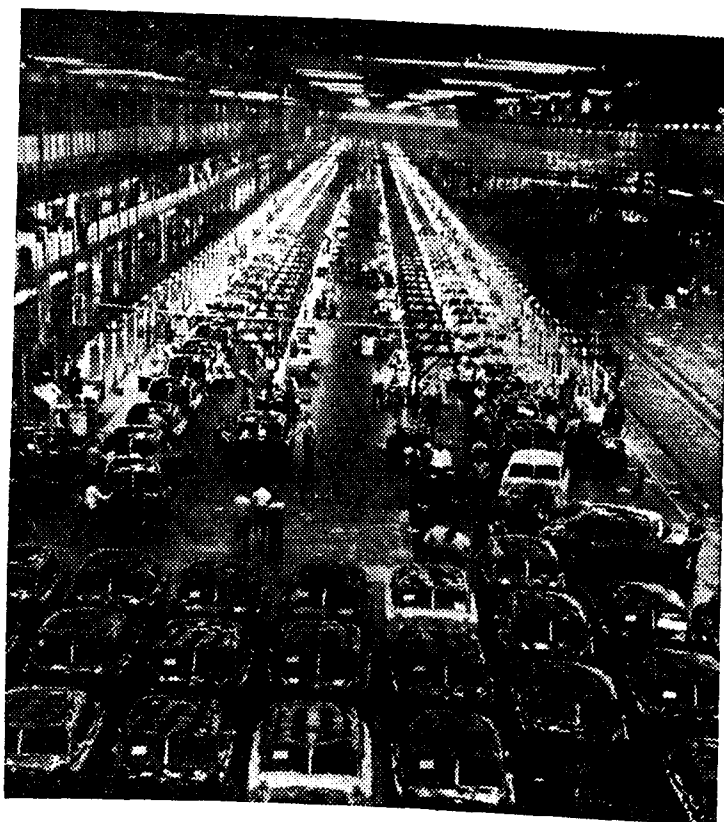
(Continued from page 22)

twenty flails made of chrome-manganese steel are attached by chains to the drum. A 39-horsepower Diesel engine powers the tractor, and, an auxiliary Diesel of 168-horsepower drives the revolving flails.

When the machine is in operation, the frame is lowered so that gauge wheels on each end of the revolving drum are on the ground. As the Bushwhacker moves through a patch of undergrowth at a speed of about 1.5 miles an hour, a heavy steel cross bar at the front of the machine bends down the trees and bush. The flails, moving at a speed of 9,900 feet a minute around the drum, strike them with such force

that their fibers are disintegrated. The striking motion also carries the broken material up against the steel plates around the top and back of the drum, where they are flailed and shredded before falling to the ground. This shredded material provides the soil with good mulch.

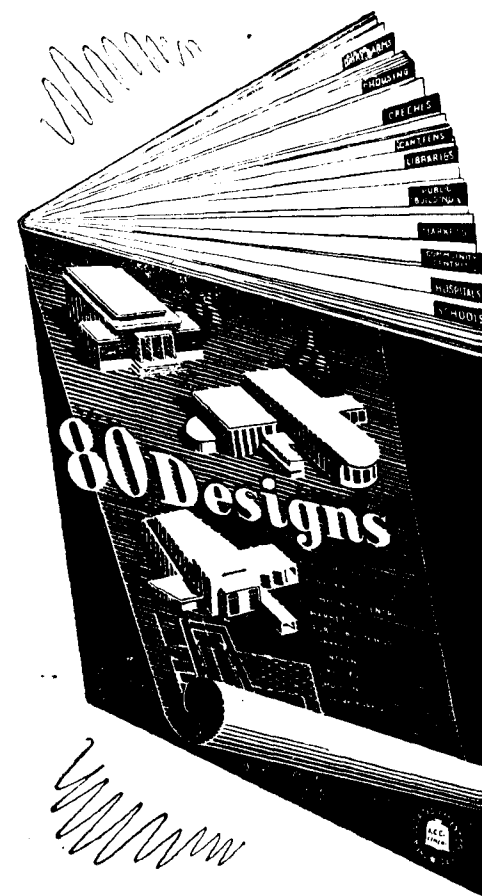
The machine is made by the American Steel Dredge Company of Fort Wayne, in the State of Indiana. It can be used on hardwood trees up to six inches in diameter and softer woods up to eight inches, according to the company. It has been used successfully on oak, maple, hickory, pine, and willow trees, as well as tough palmetto growth.



United States automobile manufacturers produce one vehicle every second. The photograph shows passenger automobiles on a body assembly line at the Kaiser-Frazer Corporation plant at Willow Run, in the State of Michigan. This well-lighted and well-ventilated factory is one of the largest and most modern industrial plants in the United States.

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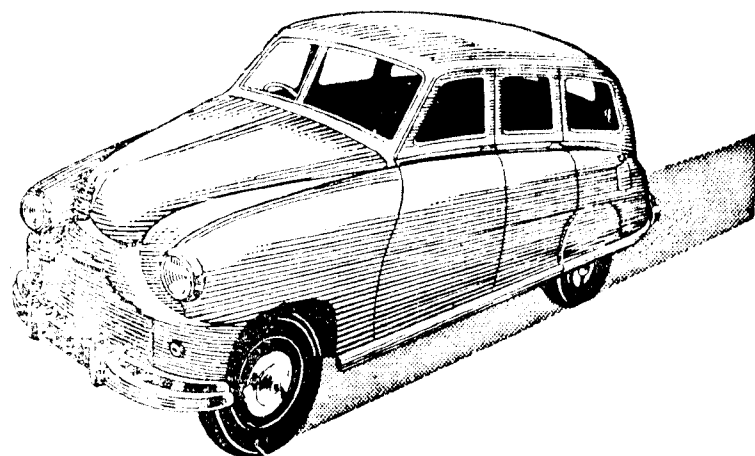
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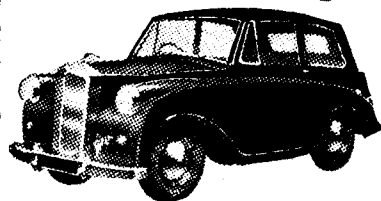
**STANDARD**

*Estate Car*



**TRIUMPH**

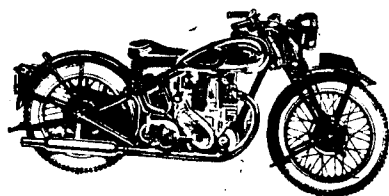
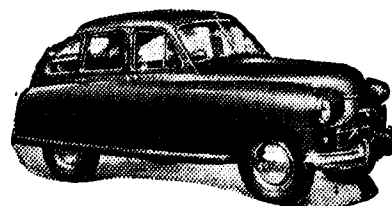
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# Birth of Ashok Motors

*Ashok Motors Ltd.—One of the biggest automobile assembly and progressive manufacturing concerns of this province recently established, has given an incentive to shy capitalists to come forward with their Capital for the economic development and defence of our country. Besides, it has a large part to play in the development of road-transport. We appeal to the government to give this industry adequate and rational protection.—EDITOR.*

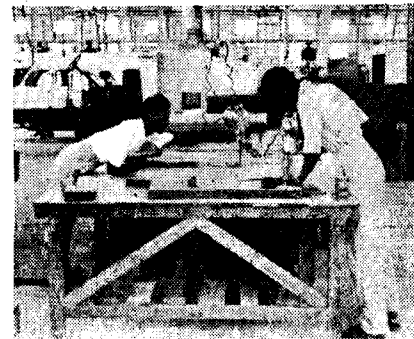
**A**SHOK Motors Ltd., a Public Limited Company, with the majority of shares held by Indians was formed with the object of assembly and progressive manufacture of Cars and Trucks. They have entered into an agreement with the Austin Motor Co., Ltd., England, for assembling, distribution and manufacturing by stages in India of Austin products, namely, Cars, Commercial Vehicles and Components and Spare Parts. The Company was incorporated in September 1948 and the initial assembly operations started in September 1949.

Ashok Motors have constructed a very well ventilated and well lit Assembly Plant with necessary annexes covering a floor area of 1,28,500 sq. ft. at Ennore close to Ennore Railway Station. The Company have contiguous land of a total area of 135 acres to take care of their expected expansion when they launch on the progressive manufacture of components. The Shop is well equipped and the Plant is laid out according to the plan for the continuous flow of raw materials for the purpose of assembly and finishing of "Austin" cars and trucks.

The C. K. D. materials are received from the Austin Motor Co. in packed cases which are off loaded with a power operated Gantry Crane from their own Railway Siding at the factory. The body panels of pressed steel are sent out with protective coats to prevent them from getting rusty during the long journey they make from England to India. At the Factory all the components are thoroughly cleaned and inspected prior to distribution to the various assembling centres.

In the Body Shop, the panels are put in jigs and the seams spot welded and gas welded where necessary. This ensures accurate and absolutely similar bodies as are built at the Austin Motor Co. in England. The doors are hung and the seams are lead loaded and finished, so that, by the time they are moved into the Paint Shop they are a first class job.

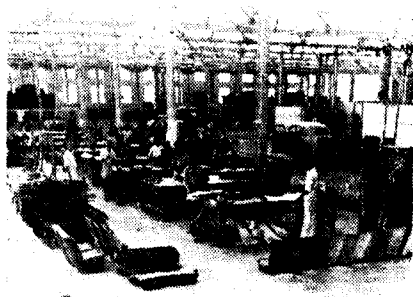
In the Paint Shop, the metal is acid treated and painted with synthetic undercoat which is later baked in electric ovens as should be done for synthetic paints. The finish, however, is in high grade and high gloss cellulose enamels



Trim Cutting



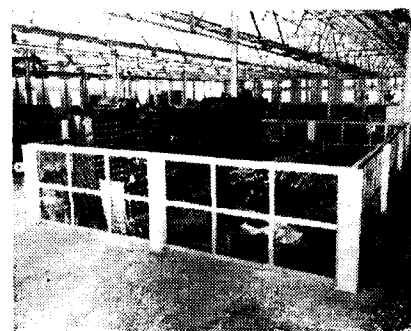
Body Finishing



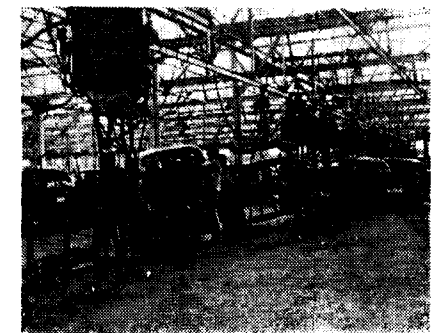
Trimming Section



Car Chassis Assembly Line



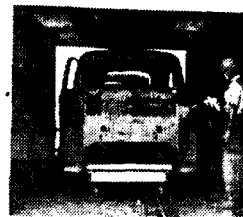
Progress Stores (Body Finishing)



Spot Welders



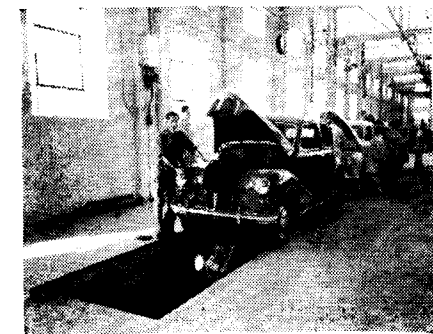
Checking Wheel Alignment



Paint Booth



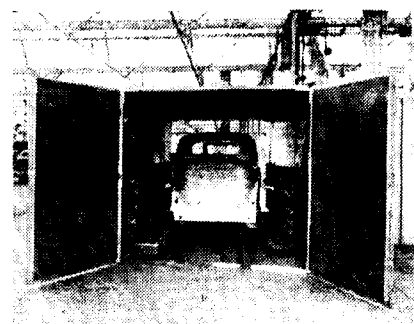
Machine Shop



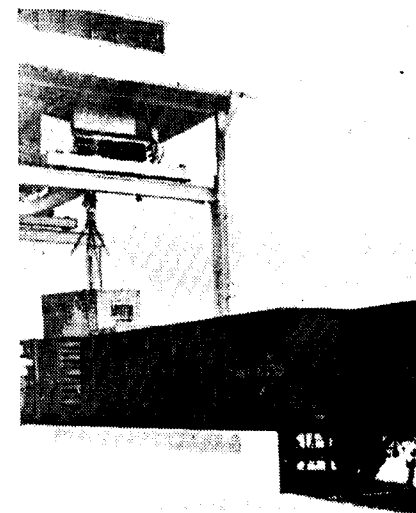
End Track



Compressor, Switch-Gear & Boiler Room



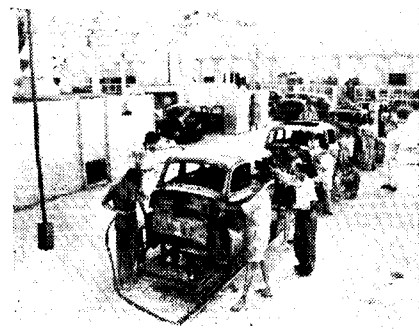
Baking Oven



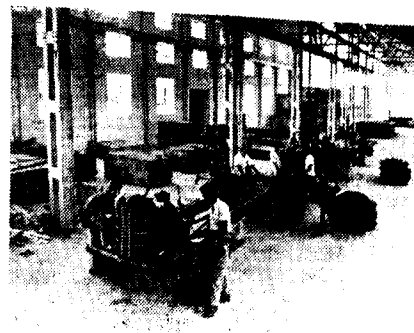
Loading Deck



Body Mounting



Body Planishing



Truck Assembly Line

A new stainless steel railroad passenger car, powered by twin 275-horsepower diesel engines, is being demonstrated in the United States. The air-conditioned car carries 90 passengers at a speed up to 83 miles an hour. The car, manufactured by the Budd Company of Philadelphia, in the state of Pennsylvania, is being shown to transportation officials in 30 cities throughout the country.

and the finished body from the paint shop is a thing of beauty to look at. Trim seats and interior fittings and all wooden parts are all manufactured at the Factory from mostly indigenous materials. Hide, treated and finished in a local Madras Leather Factory, is employed as covering of the seats. Most of the rubber fixtures are also obtained from Indian factories.

There are two chassis assembly tracks, one for trucks and one for cars. The programme is so planned that the chassis are built up from C. K. D. units and are ready to accept the finished bodies in the appropriate order. In the body mounting section, an overhead crane drops the body on the completed chassis in a trice and the subsequent finishing of the car is done on the finishing track which is well equipped for the job.

Every car is tested on the road and any minor defects, rattles and noises noticed during such tests are rectified and the car is finished by polishing and touch up.

The completed product is now ready for delivery. The floor area and equipment of the factory is designed and planned for the production of 20 cars and 15 trucks daily.

The Stores for Production and the Spare Parts Stores for distribution to dealers are well organised and equipped.

It would be unpardonable on our part if we do not mention the dexterity and skill exhibited by the Indian workers operating in the various sections. Ashok Motors had obtained the services

of six technicians from the Austin Motor Co. to come over to India and train Indian labour in the various sections, and it is gratifying that during the short period of 6 months, it was found that the services of the six technicians from England was unnecessary for continuation inasmuch as local labour had picked up the 'know how' of the jobs.

We understand that Mr. R. Saran, Director in Charge of Ashok Motors, who is now in England, will finalise plans for progressive manufacture of Cars and Trucks in the Ashok organisation. He is expected back in a few weeks and we are sure that with his indomitable courage and enthusiasm for developing Indian Industries, he would make a great success of the project. Evidence of his drive could be seen in the short period during which the Factory building came up and work was started in the factory. It would be a surprise for many people to know that the 1,28,500 sq. ft. of substantial and impressive building was put up in a period of less than 6 months and the Plant and Equipment were installed in a period of one month.

In this connection, one has to state that the factory could not have gone into production in such a short time but for the very prompt assistance rendered by the Central and Madras Government in regard to making available the building materials without any delay and for providing power to the factory without loss of time.

We wish Ashok Motors all success and trust it will be an example for other industrial undertakings in our country.

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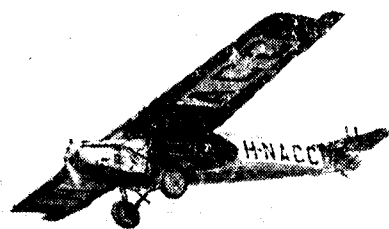
# Indian Aviation at the Cross Roads

By A. G. T. Hardy

IN SPITE of the fact that India holds the fifth place in civil aviation among the nations of the world, the air transport industry in the country is heading towards disaster. The years 1947, 1948 and 1949 have been particularly bad for the airlines, for although there was a great increase in the number of hours flown and the amount of traffic carried, almost all the operators, with the exception of two or three, failed to balance their budgets, and our country has had the painful experience of witnessing within a period of two years the liquidation of two airline companies. Unless drastic steps are taken to tackle the problem immediately with a view to find a way out of the morass, this vital industry may have to face complete ruination.

## World Civil Aviation.

In order to understand clearly the implications and complexities of the problems that face Indian airlines, it is worth while studying the progress of Indian air transport vis-a-vis the growth and development of aviation in some of the leading countries of the world viz., the Netherlands, the U.S.A., U.K. and Australia.



Fokker F-7 H-NACC—Pioneer on the Amsterdam-Batavia Route, October 1924.

The development of civil aviation dates from 1919. As surface transport in Europe was destroyed beyond speedy repair by the first World War, and since the people had acquired confidence in the use of aeroplanes from experience gained during the war, the idea of using air transport for long distance travel was gradually evolved. But the progress achieved by the air transport industry between 1920 and 1939 was decidedly slow. Although its development was mainly confined to domestic operations, three companies were operating intercontinental air connections. After some flights which began in 1924, K.L.M. Royal Dutch Airlines established the 10,000 mile Amsterdam-Batavia route across India—the then longest intercontinental air service in the world—in 1930. Imperial Airways and Air France had also scheduled services to the Far East.

It was only after the end of the Second World War that civil aviation registered phenomenal progress. International air transport which began thirty years ago with six airlines, a handful of aircraft and a few hundred miles of routes, has to-day 2,500 aircraft belonging to 70 airlines flying over more than half a million miles of air routes. According to the figures released by I.A.T.A. the world's scheduled airlines carried in 1949 about 25m. people. They transported on an average 70,000 passengers a day, and an aircraft took off or landed somewhere on the world's routes every five seconds of the day or night.

In this connection it pays to study the individual achievements of some of the important international airlines during the post-war period. K.L.M. which carried in the first year of operations (1920) 1 passenger, 60 kilos of freight and 8 kilos of mail per day, now carries

on an average 1,800 passengers, 38,000 kilos of freight and 9,600 kilos of mail per day. The three nationalized Airways Corporations of Britain, B.O.A.C., B.E.A. and B.S.A.A. carried from April 1948 to March 1949 about 718,000 passengers, 8,600 tons of freight and 4,670 tons of mail. These figures are respectively 15%, 53% and 41% higher than those for the previous year. In general it is estimated that the British air transport to-day is roughly four times the pre-war mark. By 1952 B.O.A.C. are expected to operate the new De Havilland jet propelled "Comet" which, it is hoped, will help the British air transport industry to stand on its feet. In 1948 Air France flew 38,000,000 kilometres and carried 590,000 passengers as against 10,847,893 kilometres and 104,424 passengers in 1938. In 1945 the domestic airlines in the U.S.A. flew over 218 million revenue passenger-miles, as compared with 144 million in 1944. The domestic passenger rates have

been lowered from over 5 cents to about 4½ cents, which was about the same as Pullman level. But despite the rapid growth and the advantageous conditions prevailing in the country, civil aviation in America passed through difficult times in 1947 and 1948, and it was only last year that they showed a financial improvement. According to the U.S. Civil Aeronautic Board, 16 major airlines have made a gross profit of 11 million dollars in the year ended March 31, 1949, against an operating deficit of 16 million dollars for the previous year. Two of the leading international airlines of America have shown satisfactory progress in 1949. Pan American Airways carried 966,000 passengers as against 933,000 in 1948, and the operating cost per ton-mile decreased from 47.5 c. in 1948 to 46.0 c. in 1949. T.W.A.'s revenue passenger mile volume for 1949 shows an increase of 10.2% over that of 1948, and the number of passengers carried increased by 14.2%.



One of the luxurious KLM Constellations which are at present operating the Amsterdam-Batavia (Jakarta) route; by the side of the "Connie" is seen a KLM Convair-Liner.

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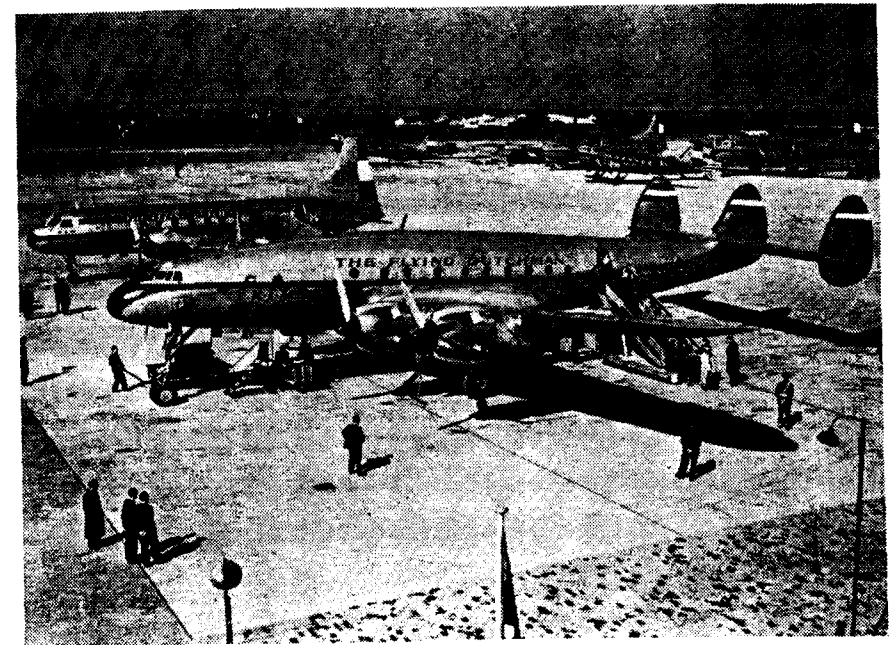
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Loading up some part of the air cargo that passes through KLM's World Wide net-work.

Australia and India seem to have many problems in common so far as air transport industry is concerned, but it must be conceded that the former, although a late comer in the field of civil aviation like the latter, has gained considerable lead in this sphere, and has some useful lessons to offer our country. Both are countries of long distances and insufficient land communications. Industrially undeveloped and possessing very few big cities, both the countries have great traffic potential. Unlike in India, air freighting has shown tremendous increase in Australia since the war. Fully alive to the pressing needs of this growing mode of transport, the Australian Government have provided the necessary finance to make air services pay, by investing in the fixed assets like hangars, buildings, land, navigation equipment etc. In addition to these, they have taken shares worth Rs. 9 lakhs in Qantas Empire Airways, Trans Australian Airways and British Commonwealth Pacific Airlines. They have also made

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air travel popular by introducing the world's lowest rates. In the year 1948-49 the route mileage of the Australian internal airlines was 52,395 and 1,438,354 passengers were carried against 1,232,506 of the previous year. On the international services, 18,181 passengers were transported in 1948-49 compared with 10,174 in 1947-48.

### Civil Aviation in India

The real progress of Indian air transport began after the end of the Second World War. From three internal airlines in 1939 the number rose to 11 in 1947, and from a route mileage of less than 1000 in 1932, the year in which commercial aviation may be said to have been born in this country, services were operated on more than 22,000 miles a day in 1949. But despite these imposing figures, eight airline companies incurred a total loss of Rs. 28.71 lakhs, while two others went into liquidation.

As the following table indicates in 1949 there was an increase of nearly 17,000 passengers carried and 14,000 hours flown over the 1948 figure. Freight carried increased by 62% and mails by 156%. But during the half year ending June 30, 1949, the average load factor i.e., the percentage representing capacity utilized (one of the paramount factors that

govern the cost of airline operations) was 66.4% as against 73.2% for the corresponding period of the previous year. In the case of international operations also, a loss of Rs. 19.8 lakhs was sustained by Air India International in 1949, although passenger traffic carried by this airline rose from 2,645 in 1948 to 7,517.

| Year | Miles Flown | Passengers Carried | Freight Carried lbs. | Mail Carried lbs. | Capacity Ton Miles | Revenue Load Ton Miles |
|------|-------------|--------------------|----------------------|-------------------|--------------------|------------------------|
| 1945 | 3,320,277   | 24,090             | 852,068              | 480,616           | 2,708,575          | 1,952,975              |
| 1946 | 4,520,046   | 105,251            | 1,318,153            | 1,026,403         | 8,536,457          | 6,391,219              |
| 1947 | 9,361,673   | 254,960            | 3,868,546            | 1,405,073         | 18,596,777         | 14,355,164             |
| 1948 | 12,648,765  | 341,186            | 8,156,471            | 1,582,645         | 26,320,058         | 19,295,532             |
| 1949 | 14,930,000  | 358,000            | 13,300,000           | 4,900,000         | 35,300,000         | 22,900,000             |

Although passenger traffic rose by only 4.9% freight was up by 62% and mails by 156%. Under the all-up mail scheme 28% of all internal mails were carried by air.

Thus we see that Indian Airlines have covered more mileage and have transported more passengers and freight up to 1949, only to lose financially. Who are responsible for this muddle? Does the fault lie with the operators or the unhelpful attitude of the Government, or both? The Government are of the opinion that air travel should be brought within the reach of at least upper middle class, and that cheaper airline rates will improve the economic position of this industry. The airlines point out with equal emphasis that the low fare ceiling of four annas per mile is throttling the companies, and that the cost of operations in India being greater than in the U. S. A. or Canada or Britain, it is impossible to lower the rates any further.

### The Short Comings

Soon after the termination of the Second World War the Indian businessman who has had no experience whatever in the aviation industry entered the arena with a few planes bought at cheap prices to make easy money in this "airline game" — a fascinatingly new and unexploited industry. In this manner Indian air transport experienced a sudden "boom" and the whole atmosphere reeked of unhealthy speculation. The then Government were also to blame for granting operational routes for the asking. By the end of 1946 the number of airlines rose to nine — six new companies being added in less than a year! By the time the amateurish operators realized that air transport industry was not a

speculator's paradise, but a complex enterprise requiring methodical planning, administrative ability and knowledge of airline economics, it was too late.

An analysis of the present state of the air transport industry in our country will reveal the following major difficulties experienced by the operators.

- 1) Low utilization of the fleet.
- 2) Concentration of highly productive routes in the hands of one or two operators.
- 3) Excess of operating units.
- 4) Top-heavy organization and lack of administrative economies.
- 5) Dearth of technical personnel.
- 6) Mounting operational costs.
- 7) Absence of market research and adequate publicity.
- 8) Lack of financial reserves and
- 9) The vacillating policies of the Government.

Because of the unbalanced allocation of productive routes and the excess of operating units, most of the operators are able to fly only 800 hours per aircraft per year as against the minimum 2000 hours needed for economical operation. The heavy operational costs which excessively taxed aviation petrol, landing charges, maintenance of aircraft, catering services on board and transport for passengers etc. and all these account for more than three-fourths of the cost of air transport.

The cost per gallon of petrol in India is the highest in the world. While it is a little over a rupee per gallon in the U. S. A. it is nearly four times this price in certain provinces in our country. While the all-up weight permitted for Dakotas in England is 28,000 lbs. in India it was only 25,000 lbs. till recently, and this was mainly responsible for the low utilization of the aircraft. Although the Government have suggested that the present air fare which is 4 as. per mile must be reduced to the level of the upper class railway fare of 2 as. per mile and run the service on an austerity basis reducing passenger comforts on the lines of the "Tourist" travel in the U. S. A. it is impossible to do so as long as the overheads are high.

The five-fold relief afforded by the Government last year in the shape of long-term operating licenses, reduction in the price of aviation petrol, increase in the over-all weight of pay-loads, revision of landing charges and provision for an increased load of mail does not go very far, and whatever benefits that accrued from these measures are offset by devaluation and import restrictions imposed on aircraft spare parts etc.

### Air Line Losses

It is a known fact that after the end of the war several airlines in the world failed to balance their budgets. Among the very few which made profits, K. L. M. has the distinction of having shown profits for three years without a break, 1946, 1947 and 1948. In 1948 Britain's state-owned airlines sustained serious financial reverses. The year 1947 was bad for American and Canadian airlines. In America and Australia the industry is being subsidized to a great extent. But in the case of

these companies the losses were mainly due, not to inefficient organisation or lack of airline economics, as is the case in India, but to their experiments with various types of aircraft. In our country the financial losses are more due to bad management, and lack of co-operation between the Government and the Industry on one hand and the operators and the public on the other.

### The Way Out

There are two ways by which the Government rid of its dilettantish tendencies, can lift the air transport industry out of the rut, and put it on a solid footing. One of the remedies suggested may sound drastic but it cannot be helped. Instead of indulging in unsavoury bickerings about night air mail service or the question of nationalization, the Government have to take a firm grip on the situation and solve the problem once and for all. Nationalization is no panacea for all economic ills. It should not be forgotten that socialization schemes have failed to make much headway in an industrially advanced and politically enlightened country like England, and it is unwarranted optimism to think that it will succeed in India. If pursued stubbornly, it will only serve to frighten away capital, that is proverbially shy in India. A specialized industry is best left in private hands, and the state is always there to regulate the industry and exercise control, over the management, whenever the occasion arises.

In order to ensure that the services can best be operated with the maximum of economy and efficiency, the country should be divided into three or four zones, and each zone should be entrusted to an airline of tested integrity and dependability. This will not only weed out the unproductive and duplicated routes, but will also reduce the number of airlines, since one of the present problems is that too many airlines are operating too few routes. The types of the aircraft should be standardised so as to avoid undue waste in equipment and maintenance. After this is achieved, the operators should be subsidized by the Government over a period of years to be determined by the operators and the state.

The Government of India, Ministry of Communications, have recently set up a committee with the Hon. Mr. Justice G. S. Rajadhyaksha as Chairman to enquire into the present state of air transport in India and to advise the Government on the best lines on which future development might be organized, and the conclusions arrived at will be watched with interest.

In a country like India whose weather conditions are favourable for air operations, civil aviation provides the best and quickest form of transport, and in view of the importance of its economic and strategic aspects, it is extremely necessary that commercial aviation in our country should be saved from what looks like a definite catastrophe.

### Rescue Planes

The United States Air Force is modifying 16 of its B-29 Superfortress bombers for use as rescue planes. The huge four-engine craft will be used by the Air Force's Air Rescue Service (ARS), which operates throughout the world to assist any aircraft in distress. The B-29s will replace older B-17s now used by the ARS.

The speed, range, and endurance of the B-29 will make possible long-distance search missions covering wide areas, the Air Force notes. Each of the planes will carry a 30-foot all-metal lifeboat powered with a four-cylinder engine. During air-rescue operations at sea, the lifeboat will be dropped by parachute from a low altitude to survivors in the water.

## The Re-Birth of Air France

**S**PEED is not solely an attribute of flying. In this fast moving world where ideas are often outdated before they are committed to paper, the accent is on action, and decisions must be based on a combination of factual knowledge gained through experience and a clear imagination of what the future holds.

To overcome the aviation setbacks of post-war France, and these can be summarised as follows: no hard surface runways, no hangars, few aeroplanes, few personnel, radio aids to navigation almost non-existent, Air France came forward with Directors who possessed the requisite qualifications of long experience and clear imagination.

For the Directors, the choice lay between two policies. The one

to operate a small number of routes, but under conditions assuring the highest profits and the other, the policy actually adopted, the quickest possible inauguration of new routes on which French Air transportation should logically figure and a resuscitation of the Company's pre-war world network.

The immediate result was that New Year's Day 1946 saw the "Flying Sea-Horse" of Air France leave the newly constructed heavy runways at Orly Airport, inaugurating the Company's First Post-war commercial services. Since then, the re-establishment of Air France as a company of International standing is an interesting story of expansion and continuous growth which is in part illustrated by the following table:

### OPERATING STATISTICS

|                          | Dec. 1937 | Dec. 1946  | Dec. 1949  |
|--------------------------|-----------|------------|------------|
| Network (Miles)          | 25,000    | 94,500     | 125,000    |
| Passengers carried       | 106,839   | 297,314    | 750,000    |
| Freight & Mail (in lbs.) | 3,960,000 | 20,466,600 | 60,000,000 |

Having read so far, the average reader will logically want to know details on the organisation and general composition of Air France.

Every major airline has its own scheme of organisation, though all of them have certain similarities to each other.

That of Air France has already been altered once in the last two years. As compared with the original scheme, the existing one is remarkable for its effort to introduce method and decentralisation. For instance, a "Methods Service" (Service des Methodes) has been set up alongside the general management and a Psychotechnical Service (Service

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The individual attention paid to each passenger has resulted in universal popularity.



Psychotechnie) to aid the personnel department. In addition to being represented on the house committee normally prescribed by French law for any public or private business of importance, the flying, ground, and administrative personnel also have representatives on the managing council.

Attention has already been drawn to French Civil Aviation war wounds. These were perhaps felt most in the choice of aircrew, which according to Air France policy, strictly adhered to irrespective of who the individual may be, is conducted on an extremely severe basis. Of the 2,500 pilot applicants who applied to Air France in the early post-war days, only 250 were accepted.

Regardless of their previous training and experience, they, like all later recruits had to undergo a special training course before they were permitted to command a



Even "Jumbo" feels quite "at home" 10,000 feet above his jungle home.

passenger liner. They had to have a minimum of 30,000 miles to their credit and one year "Air France service training."

But to maintain a network of 125,000 miles considered by International Authority as the biggest Airline in Europe and the 6th biggest in the world, Air France had to erect huge maintenance plants for the overhaul and maintenance of their fleet of aircraft.

Four major centres at Orly, Toulouse, Marignane and Courbevoie employing over 3,700 aero-engineers and mechanics, were erected and installed with the most modern and up-to-date machinery, tools and equipment necessary to carry out any work at a moment's notice. In addition, several smaller centres have been erected at extremity points, like Algiers, Dakar, Tananarive, Saigon, New York and Buenos-Aires, while every one of the Company's 155 stations located in 70 countries of the world have their own technical department with engineers and mechanics.

It is perhaps these two latter factors: maintenance of aircraft and thorough reliability of aircrew, always placed first on the Company's list of "priority matters" that has resulted in Air France maintaining a 97.7% regularity of Schedule on her 125,000 miles of world network during 1949.

## New multipurpose light plane developed by U. S. Concern

A new multipurpose light airplane is announced in the United States. The latest version of the well-known Piper Cub, it can fly as slowly as 30 miles an hour and is particularly adapted to jobs where heavy loads must be carried in and out of small fields.

In landing, the Super Cub, as the new plane is called, comes to a stop in less than 125 feet, which is about half the distance needed by standard light planes. It can take off again in five lengths of its own

(Continued on page 13 bottom)

# Air Versus Rail in India

By W/Cdr. W. H. Burbury, DFC.

(Air Services of India Ltd.)

IT must of course be clear that the only traffic for which the air can compete with the railways in India, is the first class passenger, mail and very valuable or highly perishable cargo. So low are rail fares and freights that air transport even in competing for such first class traffic, is almost weighted out of the race.

The first class rail fare is approximately 2 annas per mile which is comparable to a third class fare in England and is considerably less than "Coach Class" in the U. S. A. Air transport is extremely expensive to operate and cannot get down to such fares. It can be stated without much fear of contradiction that present Dakota and Viking aircraft can only be operated at 4 annas per seat/mile on routes which show a very high percentage of capacity filled. On lower density routes a fare of 5 to 6 annas per seat/mile is necessary if bare costs are to be met.

It is true that on certain air routes in the country, the fares are only 12½% higher than the first class rail fares i. e., air fares are approximately 2½ annas per mile. These fares were however introduced at the instance of the Ministry of Communications and are in part compensated by the carriage of the bulk of the country's air mail at a rate 25% higher than normal freight rates. Nevertheless the passenger fare is quite unrealistic and will in due course entail financial loss to the companies concerned.

Under these circumstances it is perhaps surprising that during the past four years, the airlines have been able to build up quite a substantial clientele. That is not

to say that the percentage of the population who travel by air is high. On the contrary, it is extremely low, if not negligible, as the following figures will show:—

Average passenger traffic carried on all air routes daily 1949.

Therefore annually 3,65,000

The percentage of the population who travel by air annually is therefore only point one per cent. Compare this for example with Australia where it is computed that 18% of the population make use of the airways annually. There are of course reasons for this wide disparity. India has a vast population which depends primarily on agriculture for a living. Industry is in comparison slight and the standard of living, on the average, very low. Australia on the other hand has a very small population in comparison to its size and has, again comparatively, a high standard of living.

Leaving aside however, questions of percentages, it is no small achievement on the part of operators of Indian air transport to have built up traffic to the extent that they have. Apart from the competition offered by the railroads for the comparatively few passengers who can afford first class travel, they have at the same time had to overcome the intense conservatism of the people in selling a new form of transport.

That this has been done is due in large measure to the excellent safety record generally achieved and safety in the air depends in the long run on the efficiency of the operator.

Unfortunately however, it cannot be stated that financial



success has attended the efforts of air transport operators and for this there are three main causes:—

1) The licensing of too many operators for the "traffic productive" route mileage available thus engendering intense competition on nearly all routes and insufficient mileage to each operator to ensure adequate utilization of fleets.

2) Too low a fare ceiling so that even at high percentage capacity filled, operators are unable to earn their costs.

3) The ever increasing cost of air transport operation over the past four years due primarily to successive increase in the cost of aviation spirit plus Central and State taxation on this commodity and secondarily to higher salaries consequent upon the rising cost of living.

This lack of financial success has already driven two companies into liquidation and has seriously weakened the financial resources of all. This latter result has in its turn rendered the great majority of operators financially incapable of replacing present obsolete and obsolescent aircraft with more modern, faster and more economical aircraft. Finally as operators have to continue to use uneconomic aircraft, fare levels already too low to meet costs, cannot be lowered any further in order to attract a greater volume of traffic and thus the vicious circle is complete.

It would appear therefore on the face of it that such traffic as the airways have managed to detach from the railways is not likely either seriously to affect the railways or appreciably to increase in volume. A survey of Rail traffic however would not perhaps bear out this view point.

Some 70% of the passenger traffic carried is between the four main centres of population viz., Bombay, Calcutta, Madras and

Delhi. For example between Bombay and Delhi, the average number of air passengers carried daily is 60/70 in each direction and between Bombay and Calcutta very much the same figure. Such a number is not entirely negligible and must have had some effect at least on the Railways revenues over these routes. To take another example, on the routes from Bombay to Saurashtra (i. e. Bhavnagar, Rajkot, Jamnagar, Junagadh and Porbandar) approximately 40 passengers travel by air in each direction daily. The total first class rail traffic between Saurashtra and Bombay cannot be very great. Here again there appears to be a case where the air does affect rail traffic.

It is constantly stated that the Railways do not make any profit from first and second class traffic and that in fact such traffic is carried at a considerable loss having in view the costlier rolling stock employed. If there is truth in this statement then the complete loss of first class traffic far from affecting the railways, would in the long run benefit them. In this surely there is the germ of a plan to benefit both the railways and Airways.

The plan briefly would be gradually to discontinue the carriage of first class passengers on the Railways starting with the main Mail and Express trains connecting the four cities previously mentioned, and extending the plan as opportunity served. The airlines would benefit by carrying much greater traffic thus enabling them in the first place to increase frequencies and thereby increase aircraft utilization, in the second place to purchase and put into service larger, faster and more economical aircraft and as a result finally to lower their fares.

The Railways would benefit presumably by being rid of the unwanted first class passenger and

by being thus enabled to haul larger loads of third and inter class traffic.

The first class traveller would benefit to the extent of much faster travel and the Government would benefit to the extent of improved communications and transport. There are many and obvious difficulties of which the following are probably the most important:—

- i) The difference between the first class Rail fare and the Air fare would have to be bridged by subsidy until such time that increased utilization and more economic equipment enabled air transport operators to reduce their fares to a level comparable to rail fares. This would be a matter of at least five to eight years.
- ii) The accommodation of a section of the public who prefer rail to air travel or who desire to move with a greater quantity of luggage than can usually be carried by air.

iii) The difficulty of accommodating the second class passenger who is normally carried on the same bogie as the first class passenger. It would obviously not benefit the Railways to have to haul the same number of bogies for second class traffic. The answer possibly lies in the greater number of second class passengers which could be accommodated in a bogie and the fewer bogies which would be necessary.

iv) The fact that first class accommodation would for some time to come, have to be provided on lines serving the innumerable towns in India which have no aerodrome facilities.

These are only some of the more obvious difficulties and they are by no means negligible but perhaps they are also not insuperable.

The present writer is an airman pure and simple and his knowledge of rail transport is negligible. He presents the idea and suggests that a Railwayman should reply.

(Continued from page 10)

fuselage, or about 110 feet, and climb at the rate of 1,000 feet a minute.

Instead of the usual single wheel, each "arm" of the Super Cub's landing gear has two wheels, one mounted ahead of the other. The tyre of the front wheel is only partially inflated. In this way the Super Cub is able to land on extremely rough terrain, sand, and muddy fields. In addition, skis or floats may be attached. As a seaplane, the Super Cub completes its take-off from water in six seconds, three times faster than is normal for seaplanes of its class, says the Piper Company.

For agricultural purposes the Super Cub can be equipped at the factory for dusting and spraying with insecticides. As much as 80 gallons of spray or 1000 pounds of powder may be carried.

Two persons may ride in the Super Cub, seated in tandem fashion. The rear seat can be easily removed to provide additional cargo space.

A 105-horsepower Lycoming engine powers the Super Cub. Top speed of the craft is 115 miles an hour. Its service ceiling is 15,750 feet. In January 1950, however, it climbed to 27,510 feet to establish a new unofficial light plane altitude record. The official record, approved by the Federation Aeronautique Internationale, is 26,138 feet, which also was set in the United States by a piper cub.

Currently, the piper plant at Lock Haven, in the State of Pennsylvania, is building two Super Cubs a day.

## Birth of SAS

"UNITY IS STRENGTH" is the basic principle on which the Scandinavian Airlines System has been built. This experiment in international teamwork, which has been described as the "United Nations of the Air" is the most important instance of collaboration in Scandinavian history. Scandinavian Airlines System (S.A.S.) was constituted on the 1st August 1946 by Danish Airlines (DDL), Norwegian Airlines (DNL) and Swedish Intercontinental Airlines (SILA).

Collaborate operation of a North Atlantic airline was proposed as early as 1939, just before the outbreak of the war, but the occupation of Denmark and Norway prevented this from materialising. Discussions between the three Scandinavian countries were resumed in the winter of 1943-44, even though Denmark and Norway were still occupied at that time, but it was not until February 1946 that discussions of the details of the greatly desired Danish-Norwegian-Swedish agreement were started and then were eventually finalised in August 1946, when a consortium of the three national airlines was formed.

The first co-operation on the routes to North and South America proved to be excellent—it was, indeed, referred to in the world press as an example of what can be achieved when the will to work together is there—and was so successful that it was soon extended to all Scandinavian Airline operations in Europe, Africa and later Asia as well.

The Viking dragon heads of the SAS airliners are now a familiar sight on the large airfields all over the World. Some of their aircrews are Danish, other Norwegian or Swedish. Frequently three nations are represented in the same crew.

A fleet of roughly 70 airliners maintains regular traffic under the SAS flag. There are connections with 65 cities in 30 countries on 5 continents. 6000 employees

work zealously in workshop and Office, in the air and on the ground in order to maintain the high standard of efficiency and reliability and good service that has already won so much good-will.

All inter-continental SAS lines are operated by the great Douglas DC-airliners. These ships are generally acknowledged as the most comfortable passenger aircraft in the World, with a firmly established reputation for outstanding flying qualities. The passenger cabin of the DC-6 is pressurised and air-conditioned. This makes it possible to fly at altitudes of around 30,000 feet without the slightest discomfort. On the contrary, the pilot can always fly at the calmest possible altitudes, above wind and weather.

The SAS organisation is divided into three sections: One for inter-continental traffic, one for the European service, and a third which organises chartered flights.

When SAS first began its operations from Scandinavia to the USA, the service was limited to 3 flights weekly in each direction, but during the peak seasons of 1948 and 1949 it was extended to nine flights. On the South American route, the terminal of which is Buenos Aires, SAS is at present maintaining a service of two flights weekly in each direction. SAS flies to Nairobi one every fortnight, and once a week to Teheran and Istanbul, from Scandinavia and the principal cities in Europe. SAS planes fly to London and Paris every day and the air connections between the Scandinavian countries and other European centres of economic and cultural importance are extremely good.

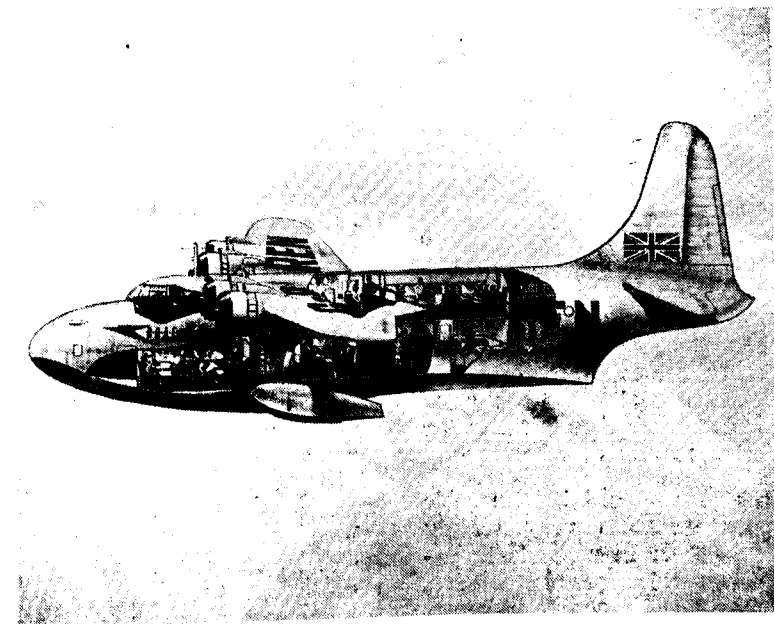
SAS' newest venture is the extension of their service to the East and their first plane passed through Calcutta on the 29th October 1949. The Eastern route starts as Stockholm and goes to Bangkok via Copenhagen-Zurich-Rome-Lydd-Karachi and Calcutta.

## BOAC's Thirty Years of Leadership

### in Civil Aviation

HOW low long has there been air transport? If this question were included in a quiz, it is probably that very few people would be able to give a reasonably correct answer. Several dates could be cited as representing the beginning of transport by air. But if we accept the real criterion as being a regular scheduled service as distinct from odd flights, then we may advance August 1919 which is the date of inauguration of Britain-Egypt-India route and first regular services began from that date. This route is the most important one which links in the air chain and now joins Britain with Australia and the rest of the world. The present Corporation is an highly evolved organisation. In 1924, four of the pioneer companies, Handley-Page Transport, Daimler Airways, Instone Air Line, and British Marine Navigation Company, were amalgamated to form Imperial Airways. Other companies amalgamated in 1935 to become British Airways. And in

1939, immediately before the Second Great War broke out, these two concerns became the British Overseas Airways Corporation formed by Act of Parliament and charged with the high duty of maintaining and developing Britain's air routes to the countries of the Commonwealth and all parts of the world. Thus unfolds a chapter in the history of Civil aviation with the birth of BOAC. To-day there is a large body of men whose experience in the operation of commercial air routes would be hard to parallel any-where in the world. There are numbers of them who have spent their whole lives flying aircraft, maintaining aero engines and air frames, planning and operating routes, handling air passengers and cargo in all climates and under all conditions from the Arctic circle down to South Africa and from the United States and South America across the wide Atlantic, through the scorching heat of the Arabian deserts, across India, to the Far East, Australia and



The last Flying Boat of BOAC from Bally Airport is on its Flight.



Interior View of the Argonaut.

New Zealand. Among them John S. Thurman at present Sales Manager for India in Bombay is one who has spent more than two decades of his life in this organisation. There is no doubt whatsoever that BOAC's present position in the Civil Aviation World contributes also to Thurman's sincere services and his vast experience in aviation.

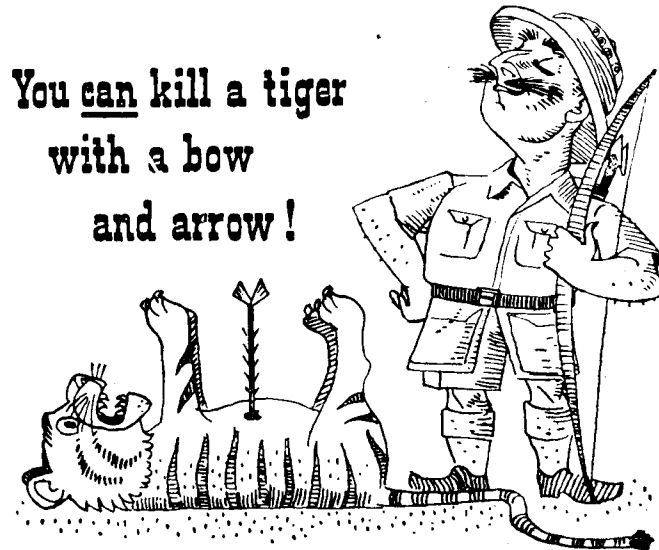
The indomitable courage and untiring zeal of the personnel of BOAC helped to pioneer most of the routes operated by the Corporation in the years between the Wars—a great task, the magnitude and importance of which has not been fully appreciated. By 1932 they were flying the 7,000 mile air route to the Cape. By 1934 they were flying half round the world to Australia. In 1936 they established the first Commercial Air Route across Africa.

This story of British Air Transport concerns very closely every passenger in a British Airways aeroplane. The knowledge, the skill, the tradition, of 30 years of transport aviation surround him as he flies. In a thousand ways,

unseen and unrealised, they are at work for his comfort and his security, for the regularity of the services and for the perfection of the amenities provided for him. In no other form of transport does success so much depend upon perfection in a myriad details. The aircraft itself is a vehicle packed with complicated precision machinery. This machinery, and the navigation of the aircraft, are controlled by instruments of extreme delicacy. It includes number of engines—four in every case—each of which produces as much power as a main-line railway engine. The operation and the maintenance of all this equipment to be in perfect order over 175,000 miles of routes, demand a perfection of technique and organisation. Only the highest professional skill and long years of experience can produce this perfection.

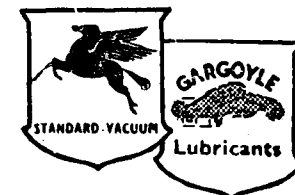
It does not, of course, and with engineering. The comfort and welfare of passengers, the efficiency of the services they receive both on the ground and in the air, depend equally upon knowledge and experience and even

You can kill a tiger  
with a bow  
and arrow!



Yes, with luck, you might kill a tiger with a bow and arrow. Of course, if you're unlucky, well... Obviously, a bow and arrow isn't the right tool for hunting tigers. Yet we could tell you about many people who have tried to do much the same thing under different circumstances. For instance, factories who have used the wrong types of oil for their machines. For a while, they get along without much trouble—but then, operating costs begin to go up, machines keep needing repairs, production becomes more and more inefficient. See what we mean, when we talk about killing tigers with bows and arrows?

Correct lubrication with Gargoyle Lubricants can give you four vital things—reduced power consumption, more continuous production, decreased maintenance, and lower lubrication costs. We will gladly send an expert lubrication engineer, free of charge, to look over your factory and give you his advice on lubrication problems—advice based on 84 years of leadership in the field of industrial lubrication.



**RELY ON**  
**STANDARD-VACUUM**  
for correct lubrication.

more on tradition, first applied to the perfecting of innumerable details and then to their maintenance in that perfect state.

Since the War, BOAC has been handicapped by having to use interim type aircraft but new and better aircraft are now in course of delivery or on the way. In this connection, it may be mentioned that Sir Miles Thomas, Chairman of BOAC presented to Mr. Oliver West, President of Candair Limited a parchment scroll at a ceremony held at London Airport recently to mark the completion of the delivery to BOAC of its fleet of 22 Argonaut airliners eight months in advance of the contract date. The Yorks and Lancastrians on the India-England run have already been replaced by the bigger, faster and more luxurious Argonauts. Due to be delivered shortly to the Corporation is a fleet of Handley Page Hermes IV Airliner, a new British type. The Trans-Atlantic Constellation services are being strengthened by the latest Boeing Stratocruisers which will ultimately re-place the Constellations in March.

Sometime ago the BOAC purchased an additional five Constellations from an Irish airline which has enabled it to introduce side by side with those of Qantas Empire Airways on the route to Australia. On the Springbok service to South Africa the 39-seater double-decked Solent flying boat, flying on a route down the Central African lakes, is a popular alternative to the fast Skymaster Landplane Service for those

travellers who prefer a more leisurely voyage, with sight-seeing stops at Victoria Falls and other points of great interest. There are few parts of the world to which intending visitors from India are not adequately catered for by British Air services. Between them the British Air Corporations—BOAC and British European Airways provide trunk services linking India with almost every country except Russia.

BOAC's trunk services provide direct air links between India and the United Kingdom, United States, Canada, South America, all parts of the Middle East, Central and South Africa, the Persian Gulf, Pakistan, Ceylon, Burma, Siam, Malaya, the Netherlands East Indies, China, Japan and Australia. Joining in this network of services, Tasman Empire Airways carries the passengers from Australia to New Zealand and with the services of British Commonwealth Pacific Airlines across the Pacific and those of Trans-Canada Airlines across Canada, an All-Commonwealth round the world is established.

Such is the story of BOAC's work in linking the Commonwealth countries by air. With thirty years of leadership in civil aviation the BOAC will continue to play its part in conjunction with sister nations in the development of these essential air routes. We take this opportunity of congratulating Sir Miles Thomas who has the privilege of manning this organisation as Chairman and thereby serving the humanity at large.

---

We all walk in mysteries. We are surrounded by an atmosphere of which we do not know what is stirring in it, or how it is connected with our own spirit. So much is certain that in particular cases we can put out the feelers of our soul beyond its bodily limits, and that a presentiment, nay, an actual insight into the immediate future, is accorded to it,—

Goethe.

---

## The Progress of Air Ceylon

THE operation of an airline is not an easy task; it is not a thing for two or three executives to discuss on a round table to-day and put into operation tomorrow but it needs careful planning, crews have to be found, ground staff provided and one hundred and one other details have to be gone through before embarking on a final date to commence operations.

Having negotiated all technical difficulties Air Ceylon started operations on 10th December, 1947, with a fleet of three dakotas which was strengthened, in view of the rapid expansion of the services, on 5th May, 1949, with the addition of a De-Lux model DC-3 aircraft. The service at the start was three per week which was stepped up to four, then five, then six and now a regular daily service between Madras and Colombo prevails by way of Jaffna. Experienced crews .....charming Air Hostesses..... skilled ground handling not only attracted regular flyers between Madras and Ceylon, but also elicited the attracted the attention of the people of Trichy for flying who were afterwards clamouring to include Trichinopoly in the regular service. Air Ceylon assented to this request and commenced a regular operation on 10th August, 1949, to Trichy thus bringing Trichy within 55 minutes flying time from the first port of entry to Ceylon—Jaffna. The potential consequence of traffic between Madras, Trichy and Colombo is evident from the fact that necessitated the spreading of wings further afield and a start in this direction was taken on 3rd December 1949 when Pakistan was brought within the fold of Regional net-work.

Apart from the regular services Air Ceylon operated several emer-

gency services from Colombo to KKS (Kankasanturai), Vavunia, Jaffna, Katunayake and Trincomalee during the major floods of 1947, when the road communications of the Island were completely disorganised to transport passengers and medical supplies and food to flood refugees. Furthermore, several long distant charter flights have been effected; to mention few, several charters to Jeddah carrying pilgrims to Mecca, to London in 1947 to bring the Electoral Registers in time to prevent the General Election being held up, to Sydney carrying a crew to ferry a fishing trawler bought by the Department of Fisheries.

On 7th February, 1949 another interesting chapter in Air Ceylon was opened. On this memorable day two Skymasters purchased by the Government of Ceylon to operate a Trunk Route Service were christened. To-day Air Ceylon proudly operates regular services Westward to London via Bombay, Karachi, Cairo and Rome and Eastward to Sydney by way of Singapore and Darwin with Skymasters manned by Australian crews of well above million miles and thousands of hours flying experience behind them. The international services are operated in association with Australian National Airways the sixth largest airline in the world, under the existing agreement. Ceylonese personnel will be trained to take over the operation of skymasters gradually. At this stage it will not be out of place to mention that under the expert advice of Australian National Airways Officials chiefly Mr. W. W. Doyle, Adviser on Airline Management, Air Ceylon had made good progress in the Regional and International net-work that to-day Air Ceylon is tantamount to any International operator.

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*We take this opportunity of expressing our gratitude to the Management of Air Ceylon for their so invaluable service and patronage in the publication of this Transport Souvenir.*

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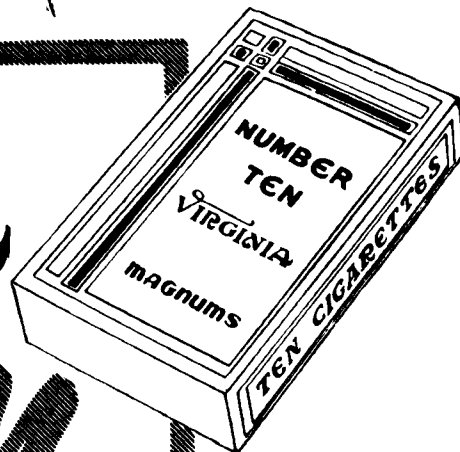
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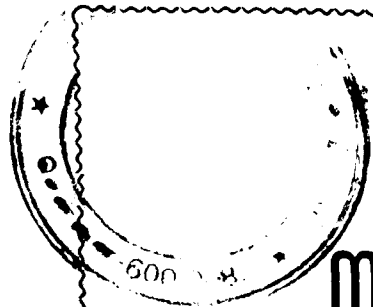
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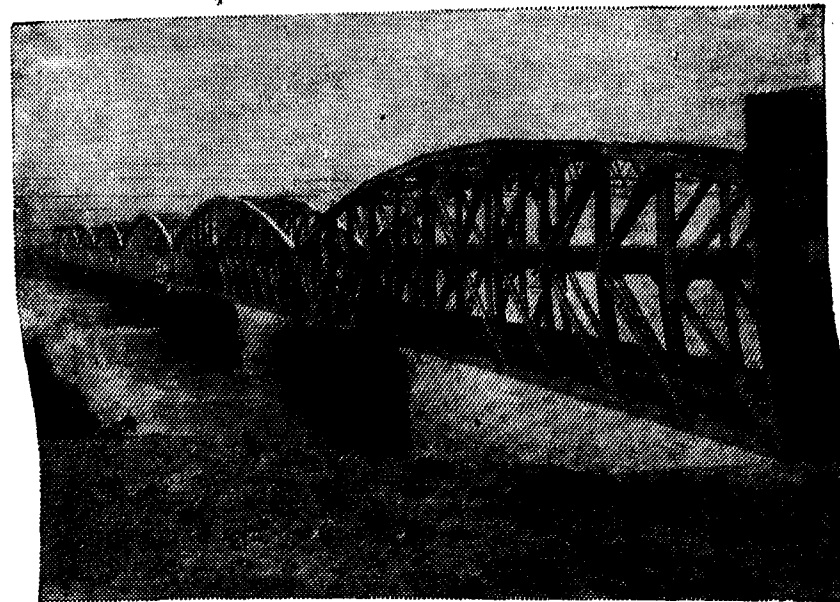
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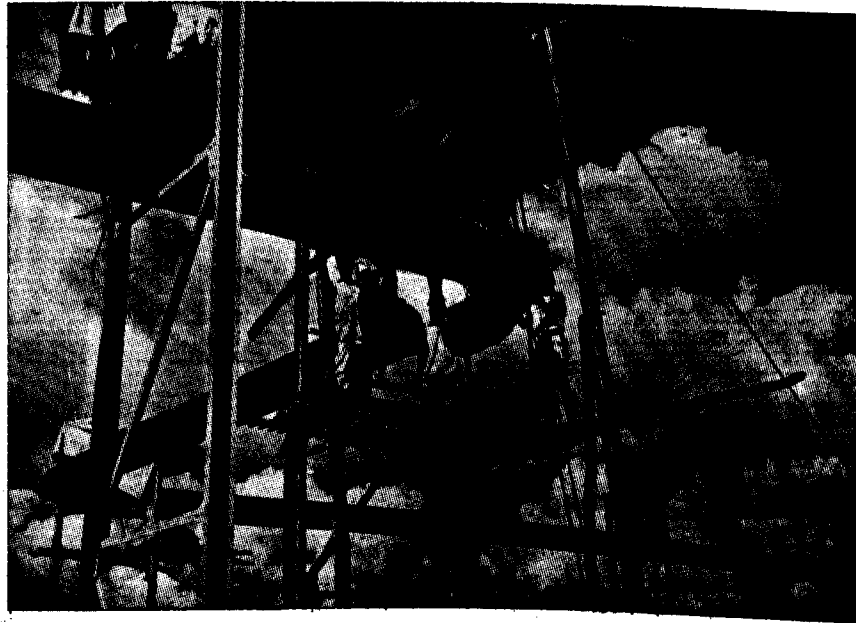
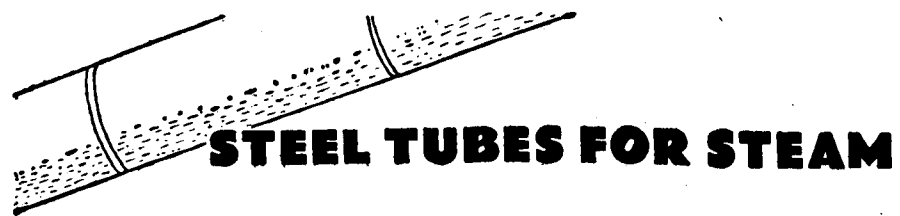


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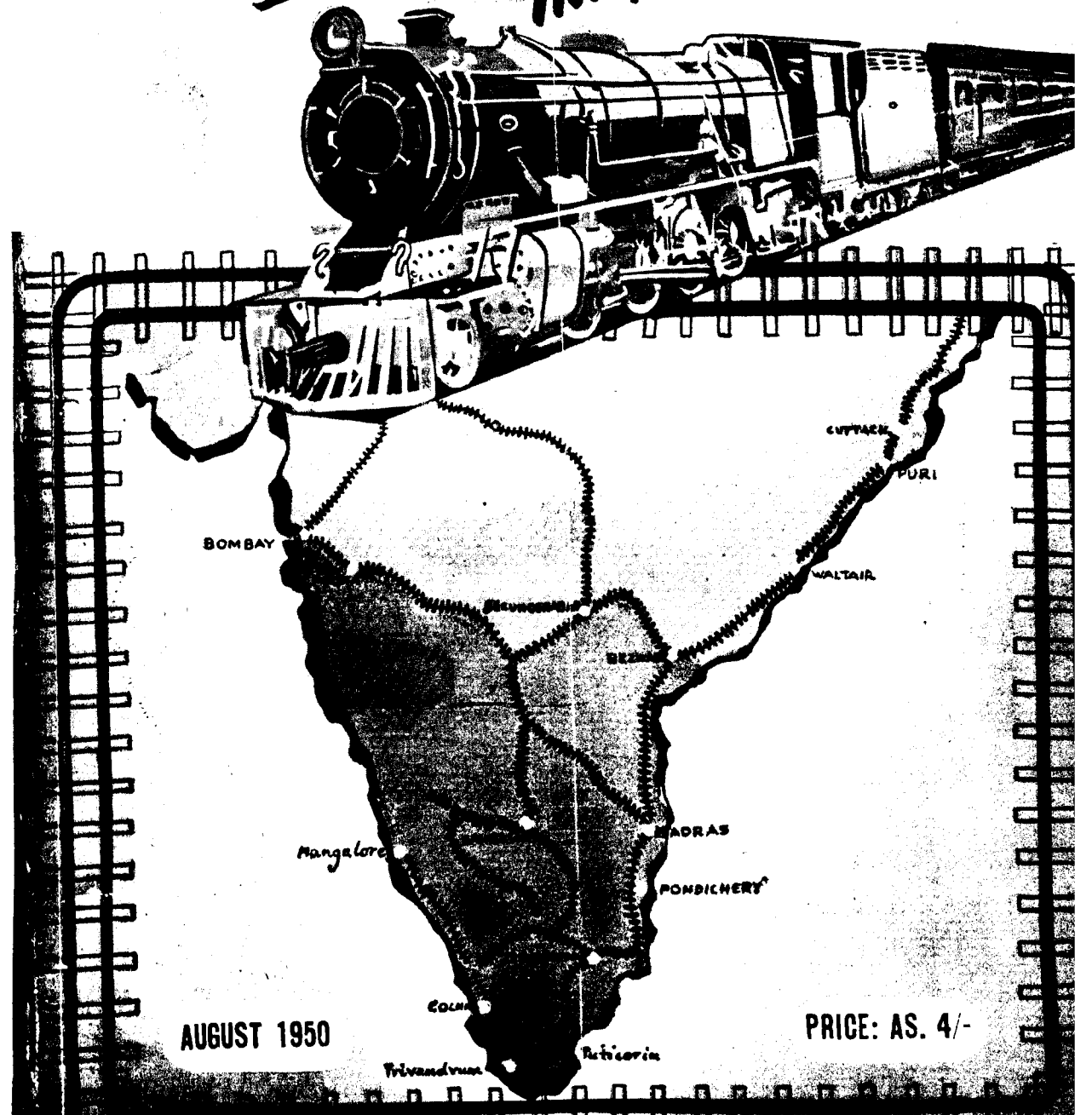
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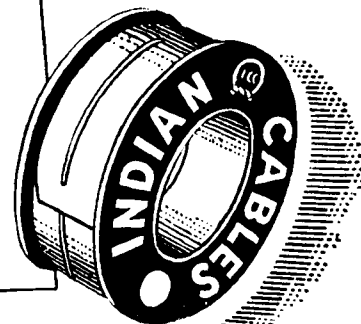


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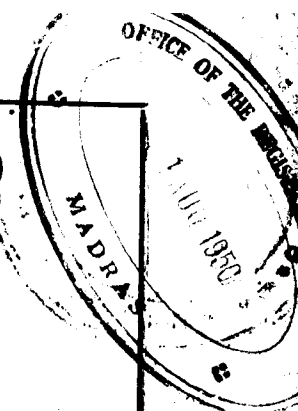
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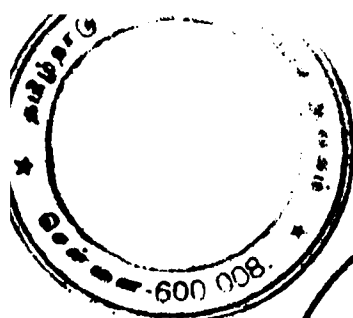
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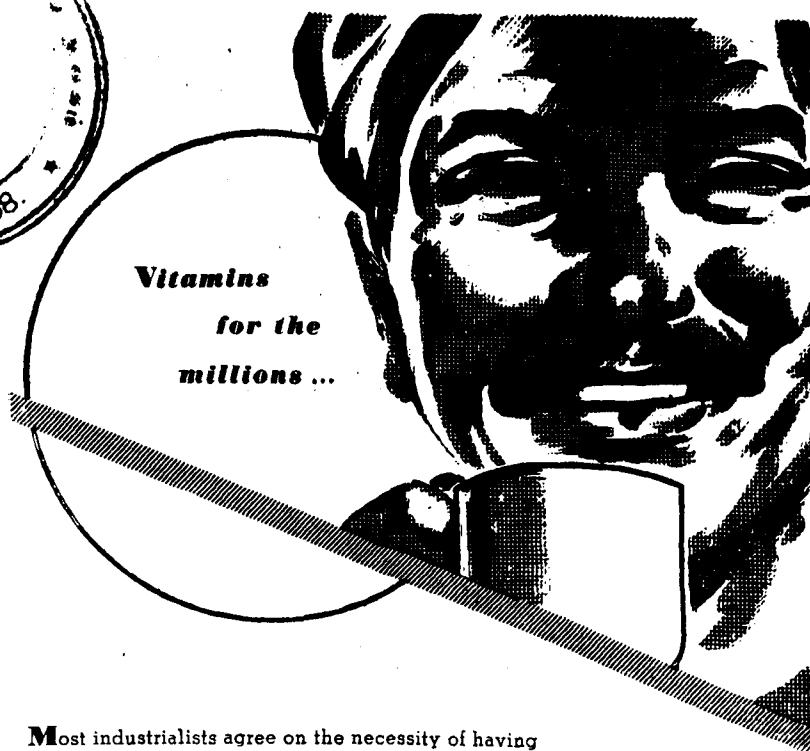
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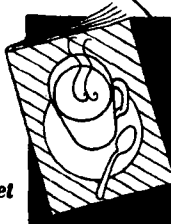


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**M**ost industrialists agree on the necessity of having canteen arrangement in their factories, but few can employ experts to plan and run them. Not the least of the problems involved is that of diet selection so that food is not only cheap, appetising and nutritious but also properly suited to the particular part of the country. In this, the Central Tea Board has conducted specialised research, and the results of this work are *freely available* to all employers of labour. From the same source, the most modern information on tea making and tea serving is also available. For tea — the drink of comfort, refreshment and sustenance — is still the backbone of the efficient canteen, and this organisation can provide every possible hint on equipment, utensils, staff and administration.

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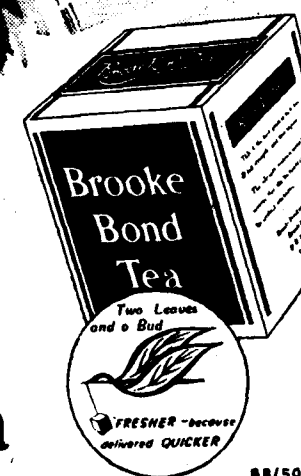
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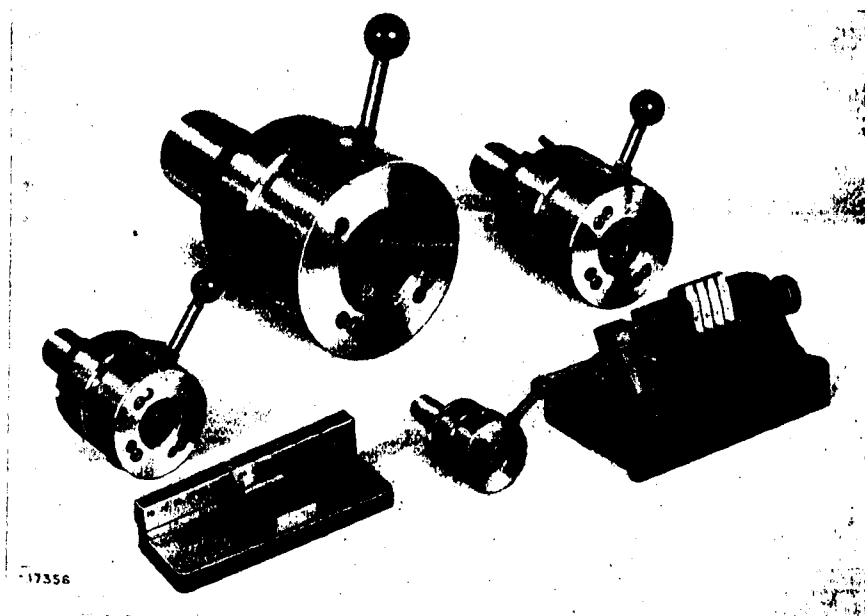


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# Southern Railways Magazine

VOL. II  
NO. 2

AUGUST 1950

ISSUED  
MONTHLY

## Refreshments on the Way

A journey by rail somehow always seems to put a keen edge on the appetite, so the rail traveller naturally expects that railway administrations have provided adequate facilities at meal halts, and at other intermediate stations, to enable him to buy food and drink of reasonable quality and at a fair price. But what does he get?

For the passenger of slender means who satisfies his travel-hunger by occasional snacks on the way, the station vendors and the ubiquitous 'cha walla' meets his demands. In fact, the food vendor with his basket or portable glass box, and the 'cha walla' with his tea kettle and earthen cups appear to render adequate and satisfactory service for the III class passenger who gives them most patronage.

For the upper class passenger, or the passenger who prefers more substantial meals and better quality service, there is the refreshment room service, usually provided by catering contractors. But what does he get? In the early morning a pot of tea, more often than not, an insipid brew, an obvious camouflage for the real thing, a couple of pieces of soggy and rubbery toast, and butter to spread on these, which is far from butter. The more substantial meals available at mid-day and dinner time, although enough in quantity, are mostly doubtful in quality. And all these meals are served by tip-hungry bearers clad in livery that is rarely clean, and who rarely produce a bill unless specifically demanded, but demand their own variable prices for the meal provided, always in the hope that the passenger will pay their price without demur. If an objection to the price demanded is raised, and the bill demanded, the bearer will probably evade the issue by pleading that there is not enough time for him to rush back to the refreshment room, have the bill prepared and bring it back before the due departure of the train. The passenger in disgust will then pay up, unless he knows the exact tariff charges. Indifferent service is also a common feature in that a passenger will order some food, the bearer takes the order with apparent alacrity, but he fails to execute the order. The passenger waits patiently, the train moves on, and the passenger must perforce hope to satisfy his hunger at the next meal halt perhaps more than an hour's journey ahead.

For catering and food vending services rendered on railways the passenger has to pay at least the prescribed tariff charges; he does not get it free, nor can he bargain for reduced rates, so naturally he expects food of reasonably decent quality, and service that is reasonably efficient. Anything less will obviously make him feel that he is not getting his money's worth, and he expects that railway administrations will find the remedy and provide him with the catering and vending service desired.

## Notes and Comments

### Train Services from Salem

It was stated at the fifth Railway Regional Committee meeting held at Salem Junction by Mr. M. A. Uthappa, DOPS, Podanur, that the running of an additional train between Salem and Attur is under the active consideration of the railway authorities. The meeting was attended by representatives of the Salem District Railway Passengers' Association and a few leading citizens besides members of the District Chamber of Commerce.

Mr. M. V. Gopal Chettiar, Secretary, Salem District Chamber of Commerce urged provision of greater amenities to the Salem public especially as the Railway were getting a revenue of about Rs. 10,000 daily from the goods-shed. The DOPS replied that the CTM, would be visiting Salem soon when they could place a draft scheme containing their demands relating to passenger services and transport of goods. The meeting then placed on record its appreciation of the valuable services rendered by Mr. Muthusami Gounder and his family in averting a railway accident near Karuppur on the Salem-Jalarpet section a few months back.

\* \* \* \* \*

### A Commendable Act

Sri Muthuswami Goundan of Salem District rendered meritorious service by giving timely information at dead of night to the Railway authorities about an act of sabotage which but for this information, would have resulted in a serious catastrophe. This commendable act of his has been rewarded by the Government of Madras by a payment of Rs. 500/- in cash and by the S. I. Railway

who have also awarded a reward of a similar sum. Here is Sri Muthuswami Goundan's version of what happened on the night in question:

"On the night of 1st/2nd October, 1949, when I was sleeping, I was awakened by my daughter at about midnight and told that she heard some tapping sound on the Railway line opposite to our house. I got up and ran to the Railway track, when I saw a man walking away on the side walk towards the north (Jalarpet side). When I questioned him, he replied that he was going from Salem Junction to Naikadichanpatti village. When he was asked to stop he said, "I have done nothing, but I saw 3 persons doing something to the track and seeing me they ran away to the eastside." He had a hand bag in his left hand. He was wearing a green shirt. He without stopping, quickly walked away. I then examined the track by feeling with my hand, opposite to my house, when I noticed that the fittings on the rail near to my house were intact but those on the opposite side were found removed. I then asked my daughter to awaken her husband who was sleeping in my house. I also called out to my neighbour Ayappan to run to Karuppur Station to inform the Station Master. As he had a boil on his leg, he explained his inability to run. I then with my son-in-law Kuppamuthu, ran to Karuppur station leaving Ayappan at the spot to warn any train that may be approaching. On reaching Karuppur Station, I told the Station Master what I saw."

We believe that our railwaymen will emulate the example set by Sri Muthuswami Goundan and non-plus the so-called saboteurs who are enemies of the Nation.



From Left to Right: 1. Sree Muthusami Goundan. 2. Sreemathi Angammal.  
3. Sree Kuppamuthu Goundan. 4. Sree Ayyappa Goundan.

### Railway Overbridge for Salem

Last month our General Manager accompanied by the Chief Engineer, Chief Traffic Manager and the local Municipal Chairman Mr. N. Jagannathan inspected

Salem Station and it was decided that the Railway should erect an overbridge, estimated to cost about a lakh of rupees, at the present level-crossing in Langley Road at Shevapet and also alienate a portion of its land for laying the approach roads to the bridge by

the municipality. Earlier, it was stated that the construction of the overbridge and the laying of the approach roads would cost on the whole about four lakhs of rupees. Traffic congestion would be considerably lessened if the over-bridge which is a long-standing need of Salem was constructed.

\* \* \* \* \*

### Highlights of the Tinnevely Conference

Last month the South Indian Railway Station Masters' Conference under the auspices of the South Indian Railway Employees' Association was inaugurated at a special pandal at the Tirunelveli Junction Railway Colony by Mr. M. Bhaktavatsalam, Minister of Public Works before a large gathering of delegates from all over the S. I. Railway and general public. The Conference was presided over by Mr. M. C. Veerabahu, Member, Union Parliament.

The Chairman of the Reception Committee, Mr. V. S. Viswanatha Aiyar, Station Superintendent, Tuticorin while extending an hearty welcome to the gathering stressed the importance of Station Masters who have very onerous responsibilities to shoulder in their day-to-day service to the public. He said that the Station Master was the fulcrum of the railway staff. Labouring under manifold difficulties Station Masters had not been able to come together and make their united voice heard like other classes of staff.

Then Hon'ble Mr. Bhaktavatsalam in his opening address expressed his gratification that Station Masters of the S. I. R. had once again met to discuss their difficulties and consider ways and means for redressal of their grievances. He said the Station Master

was an institution by himself and his duties were very onerous in that he was discharging a number of responsible functions though his pay was stated to be inadequate. He was very popular with the public whether he was in a town or in a remote village. In small villages, he was the people's friend, guide and philosopher. The Station Masters might be legitimately proud of doing national service as the pivot of the railway administration. With them lay the responsibility of saving people from trouble or danger or injury.

The Minister emphasised that Railways were not business concerns conducted by private capitalists purely from the profit motive. Railways were conducted by the National Government to serve the people and the country. Just as one could realise the difficulties of the Government, the Government would also realise the difficulties of the Railway servants and render all help. He paid a tribute to Mr. N. Gopalswami Ayyangar the Minister in charge of Transport as one who could understand problems like those of Station Masters with sympathy and appreciation and who would not hesitate to do his very best for redressing those grievances.

Referring to overcrowding in third-class compartments the Minister said the problem was great and it looked as if it could not be solved for the present because of the shortage of carriages and engines. He appealed to Station Masters to minimise the inconveniences to passengers. He emphasised that their Conference should not only put up demands, but also suggest measures to improve railway stations.

Mr. M. C. Veerabahu, in his presidential address congratulated the Station Masters' Association on having abstained from associating

themselves with any political party and on their refusal to resort to sabotage and subversive activities for getting redress of their grievances. He appealed to them to organise themselves effectively.

He said it was essential that the emoluments, privileges and facilities provided to Station masters should enable them to maintain the prestige and efficiency of their office. He was of the view that a minimum salary of Rs 100 was quite reasonable. Mr. Veerabahu assured that he would represent to the Union Government the need to redress their grievances. In this connexion he asked them to be proud of the fact that the Railway Administration was to-day in the hands of two South Indians of repute, Mr. N. Gopalswami Ayyangar and Mr. K. Santhanam. He had no doubt that Railway-men's interests were safe in their hands.

\* \* \* \* \*

We reproduce below some of the important resolutions passed at the Station Masters' Conference held at Tinnevely last month and appeal to the Railway Ministry to give due consideration to the grievances represented herein.

1. The Conference of Station Masters while reiterating its loyalty and efficient service to the public whom they expect to support the just cause of the Station Masters passed resolutions requesting the Government to fix the initial pay of Station Masters at not less than Rs. 100, that the shift Station Masters in important stations should be on higher scales than other Class III Transport and Commercial Staff working at the station and that immediate steps should be taken to provide accommodation for them.

2. The Conference protested against the policy of filling vacan-

cies of Station Masters' posts through direct recruitment, while clerks who had already qualified as Station Masters and others who had offered for training were not being absorbed. It was urged that residential high schools at District Headquarters and a Central College at Trichinopoly, should be provided for the education of children of Station Masters and other similar staff and that, as, definite policy, transfers should be restricted to the summer to avoid interruption of the studies of children.

3. Among other resolutions, the Conference urged that in the event of regrouping of Railways, the seniority of Station Masters should be fixed according to their service, irrespective of the pay-scales and that the leave reserve of 25 per cent allowed for Station Masters by the adjudication award should be implemented immediately.

4. The Conference protested against holding tests for Station Masters going for Refresher Course as similar examinations are not being held for any other class of staff.

5. The Conference passed an important resolution urging that the original limits of eligibility for different classes of passes must be restored: Inter Class for those drawing Rs. 75 and above, and Second Class pass for those drawing Rs. 176 and above.

Mr. M. Veeraswami Nayudu, President of The S. I. Rly. Employees' Association and its General Secretary Mr. V. S. Ramanathan said that their objects could surely be achieved through Mr. M. C. Veerabahu, Member, Union Parliament and assured the support and co-operation of the Association in getting the grievances of Station Masters redressed. Later Messrs. K. Venkatarama Ayyar, Chief



Station Master, Tinnevely, Janab Syed Sikkandar, a popular Railway Guard of TEN and a few others spoke.

We take this opportunity of congratulating the President and General Secretary, S. I. Rly. Employees' Association for holding the Conference in grand success. This is the first of its kind ever to be held on the whole of S. I. Rly. In this connexion the S. I. Rly. administration is to be thanked for extending full facilities to its employees to attend the Conference.

\* \* \* \* \*

We have pleasure in publishing below some salient points from an appeal sent to the Railway Joint Advisory Committee, Railway Board, New Delhi by the South Indian Railway Station Masters' Council, Srirangam :—

Prior to June 1946 the position of the Station Masters on this Railway under different grades were as under :—

| Scales of Pay  | No. of Posts  |
|----------------|---------------|
| 360-10-400     | 1             |
| Revised 350 }  |               |
| 300-20-360/260 | 3+4 Temporary |
| 180-7½-225/140 | 17+2 "        |
| 125-5-150/100  | 10+2 "        |
| 80-4-100 }     |               |
| 50-5-60        | 66            |
| 65-5/2-85 }    |               |
| 60-2-70        | 103           |
| 50-2-60        | 103           |
| 44-4/2-60      | 48            |
| 40-2-50        | 332           |
| 40             | 608           |
| <b>Total</b>   | <b>1299</b>   |

By the beginning of 1946, the Station Masters were excellently organised with the result that the company managed administration, found itself forced to revise the number of posts under the different categories and implemented them as under :—

| Scales of Pay | No. of Posts |
|---------------|--------------|
| 360-10-400    | 1            |
| 300-20-360    | 7            |
| 180-7½-225    | 19           |
| 125-5-150     | 12           |
| 80-4-100      |              |
| 65-5/2-85 }   |              |
| 60-2-70 }     | 226          |
| 50-2-60 }     |              |
| 40-2-50 }     | 452          |
| 40½ }         |              |
| 40 }          | 632          |
| <b>Total</b>  | <b>1299</b>  |

Now it will be seen from the above paragraph that the Station Masters, by 1947 were highly organised and developed but for the appointment of the Central Pay Commission by the Government of India for standardization of Scales of Pay on all Indian State Railways, the S. I. Railway Station Masters would have agitated for more than given in para 2 above. We had high hopes from the C. P. C. recommendations. From the published recommendations later on, we expected and awaited its fair implementation by our Railway since the basic structure was not also bad.

To

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Manager.

But all our hopes were dashed, when we to our horror we discovered that our administration was bent upon implementing it to the worst disadvantage of all the Station Masters. The fixation here seemed to us to be one of vengeance against us for our past agitation. A glance at the table given below will show how the recommendations were implemented.

| C.P.C. Recommended. | Clubbed No. of Posts. | S.I.Rly. Original |
|---------------------|-----------------------|-------------------|
| A) 360-20-500       | 1                     | 360-10-400        |
| B) 300-20-400       | 4                     | 300-20-360        |
| C) 260-15-350       | —                     | 250-10-300        |
| D) 200-10-300       | 19                    | 180-7½-225        |
| 150-7-185-8-285 }   |                       |                   |
| E) 100-5-125- }     | 12                    | 125-5-150         |
| E.B.-170 }          |                       | 80-4-100          |
| F) 64-4-120- }      | 1260                  | 60-2-70           |
| E.B.-185 }          |                       | 50-2-60           |
|                     |                       | 40-2-50           |
|                     |                       | 40                |

It will be seen from the above statement that out of 1299 Station Masters 1260 have been dumped in F grade i. e. the lowest grade. The pay fixed and drawn by these 1260 Station Masters on 1-1-'47 was actually Rs. 64. (This is perhaps a surprise to you). Any adding up to our original pay as per C. P. C.'s various formulae never exceeded Rs. 64, the result being as above.

The average years of service of the majority of these 1260 Station Masters will range from 15 to 20 years at the least. Most of them were actually drawing this Rs. 64 when their pay was fixed as 64 under prescribed scales. Those on Rs. 80-4-100 previously have preferred not to come under prescribed scales of pay mostly, as this was disadvantageous to them and would have even reduced their existing pay.

We do not know whether any honest efforts were made, by our Administration to the Railway Board to remedy the resultant chaotic conditions that ensued after their unfair implementation.

There was a terrific outburst of protest from all Station Masters individually and collectively through different organisations on the utter callousness shown by this Railway. Irrespective of Station importance or the affected man's service the most senior of 15, 20 and 25 years of service was clubbed with a junior of yesterday's appointment, because both drew Rs. 64—such postings have actually taken place. Big stations, like Conjeevaram, Tindivanam, Cuddalore, Tiruvannamalai, Negapatam, Palani, Pollachi etc. and many such Stations with a daily coaching income of Rs. 1500 and above are now being managed by S. M.'s on Rs. 72 i. e. on F. Scale. Most of these Stations are District Head Quarters or Taluk Head Quarters. The latest revisions of scales of Booking Clerks, Parcel Clerks and Goods Clerks etc. has created another anomaly. We find a Station Master drawing Rs. 72 asked to control B. P. C. etc. drawing Rs. 110 each on E. grade. Imagine, Sirs!

The responsibilities technical and otherwise of Station Masters are well known and need no repetition. In our opinion, they should not be compared with that of any other job, which have now recently been raised to higher grades. We have the custody of the lives of the many millions of our travelling countrymen and we submit that our National Government should keep us above dissatisfaction. This can be done by a thorough overhauling of the fixation done by our stingy administration. Our case has been and is so pitiable that i. e. when provoked the public sympathetic reference on the floor of the Central Legislative Assembly by the Hon'ble Dr. John Matthai, the then Transport Minister, in the beginning of 1948 who kindly stated that the S. I. Rly. scales of pay was lowest on record and will be looked into.

Thus, the greatest anomaly of our Railway as regards the Station Master's is now before you for redress. We suggest and request that this F. grade should be abolished or altered so that Station Master's pay may start on Rs. 80. We also suggest, taking into consideration the importance of Stations, the number of stations under the different grades should be as under:—

|          |            |
|----------|------------|
| E) Grade | 650 S. Ms. |
| D) Grade | 325 S. Ms. |
| C) Grade | 195 S. Ms. |
| B) Grade | 91 S. Ms.  |
| A) Grade | 38 S. Ms.  |

Or F) Grade (if revised to Rs. 80) ... 260.

E) Grade 100-5-185...390, and the remaining grades as stated above.

There should also be the consideration to Station Masters of long-standing service. Men of 15 years and more should merit consideration to E grade at least. This will in our opinion be only way to satisfy all S.Ms. and also there will be no anomalies if these proposals are given effect to.

There are also minor glaring anomalies in respect of individual fixation of pay but our Council being of recent origin we are unable to submit on this aspect in detail due to want of time.

We end, with the hope that our modest request for a fair living wage consistent with our responsibilities and nature of work will be viewed sympathetically in the light of our and other different representations by many other organisations similar to us, and orders passed accordingly with the least possible delay."

\*\* \*\* \*

### Classification on Railways

The reduction of four classes to three in the railway compart-

ments is estimated to result in a loss of revenue of about Rs. 50/- lakhs a year.

Mr. N. Gopalaswami Ayyangar, Railway Minister in reply to Dr. Deshmakh said in Parliament that the change was, however, proceeded with in response to the public demand as expressed on the floor of the House and accepted by the Central Advisory Council for Railways which included all the members of the Standing Finance Committee for Railways.

The minister told the same member that the income from Class I passengers from the date when the Class I fare was reduced from 30 pies to 24 pies per mile up to the end of June, 1950, amounted to Rs. 5.33 crores. The fare was reduced in order to discourage the movement of the passengers normally using Class I to Class II. This expectation was, however, not realised. The Government had no proposal at present for raising the fare from 24 pies to 30 pies a mile.

\*\* \*\* \*

### GIP'S Chief Traffic Manager

We have pleasure in introducing to our readers Sri M. Ganapathy Iyer, Chief Traffic Manager of Great Indian Peninsula Railway, Bombay who has been holding the said office from January 22, of this year. Forty-four-year-old Sri Ganapathy Iyer hails from South Malabar. He was educated at Trivandrum and he took his Arts degree in his twentieth year. To take BA degree at the age of twenty in those days was somewhat an achievement. Therefore, it will not be out of place if we mention that Sri Ganapathy was a genius even in his college days.



.....Good-natured Ganapathy.....

Hardly within two years of his graduation, he was appointed

as a Probationer in the State Railway Superior Revenue Establishment and was posted as Assistant Transportation Superintendent on the GIP Railway subsequently. Again in 1938 he was transferred to the Commercial Department as Assistant Traffic Manager. After working in several capacities both at Head Quarters and in Divisional Offices, he was confirmed in the senior scale in 1945 and posted to officiate as Deputy General Manager (Staff) in the same year. He was also confirmed in that post in a tenure capacity.

August 1948 turned a new leaf in Mr. Iyer's official career. In that year, he returned to the Commercial Department as Deputy Traffic Manager (Rates and Claims) and after working for a short period as Divisional Superintendent, Jhansi, he returned to his post back early in 1949. Since

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then, till he was appointed as Chief Traffic Manager, Sri Ganapathy was D. T. M. (R and C). It is no wonder to-day that Sri Iyer has endeared himself to thousands of his subordinates and holds an important and responsible office in GIP Railway.

A warm reception always awaits an intending visitor. By his pleasing manners and courteous way, Sri Ganapathy takes quick decisions on problems however complex they might be. Such is the conduct of our present CTM in dealings with the public. We take this opportunity of extending our good wishes to Sri Iyer and pray for his long life and prosperity.

#### CTM to act as GM ?

Before the issue reaches our readers' hands, forty seven year old, handsome and jovial Joseph T. A., present Chief Traffic Manager of South Indian Railway would have become officiating General Manager in the absence of Sri K. R. Ramanujam who is to avail 30 days leave very shortly. We take this opportunity of congratulating Mr. Joseph on his appointment and wish all success. The employees of S. I. Railway can be rest assured that their interests are very safe in his hands.

Make not the consequence of virtue the ends thereof. Be not beneficent for a name or cymbal of applause, nor exact and just in commerce for the advantages of trust and credit, which attend the reputation of true and punctual dealing ; for these rewards, though unsought for, plain virtue will bring with her.—SIR THOMAS BROWNE.

Life and death are but phases of the same thing, the reverse and obverse of the same coin. In fact tribulation and death seem to me to present a phase far richer than happiness or life. What is life worth without trials and tribulation which are salt of life? What is the Ramayana but a record of the trials, privations and penances of Rama and Sita? I want you all to treasure death and suffering more than life and to appreciate their cleansing and purifying character.—M. K. GANDHI

Further they should be fortunate enough to have a General Manager well informed on men and matters of Mr. Joseph's calibre. It is no wonder that if he is to rise up to the present position by sheer merits alone.

#### Visit of Staff Member Railway Board :—

It is understood that the Staff Member Railway Board, New Delhi, Mr. V Nilakantan paid a visit to the S. I. Ry. Headquarters on 16th and 17th August, 1950 and had discussions with the General Manager and other officers regarding various problems particularly Establishment matters and economy in expenditure. It is stated that his knowledge on Establishment and other matters is so very thorough that he issued orders on the spot on a variety of subjects pending disposal for a long time. The confirmation of Temporary Staff was an eyesore on this Railway and Staff over five years of service are not confirmed. It is understood that orders have been issued to confirm all these men. The Officers' Association then met the Member and presented their grievances. The Member, it is understood was able to satisfy them with his up-to-day knowledge on men and matters.

## South Indian Railway News Letter

BY G. MOORTHY

### South Indian Railway Celebrates Vana Mahotsavam

As a representative of the Central Government, the South Indian Railway celebrated the Vana Mahotsavam festival in the Head Quarters at Trichinopoly Junction and all over the line not only in a fitting manner but in all earnestness it deserved. The festival was splendidly planned and with a huge organisation of garden staff at its disposal, select seedlings were obtained from Nurseries and trees planted at important places. Compared with the standard of efficiency attained for the tree planting by the South Indian Railway, the tree planting done by the local citizens organised by the

District Collector and the Post Offices etc., pale into insignificance. If one travelled through the town at Trichinopoly, one can find dried bows of trees inserted in a hole telling you in pathetic words "Alas! my fate! I could have been better if I was not cut off from my parent tree. The sucklings planted by the South Indian Railway are showing promising signs of growth and added to this, the exceedingly fine weather is a good augury for the future. The festival was inaugurated by Mr. T. A. Joseph, M. A., the Chief Traffic Manager, who planted a Gold Mohur tree opposite to the Trichinopoly Junction

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The General Manager Mr. K. R. Ramanujam planting a Bodhi and a Neem tree at the site proposed for the installation of Mahatma Gandhi's statue.

Station at about 8.30 hours on 1st July 1950, synchronising with the tree planting by the President of the Indian Republic. The General Manager, planted a Bodhi and a Neem tree at the site proposed for the installation of Mahatma Gandhi's statue. After this the

other officers followed suit in planting the trees. The Chief Engineer Mr. Restrick actually took a spade and dug the earth and planted a tree. Reports received so far shows nearly 35,000 trees have been planted. The idea of celebrating the Vanamahotsavam festi-

val, of course must go to our New Food Minister Munshi and he richly deserves the praises of all of us.

This constructive work has unified our Nation and in the words of Henry Van Dyke:—

*"The trees have offered their gifts to man.  
But the glory of trees is more than their gifts;  
'It's a beautiful wonder of life that lifts  
From a wrinkled seed in an earth bound clod,  
A column, an arch in the Temple of God,  
A pillar of power, a dome of delight,  
A shrine of song and a joy of sight  
Their roots are the nurses of rivers in birth;  
Their leaves are alive with the breath of the earth;  
They shelter the dwellings of man; and they bend  
O'er his grave with the look of a living friend.*

\* \* \* \* \*

*"I open the window and make salute:  
God bless thy branches and feed thy root  
Thou hast lived before, live after me,  
Thou ancient, friendly, faithful tree."*

#### Difficult Wagon Position on the South Indian Railway.

For some time past the wagon position appears to be difficult with the result that many merchants and traders swarm around the Chief Traffic Manager's Office with the hope of getting some redress for their difficulties. The failure of monsoon in the Coimbatore District has resulted in acute scarcity of fodder for cattle and naturally Tanjore District, the granary of South India has to come to the rescue if Coimbatore should survive the onslaught. The fodder has only to be transported by the Railway and though a fixed quota of wagon supply has been fixed, the position has not in any way eased. The wagons have to be moved via Dindigul-Pollachi line and here the movement is severely curtailed as there is water scarcity for the engines. At present Government food grains occupy the major portion of the transport capacity and whatever little is left has to be distributed to the clamouring many. At least when the priority organisation was in force this available transport was distributed in an equitable manner but with the present practice of

'First come First served' principle only chaos has resulted.

The authorities are of course alive to the difficulties and the transport situation is being handled ably by the Movement Officers who have to fight against heavy odds such as lack of water for engines to work the trains and lack of sectional capacity. The Government of India, are averse to re-introduce the 'priority control' but as long as the demand for transport is greater than its capacity, some system of rationing is necessary and the introduction of "Priority Control" is the only logical remedy to end the present impasse.

#### Appeal from the Ministerial Staff:

A printed appeal signed by the Ministerial Staff numbering over a thousand from all over the offices of the South Indian Railway has been sent to the Secretary Railway Board regarding the anomalies in the recent upgrading of Ministerial Staff: The appeal states *inter alia*:—

"And now, the long expected upgrading, against all expectations of the press notes and speeches

has in reality revealed that we are meted out with justice of the highest order; for, the upgrading is unbeneficial and disappointing, in effect a differential treatment, ultimately aggravating the (already) existing discontentment." The appeal states that the glaring anomaly is the operation of the orders with effect from 1-1-50 based on the sanctioned strength as on 1-1-47. After giving facts and figures to show how the immediate monetary effect of upgrading on 1-1-50 ranges from Rupee one to Rupees four only the appellants pertinently put the question to the Railway Board. "Do not the Railway Board feel that they must have a contented set of staff in the Ministerial section?"

Finally the appellants pray for the following redressal:-

- 1) To revise the date of effect of upgrading in Rs. 80-160 scale to 1-1-47 instead of 1-1-50.
- 2) To bring the salary of the South Indian Railway Staff on a par with other Railways and then to implement the CPC scales.
- 3) Wherever necessary to specially up-grade the posts, not coming under the ambit of 25% such posts calling for upgrading individually, as persons with more than 20 years service and doing responsible work have still to be in Rs. 55-130 scale.
- 4) To upgrade certain percentage to Rs. 160-220 and more with immediate effect to maintain efficiency and to accord with the responsibility and dignity of the posts held.

#### Central Railway Service Commission

The Central Railway Service Commission presided by Mr. K. Durai its Chairman, interviewed recently candidates for the recruitment of coaching and goods clerks for the South Indian Railway. It

is stated that nearly 150 posts are required to be filled up as a result of the Adjudicator's Award, and nearly 1000 candidates were interviewed. The candidates were asked to write an examination on simple arithmetic and general knowledge and composition. Results of the interview have not been announced as yet.

#### Noting Assistants for the Railway Board

In connection with the re-organisation of the Railway Board, Noting Assistants on a salary of Rs. 160-300 grade were called for from Railways. It appears that out of nearly 12 men recommended from the South Indian Railway, orders have been received for 6 men to come to New Delhi for interview and to write an examination. Perhaps a further selection among these men will be made afterwards on the results of the examination.

#### General Offices Canteen Service

Recently the Grainshops department who are running the canteen services for the staff, took over the General Offices Tiffin shed from the IRR and worked it as a part of the canteen organisation of the Railway. This service caters to the need of nearly 2000 middle class people by the supply of cheap and wholesome food at reduced rates. While there has been some improvement in the quality of food snacks supplied on account of suggestions from staff, the absence of a representative managing committee from amongst the staff as envisaged by the Railway Board is keenly felt by large number of staff. This composition of a managing committee to run the canteen has been fixed by the Railway Board for canteens as an amenity to staff and has also been legislated in the Factories Act of 1948. It is hoped that the authorities who are having the well-being of the staff working under them in their

mind will also look into this and constitute a managing Committee so that staff will have wider appreciation of the intentions.

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The Quarterly meeting between the Office Bearers of the South Indian Railway Employees' Association and the General Manager was held on 8-8-50 in an atmosphere of frustration and dejection with the middle class employees under the grip of an acute crisis and the failure of the Railway Board to give due weightage to employees prior to 1939 and also the abnormal delay in implementing the upgrading of clerical staff by the personnel branch of the Chief Traffic Manager's Office are some of the causes for this dejection. The Employees' Association, which was registered and recognised by the Administration as early as 1936, claims a membership of nearly 7000 employees and represent the middle class employees and Inspecting officials. There is the other union viz., Workers' Union which is also recognised by the Administration claims a membership of 15,000 among all strata of the Railway Employees. It should be noted that the South Indian Railway Labour Union also claimed a membership of 25,000 but its recognition was withdrawn by the Administration for the reasons known to one and all. With a split in the Trade Union field, it is natural that the Employees' Association should feel frustrated and their grievance is that the Administration is not earnest enough to set right the wrongs pointed out to them from time to time and that the individual grievances are not taken up at all. It appears that there was a frank exchange of the views in the meeting, the administration contending that no useful purpose would be served by taking up individual cases as the employees have the right of appeal. The Association, it appears, pleaded that the general issues would be

taken up by the Federation and that if individual grievances are not redressed, they may lead to dissatisfaction. They also contended that the Heads of Departments and District Officers, should discuss with the Branch Secretaries and set right the grievances brought before them. It was stated that with the present set up of the personnel branch of this Railway which has done more harm than good for the staff and with its soulless story attitude abnormal delays occur in the disposal of appeals and even if representations from the staff unions are not heard, the future is gloomy. The General Manager, who is perhaps new in dealing with such a large number of staff, particularly the staff of the South Indian Railway who had given lot of troubles in the past, has to be guided by his assistants, promised to look into this further and do his best.

\*\*\*  
Mr. Sidney Smith, former Chief Traffic Manager of South Indian Railway and Chief Traffic Manager, O. T. Railway, Gorakhpur it appears, is going on leave preparatory to retirement from 1-11-50. Mr. Smith is a shrewd and intelligent Operating Officer who was responsible for increasing the operating efficiency of the South Indian Railway by his original ideas. His premature retirement is a loss to the Indian Government Railways particularly at a time when they are showing signs of improvement and new locomotives are being imported in a large scale whose best utilisation only will make or mar the future of Railways.

\*\*\*  
The Anti-Corruption Organisation of the South Indian Railway is busy, netting Railway employees alleged to be corrupted. A clerk in the Establishment section of Personnel Branch of the Signals and Communications branch and a senior Traffic Inspector are said to be the latest intakes in the net.

# Railway Transport— Have We turned the Corner?

(NEERAVI)

Have we turned the corner in Railway Transport? Put the question to an Agriculturist in Coimbatore District and he will immediately retort with the reply that his thousands of cattle are starving simply because the Railway could not transport fodder from the Tanjore District. The Coconut merchants of Tanjore District who have had a bumper crop this year will grumble that for lack of transport, lakhs of coconuts perished. The District Board Contractor will say that for want of transport he cannot transport jelly for road work and his workers are idling. In short you will hear from any merchant or trader you meet that he lost considerably owing to the bad transport position. Still there is some truth in the saying of our Transport Minister that we have turned the corner in the Railway Transport. How is this?

In India, Railways dominate the field of Transport to an excessive degree: neither river, canal nor road transport is sufficiently developed to handle even a fraction of the enormous volume of traffic now being handled by Railways. Further, transport touches the life of the community at innumerable points, and, if there is any deficiency or in-efficiency anywhere, people attribute it almost exclusively to Railways. Added to this the last war drained the transport capacity to its utmost limit, and rehabilitation has been very slow. Various new Industries have sprung up and due to lack of good metalled roads, these industries have to depend upon Rail Transport for getting raw materials and sending out their finished products. This increased demand is reflected very sharply. While in 1947-48

Indian Railway carried 19,500 millions of freight ton-miles of goods traffic, in 1948-49 they carried 22,748 million ton-miles, and in 1949-50 the increase is still sharper. A new problem that has developed on the Railways is the carriage of large quantities of Food Grains from the surplus provinces to Deficit Provinces and from the surplus districts to deficit districts. Any good transport organisation should of course welcome the increase in the freight traffic but in India we seem to be afraid of the increase as the demand on transport is greater than the capacity and the process of increasing the capacity is rather slow. It is stated that with the import of new engines, power capacity will be increased and transport position will improve. But as the rehabilitation in transport is going on, production in the Industries also improves and unless the quantum of the increased transport capacity overtakes the quantum of production this vicious circle will continue. It is therefore clear that transport capacity does not keep place in the Industrial production. This uncertainty of transport affects the rhythm in every Industry and bring in its wake inflation and black-market, caused by the hindrance to distribution of consumer goods. In spite of this, confidence has been restored in the minds of the millions of our people that good efforts are being taken by all those concerned in running the Transport organisation that it has ultimately reflected in the words of Transport Minister that we have turned the corner. Eminent men of other countries have testified to this. Sir Bertram Stevens former Premier of New South Wales,

Australia, said some time back that Indians are now able to think rationally on many national problems. Of the many signs of change he noticed, the most important was, the outspoken way in which the Indians criticised themselves, and demanded that the hallowed customs of centuries must be ruthlessly discarded in the interest of a scientific approach to basic problems of agriculture and social organisation. He has also stated that for various reasons, the Indian Railways were in serious difficulties. The system was strained in the war, and new Railway material was hard to come by, while the organisation was defective: and this had resulted in a worse service which was partly responsible for the decline in the Industrial production. In spite of this, public men demanded purging the Railway Administration of the red tape and showing the Indian Railway staff how to run the Railways better. Thus it will be seen that public criticism of the working of the Railways is now sharper. In fact our country has become transport conscious. The transport bottle neck is a familiar jibe. If there is shortage of food in one place, a sharp rise in prices in another and a threat of famine in a third, people call the Railways as the sole culprit. We have turned the corner in the Railway Transport. But the requirements of the country on the Transport capacities are so great that we are unable to notice this change.

While the public criticism is vociferous, it is not informed. Hence effective improvement is not visible alround. But at times informed criticisms are also heard and Mr. P. H. Sykes of the Calcutta Chamber of Commerce in his memorandum to the Railway Minister stated that "there is apparently a lack of experienced and trained operational personnel particularly in the subordinate grades, and we recommend that

Training Colleges, for Railway Personnel should be instituted, if they do not already exist, and greatly extended, if they do. Additionally, greater numbers of India's young Railwaymen should be sent overseas for technical and operational training as we feel that it is only in this manner that the standard of Administration and technical efficiency can be improved."

The "Hindu" wrote in its editorial some time back, "among other problems that are not beyond the wit of man to solve are those involved in the buying of tickets and the despatch of luggage. The authorities are anxious that the public should follow the queue system and take their turn at the Booking Office. This is certainly necessary but we should like to ask why it takes Booking Office clerks and other staff so long to perform the simple task of selling a ticket and why it is insisted that third class tickets will not be sold in advance." "There are certain jobs where quick thinking and quick action are essential but even in our large stations the staff prefer to keep passengers on tenter-hooks while they answer telephones or carry on lengthy conversation."

Yet another interesting criticism was levelled by Mr. Rayan the American Railway expert who visited India as a consultant of the World Bank. He said "that the Indian Officer in the Railway lacked some essential qualities. Though technically competent and keen, they seemed to lack drive and show less ability in handling labour. They also shirked responsibility and much time was wasted in passing the documents down to the assistants to work out the answers and get authorisation from the superiors. Excuses for not taking action were seized upon, if they could be found."

The Government of India by accepting the recommendations of



the Indian Railway enquiry committee, presided over by Pandit H. N. Kunzru have paved the way for placing the Railways on a better footing. Some of the recommendations accepted are, pursuing of schemes of literacy in order to increase the intelligence and literacy of Railway workmen, establishment of a machinery for dealing with Industrial relations on Railways, and setting up of joint production committees. They have also accepted the recommendation that the Railway staff should be selected with great care and it should be properly remunerated, and its advancement assisted. Investigation has been undertaken, it is learnt to implement the suggestion made by the Enquiry Committee for evolving lighter and modified sections of rails on the standard for the Indian Railway. The density of sleepers as well as the types of rails required under

different kinds of traffic are also being enquired into. Results of such research would enable impressive economy being made. It is stated that experiments in countries like the U.S.A. have established that lighter rolling stock and lighter rails can carry a lot of traffic without risk or danger. The Railway Board have also agreed to appoint a small technical Committee in a short time to examine the gauge question generally and to make recommendations for gauge conversion with the defect of reducing the number of transshipment points which cause delay in traffic. An Officer would also be appointed, in pursuance of the Committee's recommendations to make a close study of the methods of track maintenance actually pursued by Railways. As an immediate measure the import of a large number of locomotives from the U.S.A. and Canada is ex-

(Continued on next page bottom)

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## Telecommunications on S. I. Railway

The Railway Ministry has decided to send some Railway Engineers to study the progress made on the continent and on American Railways in collaboration with the U. N. O. A competent authority, whose opinions are entitled to our respect, doubts the usefulness of such visits under the U. N. O. fellowship, costing heavily to the Indian Government, for the reason that conditions obtaining in India are entirely different from those in foreign countries, and even if some of the principal features of the foreign Railway systems were to be adopted in India, the amount of foreign capital that might be required would be prohibitive to the Union Government for rapidly introducing those advancements on the Indian Railways.

In America most trains are hauled by smokeless, high efficiency Diesel Electric Locomotives, and trains run at rapid acceleration. In the coal areas turbo-electric locomotives are being used. The reason for the high efficiency of the American Railways is that they are managed and controlled by private Transport Agencies, and not by Government as in India. All Express trains

there, have air-conditioned coaches and provide various amenities, making rail travel attractive and comfortable. If Indian Railways had to progress to that standard, they must either immediately jump into wholesale modernisation or improve gradually according to a well laid out plan extending through several years. The former involves considerable financial implication, and the latter would tire us out and make us impatient of the poorness of each step, as almost everything from engines to technical skill will have to be imported at heavy cost from foreign countries. Such a change-over would deter our Government from undertaking such a step. The first step that should be taken now is to improve the conditions of travel and provide amenities to passengers by trying to utilise indigenous material to best advantage.

Improvements on these lines have been carried out on the S. I. Railway, especially in the Telecommunication Branch, which came into existence during the war period. New designs have been introduced on the railway by the local engineers using very little foreign

equipment to improve the Transport position. But it must be understood clearly that the mere acquisition of new locomotives will not solve the problem. On the Indian state Railway this utilisation of the locomotives is not given the importance it warrants. Further, freight traffic must be speeded up by the control of operators and each Railway should appoint a senior qualified Officer as an Assistant General Manager, whose sole business will be to ensure that his Railway is so organised as to get the maximum

output of every locomotive fit to run, cut the time spent by engines in the workshops and apply continuous pressure on the operating Officers to get the maximum tonnage hauled in the sections under their control.

We have turned the corner but this is not enough. We must rid ourselves of the self-complacency and adopt every informed criticism forthwith. Then alone we are worthy of the Independence we got.



material. Wireless receiving was found difficult at Madras Egmore Station due to heavy local interference from fans and other equipments working on the D. C. in the neighbourhood. As there was no legislation to suppress such interference at their sources, as existed in other countries, the engineers of the S. I. Railway Telecommunication Department solved the problem by installing a wireless receiver set at Pallavaram, about ten miles from Egmore Station, and operating it from Egmore through two surplus telephone wires connecting the two places. The Receiver at Pallavaram is completely unattended and is automatically worked from Egmore Station by automatic telephone exchange relays made out of scrap. The receiver at Pallavaram is switched on or off and the various other operations such as tuning, volume control, etc. are done by means of operations on the telephone dial at Egmore Railway Station Wireless Room. The operator dials a particular number and the receiver is automatically switched on, and so each operation is controlled by dialling particular numbers at Egmore.

The wind screen wiper used in motor cars to wipe rain water off automobile windcreens has successfully been applied in this arrangement to make adjustments in tuning for the good reception of the signals, and this is operated from Egmore station by means of a push button. The whole system is operated by means of condemned batteries, which serve the purpose of low current working of these relays, and these are charged from electric mains at Pallavaram through an automatic charger.

This arrangement has cost the railway nothing more, involving no additional attender, the materials having been secured from available scrap.

Another improvement developed on the S. I. Railway is the innovation by which any number of telegraph stations can be connected on the same telephone line. It is explained that telegraph working on telephone wires (termed *superimposed telegraph circuit*) was improved upon by the introduction of a new electronic device called the valve relays. This device costs now only Rs. 20 or less each, which permits the opening of working of telegraph instrument circuits at any station on one and the same pair of telephone wires. This helps to convert the superimposed circuit into an omnibus circuit, utilising it to the maximum without interfering with the telephone communication. The war time radio link on the railway has been improved to facilitate radio-telephonic conversation between important control offices. An officer can now talk from his exchange telephone to persons in distant offices at short notice. Previously there was only one-way or simplex radio-phone communication facility, and officers had to go to the wireless station for such radio-phonio conversation. The system has now been so improved that it will be difficult to differentiate between the radio and trunk calls under favourable atmosphere conditions.

As wireless communication, which is vital during emergencies, cannot depend upon the local electric supply, electricity generating sets have been provided at railway wireless stations and a device used exclusively on this railway provides the means of automatically starting these generators and changing over the mains-connections to the generating sets, with an alarm during the changeover period, and an automatic reverse arrangement. This system gives an uninterrupted source of power-supply, and the operator at the

## Mobile Radio Telephone Equipment on Trains

Towards the end of this year the mobile radio telephone will be introduced on the trains of the Netherlands' Railways. From then on passengers on different lines will be offered the possibility of telephoning on the train or of receiving telephone calls from anywhere in the country.

The mobile radio telephones are to be placed in new dining cars which are being built at present and which will be ready by September. These cars will be equipped with a telephone box and an operator's cubicle. Trains with these radio telephones will run on the main routes connecting Amsterdam and the North, East and South of the country.

In September 1949 experiments were started with this new application of the radio telephone system. Use was made of the Philips mobilophone transmitter-receiver equipment. The posts of the national radio telephone network of the Netherlands' P. T. T. served as the corresponding fixed posts. It was remarkable that great distances could be bridged; a direct connection over 30 miles and more was not an exception.

When the system is definitely introduced, a number of fixed posts will be installed along the routes, which will be connected to a central control post via telephone lines. Except for the power-supply the fixed installations are

distant end has not to go over to the remote end to start or stop the generator during power failures.

The orthodox method of using primary cells for working telegraph and control telephone ringing circuits has also been revolutionised by making them work off the ordinary electric mains available at almost all the junctions of the railway by the introduction of an equipment called the Battery Eliminator, which is designed and manufactured locally mostly from indigenous products. This has led to a large saving in the working costs, as one unit of electricity from a primary cell is 50 times more costly than a unit of power from the commercial electric mains. Further the man-hour of skilled and semi-skilled staff has also been increased enabling them to devote the additional time on

the maintenance of outlived and overworked telecommunication equipment.

These and other improvements at so cheap a cost, all with indigenous materials, and with such superior advantages, are a special feature on the South Indian Railway as the result of persistent research by its Telecommunication Department. These may well be copied on the other Indian Railways with immense advantages and great savings. They are commended for the attention of the Government of India, Ministry of Railways, and the individual Railway Administrations' Communications Branches, who may arrange to depute one or more of their officers to study these improvements at sites on the S. I. Railway, and use them on their own Railways.

(Continued on next page bottom)

identical with the mobile equipment.

A regular two-way communication can be maintained from the central control post with the trains. Also connections with regular telephone subscribers anywhere in the country will be established in this post.

\* \*      \* \*      \* \*

### The London Television Conference

The eleventh sub-committee of the C. C. I. R. (the international radio-technical advisory committee), which is especially engaged in studying television problems, has been in conference in London under the chairmanship of Mr. Erik Esping (Sweden).

This conference has been held to discuss the international standardization of television systems, such with a view to facilitating and encouraging the exchange of programmes between the various countries and at the same time reducing to a minimum the possibility of television transmitters interfering with others in the neighbouring countries.

The present development of television engineering has been discussed in the light of the demonstrations which have been given to the delegates in the preceding weeks in the U. S. A., France, the Netherlands and England. The 405, 525, 625 and 819 line systems have been considered and the representatives of France, the U. K. and the U. S. A. expressed the opinion that the present standards should

be maintained by the respective countries. The representatives of Austria, Belgium, Denmark, Italy, the Netherlands, Sweden and Switzerland were all in favour of the 625-line system. Furthermore the representative of Australia was in favour of it, and it is also known that experiments are being carried out with the 625-line system in Western Germany. The European delegates of this group who advocate this system have asked their colleagues of the other groups to reconsider their standpoint.

It was decided to hold another conference at Geneva in the near future with a view to coming to an agreement not only regarding the number of lines and the number of pictures per second, but also in respect of the other standards of this system, such as the *video* and *audio* modulation and bandwidth.

From the foregoing it is to be concluded that a great majority of the European countries are in favour of the 625-line system which has likewise been recommended in the technical report of the Netherlands Television Company. The television demonstrations that have taken place in the Philips' Research Laboratories at Eindhoven were also on the 625-line system, the system of 567 lines used in the beginning by the Netherlands industry had meanwhile been revised—and led to a considerable technical contribution on the part of the Netherlands in these international discussions.

International contact under the C. C. I. R. has brought many countries together under one system, whilst fruitful technical discussions have resulted in a resolution to study a number of technical problems jointly.

## 28-Tons Shunting Locomotive

To meet the increasing demand for a medium-size Diesel-electric locomotive, Ruston and Hornsby, Limited, Lincoln, and the British Thomson-Houston Company, Limited, Rugby, are now producing what is claimed to be the smallest Diesel-electric locomotive of its class in Britain. The machine has been designed to work on gauges from and including metre up to and including 5 ft. 6 in. It weighs 28 tons and has a wheel arrangement of 0-4-0 or 0-6-0 (except in the case of metre and 3 ft. 6 in., where the 0-6-0 arrangement is standard). Maximum tractive effort at starting is 18,000 lbs., and top rail speed is 17½ m. p. h.

The locomotive is powered by a Ruston 6 VPHL six cylinder vertical unit having a constant rating of 155 b. h. p. at a speed of 1,250 r. p. m. The engine is fitted with separate cylinder heads and renewable wet-type liners. The

crankshaft is a solid steel forging and the main bearings are steel shells lined with white metal. The connecting rods are steel stampings fitted with white-metal lined LE bearing and phosphor-bronze small end bush. Aluminium alloy pistons are fitted with floating type gudgeon pin. The fuel-injection equipment consists of a monobloc type fuel pump Ruston patented injectors and a two-stage fuel filter on the suction side of the fuel pump. Forced-feed lubrication is provided to all bearing surfaces except the piston and gudgeon pin, which are lubricated by splash. An oil-bath air filter is fitted. The engine is started by compressed air. Radiator cooling equipment is arranged with thermostatic control. Its haulage capacity may be seen in Table I.

Made in the boiler division of Ruston & Hornsby, Limited, the



Ruston—B. T-H. Diesel Electric

locomotive frame consists of heavy steel plates and cross members, combined with the engine seating, welded together to form a single indestructible unit which is free from the troubles usually associated with riveted or bolted construction. Running gear is to appropriate British standard specifications, and the axle boxes are of

cast-iron, sliding in cast-iron horn guides, securely fitted to the main frame plates. These are fitted with phosphor-bronze bearings and cast-iron keeps. Lubrication is by means of oil boxes mounted in accessible positions on the frame. These are Westinghouse straight air brakes with an additional hand-operated parking brake.

TABLE I.—Haulage Capacity of Ruston B. T. H. 28 tons 155 b. h. p. Locomotive.

| Speed, m.p.h. | Tractive effort, lbs. | Drawbar pull, lbs. | Maximum tons hauled on straight track |       |       |       |      |      |      |
|---------------|-----------------------|--------------------|---------------------------------------|-------|-------|-------|------|------|------|
|               |                       |                    | Level                                 | 1/400 | 1/200 | 1/100 | 1/75 | 1/50 | 1/30 |
| 2.5           | 15,000                | 14,580             | 872*                                  | 677*  | 545   | 472   | 307  | 223  | 139  |
| 5.0           | 8,200                 | 7,780              | 518                                   | 370   | 285   | 191   | 155  | 109  | 63.5 |
| 7.5           | 5,600                 | 5,180              | 345                                   | 244   | 186   | 122   | 97   | 65.5 | 34.5 |
| 11.75         | 3,400                 | 2,980              | 198                                   | 137   | 102   | 63    | 48   | 29   | 10   |
| 17.0          | 1,100                 | 680                | 45.5                                  | 25.5  | 14    | —     | —    | —    | —    |

\*—The above loads are based on assumed values of variables such as adhesion, rolling resistance, condition of track, altitude and temperature.

Air-operated sanding gear is arranged for either direction of travel and the cab is totally enclosed and rear. Where required, a cab heater is supplied. Compressed-air supply for starting the main engine, air sanding, operation of pneumatic horn and air brakes are provided from twin air compressors driven from the forward end of the main engine. In addition, a Ruston petrol-engine-driven air compressor is included as standard, to provide an additional source of air supply on initial starting or after overhauls.

### Electrical Equipment

The engine is direct-coupled

to a BTH, DC self-exciter generator, type RTB. 6034, which supplies current to a BTH reversible series-wound motor-type KE 10 SW, spring nose suspended at its free end from a cross member of the locomotive frame, and spigoted at the other to a double-reduction, oil-lubricated gear box carried by the road axle in plain bronze bearings, the final gear wheel being pressed on to a seat on the axle. A 24-volt battery-charging generator is driven from the main engine, thus providing current for the electrical relays, contractors, etc., and also for the headlamps, real lamps, cab light and cab heater. (*The Iron & Coal Trades Review*).

I believe in the immortality of the soul. I would like to give you the analogy of the ocean. The ocean is composed of drops of water; each drop is an entity and yet it is part of the whole, 'the one and the many.' In this ocean of life we are little drops. My doctrine means that I must identify myself with life, with everything that lives, that I must share the majesty of life in the presence of God. The sum-total of this life is God,—  
M. K. GANDHI.

## Presenting Mr. Railwayman

### "The Yardmaster"

BY A. H. PEARSON

Ask a non-railwayman what he means by the word 'yard,' and he will probably tell you something about a backyard, courtyard or storeyard. But mention this to a railwayman and he will know exactly what you mean. While travelling, when your train is approaching a large station you may have noticed the single or double line of track suddenly fork out into a maze of tracks, sidings, shunting necks, on which will be seen long strings of wagons, passenger coaches, or a pilot engine pushing or hauling a line of wagons. This is commonly known as the 'yard' in railway parlance.

All along a railway system, at the more important stations there is always a yard, even if it consists of a few extra lines, spurs, loops or sidings, but at the very large stations, these yards are so extensive that they cover an enormous area of ground, and at perhaps one of these larger stations one finds a huge yard which may be the hub of the whole system. The railwayman who is responsible for the smooth and efficient functioning of this yard is known as the Yard Master. A few hours spent with the Yard Master will soon give you an idea of the importance of the job he must do.

The Yard Master usually has his office in one of the two or three-storied cabins situated at a central point of the yard. This office is connected by telephone with the control office at divisional headquarters, the various offices in the main station building, the locomotive shed and with all other cabins in that yard.

As soon as the Yard Master comes on duty he makes a swift

appreciation of his yard. From his vantage-point high up in his office he takes a look-around. Roving his glance he takes in the reception, the classification, departure and sick lines, departmental sidings. He sees wagons and more wagons all over. Some lines, full of wagons, others are empty. These are the lines left free for shunting movements. The Yard Master now has a sort of bird's-eye view of his yard. Next he tackles the details.

Back in his office, he makes a quick scrutiny of the 'relief diary.' This contains an almost minute-to-minute entry of all movements that have been going on in the yard, as well as what is required to be done in the next shift. Studying these details the Yard Master comes to know what trains have already been arranged in both up and down directions for departure; trains expected to be received in the yard in the next few hours, what train-loads require to be broken up for marshalling and regrouping. This involves careful advance planning of shunting movements. Some goods trains may have rolled in with damaged wagons. The train examining staff have spotted the offending wagons and have handed over the information to the yard cabin. These damaged wagons then have to be detached from their trains and sent into the 'sick' line depot for repairs. Then there are the wagons which have already been repaired and declared fit for traffic. These have to be moved out of the sick lines and returned to traffic lines. Close attention must be given to movements of special type wagons—those containing perishables, livestock, molasses and inflamm-

mable substances like petrol, kerosene oil, explosives etc.

At regular intervals he must ring up Control to give his detailed yard position. If his yard is a focal point of the system, he will have to pass on the position to two or three divisional control centres. From Control he will ascertain the number of trains 'on the road' which will be rolling into his yard within the next few hours. With this detailed information he plans ahead for the reception of each train at its due time. If his planning has been at all faulty, it will mean a yard getting choked up with trains which cannot be moved out, an interruption of the smooth in and out flow of trains through his yard. If this happens, and he cannot receive trains at the appointed time, it will mean trains being stabled on the road, culminating in an increase of transit time and the wagon turn-round going up.

Control will also tell him if expected trains are 'through' loads requiring no shunting in his yard, or whether the trains require breaking up, marshalling and regrouping. From the locomotive shed, and Power control, he is told what engines are being arranged for loads to be despatched from his yard. He must keep a constant check on this to ensure that engines assigned for hauling a train are coming out on time from the shed.

By this time the Yard Master knows the problems ahead of him during his turn of duty. Masterly planning is now the desideratum. As each yard movement becomes due, instructions are passed on to his assistants, gunners, number

takers and shunting pilots, which are scattered at various points in his huge yard.

The day-to-day problems always confronting the Yard Master are—the Train Examiner clamouring for damaged wagons to be sent into his sick lines, 'fit' wagons to be pushed out. Perhaps somewhere on the section a minor accident has caused a temporary bunching of trains, resulting in a temporary upset in his carefully planned movements. Goods sheds have to be fed with empty wagons for loading, or loaded stock pulled out from goods shed lines for attaching to trains. Railway stores, workshop and permanent way materials have to be loaded, for which wagons are required, and then hauled out of the departmental sidings.

Then there is the problem of the human factor. The Yard Master alone cannot make his yardwork function smoothly and efficiently, even though he be a super yardman, unless the staff under him works with a will, with keen wits, and above all whole-hearted co-operation. There are days when a gunner, a general assistant, a number taker, may not pull his weight, and for no particular tangible cause, things start going wrong. But the Yard Master must now be on his mettle. The faults of his staff must be rectified promptly, or the yard will get into a hopeless tangle.

An easy office-cum-armchair job? What do you think? Change places with the Yard Master for even one day, and you will go scurrying home for a double dose of aspirin to chase away the day's headaches.

All happy families resemble one another; every unhappy family is unhappy in its own way.—TOLSTOI.

## Marshalling Yards on the South Indian Railway

(BY P. G. ROSE)

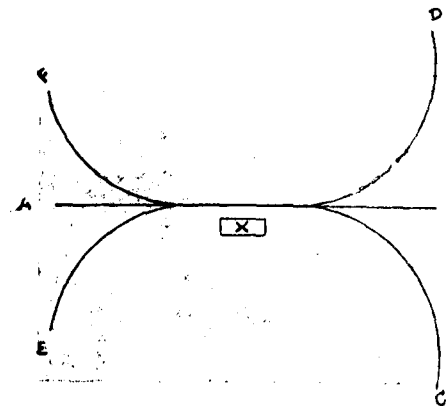
As the term generally implies Marshalling yard is a point for concentration of loaded and empty wagons to ensure that the unremunerative engine time spent in shunting is minimised, and locomotives are given the biggest possible train loads. In addition to this in the formation of freight trains, the wagons will have to be arranged in the order of the stations and yards en route, those for the first stopping places being put next to minimise shunting. The following illustration will amplify this clearly.

'X' is the marshalling yard and A, B, C, D, E and F are the various directions from which freight trains arrive. A train from 'A' destined for 'B' may depart with a full load despite the fact that only a small proportion of its traffic is for 'B' because it can also take traffic for 'C' and 'D'. By calling at 'X' it can be relieved of such traffic and receive instead more wagons for 'B' which have previously arrived from E and F. Likewise a train from A to D can take 'B' and 'D' traffic; from B to A, F and E traffic and B to F, A and E traffic and so on. The advantages of such an arrangement are obvious. Train working is performed at the least possible expense and by reason of the

concentration of the traffic, it is handled speedily and economically.

There are three types of marshalling yards viz., (1) Flat or Engine worked (2) Gravitation and (3) Hump. Of the three type of yards, Hump yards are considered more economical to operate. In our present transport crisis the importance of marshalling yards cannot be minimised. It plays a vital part in speeding up of freight traffic and improving the wagon turn round and thereby making available more number of wagons for the mercantile community. This is all the more needed on the South Indian Railway where there is acute transport crisis and demands for wagons are not being complied with for months together and the people are put to lot of difficulties.

As per statistics maintained there are six marshalling yards on the South Indian Railway, two on the Broad Gauge viz., Erode and Shoranur, and three on the Metre Gauge viz., Tambaram, Villupuram and Madura and one at Trichinopoly Goods common to both the Gauges. Of these six yards, Trichinopoly Goods Yard is the biggest and on an average 17,000 wagons are dealt with per month. About 600 goods are run each month to and from this yard. Each marshalling yard is in charge of a Yard Master, assisted by Assistant Yard Masters, Train Clerks, shunting jamedars, pointsmen and other staff. The present Yard Master at Trichinopoly Goods Mr. Harry Rozario is a young and energetic man with full of enthusiasm for his work and having a wide experience not only in the yard work but in controls, and other supervisory duties. The nature of work in the yard is such that unless absolute team work exists, freight trains are bound to



be delayed either in the formation or in splitting up. Close co-operation is required among the Shunting Driver, the Shunting Jamedar, the Assistant Yard Master, the Pointsman, the Train clerk and so on. A key point in the marshalling yard is that the 'shunting moves' should be kept to the absolute minimum and to this extent planning and survey is necessary.

I met the Yard Master at a busiest period and put him the question "what made you to get such a respect for you and inspire team work." In his simple way he gave a hearty laugh and said "Generally the worker seeks and respects intelligent leadership, for such leadership inspires team work and leads to the successful functioning of the yard work. Keeping this in mind, I explain in basic language the purpose of the work connected with a particular

train and expect my assistants to do likewise. Thus the workers' minds are kept centred on this target by supplying with answers to the many questions that arise in their minds. I understand their impulses and instincts; I understand their emotions and reactions, with this background, I am able to interpret their requirements and to direct their affairs so as to make them feel that any given objectives are real and worth working for. I am humane and show consideration for their weaknesses. Being the link between my team and the executive officers above me, I keep my chief in touch with the personal problems of my staff. With this background and such action, I have laid the proper foundation for morale, the spirit which vitalises the organisation and which is an expression of group opinion; which brings about co-operation and the whole group towards the fulfilment of the objective."



Panoramic view of a Marshalling Yard on the South Indian Railway.

He got warmed up and throwing away the cigarette he was smoking he came near me and in a low tone said "the average Railway worker wants to be recognised as contributing a necessary share to the job. He looks for appreciation, consideration and courtesy in his relationship with his superior. My approach is friendly; I am quick to praise but slow to criticise and hence my subordinates respond in the better and quicker work. This is the secret of my success. But some call me weak. I do not think so. I am a leader of democratic school and hence play in the team. I take pleasure in watching the growth and development of my team as a father is solicitous for his children. I am humble and hence I do not use the authority of my Office for self-glorification."

What is the busiest part of your period in the yard? I put the next question. The morning 4 to 8 hours is the busiest period. Only at this period I have to place all the tranship and goods shed loads for the merchants to take delivery and the tranship work to commence. At this time I have to send two special trains to Golden Rock shops with repair wagons.

What time you take to form a freight train? I asked further.

"Normally it takes one hour to form a freight train but this can be reduced to half an hour if the stations and guards take some pains to bring loads grouped together. Further if shunting is minimised and 'moves' are kept to the minimum in a marshalling yard, the damage to Rolling stock which is considerable nowadays can be minimised especially when our National Government is facing a crisis."

There is a complaint that loads to South are held up and frequent regulations have to be made with the result that traders at Madras cannot book their goods freely to South of Trichinopoly. What is the cause? I next asked. "This is correct. From north we receive daily three train loads from Villu-

puram chord line, each train carrying 75 vehicles of 1000 tons. Similarly, from the main line we receive three trains each carrying 50 vehicles of 650 tons. On the whole we get 375 vehicles of 4950 tons. We have a clearance 4 trains to Madura and 46 vehicles and 700 tons via Manamadurai chord and hence nearly 1100 tons are left over. Apart from this, the brake capacity for Madura side is three times and hence 12 vans are required to work four trains and the shortage of vans at times happen resulting in the holding up stock. But the situation is better as we are having new locomotives and as time goes on this will improve" said he.

Have you anything further to say to improve the morale of the staff working under you?

"Yes, I have something very important to say in this respect. At present the Train clerks form the back bone of yard work. No body seems to appreciate this. They are treated worse than coaching or goods clerks and fixed on Rs. 55-130 scale while the goods or coaching clerks get Rs. 60-180. Financial saving does not consist in Rupees, annas alone but consists in terms of better wagon turn round and reduction of average detention to through loads and so on. If a better morale is created among Train Clerks lot of saving is possible. Further, for the same work done by assistant Yard Masters different grades are fixed and this must be set right. It is not realised that the work of a shunting Jamedar at Trichinopoly Goods Yard—a biggest yard and at a small station like Tiruturaiipoondi are not the same and better and efficient type of men with a better salary should be posted to this yard. Lastly literate class IV staff do much good work in the yard than illiterate men and it is high time that this realised." said he.

Thank you, I said and bade good-bye.

# You and Your Stars

BY VARANARAYAN

## Forecasts for the Month of September 1950

The following forecasts are made based on the planetary positions during September 1950 with respect to the Janma Rasi (i. e., the sign occupied by Moon at the time of birth) of an individual. The realisation of these forecasts in full or otherwise depends on the good or bad set up in the basic structure of the birth chart of each individual and on the quality of the current Nakshatra Dasa and Bhukti. The delineations given below should, therefore, be viewed in this light.

The following are the positions of the planets during this month:—

Sun in Simha enters Kanya on the 17th; Mars in Thula enters Vrischika on the 16th; Mercury in Kanya retrogrades into Simha on the 17th; Jupiter is in Kumbha; Venus in Kataka enters Simha on the 5th and again Kanya on the 29th; Saturn in Simha transits to Kanya on the 20th; Rahu and Ketu in Meena and Kanya respectively.

MESHA (for persons born in Aswini, Bharani and the first pada of Krittika).

This month may generally prove better than last month, especially the latter half. Saturn and Mars move into favourable signs. Though there will be machinations of the enemies, worries from governmental quarters, possible loss of property, wealth and friends, hindrance and pinpricks in service conditions, these effects will not materially affect the native as the planets causing these bad effects are under check. The second fortnight will witness company and enjoyment with the opposite sex, success in interviews and requests, gain from lands and properties and the fulfilment of desired objects.

Children's health will be impaired to a slight extent. Your wife may fall ill during the first half of the month. A favourable month for financial affairs.

VRISHABHA (for persons born in the last 3 padas of Krittika, Rohini and the first two padas of Mrigasirsha).

Compared to last month, this month will not be so good. The transits of planets in the 3rd week of the month are not favourable, though the evil influences are kept under check for a major portion of the month. Unnecessary expenses, misunderstandings with family and friends, worries caused by enemies, strained relationship with wife and children, fever and other febrile diseases, loss of place, or position, degradation in status, and threatened litigation, both civil and criminal, are the major bad features of the month. The first half of the month may witness gain in business and success in endeavours. Not a favourable month for speculative or financial transactions.

MITHUNA (for persons born in the last two padas of Mrigasirsha, Ardra and the first 3 padas of Punarvasu).

The majority of the planets are under check for the whole of the month. Jupiter who is in a favourable sign is however under inhibition and hence becomes powerless in conferring good results. Saturn who was in a good sign for the last 2½ years is now moving into an unfavourable sign, but he is under check in the 2nd half of the month. On the whole this month is not a favourable one. Transfer to a new station, house or place will be hinted but may be put off. Unnecessary travel, mental worry on account of enemies, feverish diseases, criminal

nation with family and relations, confinement in a place and loss of wealth thereby, disinterestedness in all activities will be the predominant features of the month. Birth of a child, enjoyment and company with women, favours from official superiors are also likely to happen. Finances are not likely to improve during this month.

KATAKA (for persons born in the last pada of Punarvasu, Pushya, and Aslesha).

The last week of this month envisages the end of the evil influences of Saturn which was prevailing for the last 7½ years. He moves to the 3rd house, a favourable sign. Jupiter, however, continues to be in an unfavourable house this month also, and is not under check. Sun, Mars and Mercury are also not favourably disposed of. You are liable to be pick-pocketed or deceived by others. Transfer to a new station or place is indicated. By your own negligence or misdeeds you are likely to cause enmity with others. False accusations and financial depression may also occur. Gain from lands, victory over enemies, realisation of desired objects, and enjoyment of luxuries may be expected in the second fortnight of the month. Do not indulge in speculative activities.

SIMHA (for persons born in Magha, Purvaphalguni and the first pada of Uthiraphalguni).

This is a month of mixed experiences. Saturn is entering his last phase of his '7½ years evil period' and is under check for the major portion of the month. Jupiter is in a favourable position but is under check during the first half of the month. You may be involved in petty squabbles or disputes and consequent loss of reputation. Blood diseases, nervous weakness, affliction to the eyes are those affecting your health. Tiresome journeys, involving probably

foreign travels, may be expected. Loss of some near relation is possible. Separation from your wife and children will happen. If a batchelor, marriage will take place. If the Janma Lagna is Kataka contrary results will occur.

KANYA (for persons born in the last 3 padas of Uthiraphalguni, Hastha and the first two padas of Chitra).

Not a prosperous period during this month also. The majority of planets are transiting bad houses—a month of defection and depression. As most of the evilly disposed planets are however under check, the bad effects likely to befall will be warded off or averted. Misunderstandings, failure in examination, obstruction in all endeavours and disappointment therefrom, sorrowful and distressing experiences, disgrace, separation from the dear ones are some of the bad features. Good and enjoyable food, gain in wealth and profit in trade will afford some relief. Health will be affected by the affliction of the heart and lungs and windy complaints.

THULA (for persons born in the last two padas of Chitra, Swati, and the first 3 padas of Vishaka).

Saturn who was good for some time past moves into an unfavourable position, but he is however under check. Jupiter and Rahu are good for the whole month. Birth of a child, success in examination or interviews, happiness, acquisition of position, wealth, vehicle and cattle, couch comforts and good food are indicated in the first half of the month. The latter half will witness bad service conditions, trouble from governmental authorities, danger from fire and weapons, loss of honour, mischief from women, disturbed sleep. Health will not be very much affected. A tolerably good month for financial dealings.



**VRISCHIKA** (for persons born in the last pada of Vishaka, Anuradha, and Jyeshtha).

The natives of this sign who were having bad periods for some time past will begin to see a change for the better. Unfortunately planets causing good and bad effects are under check with the result that no material progress may be expected this month. A ray of hope will glimmer through the dark horizon. Bad news will threaten to disturb the even tenor of life but these will be kept under check. Misfortune, misunderstandings, heavy expenses, trouble from superiors, calumny and degradation, rupture and dispute, litigation, obstruction and hindrance in new adventures, transfer to a higher position or authority will be in evidence. Most of these evil effects are not likely to come off. The second half of the month will cause acquisition of wealth, gains through wife, couch comforts, appreciation of one's work, marriage etc. Wait for some time more for speculative dealings.

**DHANUS** (for persons born in Moola, Purvashada and the first pada of Utharashada).

Jupiter, Saturn and Rahu are not transiting favourable signs during the month, the latter two are, however, under check. During the first half of the month, Mars, Mercury and Venus are in good houses. Comparatively the first half of the month is better than the second. The beginning of the month will witness gain from all sources, appreciation of one's work, couch comforts, family happiness and acquisition of wife. You will be charitably disposed. The latter half of the month will predominate with heavy expenses, misunderstandings, false allegations, uncomfortable journeys, change of station, house or office, grade or position, deceit and treachery, dispute and enmity and lots of

property. There will not be serious illness to self, wife or children.

**MAKARA** (for persons born in the last 3 padas of Utharashada, Sravana and the first 2 padas of Sravishta).

This month will be better than the previous month in many respects, especially during the second fortnight. Jupiter and Rahu are in good position. Mars, Mercury and Venus move into favourable places in the second half of the month. The earlier part of the month will witness pain and anguish to self, wife or children, change in station or appointment, tedious and uncomfortable journeys and bad associations, mental worry and separation from kith and kin; personal injury and nervous debility. There will be relief in the second half. Gain and success, comfort from women, happiness and fame, permanent station in life, good health and success in examination and requests are some of the bright features. Avoid standing surety to another person in monetary transactions.

**KUMBHA** (for persons born in the last two padas of Sravishta, Sathabishag, and the first 3 padas of Purvabhadrapada).

The major planets, Jupiter, Rahu and Saturn continue to transit evil places, Saturn, however, being under check. The other planets too are not favourably disposed. Too much wranglings, degradation, vain desires, loss of wealth and wisdom, enforced and tedious journeys, fear from wicked women or bad associates, separation from near and dear ones, increase in expenses, loss of reputation and position may be experienced. The last few days will bring about some redeeming and welcome features. Generally a bad month.

(Continued on next page bottom)

## Personalia

Mr. M. A. Uthappa, Officiating District Operating Superintendent, Podanur, has been transferred and posted as Officiating Statistical Officer from 19-7-50.

Mr. K. Sambamurti, Officiating Statistical Officer, has been transferred and posted as Officiating District Operating Superintendent, Podanur from 15-7-50.

Mr. Ranjit Singh, District Operating Superintendent, was relieved from S. I. Railway on transfer to O. T. Railway on 15-7-50.

Mr. R. Srinivasa Iyer, Officiating Senior Accounts Officer, proceeded on leave on average pay preparatory to retirement for 16 days from 25-7-50.

Mr. T. N. Kuriakose, Senior Accounts Officer (Officiating) is posted to be in charge of Workshop Accounts, Golden Rock from 25-7-50.

Mr. M. Veeraragavalu Naidu, Assistant Accounts Officer, resumed duty from leave on 1-8-50 and is posted to be in charge of Coaching Section and the Ticket Printing Factory.

Mr. R. Gopalakrishna Iyer has been promoted to officiate as Senior Accounts Officer from 25-7-50.

Mr. J. Harris has been posted as Officiating District Engineer, Salem Junction, from 24-7-50, vice Mr. M. O. Chacko granted 90 days leave on average pay.

Mr. S. Chaudhury is posted as Officiating Executive Engineer, Sleeper Supply from 15-7-50 vice Mr. T. R. Narayanasami Iyer on sick leave.

Mr. S. L. Narayana Iyer is promoted to officiate as Dy. C. M. E. (E) from 26-7-50 vice Mr. R. D. Walter granted full pay leave for 2 months 22 days.

Mr. N. Ramamoorthy is promoted to act as Mechanical Engineer (Electrical) vice Mr. S. L. Narayana Iyer above.

Mr. R. K. Thyagarajan Asst. Mechanical Engineer, Trichinopoly is posted as A. M. E., Madura from 14-7-50.

Mr. G. N. Potti, A. M. E. (on probation) Trade Test, Golden Rock, is transferred to Podanur as A. M. E. from 24-7-50.

Mr. T. A. Narayana Iyer, Office Manager, Chief Traffic Manager's Office, is promoted to act as Assistant Public Relations Officer from 9-8-50 or from the date he joins from leave vice, Mr. M. A. Uthappa, Statistical Officer, granted leave.

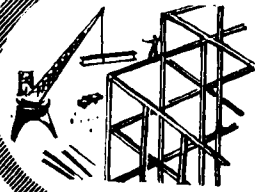
**MEENA** (for persons born in the last pada of Purvabhadrapada, Utharabhadrapada and Revati).

Among the major planets Jupiter and Rahu continue in bad houses. Saturn moves into a bad one in the last half of the month. Sun, Mars, Mercury and Venus when in bad position are under check and their evil effects will not be experienced. There will be foreign travel, dejection and

desperation, dishonour and loss of property. Difficulty and danger in travel by cars, aeroplanes or ships, etc. may be experienced. Injury by weapon, blood diseases, affliction to the eyes and stomach, nervous weakness may also occur. Victory over enemies, company and enjoyment of women, mental quietude, good fame and happiness are also indicated. Be guarded against undesirable associates. Silence is golden will be a good motto.



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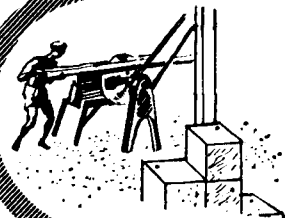
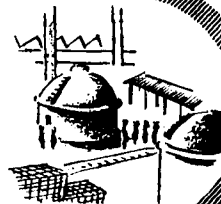


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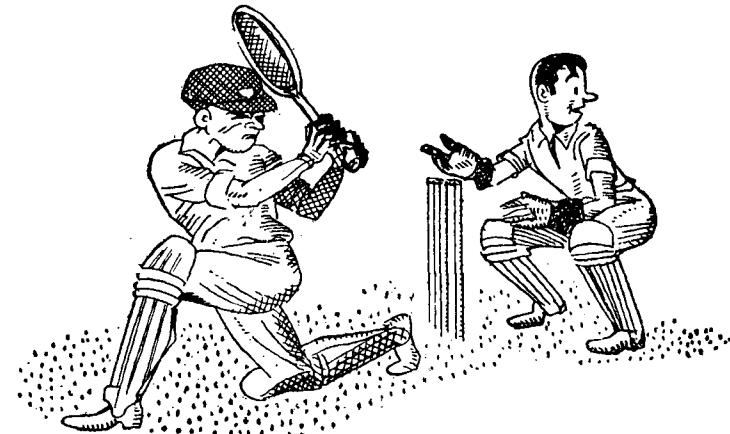
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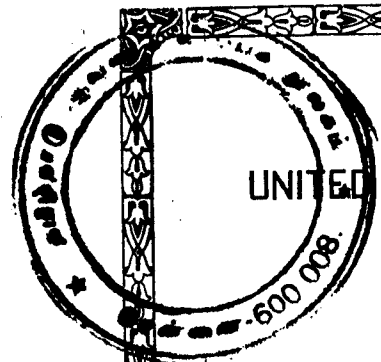
Obviously a tennis racket isn't  
the right tool for playing cricket.  
Yet we could tell you about many  
people who have tried to do much  
the same thing under different  
circumstances. For instance, facto-  
ries who have used the wrong  
types of oil for their machines.  
For a while, they get along without  
much trouble—but then, operating  
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more and more inefficient.

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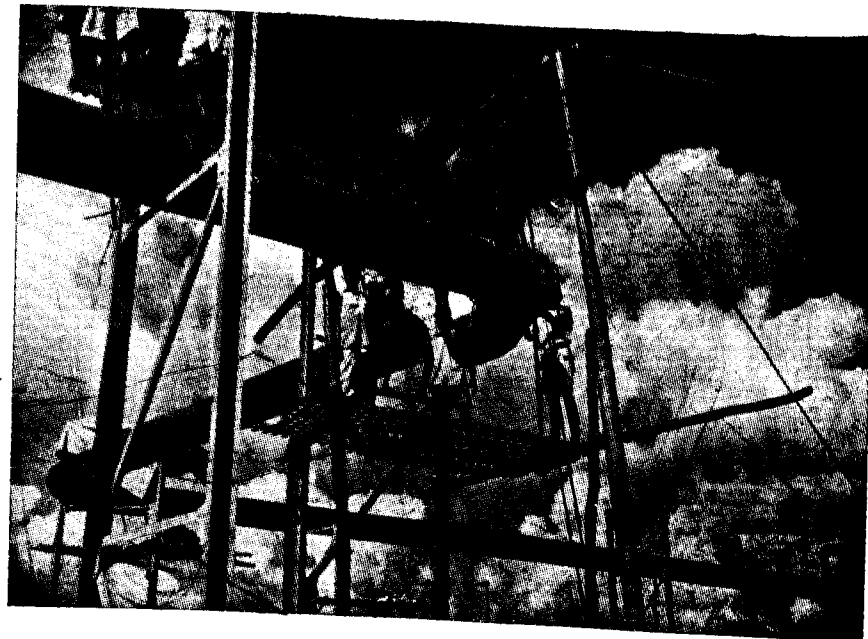
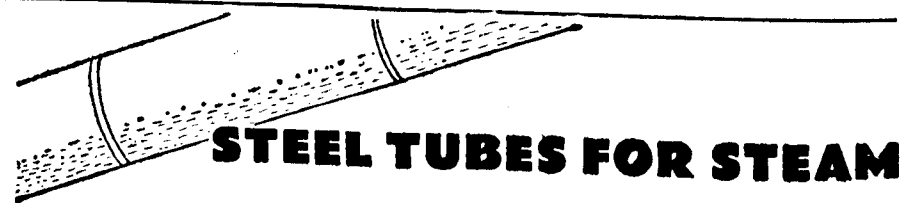
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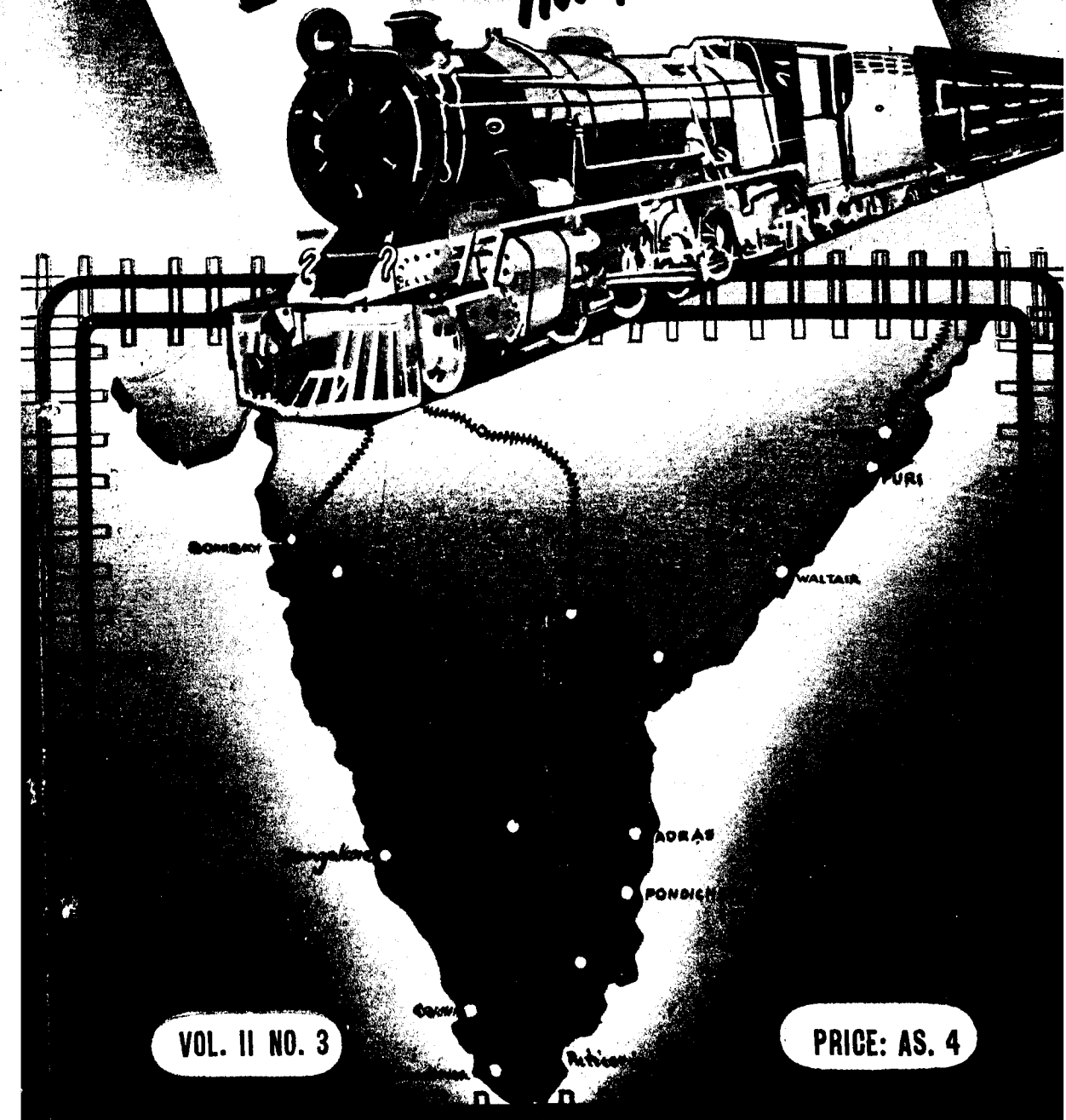
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SEPTEMBER 1950

# SOUTHERN RAILWAYS *Magazine*



VOL. II NO. 3

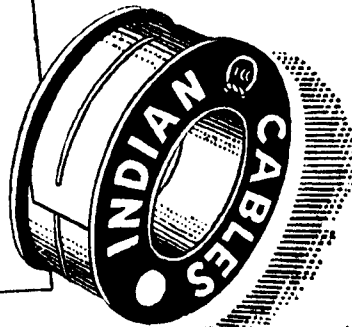
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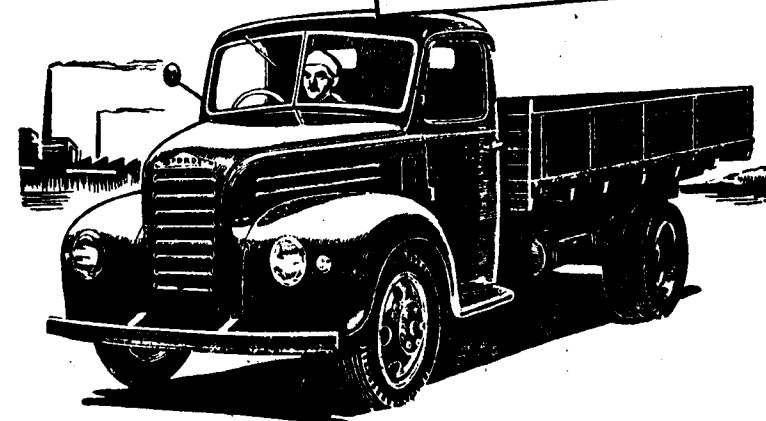


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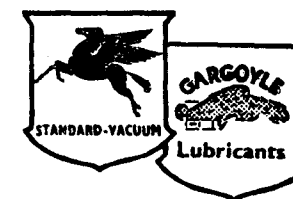


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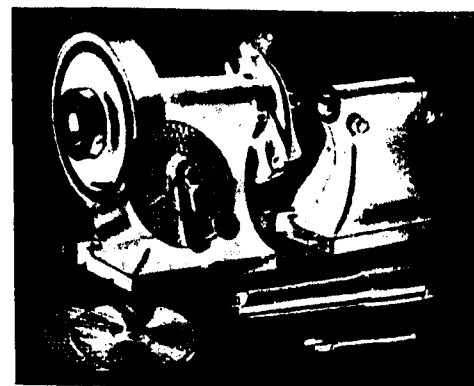
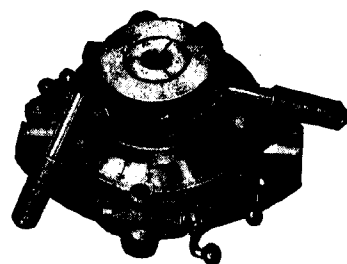
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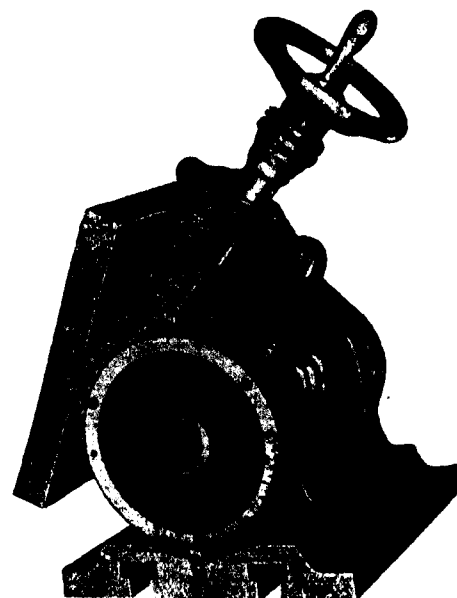
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## Southern Railways Magazine

VOL. II  
NO. 3

SEPTEMBER 1950

ISSUED  
MONTHLY

### Rail Disasters Mounting

"WHEN are these going to stop." This is the question that must be on the lips of an apprehensive travelling public.

A glance at the accident record of Railways in the recent five months of this year makes grim reading. On the morning of the 7th May, the Up Punjab Mail was wrecked on the E. I. Railway main line about 200 miles from Calcutta with a long list of fatalities and seriously injured. On the night of the 13th August about 24 miles from Moghalsarai on the Grand Chord Section of the E. I. Railway the Up Toofan Express smashed into an obstruction caused by the derailed wagons of a Down goods train which had come to grief about half-an-hour earlier. Here again the death roll and casualty list was large. Again on the evening of 3rd September the Delhi-bound Kashmir Mail met with disaster on a bridge near Gurdaspur on the East Punjab Railway. The list of fatalities and injured was somewhat less in this disaster, but nevertheless serious.

The first two accidents have been attributed to acts of sabotage, and the third was reported to be due to heavy floods which washed away approach bank of a culvert. But any reasonable man would ask: surely during periods when monsoon weather conditions have a tendency to cause floods, the affected portions of the track would be carefully watched for weak points caused by the powerful forces of waterways in flood, and remedial action taken in the way of doing everything possible to avert disasters?

As a result of the rail accidents which had occurred in the earlier part of this year, the Railway Ministry and individual Railway administrations had set up stringent machinery to reduce the incidence of accidents by means of adopting some form of anti-sabotage device, more intensive patrolling of the track, more intensive re-education of railway personnel concerned with the operation of trains with special emphasis on the factors of safety, and tightening up of disciplinary measures against Railway staff found to be careless or negligent in the application of the prescribed rules for the safe working of trains etc.

Notwithstanding the action taken, the grim disasters seem to recur with appalling frequency and consequences. Again the people who travel in trains may ask: Where is the origin of the rot? How deep-rooted is it? Does it lie in the minds of the railwaymen? Are they indifferent, careless, deliberately or unwittingly negligent in their duties? One can hardly credit this, as no railwayman is likely to be so callous as to send his fellow railwaymen to possible destruction by acts of omission or commission. Or

(Continued on next page bottom)



## Notes and Comments

### Public Money Squandered

It may be recalled here that some years back "Sanyasipatti" a small station on the South Indian Railway between Kolathur and Pungudi stations on Trichinopoly Manaparai section, was opened for traffic. After sometime the S. I. Rly. authorities decided to close down that station on uneconomic grounds. All building materials, furniture and such other paraphernalia equipped in that station were taken away thus demolishing entire station buildings, staff quarters etc. Several thousands of tax-payers' money wasted by sheer dictation of some crank's brain-wave. Unfortunately again the S. I. Ry. authorities have opened that station for traffic a couple of months back. It is said that this would have cost the Railway several thousands of rupees. How wiser it would have been, had the railway authorities kept then station buildings and quarters without demolishing? A layman wants to know how much public money has been squandered on similar whims and fancies of such Railway Officers? We pause for an answer from the administration.

\* \* \* \* \*

### Srirangam Conference

The South Indian Railway Station Masters' Council held its first annual conference at Sri-

rangam, Hon'ble Sri M. Ananthasaynam Iyengar, Deputy Speaker, Union Parliament presiding. It was attended by hundreds of delegates and prominent visitors. Mr. Ayyangar regretted that trade unions in India were being exploited by political parties to serve their own ends. Turning to Railways, he deplored the recent accidents due to sabotage and said it was upto railwaymen and the public to co-operate with Government in making railway travel absolutely safe. While he admitted that Station Masters commensurate with their responsibilities should be paid well, he asked them to lay more stress in their annual conferences on their duties and responsibilities than on their rights. He assured railwaymen that the anomalies in the Pay Commission's recommendations would be rectified by the *Ad Hoc* Committee appointed by the Union Government. He called upon railwaymen to be honest and to be courteous towards the travelling public.

Then the Conference strongly condemned the recent accidents on the railways caused by sabotage and called upon railwaymen particularly Station Masters to help find out the mischief-makers. It regretted the delay in the recognition of the Council by the administration and asked for the grant of dearness allowance in

are these accidents due to the criminal activities of men, perhaps led by some master-brain, with the object of loot or embarrassing the government of the country?

The riddle, and riddle it appears to be, seems to be insoluble. But it cannot be left as a mere question mark while lives are being lost or crippled, and State being left to pay the gigantic bills of such disasters. The answer to the riddle must be found, and found quick, both by those in authority, and those who respect authority and do all they can to aid authority to find the solution. Then, and only then will be faith and confidence of the travelling public be restored.

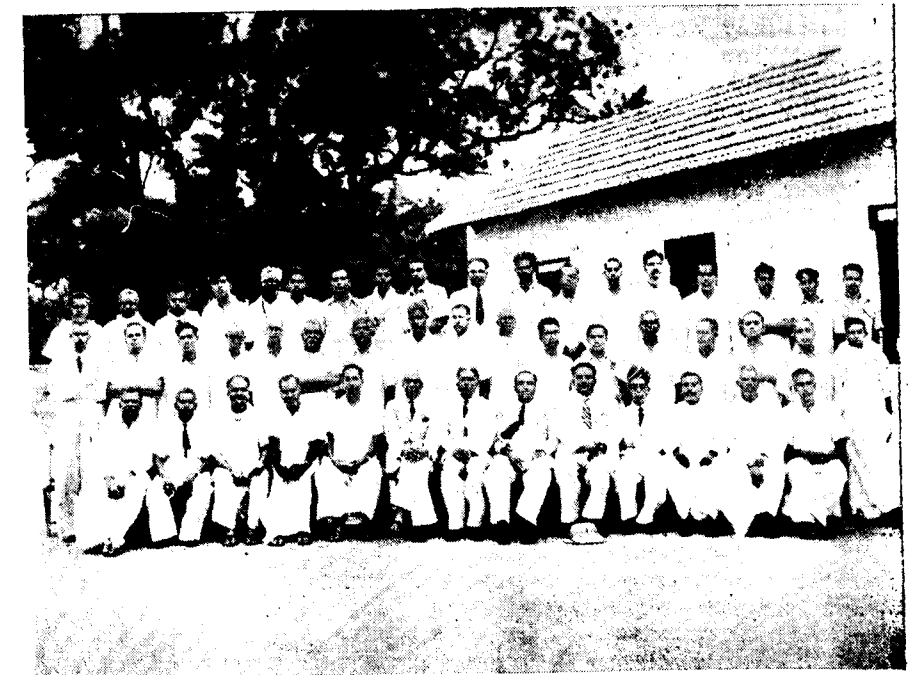


Photo taken on the occasion of the Station Masters' Conference held at Tirunelveli on 25-7-50.

accordance with the cost of living index. It demanded a start of Rs. 100 for every Station Master.

*We take this opportunity to appeal to the S. I. Rly. administration to consider the request of the Council for its early recognition. It is high time that the administration feels the pulses of the railwaymen and extend all facilities in the larger interests of the travelling public.*

\* \* \* \* \*

### Complaint Book

It is high time that the S. I. Rly. administration stops to think the absurd measure that it has introduced in every station by displaying in bold letters that "Complaint Book is with the Station Master." This measure definitely lowers the prestige of every railway servant in the eyes of the public. To-day when railways are not able to serve the public aright in a satisfactory manner this

measure in its ultimate analysis, we believe will give rise to its abuse and thereby making the railwaymen to be more discourteous towards the public. Do not the educated public know that it is their duty to lodge complaint with the Station Master as they do with Police? Apparently the boards hung in railway premises invite the public openly to scribble something on the complaint book. We hope that the administration will realise its folly and rectify it immediately.

\* \* \* \* \*

### Locomotives for India

Mr. A. K. Chanda, Financial Commissioner for Railways left for Europe last month to arrange for the supply of rolling stock and capital equipment for the Indian Railways. India proposes to place substantial orders abroad for locomotives, passenger coaches, and metre gauge wagons, to enable

the completion of the first phase of the railway rehabilitation programme. The programme, started after the end of World War II is planned to be completed by March 1952, and it is expected that this will reduce over-crowding in passenger trains appreciably and facilitate the unrestricted movement of goods. Mr. Chanda who will be away for about six weeks will also study the organisation and operational arrangements of the British Railways Executive in connexion with the regrouping of the Indian Railways and the reorganisation of the controlling authorities.

*A man-in-the street asks the Railways whether any improvement could be really effected on Indian Railways by merely deputing Officers abroad and acquiring locomotives alone when the very administrative machinery is out-moded in its set-up and officers of older generation are not imbued with progressive ideas and thoughts.*

\* \* \* \* \*

### Chief Commissioner's Assurance

Mr. K. C. Bakhle, Chief Commissioner of Railways visited Madras last month. Speaking at the Southern India Chamber of Commerce, the Chief Commissioner said the Government of India was taking steps to increase the rolling stock both on the broad and metre gauge sections of Indian Railways, that orders were being placed for additional stock, and that the Government was making financial provision in the next Budget for such additional stock.

Two representatives of the Madras Chamber of Commerce, Mr. H. L. Forbes Leith and Mr. L. M. Rendell presented on the occasion a "Minute" to the Chief Commissioner drawing pointed attention to the difficulties experienced by various industries

in regard to delay in the transit of goods on a number of sections on the railways in South India. Among those present at the meeting were Mr. W. G. W. Reid, General Manager, M. and S. M. Railway, Mr. K. L. Crawford, Chief Commercial Manager, Mr. S. R. Sarma, Chief Operating Superintendent, M. and S. M. Railway, Mr. K. R. Ramanujam, General Manager, South Indian Railway, Mr. T. A. Joseph, Chief Traffic Manager, S. I. Railway and Mr. R. Gopalakrishnan, Public Relations Officer, M. and S. M. and S. I. Railways.

Mr. V. S. Subramanian, President, S. I. Chamber of Commerce, welcomed Mr. Bakhle and urged that Railways should keep up the efficiency of transport. The Chamber complained that the new packing conditions imposed by Railways were too stringent and resulted in increasing the cost of goods to consumers. To this the Chief Commissioner pointed out that the Chambers of Commerce had been consulted before laying down the new packing conditions. Next turning to accidents on Railways the Chamber complained that the history of accidents especially after the attainment of Independence provided dismal reading and urged the safety of passengers should be ensured at all costs.

The Chamber emphasized the importance of having a new railway connexion between Iringur and Coimbatore on the S. I. Railway. The Chief Commissioner replied that the necessary survey had been completed to place Coimbatore on the main line. Sanction was issued for the construction of new loop line to place Coimbatore on the main line. As regards Coimbatore-Satyamangalam-Chamrajnagar connexion the Chief Commissioner said that a detailed survey report from the S. I. Rly. was expected and it would be

placed before the Central Board of Transport for its decision.

### CHANGING OF NAMES

The Chamber complained that since the attainment of Independence names of certain stations especially on the S. I. Rly. had been changed. The changed names were not found in the alphabetical list of stations and consequently foreign railways were not in a position to find out the changed names. As a result merchants were put to a great inconvenience in booking of commodities in time. The Chief Commissioner said he knew there was some lack of co-ordination between States Governments and some of the Ministries and departments of the Union Government in regard to the change of names.

### IMPORTANT POINT FROM THE "MINUTE"

The "Minute" of the Madras Chamber of Commerce read by Mr. Forbes Leith said that various representations had been received by the Chamber from gold mining, Indian Tobacco, leather, tyre and rubber, electrical, steel and paper industries in respect of transport of raw material, semi-finished and finished products. The representations could be divided into three separate headings: (1) The difficulty in obtaining wagons by indigenous industries for the transport of materials essential to the continuance of their production; (2) the difficulties of suppliers to these industries and import houses in Madras in obtaining wagons and "smalls" bookings to the indigenous industries, and for the transport of goods to their up country customers many of whom were Government departments whose purchases carried a high priority in respect of railway transport; and (3) the very serious extent to which "skilled pilferage" had increased on the railways in South India.

3

If those Industries were not allowed to take full advantage of the demands, for their goods prevailing at the moment, they might find difficult at a later date when the market had become a buyer's market, in establishing themselves despite any protective tariffs which might be invoked to help them.

"I need not point out to you as a Government servant" said Mr. Forbes Leith, "What the position of Government departments would be in these days of forms, permits etc. if the production of the indigenous paper industry was from the lack of transport of goods essential for its production, allowed to suffer, although many of us in the mercantile community would certainly welcome a reduction in the paper transactions we have to contract at present."

\* \* \* \* \*

### Food Production

Similarly many hydro-electric projects whose commencement and, or completion necessitated the use of large quantities of steel bolts and nuts and electrical goods, to say nothing of the maintenance of those projects already completed, depended on the railways for the transport of such goods.

A large number of ryots depended on these hydro-electric projects for their irrigation and afterwards for the supply of power to their agricultural machinery such as oil-crushing machines and rice-hulling machines. If, therefore, supplies of the absolute necessities to complete and maintain such schemes were held up through lack of rail transport, the extension of the Grow More Food campaign would be vitally affected.

The tyre and rubber industry also played an important part in

respect of road transport carrying food-stuffs from the rail distribution points all over South India, and it was essential that supplies of tyres, tubes, etc., should reach users steadily and without holdup for months.

Finally the Madras Chamber said its members viewed with considerable concern and misgiving the Chief Commissioner's statement that in the case of miscellaneous or small consignments, which awaited movement for over three months on the metre gauge or over six months on the broad gauge section of railway, preferential treatment should be given. If indigenous industries and merchant houses had to wait for six months before they could obtain rail transport for their goods over the broad gauge section of the Railways in South India, then the members of the Madras Chamber felt that many indigenous industries would be put in a very serious position with regard to continuance of their production. Apart from this such delays can only serve to increase the activities of the black market which the Union Government is now trying to wipe out. The Chamber hoped that steps were being taken to ensure that in the very near future the free acceptance of goods for booking in wagons and in "smalls" consignments would be resumed to all stations throughout South India. Replying Mr. Bakhle promised to examine all the points made. Mr. Reid also said he would go through the complaint.

*We fully endorse the view expressed by Mr. Forbes Leith in his "Minute" read to the Chief Commissioner on behalf of the Madras Chamber of Commerce. It is a damn disgrace to the railwaymen in South India that their dignity and integrity should be questionable by the business community. We appeal*

*to all the railwaymen to give up this malpractice and earn a good name for the railways whereupon their well-being and prosperity depended besides gaining public sympathy and support.*

\* \* \* \* \*

### Manufacture of Locomotives in India.

The Government of India has decided to enter into partnership with the Tata Locomotive and Engineering Company which has already started manufacturing of boilers for the railways. The manufacture of locomotives at this factory has reached an advanced stage. The present capital of the company is about Rs. 2 crores. Last year the Government of India had decided to give a loan of Rs. 2 crores to the firm which however, was not actually paid. There were, however, certain legal difficulties, and instead of the proposed loan, the Government has now decided to subscribe five per cent cumulative preference shares of the company to the value of Rs. 2 crores or 50 per cent of the total shares of the Company.

### Railway Concessions to Journalists

The Ministry of Railways have granted the request made by the Press Association, New Delhi for travel concession on railways for Press Correspondents, accredited to the Government of India. Under the scheme of concession which will become operative from September, 1, 1950, coupon books for one thousand miles can be purchased for Rs. 73 which actually amounts to paying second class fare and travelling in the first. The concession is to be used only for bona fide journalist work. The coupon books will be valid for six months from the date of issue

according to present arrangement. The Association has again made representations to the Government in this behalf.

\* \* \* \* \*

### The BB & CI Annual 1950

We have received a copy of the BB & CI Railway Magazine Annual Number from its publishers. Beautifully printed on art paper with multi-color get up, profusely illustrated, this Magazine has been maintaining its high standard. Interesting articles on railway, art, literature, historical places are the main contributions in this number. We extend our good wishes to this sister magazine for maintaining a unique standard in railway journalism.

\* \* \* \* \*

### Brooke Bond Celebrates Golden Jubilee

One of the major tea firms of India celebrated its fiftieth anniversary last month. From very small beginnings in an apartment in Mango Lane, Calcutta, Brooke Bond India Limited has grown into the largest distributor of tea in India.

The red van and ubiquitous salesman have become familiar sights in villages throughout the country, and a chain of depots maintains their service supplies to retailers.

This company has been a pioneer in the employment of Indian citizens in high executive positions, including the two who are now on the Board of Directors. Both these gentlemen started in the Company as salesmen and worked their way up through the organization.

The Jubilee has been celebrated in the Company and Factories at Calcutta, Coimbatore, Nagpur, Ghatkesar and their Branches

throughout India, and a special bonus has been paid to every member of the organisation.

\* \* \* \* \*

### General Body Meeting

The 13th Annual General Body Meeting of the S. I. Rly. Employees' Association, Madura Branch, was held on 8th August, 1950 at the Victoria Edward Hall under the presidentship of Sri M. Veerasamy Naidu. The following are the important resolutions passed at the meeting:—

### General

1. This meeting views with deep concern over the news published in the papers recently that no preference will be given to the sons of the Railway Employees in Railway appointments as per the new Constitution of India and requests the Government to adhere to the old principle of giving preference to the sons of the employees when filling of vacancies in the Railway Department.

2. As the cost of living index has further risen, it is requested that stringent steps should be taken by the Government to reduce the prices. In the meantime the rate of D. A. to be increased commensurate to the increased cost of living as recommended by the CPC and accepted by the Government already.

3. It is requested that all staff retiring or medically unfitted after 15 years of service to be given one set of passes on retirement account and two sets for those having put in 20 years of service irrespective of the status of the employees whether class II or IV. Widows of employees to be restored the pass privileges enjoyed by them from the beginning of the railway system till recently

and thus the wide spread discontentment to be eradicated.

4. The favourable recommendations of the joint Advisory Committee to be early implemented and the gross anomaly causing much discontentment among the staff to be early removed.

### Transportation

5. The Grades originally sanctioned as recommended by the CPC to first grade firemen and since withdrawn on the recommendations of the Running Staff Pay Revision Committee to be restored to the first firemen who have been seriously affected by the withdrawal of the scale after they drew two or three increments in the prescribed scale originally allotted to them, which was appropriate to the nature of the work and responsibility.

6. The mileage of firemen of all classes to be increased in due consideration of the higher rate of meals charged everywhere at present.

7. Protection of pay and allowances to be extended to pre-1931 running staff as has been sanctioned to all post 1931 running staff.

### Mechanical

8. The highly skilled grades of Rs. 80-160 and Rs. 125-6-185 to be operated for the senior fitter and boiler smiths of the railway thus opening an avenue of promotion to the experienced and skilful artizans.

9. Weekly off to be given to loco, coal and yard *khalasis* and to rolling staff on 8 hrs. shifts on appointing the rest givers as their work is very onerous especially at major depots like Madura and as

they have to work 56 hours a week without sufficient rest.

10. In view of the fact that a TXR has to supervise work of the electrician or chargeman of Rs. 100-185 grade, the grades of the TXR should not be less than the grade of the supervised.

11. The carriage cleaner chargeman in the pre-commission days were selected from the senior-most and efficient rolling stock fitters as then the grade of the CCC was higher than that of an R. S. Fitter. Now as per the recommendations of the CPC the R. S. Fitter is given the skilled grade and the CCC is given Rs. 35-1-50 the unskilled supervisory grade with the result that such of the CCC who had come from RSFs has to go back to the original post. These men have been admitted to the skilled grade but not given the benefit of the presumptive pay with a result they are started as men newly taken as RSFs from carriage cleaners completely ignoring their seniority of service. It is requested that they are given the arrears of pay from 1-1-47 based on the presumptive pay on that date had they not been promoted as CCs.

12. A sufficient number of the basic fitters to be sanctioned so as to give an avenue of promotion to the labourers of the Mechanical department with more than three years of service in terms of the award classification tribunal.

13. As an age bar has been fixed for the promotion from Loco, coal and yard *khalasi* to engine cleaners and as all staff of this category who had transferred from watchman and grainshop surplus men and shed sweepers, are affected by this age bar which stipulates that no *khalasis* above 35 years of age should be promoted as engine cleaner, it is requested that either the age bar should be raised or

they should be considered for a transfer as fitter or boiler labourers and thus seek an avenue of promotion at least in that cadre.

14. In view of the higher skill expected of the engine lighters at present it is requested that their scale of pay may be raised to a higher grade than 35-60.

15. The mileage of guards is comparatively much lower than that sanctioned to the drivers while their expenses are almost equal, it is requested that the same may be raised at least by 50 per cent.

16. Madura being the biggest station on South Indian Railway with its daily collection amounting to Rs. 12,000 (per day) it is requested that the grade of CBC, MDU be raised to Rs. 150-225 if not higher.

17. *Signal & Communication.* The Asst. Artizans and second class workmen of the Signal and Communication Department to be given the skilled grade on par with artizans and class II workmen of all other departments.

18. While the DSI and ITP are given daily batta when they go on line, their staff are denied this privilege, which is not understood. Why? It is requested that the staff also should be given daily batta like their bosses.

19. *Engineering.* The gang length to be reduced from 4 to 3 miles as it was some years ago and thus enable 100 of employees to be absorbed in vacancies who are otherwise rendered surplus. This will also enable more efficient upkeep of line.

20. The turn cooks of the Engineering Department to be

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given the higher unskilled grade of 35—1—40 as their work involves a certain amount of skilled and personal responsibility in that they are expected to assist the pump fitters and plumbers in their work.

21. Sub-Inspectors and clerks posted to special works may be transferred to the sections after 2 years as a great number of them are stuck up in the special works for several years.

22. *Railway Schools.* The Anglo-Indian school teachers to be allotted the prescribed scales of pay as a great number of them particularly secondary grades are stuck up on Rs. 85 while their colleagues in the Indian schools can go up to Rs. 170.

23. The Indian teacher in the Anglo-Indian school is neither

paid the Anglo-Indian scale of pay viz., Rs. 70—2½—85 nor the Indian school teachers' pay Rs. 60—170 though the is also secondary grade like any one of them. It is requested that the Indian teachers in the Anglo Indian Schools should be given either of the scales.

24. *Vegetarian Refreshment Rooms.* The stall keepers of the VRR to be allotted a higher prescribed scale than Rs. 35—1—40 which is only a higher unskilled grade in due consideration of their nature of work, which involves handling of cash amounting to Rs. 500 per day at stations like Madura and they are held responsible for shortages if any, besides having to deal with all sorts of public in a very dexterous way. They have to maintain the correct and standard quality of coffee prepared by them.

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## South Indian Railway News Letter

BY G. MOORTHY

THE Railway Board are worried it is said over the general deterioration in efficiency on the South Indian Railway for sometime past. There were frequent complaints from influential people about the worsening of the transport position as also the worsening food problem inviting the criticism of the Madras Government that lack of transport is responsible for slow movement of foodgrains. Similar is the case in respect of the Commercial work. To quote one example there appears to be a general deterioration in wagon-turn-round and total number of wagons loaded for which there is no excuse when the traffic offering is always greater than the Railway could cope with. Of course, the authorities may come round and quote figures to prove anything, but facts are stranger than fiction. In this connection Prime Minister Pandit Jawharlal Nehru's reference in Parliament about transport position has created such a fuss everywhere that even the Chief Commissioner of Railways Mr. Bakhle could not reply to the query put by the members of the South Indian Chamber of Commerce at the winter meeting held recently in Madras as reported in the *Madras Mail*. The reasons are deep-rooted. On the South Indian Railway a great initial mistake that was made was amalgamating both the Commercial and Operating branches and bringing it under one head. This was a foolish step. The Indian Railway Enquiry Committee also strongly objected to this arrangement vide para 131 of their report which states "During a period of continued transport shortages the normal functions of the Commercial Department are likely to be lost sight of, and this is what appears to have happened on some of the Railways during the war and in the post-war period.

This is unfortunate but what is still more serious is that this feeling of complacency should continue, when there are signs of decline in the total volume of traffic carried by the Railways." They have stated also in the same para "we feel that the recent experiment of amalgamating the posts of Chief Operating Superintendent and Chief Commercial Superintendent on the S. I. Rly. was a retrograde one and we hope that it will be abandoned." After three years of amalgamation one can clearly see the deterioration all round particularly in the Operating side. It was expected at the time of amalgamation that the Deputy Traffic Manager (Commercial) and the Deputy Traffic Manager (Movement) would be able men and can do a good lot to improve the working in their respective departments leaving the CTM free to shape the policy. Unfortunately this had not come to fruition. In fact when Mr. Vanspall retired as Dy. T. M. (Movement) it was thought that there would be none to take up the post. Somehow it was filled up by the present incumbent who was a Deputy Traffic Manager (Commercial) with not much of operating experience and the result is, the CTM is over-burdened even with routine work. Even organisationally much things are required to be done as there is much an isolation between the Dy. T. M. (M) and Dy. T. M. (C) and the staff as a whole and one fondly hopes that this position should not be allowed to deteriorate further. After all, who are the losers but the public and they have a right to ask the authorities to set right these matters and give effect to the recommendations of the Indian Railway Enquiry Committee. Mere acquisition of the engines will not solve this. The whole Operating Structure on S. I. Railway requires overhauling if the present

transport crisis which is man-made should be solved for the benefit of large number of Traders and people.

### Regrouping of Railways

The period fixed by the Government of India to elicit public opinion regarding the proposals made for regrouping into zones is over by 31-8-50. Speculation is rife regarding the next move. It is stated reliably that a special regrouping section will be formed in the M. & S. M. Railway General Manager's Office in Madras and the General Manager's Office of South Indian Railway will be amalgamated in the first place. As regards the Railway staff in general the Federation's move is awaited with interest and whatever is done will be done in consultation with the employees' organisation as represented in the Federation. Further, it is stated that this internal arrangement is one for the Railway to settle and the public are not expected to take cognizance of this. What the public really want is efficiency and better transport facilities and as long as these are assured under regrouping they will not care how this is done. All other misgivings will be academical to them. Further, it is always the case of some interested persons such as big officers losing their places by the regrouping who voice such misgivings and will not have any appreciable effect in altering the decisions of the Government. Further, the very absence of any criticisms by the public about regrouping should be taken to mean that they whole-heartedly support the venture. The proof of this is the spate of criticisms voiced in Parliament when Railway Budget was discussed. When once the whole enterprise viz., Railways has been taken under Government Control, there is no point in not effectively regrouping it under

sizeable administrative units and the experience of the British Railways must be fully utilised by us. Therefore, it is obvious that regrouping is a certainty and is felt as a move in the right direction, and I learn from men in authority that this will come to pass in spite of the pious wish of some one entrenched in S. I. Rly. for years, to the contrary.

### Passenger Amenities

Slowly the South Indian Railway authorities are giving much attention to passenger amenities. The provision of fans in the third class waiting halls and provision of water taps at the same place has begun to be appreciated by the Common people, the peasants and village folk whose only recreation is a travel by railway from their villages to the town nearby. During Adi 18th a Tamil festival, it attracted large number of such villagers to Trichinopoly Junction. One can notice these unsophisticated village folk in their gaudy costumes sitting underneath the fans opening their food packets, some eating them, while others chewing their *pan* and talking leisurely and really enjoying the Railway trip. Another novel method adopted by the railway is to provide rustic benches around shady trees near railway stations so that passengers can sit and enjoy them. It may be stated that people come to Railway stations not to sit and enjoy but to take to trains but this is applicable only to the few rich people who have similar and better facilities at home but the average common man love these new changes. Another yet new amenity is the provision of Cement cisterns for storage of water in the platform latrines. This non-provision of water in the latrines was a handicap and a curse and the South Indian Railway authorities must be congratulated for this action though trivial. After all such little things go a

long way in bringing a satisfied customer which the Railways as a Transport Carrier need most.

### Good Coffee in the Vegetarian Refreshment Room at Trichy

The quality of Coffee supplied by the VRR at Trichinopoly Junction has improved to such a dizzy proportions that it has attracted large number of people from outside as also from the General Offices where it is reported that the Canteen Coffee is not so good. Perhaps this may be due to the suggestion given by the Editor *Southern Railways Magazine* in the July issue that the "Head of the Administration should see to this personally." One fondly hopes that this quality will be maintained.

### Senior Subordinate Staff Retirements

Mr. V. Venkateswara Iyer joined the South Indian Railway in June 1913 as a Traffic pupil and finally retired from service on 14-8-50, rising to the position of Chief Telegraph Inspector. He was beloved by one and all for his integrity, honesty of purpose, and keenness of mind and that was one of the reasons why he did not get an officer's post. He worked as a Ticket Collector, Booking Clerk, Station Master, Office Clerk Signaller, Telegraph Inspector and so on. His talents bore fruit when he was an Instructor in the Transportation training school for about 6 years when he took up classes in General rules. His knowledge and grasp of rules were so thorough that his pupils' efficiency in the rules was a night mare to the inefficient officers at the time of enquiries in regard to accidents. He gave many new suggestions for improvement in Railway working such as substitution of the Primary cells by the Secondary cells resulting in saving of thousands of rupees to the Railway. It was he who



Sri. S. Venkateswara Iyer, Retired Chief Telegraph Inspector, S. I. Rly.

gave the idea of super-imposed telegraph circuits on control lines. We wish him long and peaceful retired life after a strenuous work of 37 years in the Railway. He is still hale and healthy and will serve our National Government in any capacity that the Government wants him to serve.

\* \* \* \* \*

Mr. V. Krishnamoorthy Iyer entered the South Indian Railway in the year 1912 as a clerk in the D. T. S.'s Office, Madras Egmore and finally retired as a Chief Station Master, Cuddalore O. T. Junction in 1949 after serving the railway for over 37 years. During his long period of service he worked as a Goods Clerk at Tindivanam and as Station Master at almost at all important stations such as Pollachi, Mettupalayam, Ambaturai, Trichinopoly Goods Yard, Negapatam, Tinnevely Jn., Maniyachi Jn., Madras Egmore and





Sri. V. Krishnamoorthy Iyer, Retired Chief Station Master, Cuddalore, O. T.

Cuddalore Jn. It is a strange coincidence that while he was working as a Goods Clerk at Tindivanam, the present Minister for Transport Mr. Gopalasamy Iyengar was a Sub-Collector at that station and both of them formed an intimate friendship. Mr. Iyengar was noted for his boldness and original ideas even in those days of the British regime which was not of the routine type of station masters but of the extraordinary one realising that the satisfaction of the Public was one of his prime duties. To this end he worked hard and wherever he worked as a Chief Station Master particularly at Negapatam, Tinnevely and Cuddalore the public crazily loved him and this in turn brought a series of conflicts with the Railway Officers. This did not deter him from his path. He

was the only subordinate who was feeling that an injustice had been done to him by a wrongful dismissal, took his case to the court of law and after undergoing lot of privations for 3 years spending the last pie he had, came out victorious getting back the job. His name is a byword to every Station Master on the South Indian Railway and many seek his wise council even after his retirement. Till the end of his career he showed such a devotion to duty that the Administration also recognised his services. While he was working at Cuddalore O. T. Jn. as a Chief Station Master, he was awarded a cash prize of Rs. 30 for maintaining his station in a tip-top and clean manner. It appears that even though he has finally retired from service his emoluments have not yet been settled properly and is pending. We hope the Railway Board will lose no time in rendering justice to him so that he may live peacefully. We wish him long and peaceful life after a strenuous service of 37 years as a station Master which is no mean achievement in the S. I. Railway.

### CORRECTION

We have received a communication from the General Manager, S. I. Railway stating that "there is no basis for the news item" entitled "CTM to act as GM?" published in our August issue.

Guiltiness will speak though tongues were out of use.—Shakespeare.

## An Objective Estimate of the Personnel Branch

BY N. RAJAN

*We have pleasure in publishing below an article from a contributor who puts forth explanatory arguments in favor of Personnel Branch from another angle of vision. We do not undertake any responsibility for the views expressed in this article.—Ed.*

THE Headquarters Personnel Branch, as it exists on the South Indian Railway, has recently been the subject of a certain amount of ill-informed criticism, and it seems desirable to undertake a correct and objective estimate of the same, in order to remove the misapprehensions that might have been created in the minds of readers. It is therefore our intention to bring out in this article the objectives with which the Personnel Branch has been

formed and the measure of success that has attended its formation without in any way holding a brief for the Personnel Branch. We are doing this objectively from the Trade Union point of view and in the interests of a large number of employees at our heart and learning something from our past experience.

It has been one of the declared objectives of the Personnel Branch to divest the executive officers, of

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a certain amount of the ever increasing establishment work, that has been taking up a considerable part of their valuable time, thus leaving them free to devote their attention in a greater measure to their executive and technical work. It is a well known fact that establishment work, which has become most varied and complicated in recent years has demanded a good deal of the attention of the executive officers, at the cost of their legitimate executive duties. The need for some organisation which would relieve the executive officers of routine establishment work without in any way depriving them of their control over the staff under them, now becomes apparent, and it is only to meet this need that the Headquarters Personnel Branch has been formed. When Justice Rajadakysha met some of us informally after the adjudication proceedings were over, he agreed with us about the necessity to form a separate organisation to deal with the staff in giving effect to various ameliorative measures such as Pay Commission, Factory Act, Adjudication and so on.

This naturally takes us to the criticism that is often levelled against the Personnel Branch, namely, that it has taken away the control of staff from the executive officers. A careful examination of the duties of the Personnel Officers, and the functions of the Personnel Branch, will at once disclose that there is no truth whatever in this criticism. The executive officers do exercise absolute control over the staff without which it will not be possible to maintain and improve upon efficiency. The Personnel Officers step in only to (1) carry out the instructions of the executive officers (2) meet their requirements from time to time and (3) ensure that all the Establishment rules and regulations laid down for observance, are duly taken into account and followed

in day to day working. In fact it can be said that the Personnel Officers, supply the much needed corrective to executive officers, in order to ensure strict compliance with the Establishment Rules, such as Discipline and Appeal Rules. Indeed, were it not for the Personnel Branch, it would be difficult to ensure that all the actions of the executive officers are in strict accordance with the rules. And what is called the 'personnel equation' of the executive officers might come into play, resulting in injustices and unfair decisions. For, who can deny that each executive officer will have his own likes and prejudices which would lead him to take decisions not always based on justice and fair play? One should only recall in this connection such a lot of agitation amongst staff for the abolition of 'Marks System of Punishment' and interpretation of D. A. R. 1703.

This takes us to the second criticism that the executive officers who are the best judges of the men under their control, are deprived of their say in the matter of selections and promotions. As has been mentioned earlier, this is not altogether true, as the executive officers have the fullest say in the matter of selections and promotions, the Personnel Branch only acting as the agent of the executive officers, so long as the Establishment principles are not violated. The Personnel Branch does interfere only in cases where promotions and selections have been sought to be made, not on considerations of merit or seniority, (where these have been laid down as the criteria for promotion or selection) but on the personal likes and dislikes of the executive officers. One has seen, how in the name of efficiency seniors were superseded and what a havoc this has created on this Railway especially in the matter of selection of Assistant Controllers

and other Commercial Inspectors, Welfare Inspectors and so on, Seniority should be maintained at all costs and the Personnel Branch must protect this. No more nepotism in the name of efficiency. It is now apparent that the Personnel Branch takes on the role of a judge, eliminating as it does, all scope for arbitrary decisions based on personal factors. Thus it will be seen that the Personnel Branch is the best friend of the employee, protecting him as it does, from the arbitrariness of the executive officers, who in the course of their frequent contacts with the men under their control, might naturally develop their own likes and prejudices. But if the wine is old and the bottle is new then the taste will be same. What we want is new wines in the new bottles. To have better results, good officers should man the branch.

We now go on to the third criticism against the Personnel Branch that Personnel Officers lack personal contact with the employees whose establishment work they handle, and are therefore not always in a position to base their decisions on a correct judgement of the staff concerned. It should be stressed here that the Personnel Branch is only the hand maid of the executive officers and as they both work in conjunction and co-operation with each other, the one supplies what the other is lacking in. The executive branch supplies the intimate knowledge of the men required for making proper selections, and the Personnel Branch supplies the knowledge of Establishment rules and procedure, so essential to ensure that justice and fair play are not denied to any one. It is as wrong to suppose that there is always an in-

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herent conflict between the executive and personnel sides, as for example imagining that a conflict between the labour and the capital is inevitable in any Industrial enterprise. Moreover, it should be remembered that the personal contact that exists between the executive officers and their men, is not always conducive to justice and fair play, as is sometimes placidly imagined. Personal likes and dislikes, born out of such contacts, could do a great deal to deny justice and fair play in very many individual cases.

There is the other criticism that the clerical staff manning the Personnel Branch do not show helpfulness and are of the same old type. They are my own brothers and only moral pressure can change them. The other alternative is to interchange the clerical staff from the Commercial Group to Establishment Group and vice versa once in three years and thus break away the vested interests once and for all. This and this alone will make the clerks working in the establishment section feel that they cannot easily stand away and adopt delaying tactics when the interests of other staff are concerned.

The necessity for the formation of a central Personnel Organisation will become apparent when the paramount need for observing a uniform procedure in all the departments of the railway is realised. In the absence of a centralised Personnel Branch, it is difficult to ensure that uniform practices obtain in all the departments, and the lack of uniform standards might well be the cause of considerable unrest among railwaymen. Let us take, for instance, the case of two railway employees, one belonging to the Engineering and the other to the Traffic Departments, who are convicted by a court of law to pay a fine, for having been found

gambling. In the absence of a centralised Personnel Branch, the executive officer of the Traffic Department might remove the traffic employee from service, whereas for the same offence, the employee of the Engineering Department might have been let off with a censure by his executive officer. Such anomalies which might ultimately give rise to a good deal of legitimate grievance among the railway employees, could be avoided, if a centralised Personnel Branch were to be in existence. We are sure this point needs no further amplification.

Another criticism that needs refuting is that the same Personnel Officers impose penalties, signing for the Heads of Departments and also dispose of appeals arising out of these punishments, signing for the General Manager. *Prima facie* it would look as though a great injustice is being done to the employees, by depriving them of their legitimate rights and normal channels of appeal. A careful examination would however make it clear that this is far from being the case and that the criticism is a result of an ignorance of the procedure actually obtaining. It is not for instance correct to say that the punishments are being imposed by the Personnel Officers in their individual capacities. All papers regarding punishments are invariably put up by the Personnel Officers to the competent executive and administrative officers, together with all relevant rules, and it is only the executive or administrative officers that actually take the decision to impose a penalty.

In other words, orders regarding the imposition of a penalty are in all cases passed only by the competent executive or administrative officers, and the Personnel officers come into the picture only in so far as (1) they ensure that the penalty imposed is in order and that the Discipline and Appeal

Rules have been complied with in every respect and (2) they sign the penalty advices on behalf of the authority imposing the penalty. Similarly, all appeals arising out of penalties imposed by the executive or administrative officers are invariably put up with all relevant papers to the proper appellate authority by the Personnel Officers. And the orders passed by the appellate authority on the appeal, after a careful consideration of the same, are communicated to the concerned employees by the Personnel Officers signing on behalf of the appellate authority. This gives the direct lie to the criticism made in some quarters that the same Personnel Officer acts as both the punishing as well as the appellate authority. The mere fact that the penalty advice as well as the orders on the appeal both issue under the signature of the Personnel Officer, does not make him both the punishing as well as the appellate authority.

We would wish to offer a suggestion to the authorities in this connexion. In order to avoid possible room for misunderstanding among the staff, it would be advantageous if the penalty advice were to be signed by the Personnel Officer and issued on behalf of and under the designation of the Officer who actually imposes the penalty. The same procedure should also apply in the case of orders passed on appeals. This would help to create a better understanding of the functions of the Personnel Officers. At the same time the officer who punished and the Officer who sat in judgement of the appeal will come into the picture and the staff can form their own conclusions without needlessly finding fault with the Personnel Branch.

Any estimate of the functions of the Personnel Branch will not be complete without a reference to the saving in inter-departmental correspondence that has been

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effected. The Personnel Branch has made a valuable contribution in limiting inter-departmental correspondence, eliminating at the same time, all delays in the disposal of cases that such correspondence would necessarily have resulted in.

We wish to make it clear here that we do not hold any brief for the Personnel Branch as our aim in penning this article is only to counter certain ill-informed criticism that has been expressed in a previous issue of this publication and make an objective estimate of the Personnel Branch. The concluding para in the article under reference calling for "scrap it at once" meaning the Personnel Branch can be compared to the words of a reactionary saying "British Government was better" than our National Government. Hence easily trying to throw dust on the eyes of the ignorant man. In the previous regime which our friend calls "happily working administrations" the will and policy was lacking in toto. There was frustration at every step. Now the will is there and also the enthusiasm. The lack of any spectacular results to show after two years of working of the Personnel Branch is no evidence that there has been no good work but only evidence of the magnitude of the problems to be overcome, the huge ameliorative measures such as Labour Legislations, Adjudications, Pay Commission etc. undertaken, Labour troubles tackled. We must not expect to see wonders achieved over-night but we must learn to judge the Personnel Branch, by the signs of the change which are significant of which there are many that can be detailed in this brief article. We are as much aware as anyone else, of the inordinate delay that often attends the disposal of cases in the Personnel Branch. We are also aware of the lack of co-ordination among the department that still exists, though one of the de-

clared objectives at the time of the formation of the Personnel Branch, was to secure this in the greatest measure. But we are inclined to attribute these to the defects in the internal organisation of the Personnel Branch and the departmental outlook that still persists in some quarters as also due to past legacy bequeathed by the company management. By past legacy we mean the isolation of the officers and the rank and file and this isolation has widened of late. The departmental officers as a result of this isolation take little or no care for the well-being of their men working under them and hence it had added force to the arguments advanced in the article of Mr. Kandaswami. Isolation breeds irresponsibility and in a central organisation like the Personnel Branch this is nurtured and allowed to grow. It is a vicious circle and it must be broken but signs are there that younger Administrative Officers realise this and work for the change. And we are confident that these defects are not irremediable and will get adjusted in due course. What is now required is a little patience, and a certain amount of capacity to adjust ourselves to new ideas and changing conditions. All institutions like their maker the Man himself progress by evolution, and it would be a step in the wrong direction to cling to old ideas, crying aloud that everything that is new is wrong!

And let us also strike a note of caution to the optimists. It is as wrong as it is dangerous to assume that perfection has been achieved in any sphere, and that there is no further scope for improvement and that what is now required to throw back one's chest and look complacently at all that has been achieved. There is still considerable scope for improvement, and there always shall be. Complacency is the greatest enemy of mankind. It kills initiative and retards progress.

## Nizam's State Railway News Letter

BY T. S. N. RAO

**D**URING the fiscal year 1949-50 the N. S. Railway have made rapid strides in the disposal of claims which had in the past mounted to enormous proportions. Special staff were deputed to expedite the disposal of claims from the mercantile community and the lengthy procedure observed in the past was short-circuited wherever possible without detriment to accuracy and bonafides of the claims submitted. The N. S. Railway authorities issued periodical press notes to indicate the progress made in this direction and special graph charts were erected in All India Industrial Exhibition organised in Hyderabad. This gave the public an idea as to the huge amount of claims submitted to the Railway by the public and also the disposals effected by the authorities.

The co-operation of the mercantile community was also sought in this connection in particular and in the clearance of the goods from the station premises in general. It was impressed upon the traders dealing with the Railways that the expeditious movement of goods by rail could be arranged if only the mercantile community cooperated with the authorities by quick clearance and also by not using railway station premises as a sort of "godowns" as is generally done by many merchants.

With the return of normalcy after the "police action," the public of Hyderabad naturally expected better and more comprehensive amenities to be provided in respect of travel. The N. S. Railway administration while fully appreciating the difficulties of the travelling public were anxious to point out to them the limiting factors viz., shortage of locomotive

power and rolling stock, that stood in the way of over-all improvement in the frequency of train service and more amenities all-round.

The N. S. Railway authorities effected the following improvements during the fiscal year :—

1. Installation of 3 water coolers at Secunderabad, one in III class Waiting Hall, one each on BG and MG Platforms.
2. Provision of water taps and padded rexine covered seats in new class III metre gauge coaches.
3. Special accommodation to long distance passengers travelling by class III and issue of tickets one day in advance to classes II and III passengers travelling over 300 miles.
4. Provision of new BG bogie class III carriages consisting of 5 compartments with 20 seats in each compartment with lavatories and 13 New class III Metre Gauge Coaches.
5. Extension and raising of platform at Sitapal Mandi Station, pavement of station platform at Bolarum and Vikarabad with Shahabad stones, terrace flooring in the lavatories and dressing rooms of upper class waiting rooms at Secunderabad and provision of tarcoated and double faced RCC benches at Kacheguda etc.
6. The reduction of wharfage charges at Secunderabad, Hyderabad-Dn. and Kacheguda; the reintroduction of Caud D services at Hyderabad and Warangal; running of

special weekly goods trains with block loads from NS Railway to stations reaching via Balharshah and to Shalimar via Bezwada; running of special goods train between Mohamadabad-Bidar and Secunderabad; extending of Nos. 29 UP and 30 Dn. trains running between Kaheguda and Jalna to Manmad; opening of the M.A. Railway to Kinwat Station.

7. Introduction of Express Bus service between Hyderabad and Raichur, extension of Karimnagar and Banjarpalli service to Amberpet; Nizamabad-Kotgir service to Potangal; augmenting district bus services and operations of mobile lorry units consisting of 5 to 10 lorries complete with drivers, staff etc. at Osmanabad, Mahbubnagar, Bidar and Nirmal for transport of foodgrains.

Besides giving due publicity to the routine feature of the Railway working the observations made in the press were duly taken cognisance of and press notes issued, wherever it was deemed desirable with a view to removing misunderstanding or misapprehension so that the public could better appreciate the efforts made to ameliorate the grievances of the Public.

The co-operation of the travelling public was also enlisted in regard to check-up of ticketless

travel and it was impressed upon them that the encouragement or even connivance of ticketless travel was not only contributing to overcrowding on the railways not to speak of the inconvenience caused to the legitimate passengers but also the huge loss to the national exchequer.

The N. S. Railway participated in the All India Industrial Exhibition held at Hyderabad towards the later part of the year. In the Railway stall erected on the exhibition grounds, among other exhibits the neon sign map—illuminated describing the routes of Rail and Road Map, a cross section of an engine, ignition system in an automobile were also on display which gripped the attention of the public. Besides a special painted product map of Hyderabad and certain other pictorial graphs were also on display and these were appreciated by the visitors.

The N. S. Railway had introduced improved features in the working of the Road Transport Department such as augmentation of bus services, introduction of new bus services and putting into service new buses in replacement of old, and these were given adequate publicity.

The Lallaguda workshops made considerable progress all-round and especially in their programme for the construction of new carriages and pressing them into service.

There are two guarantees of a wise rule of conduct; the thought before the action, and self-command after-wards.—St. Ignatius.

## Our London Letter

BY H. C. TOWERS M. I. E. E., M. I. R. S. E.

BRITAIN'S first gas turbine locomotive, No. 18000, made its first "West End" appearance on May 10 to work the 2-15 p. m. train from Paddington Station having had already three months of trial runs in the provinces.

Application of gas turbines to railway traction has interesting possibilities compared with diesel and steam engines. The greatly reduced number of moving parts of the gas turbine, against those of the diesel, should decrease maintenance and give the locomotive a high availability.

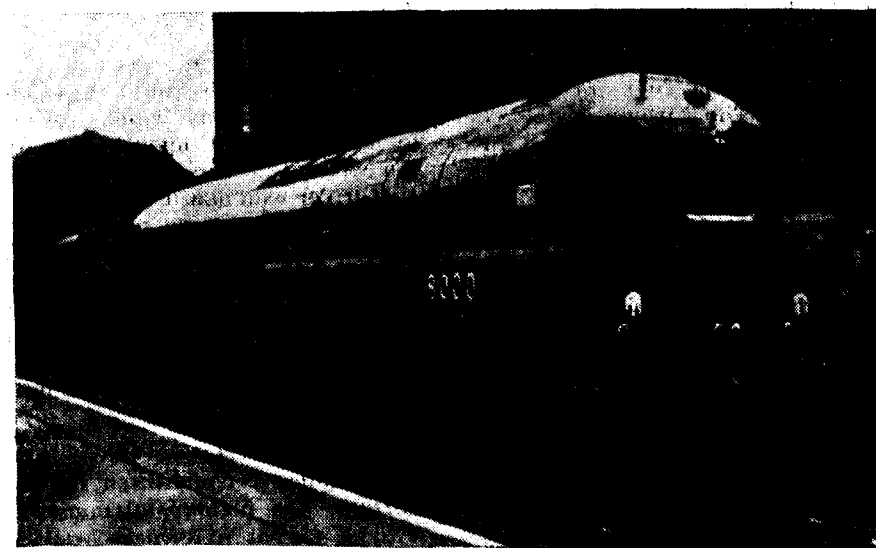
British Railways have always sought to keep abreast of all new developments and this 2500 h. p. gas turbine electric locomotive, built by Brown Boveri Ltd., Baden, Switzerland in conjunction with the Swiss Locomotive and Machine Works, Winterthur, Switzerland, will enable them to gain experience with the new type of power unit and to establish whether or not its potential advantage can

be fully achieved under general operating conditions.

Shortly after the 1939-45 war ended, the Directors of the then Great Western Railway Company turned their attention to the consideration of gas turbines for railway traction, following the successful British development of aircraft jet engines, and early in 1946 the Chief Mechanical Engineer, Mr. F. W. Hawksworth, inspected in Switzerland the first gas turbine locomotive ever built.

No. 18000 was ordered in October 1946 from Switzerland because at that time the Swiss engineers could claim about six years successful experience with the world's only gas turbine locomotive.

Simultaneously with the placing of the order for No. 18000, the Great Western Railway made tentative arrangements with Metro-Vickers to design and construct a British gas turbine locomotive which could combine the newly acquired knowledge and experience



Gas turbine locomotive No. 18000 at Paddington Station. British Railways, Western Region.

of aircraft jet engines with the traditional excellence of British Railway practice. Designs have also been evolved in America where a 4800 h. p. gas turbine locomotive went on trial last year.

A gas turbine by works inhaling large quantities of air into a compressor and heating this air by passing it through a combustion chamber in which fuel oil is burned. The air then emerges from the combustion chamber at high velocity to drive a turbine. The exhaust from the turbine passes through a heat exchanger where some of the waste heat is transferred to the air before it enters the combustion chamber, thus saving fuel.

On No. 1800 the turbine drives an electric generator through gearing and the current produced drives four traction motors, two in each bogie. The maximum speed of the locomotive is 90 m. p. h. and it has a maximum tractive effort of 31,500 lbs. from rest up to 21 m. p. h.

The locomotive is 63 feet long overall and weighs 115 tons. The continuous net output of the turbine at the generator coupling is 2500 h. p. and the locomotive carries sufficient fuel for a 250 miles run. The turbine is started on diesel oil and when warmed up is switched over to burn heavy furnace fuel oil.

A diesel engine drives a generator of electric current for all the auxiliaries and supplies current to two of the four traction motors for working the locomotive when running from the engine shed to the station to pick up its train. A steam boiler, automatically fired with oil, provides steam for train heating.

A fire broke out at 8.40 p. m. on June 23rd 1949 in the tenth

coach of the 7.30 p. m. express, Edinburgh to Kings Cross as it reached Penmashiel Tunnel between Cockburnspath and Granta-house resulting in that coach and the one ahead being completely gutted. Seven passengers were injured, two seriously. The fire developed with such rapidity and vigour that the whole coach was enveloped in flames in the matter of a few seconds.

The burned coaches were a corridor third and a corridor brake composite built under contract in 1947 for the former L. N. E. R. The bodywork was of steel paneling, exterior with hardwood framing: roofs and floors were of deal, door pillars of teak and partitions between compartments and corridor partitions of Gaboon faced block plywood. Bogies and underframes were all steel. The roofs were covered with canvas and painted with a white lead paint and the floors with linoleum except in the lavatory compartments where "Corkoid" was laid. Paints used in the decoration were of the usual oil bound varieties, except for the corridor panelling, which was sprayed with a clear cellulose lacquer.

Suspicion was cast on the design and installation of the train lighting equipment which, owing to certain defects, might have been the cause of the fire. The evidence of a driver who had been travelling as a passenger, came to light two months later. He said he saw the fire burst out at the bottom of the wall of the transverse corridor of the tenth coach. There were no wires near this point so that electrical equipment was not the cause.

Various tests revealed that the cellulose lacquer used in the corridor was highly inflammable. A light was set to a small twist of paper lying on the floor of a coach, such as might come from a ciga-

rette packet or end, and it was placed against the wall. In a few seconds the surface of the wall was on fire. From these and other tests it was revealed that the cellulose lacquer used in the corridor was the cause of the fire and it had evidently been ignited by a cigarette end. The inflammable nature of cellulose lacquer is no new discovery and the reason for its being used in railway coaches was not discovered but is still under investigation. Immediate action was taken to withdraw all coaches from service which were known to have been sprayed with the dangerous lacquer.

In his report, Colonel Walker highly commends the work of the train crew and other members of the railways travelling on the train. Although the greater part of the train stopped in the tunnel, and in the confusion not unmixed with alarm, it was difficult to find out what was happening in the rear of the train, the railwaymen quickly appreciated the situation and took immediate action as a team. Without any parley, the driver set back twice, allowing the train to be parted on either side of the burning coaches: the guard and others were ready waiting to uncouple and the leading portion of the train was then drawn forward to the next station.

The last bridge has been rebuilt as a permanent structure on the Dunbar-Berwick section of the east coast main line. On August 12, 1948 there was serious flooding and washaways on the London-Edinburgh East Coast main line between Berwick and Dunbar.

Since then the work of permanent reconstruction has been in hand until on May 21, 1950 it was finally completed by the erection of the 71 ft. 6 ins. steel girders and concrete decking at Bridge No. 130

enabling the down track to be laid over it.

Nearly fifty years ago the illuminated track diagram, for use in signal cabins, made its appearance. It not only dispensed with a considerable number of separate track indicators but it brought all the track occupancy information on to the plan of the lines and signals. The design of these diagrams has varied with the policy of different railway administrations. Some railways prefer the "normally dark" type where the passage of a train is depicted by a moving red light. Others have all the lamps illuminated and these are extinguished as trains pass over the various track circuits.

In all these diagrams the front face of the diagram, whether glass or metal, was flat and acted as a reflector for extraneous light. This necessitated careful shading of lamps, windows or other sources of illumination, to avoid undesirable reflections reaching the signalman's eye. With the increased area now capable of being controlled by modern power interlocking, the area and number of tracks now brought under the control of one signalman have resulted in the illuminated diagram becoming a large panel extending many feet horizontally and vertically.

With the object of overcoming the disadvantages of earlier designs, a new type of diagram has been evolved, the purpose of which is to eliminate all reflection from the front face and at the same time increase the visibility of the track plan and the various indications conveyed by it to the signalman. These improvements have been obtained by the use of modern plastic material. The diagram is a curved, transparent, plastic sheet on which tracks, points, signals etc. are depicted. Plastics have

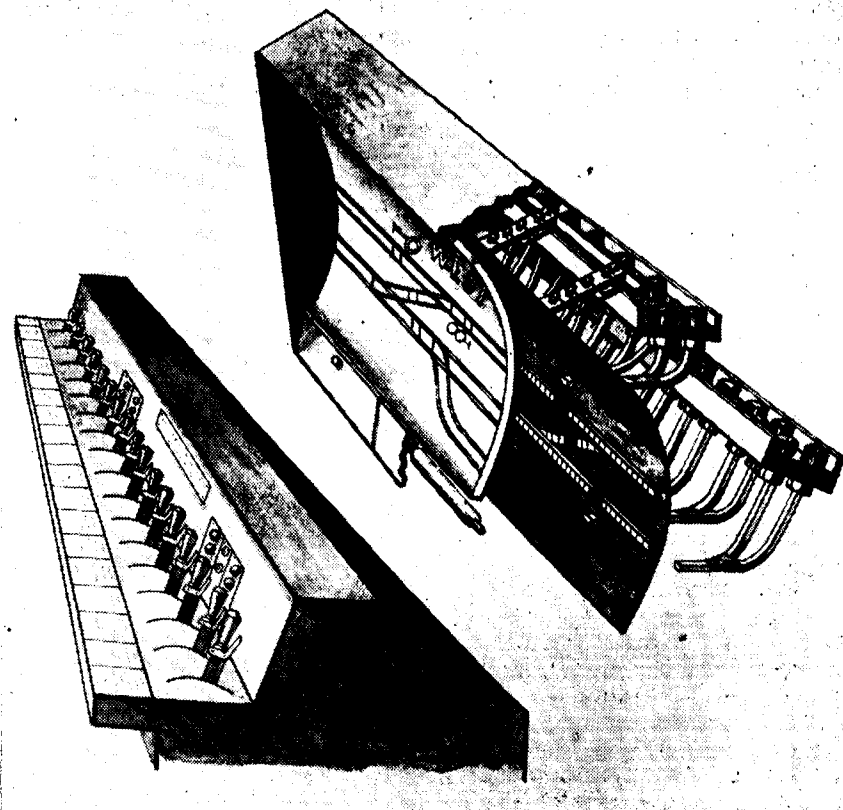


Diagram of new curved plastic illuminated signal cabin diagram showing red and white lamps transmitting light through one common plastic rod.

the ability of internal reflection and transmission and this feature is employed in the new type of diagram. In previous designs, the lamps were placed immediately behind the tracks and were located on the back plate according to the geographical arrangements of the track circuits. In the new plastic diagram, the various track circuit lamps are fitted in one line and their illumination is conducted to the diagram by rectangular shaped, plastic rods. The same rod can be utilised for conducting various colours.

The many uses to which this type of diagram can be put can be readily appreciated. In the normally dark diagram, the presence

of a train on a track circuit would be indicated by a red strip or spot on the plan. In a route setting scheme, when the points and signals have correctly responded to lever or thumb switch, the route over which the train will pass is conveyed by white strips of light on the plan. When the various track circuits become occupied a red light becomes super-imposed over the white. The white and red illumination is conveyed over the same plastic rod.

The Central line of the London Transport Executive celebrated its golden jubilee on July 30th. Originally the Central London Railway (popularly known as the Tuppenny tube), the line was opened from

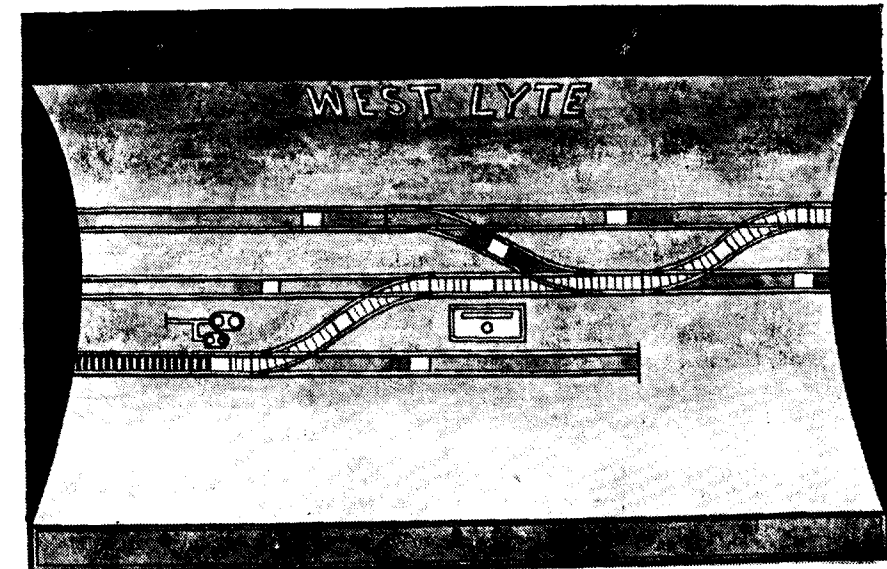


Diagram showing principle on which plastic diagram operates. The white portion beyond the signals shows route set up and the shaded portion at the left is red showing a train on that track circuit.

Shepherds Bush to the Bank in 1900 being then only 6 miles long. To-day it is nearly 45 miles in extent covering West Ruislip in the West to Epping and Hainault in the east.

of very large 2-8-2 main-line freight locomotives with an axle load of 20 tons, built at the Glasgow works of the North British Locomotive Co., Ltd.

#### World's Fastest Train

The fastest start-to-stop railway run in the world is made each day on the Burlington Lines, U. S. A., by the Twin Cities Zephyr diesel train, which runs the 54.6 miles from East Dubuque to Prairie du Chien in 38 min., an average of 86.2 m. p. h. Over the 23-mile section from Cassville to Crawford the pass-to-pass time is 13½ min., equal to 102.6 m. p. h.

#### Gas-Turbine Locomotive

The 2,500 h. p. gas-turbine-electric locomotive of British Railways is now running non-stop each day between London and Plymouth, 225-miles, with 450-500 ton express passenger trains. Comparative trials are to be made with it and the two 1,600 h. p. diesel-electric locomotives.

\* \* \* \* \*

#### Diesel Locomotives for Ceylon

The Ceylon Government Railway has just put into service on the 98-mile 2 ft. 6 in. gauge Kelani Valley Railway four 132 b. h. p. diesel-mechanical locomotives built by the Hunslet Engine Co., Ltd. They are for mixed trains and for shunting, and have a maximum axle load of only 7½ tons to suit the light track. They can pull 400 tons on the level at slow speed, but are limited in top speed to about 20 m. p. h., mainly because of the sharp curves, some of them 235 feet in radius.

#### Steam Locomotive Delivery

The Indian Railway Board has just taken delivery of a batch

(Continued on next page bottom)



# Presenting Mr. Railwayman

## "The Signal Inspector"

BY A. H. PEARSON

THE train in which you may be travelling at a good speed slackens off gradually, then comes to a stop. You look out of your carriage window and see open country on either side, but if you look forward you will see that the engine has pulled up before a signal post, the red arm on top of which is at a right-angle position to the post; in short the signal is at danger. This means that somewhere ahead on the same track there is another train, or some shunting going on, and the signal at danger has warned the driver of your train that it is not safe to proceed until the signal arm is lowered.

Obviously the purpose of any kind of a signal is to indicate whether the line or road ahead is clear or obstructed, and railway signalling is the same. But strange as it may seem, signalling equipment provided on railways is not merely for bringing trains to a stop or allowing them to

proceed, but also to so control the movement of the scores of trains passing over a section of a track, that the flow of traffic is speeded up rather than retarded.

It is the work of the Signal Inspector on railways to ensure that every little part of the signalling gear is maintained to function smoothly.

The operation of every signal and points within the station limits is usually controlled from what is known as a signal cabin. At every station provided with the interlocking system of signalling, there are at least two cabins, either and at larger stations and junctions with marshalling yards, there may be several cabins. The most important part of the cabin is the huge lever frame containing anything up to sixty or more levers. Each time one of these levers are pulled over, through wires, wheels, pulleys, cranks and rodding points are set for a train to switch over

from one track to the other, or pass over several criss-crossing tracks, or control the movements of semaphore signals situated almost a mile away. The Signal Inspector and his staff must regularly inspect each mechanical component starting from the cabin all the way to the outermost points or signal to see that every detail functions smoothly. Any defect developing suddenly may endanger the safety of running trains, so one can imagine the care and vigilance required.

Every station and yard has a number of facing and trailing points, which connect one track with another. Facing points are most important, as a slight gap on these points may throw a moving train off the track with disastrous consequences. The Signal Inspector and his staff can take no chances with facing points, or be content with cursory checks and inspections. The continual pointing of the wheels of heavy trains over these facing points wears down the point nose to a sharp edge, which is always a menace to all train movements. When this wear has been found to be beyond the prescribed limit, the rail must be immediately replaced.

All station masters maintain a 'Signal Failure' register. If for some cause a signal fails to act, it is recorded in this register, and the Signal Inspector and his maintenance staff immediately notified to remedy the defective signal as promptly as possible, as any defect in signalling gear is a retarding factor in efficient train operation.

It may be of interest to know what causes signal failures. These are defects developing in the signalling gear, breakage of wires, rodding etc. At wayside stations thefts of signal equipment is sometimes prevalent. Certain types of wheels forming part of signalling

equipment are ideal for pulley wheels over wells in nearby fields. So villagers may help themselves to these pulley wheels. Criminal gangs out to loot goods trains will cut signal wires to render a signal ineffective and so bring the train to a stand. Mischievous people may shove odd pieces of metal or wood into signalling gear lying far away from the cabin. These are some of the irritants, but they must be traced and removed promptly to prevent signal failures.

By day signal indications are discerned by the position of the red semaphore arms, but at night when these are no longer visible, the indications are by means of lights. Each signal arm is provided with a three-colour glass segment, and on each post is a place on which the signal light nestles at night, behind the glass segments of red, yellow and green. At each station there is a lamp room, where a man is specially employed to keep every signal lamp clean, trimmed and in good fettle. The Signal Inspector must give this lamproom his attention to see that the lenses of the lamps are well-polished, as murk and dirt will result in poor visibility at night, and cracked lenses must be replaced, as these will be a source of light distortion. All railwaymen connected with the operation of trains must never be in doubt as to the indication of signals by night, and that is why every signal lamp must be in tip-top condition.

Another part of the Signal Inspector's job is to keep a check on the visibility of signals. Whenever he is moving over his section either by train or on his trolley, whether by day or night, he must put himself in the place of the driver of a train to ensure that every signal along the way is clearly visible, both by day and night. Tricks of light reflection from nearby groves of trees, or branches of trees growing near the

(Continued from previous page)

### Indian Locomotive Imports

During the 12 months ending June 30, 1950, India imported steam and diesel locomotives valued at £1,084,313 from Great Britain, compared with £339,312 in the preceding twelve months. The deliveries included 55 heavy main-line steam locomotives. During the same period India obtained £490,292 worth of railway wagons from British builders—

### Big Diesel Locomotive Performance

The Sulzer 4,400 h. p. 225-ton

diesel locomotive on the French National Railways, the most powerful highspeed diesel railway unit in Europe, has now completed over 1,000,000 km. in express passenger service, hauling 550 to 750-ton trains over a daily round trip of 635 miles. The two oil engines still retain 22 of the 24 original pistons, all the original cylinder heads, crankshafts, fuel pumps and exhaust valves and 90 per cent. of the original inlet valves; and only three main bearings have been renewed.

BY BRAIN REED



# The Tower of Mercy

BY V. SUBRAMANIAN, M. A.

THE Gopuram of the Srirangam Temple is just like all Gopurams in South India in structure and appearance, but it has a human interest, all its own.

Centuries ago, on the day of Vaikunta Ekadasi, a prophet used this tower as the high platform from which to preach the message of eternal liberation to all mankind. It has the same distinction as the Bodhi Tree or the Mount on which Christ preached his historic sermon. This tower has witnessed the enlightenment of a great soul, unlike similar Gopurams elsewhere.

Ramanuja, the founder of Vaishnavite Philosophy, studied for some time under the Acharya called Thirukottiyur Nambi. His teacher taught Ramanuja that the name of Narayana was the sure and only road to salvation for all mankind. He also warned him that hell would be punishment if he taught it to anybody who was not pure in mind and body and who had not served under a Guru.

On Ekadasi Day, the surging crowd witnessed a strange sight.

A young Vaishnavite was calling to all the crowd from the temple tower to listen to him. He had a message for all of them, high and low, pure or impure. In terse and impelling language, he told them that the world with all its sins and sufferings could be escaped and heaven was attainable by everybody. Only they should learn to chant the name of Narayana devoutly giving up their all in matter and spirit to his care.

News of this reached the ears of the bewildered teacher, Thirukottiyur Nambi. Next day he called Ramanuja to him and angrily asked him whether he had told the secret entrusted to him to all the world, that is, to undeserving people.

Calmly Ramanuja answered that it was true. In mounting anger and exasperation, Nambi asked him whether he knew what the punishment was for such an act.

"Eternal suffering in hell," replied Ramanuja calmly.

"Then why did you risk it by your rashness?" asked Nambi.

(Continued from previous page)

track, or in rugged country where the track has to push its way through cuttings and gorges, may partially obscure signal visibility. The Signal Inspector must make notes and select sites for signal posts where there cannot be the slightest doubt to drivers of trains as to the indications given by signals, both day and night.

More than a century has passed since the primitive waving of a red or green flag by day and red or green light by night—

although it is still used under certain conditions and emergencies even to-day to modern methods of inter-locking and electric signalling. But the principle of 'safety first and always', plus the objective of moving the maximum traffic in the shortest possible time, is and always will be aim of railway signalling. It is the Signal Inspector, and all the staff working under him, who are required to do the job of keeping all signalling equipment and gear in a state of efficiency.

"If all my listeners could go to heaven by knowing my secret, what does it matter if one like me should go to hell? I am ready to sacrifice my salvation for that of thousands of others" replied Ramanuja.

Nambi was dumbfounded at the compassion of his *chela*, which bore comparison with the all-embracing mercy of the Lord himself.

The tower of Srirangam is thus really a tower of compassion, a tower from which the great prophet of Vaishnavism once preached universal love, risking eternal damnation with open eyes.

But Srirangam tower has kept watch not only over Ramanuja as he taught the message of salvation to the millions of pilgrims. It has watched silently successive invasions of vandals trying in vain to despoil the Lord and the passing away of hundreds of lesser prophets.

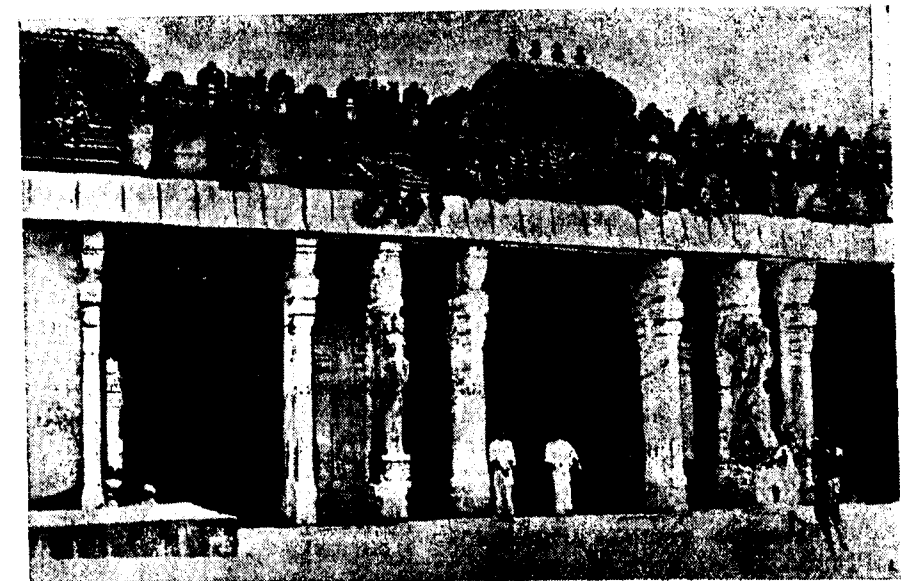
Malik-Kafur, the barbarian slave and general of Alauddin Khilji, Emperor of Delhi, came in all his strength and agreed to de-

spoil the temple. The priests fled in terror with the holy relics, but not in time. Kafur came, killed many innocent priests and carried away the golden image of Ranganatha.

When Kafur returned home, a number of people followed him to Delhi to get back at least the image. They tarried in Delhi for long till there was a change of dynasty. At last the new Shah consented to give them back their idol and asked them to search for it. They found it among the play things of the Shah's daughter and took it away. Immediately she started out in pursuit.

The Vaishnavites who carried the idol back home convinced the temple authorities that it was the original idol. The Shah's daughter who came in hot pursuit died at her destination. She has been made a Goddess, a wife of Lord Ranganatha, and a shrine has been dedicated to her near the Lord in the Srirangam temple.

The tower has thus watched the arrogant barbarian come in his greed, and go back with the likeness of the Lord, and the Lord



The Main Entrance within the Srirangam Temple.



Royar Gopuram, Srirangam.

return in triumph, with the heart of an innocent Turkish Princess as his booty.

The tower watches over the still fresh green fields, trees and groves around Srirangam.

It stands sentinel over the golden canopy of Srirangam, a marvel which has earned the title of Golden Theatre (Ponnarangam) for the temple.

It has watched Ramanuja

(Continued on next page bottom)

## Drat that Diesel Horn

BY G. H. GATES-REED, M. I. A., M. A.

"NO SIR, you can't take the sound of the engine whistles away from me. Those Diesel air horns just will not do"—said Miss Beatrice E. Streb, of Canton, Ohio. She then proceeded to do something about her very intense dislike of the new fangled horns which she described as "unreasonable, intolerable unbearable," and other stronger words to that effect.

Unfortunately for her, in the last seven years in the U.S.A. 11,000 steam locomotives, with their low plaintive steam whistles which have inspired wanderlust, the urge to travel ever since the first one called through the countryside, have been replaced by diesel locos. These giants of progress, admirable in all other respects, do not however generate any steam and so—no steam whistle! And that is enough for Miss Streb and her legions of followers.

In the forty years she has lived near the railroad track Miss Streb has never been disturbed by a steam whistle. Came Diesels and, so the lady asserted in a series of forthright, hard hitting letters to the Association of American Railroads, she had never had an interrupted night's sleep since their arrival. She was haunted and awakened by the "harsh, powerful, terrifying" klaxon of diesel horns.

Who then can blame her for being angry; habit dies hard, a

(Continued on next page bottom)

preach the message of love and complete surrender to the Lord at the risk of his own salvation.

Every year it has watched thousands of pilgrims pass into the temple on Ekadasi Day and lately, Harijans, God's own

night's sleep is precious, and in any case the days and nights of this super-mechanical age are already too full of ugly robot sounds. Gone for her and her followers was not only sleep but that glamour of the train whistle which means so much in the lives of the villagers and small town inhabitants of rural communities throughout the world. The sounds of the great trans-continental train giants rushing by through the night link these small communities into the great pulsing, living reality of a nation.

How magnificently this idea was recaptured by that great American writer, Thomas Wolfe, in "YOU CAN'T GO HOME AGAIN." Here is but one of many passages in which the sound of trains plays an important part in the emotional life of a people, a fact recognised and written about by many other famous and great writers:

"Down by the river's edge, in darkness now, he heard the bell, the whistle, and the pounding wheel of the night express coming into town, there to pause for half an hour and then resume its northward journey. It swept away from them leaving the lonely thunder of its echoes in the hills and the flame-flare of its open firebox for a moment, and then just heavy wheels and rumbling cards as the great train pounded on the rails across the river.....Then, further off.....he heard again and for the last time

children, as Ramanuja would have loved to call them.

It watches over them still, a silent witness of the chequered past, a beckoning beacon to the glorious future.

# Air Versus Rail Travel in India

BY V. B. S. SREENIVASAN

(Chief Traffic Manager's Office S. I. Ry.)

I HAVE read with considerable interest the article on "Air Versus Rail in India" written by W/Cdr. W. H. Burbury, DFC, which was published in the Anniversary (Transport) Souvenir of the Southern Railways Magazine. As a railwayman of 22 years standing in the Traffic department, I take this opportunity of replying to the various points raised by him. It is quite natural

that some of us who are either air-men or railwaymen to think in terms of the transport in which we are interested as it is said "that railroading gets in the blood." Some three years back when I wrote my essay for the IRCA competition for 1948-49, on suggestions to improve the Public Relations Organisations under National Railways in India, I had stated "We are living in a time when air

(Continued on next page)

its wailing cry, and it brought to him once more, as it had done for ever in his childhood, its wild and secret exultation, its pain of going, and its triumphant promise of morning, new lands, and a shining city. And something in his heart was saying, like a demon's whisper that spoke of flight and darkness: "Soon! Soon! Soon!"

But romanticism aside, you can't fox American enterprise; the customer being always right, and Miss Streb and her disciples are customers as well as complainants, an answer had to be found.

And it has been in the form of an "air chime;" a series of less "nerve-shattering sleep—and health robbing" air horns, in groups of three or five, which sound like the good old steam whistle. We haven't heard Miss Streb's opinion of them yet but some do say they are actually better, even more adventure stimulating, than their steam predecessors.

Nor has the matter been left at that. While working on the Diesel horns it was decided to have a crack at the new Diesel bells which were also complained of as being unmusical and not a patch on the beautifully toned locobells

of the old days. The Southern Railway has presented 160 of these old bells to various churches in the south.

The answer to this problem has not quite finalised as in order to preserve the steam lining of the locomotive the bell will have to be somewhere inside the engine. It will probably be a slow-striking hammer on metal bars as used in many theatres and cinemas to announce "curtain going up."

The Southern Railway System, U. S. A., have done most of the pioneer work assisted by an ex-director of the United States Navy Band: Lieut. Charles Benter, an expert on noises of all kinds. Over 204 tests of various whistles, over distances of 100 feet to a mile, were carried out before the answers to Miss Streb's sleepless nights was finalised.

Anyway the authorities seem happy so far as the whistle is concerned. One hopes Miss Streb will also be so. But human nature being what it is, and women particularly being contrary, so it is said, the next complaint will probably be that the darned old diesel engine just doesn't sound like a "real" train anyhow! Then what?

transport on the one hand is fast developing while the motor transport is equally being developed thus depriving the Railways of their hold over the people. Long years of suffering under war conditions have brought Railways a hatred from the users of Railway the people at large. We must guard against these rights from now. When our Minister of State Hon'ble Mr. K. Santhanam announced the scope of the foreign tourist traffic to the Railways, the Hindu, the leading daily of Madras wrote that the Railways under the present conditions cannot offer comfortable and speedy transport and as such air transport and taxi-service can be augmented to meet the tourist traffic. This is a warning and if not heeded will prove disastrous to the railways in due course. Travel in the Railway offers such a great scope for seeing landscapes and other scenery that many foreigners have enjoyed it and have written in appreciation of this. It should be the duty of the Public Relations Organisation to safeguard the interest of Railways against such onslaughts." Even though three years have passed since I wrote this the conditions are still there but much water has flown since then, for Railways.

The Central theme put forward by my friend in the article under reference is to discontinue the carriages of first-class passengers on the Railways so that these passengers may take to air and thus get the benefit of the faster travel the latter provides. To this extent the Government would also benefit by improved communications. He has in support of this theme stated (in the reservations of course) that the Railways do not make any profit from first-class traffic and that the traffic is carried at a considerable loss in having had to employ costlier stock. By diverting the upper class traffic from the Railways

to the Air, both would be benefitted considerably. In my opinion this is not a correct appreciation of the existing situation especially in India after Independence and on the merge of Industrial revolution. Apart from this, who is to decide whether the first-class Railway passenger should travel by air or rail? Surely it cannot be decided by the Government; nor by the Railways or the Air Companies. This question should be decided by the first-class passenger himself. He is an influential man wielding power and his opinion counts. Then alone it can be solved properly. What are the factors that militate against the suggestion and what are the factors that go for the suggestion and what are the requirements of the country at large. A correct answer to these alone will lead to a correct solution.

It is stated often, that Air travel is a time saver and hence it is preferable to slow Railway travel. This time factor will have a least appeal to us Indians as a Nation. We are not time conscious as the Americans are whose motto is "Eat quick, Drink quick and Die quick." Habits die hard. In India it will take time to inculcate the time saving habits. But one aspect which has not received the attention it deserved is the economic factor that is facing the country. There is no use of diverting the small class of rich people travelling by first-class from Railways to the air. India is changing rapidly. New class of people are coming in, in the good incomes. In a short time we will find that the combined Transport capacity of Rail, Air and Motor will be insufficient to cater to this growing need. Take for example the theatre-going people. We still find shortage in theatre accommodation and people have to stand in queue to get tickets. Similarly the third class travel in Suburban trains. A steep rise has

been recorded in this direction by the Industrialisation of the country. Geographically India presents ideal conditions for the use of air transport by the reason of the expanse of the country and suitable weather conditions, but it is the poor economic condition of the majority of the population and the high cost of air transport that stand in the way of increased air travel. The same is the case with the first-class passengers. Just see the factual review of the Railway Board published in their "Survey in Graphs-Indian Railways 1938-39 to 1948-49." It states:—

"There has been a progressive reduction in the relative proportion of upper class passengers miles to the total. From 11.6 per cent in 1945-46 this has been reduced to 1.67 during the 9 months ending December 1948 and 6.48 per cent for the last quarter of 1948-49 reflecting the changes in the economic conditions of the middle class." In plain language, even the habitual upper class passengers due to economic conditions have chosen lower classes. Are we then going to divide even this dwindling first-class between Air and Rail? Certainly not. Air travel must be made cheaper and should be made available to the average middle class man if it is to be serving the nation and get a foothold. There is a vast scope in this direction. Mr. Henry Ford Motor Car Millionaire of America was able to increase his sales in Ford Car from hundreds to millions by reducing the price of the car to the average reach of middle class Americans so that each one can own a car. He has testified this in his Autobiography. So should be the case of Air travel. It should not be at the same time forgotten that there are new type of first-class travellers who are not of the old, preferring social exclusiveness. This new type is the businessman or public official who wants to read,

write or discuss business matters on the way. He regards his train in a very practical light as a place to work in, functional in the same way as the post-office sorting van is functional. There is another type of traveller in first-class that is the mother who makes a long journey with one or more small children. To this must be added the first-class passenger who wants to carry more luggage than would be carried by air. To sum up the difficulties in dispensations with first-class accommodation in Railway and augmenting air travel are so many and is not practicable. Air transport must build up its own traffic. What then should be the future policy for India regarding transport as a whole? This is brilliantly answered by Mr. F. P. Antia, M. Com., P. H. D. (Econ.) in his "Pamphlet Transport."

"There must be co-ordinated form of Transport and India will have to evolve a broad-based national transport policy if on the one hand the country is to obtain the maximum service at the minimum cost and the other agencies of Transport are to operate efficiently and economically in their own interests. There is no doubt that railways have to continue to be the main arterial system of Transport. They provide the most economical and efficient method of carrying bulky commodities and large numbers of passengers over long distances at high speeds. Road transport, which in modern terms means motor transport, because of its flexibility and adaptability, is supreme for short hauls door-to-door delivery and transport perishable goods. While it can supplement railway transport it can never supplant it. Similarly for transport of bulky goods at the lowest cost, where speed is unimportant, water transport is the last agency. Air transport again has its own field where speed in the carriage of

(Continued on next page bottom)

## Drama on Courtesy

It was the poet James T. Field who said:—

"How sweet and gracious,  
Even in common speech,  
Is that fine sense  
Which men call courtesy,"

but how much this is lacking in the Railway Personnel is testified by the South Indian Railway Administration by writing in bold letters at every counter such as 'Parcels' office, station platforms "The Complaints book is with the Station Master," meaning thereby that he is at liberty to write anything against the staff. This standing invitation to a semi-literate public using Railways is an eye sore to many Railwaymen and they have resented this and even feel that if confidence is not reposed in them, even the good amongst them may be inclined to go



Proverb-Ponnusamy with the son of the Station Master Sundaram.



The Author-Director-Actor.  
Mr. R. Neelamegam.

astray. In contrast to this it was a surprise to me to see the drama on "Courtesy" enacted by Railwaymen themselves under the auspices of the Trichinopoly Fort Railway Institute Dramatic Society. The Drama was written and directed ably by Mr. R. Neelamegam, a clerk in the Time-Table section of the Chief Traffic Manager's Office S. I. Rly. By himself a good writer and being a good railwayman felt the need for such a play, laboured hard and wrote out a piece depicting two station masters Sundaram and Gopal, the one a villain, the other a good and a courteous man. The villain always

materials and men should be the prime consideration. The war has developed its possibilities tremendously and placed it on the transport map of every country. The various instruments of transports have to be regarded as component parts of a vital national service

complementary to one another and not as independent and competing units. If the conditions under which the community puts towards its transport effort lead to unnecessary and wasteful haulage, who but the community pays for it in the long run?"



Villains Gopal and Arumugam



Villain Arumugam posing as a Railway Staff member and trying to evade ticket checking.

is bent upon improving his purse by joining with a black-marketeer and cheating the Railway. The good station master knows his duty, is always helpful to the people and spares no pains to do his job well and is loved by the people. As is the case, the Good Station Master is put to lot of difficulties, the other Station Master taking a lead in writing all sorts of false complaints and trying to blackmail him. Finally an enquiry takes place, in which the Good Station Master through the help of the people comes out victorious. Mr. Marudanayagam a clerk in the Signals and Communications office acted ably as the villain. The author-director-actor Mr. Neelamegam took a superb act of proverb-Ponnusamy and quoted extensively from the immortal Valluvar and kept the tempo of the audience for nearly three hours. This drama reveals that our younger generation of Railwaymen are



A scene in "Drohi"



A scene in which a village woman and the station master's wife are together.



Station Master Sundaram helping a beggar.

(Continued on next page bottom)

## Letters to the Editor

### Regrouping of Railways

Sir,

(1) Under your notes and comments column of the July issue, you have dealt with exhaustively on the pros and cons of the proposed regrouping of the Railways.

(2) The fact that the Railways have grown under the company management haphazardly can be seen even in minor details of organisation. Some examples of such variations are that the Electrical Department in some Railways, works as a separate branch whilst in others it is placed subordinate to the Mechanical Branch, signalling and tele-communications in some Railways come under the Engineering Department, whereas in some other, they are under the traffic and in some others the two branches have been bifurcated and placed under the Civil Engineering and Electrical Engineering Departments. All these local arrangements have been made with a view to economy which was the prime consideration of Company managed Railways.

(3) As one who has spent his life (30 years) in the Communication branch of the South Indian Railway, I should like to take this opportunity of pointing out the organisational difficulties of this much uncared for but

mostly essential department, if at all the proposed regrouping is to be given effect to in the Southern group as suggested in the last para of your comments.

(4) Signalling and Communication branch of any Railway is an essential department, whose prime object is to provide for the safe movement of trains from station to station. This branch has four distinct and independent subjects as:—

- (1) Pure signalling of stations and yards for the safe reception and despatch and movement of trains within the limits of a station,
- (2) Block signalling intended for the safety of trains between stations,
- (3) Control telephones, local exchanges, and other telephone circuits, for controlling the movement of trains and exercising efficient administrative control over various district headquarters,
- (4) Telegraph technical and traffic, which deals with passage of communication of less importance by telegraph circuit.

alive to their duties and if given opportunities can show talents that can beat any in the outside and it is a pity that the Administration which is trumpeting on "courtesy" in paper schemes takes little interest in encouraging such talents so that the Railway staff

may really develop courteous spirit, very badly needed by our National Government. Such dramas can be acted throughout the South Indian Railway and even films can be taken as after all "The small courtesies sweeten life; the greater ennoble it."

quits, and to check Telegraph traffic and the obligations under the licence to the post and telegraphs department.

(5) Taking the four aspects of this branch, the organisation in the three railways of the Southern groups are so varying that some co-ordinated study of policy is essential before the scheme can be given effect to best one of the essential services break down.

(6) In the South Indian Railway all the four branches mentioned above are to-day under the control of the Chief Traffic Manager, assisted by a Deputy Signal and Telegraph Engineer. This is a peculiar analogy where a technical man has to work under a non-technical head. This system has, however worked satisfactorily, the reason given for such an organisation being that the branch caters for most of the needs of the Traffic Branch.

(7) In most of the other major railways, the four sections of this branch are under different departments. Thus in the M. S. M. Ry. which is the other major railway, there are three departments controlling the above work, viz. (1) the signalling portion exclusive of Block is under the control of the Chief Engineer. (2) Block working, control, telephones and wireless including the technical side of telegraph is under the control of the Chief Electrical Engineer, who is an independent head of a department. (3) The Telegraph Traffic, check office and control of signallers is under the Chief Operating Superintendent.

(8) Lastly the system in Mysore Railway is that the Signalling is under the Chief Engineer and the Telegraph Control and Block working come

under an Assistant Traffic Manager, who is responsible to the Loco Department and is in addition looking after the Catering branch, perhaps with a view to economy.

(9) To bring all these together under a unified control for the successful regrouping of Railways, a careful study of the problem and strong action is essential. It may be asked why the term strong action has been mentioned. There is a reason for it.

(10) As early as 1940, the Board set about the reform of this branch and suggested that Signalling (item 1 mentioned in para supra) should be separated and put under the Chief Engineer and all Communication including Block Signalling and the other three items mentioned in para (4) should be a separate department to work under the Traffic. Though this was a healthy but not an ideal reform, the opposition from individual railways claiming what it had developed in each Railway was the best, was so heavy that the Board succumbed and took the easy course and let things to continue as they were in each Railway, and so the position is the same to-day.

(11) That is the reason why I have mentioned that strong action is necessary in arranging the departmental control if the regrouping is to work satisfactorily.

(12) Coming to the point at issue if regrouping of the Southern Railways is to be an accomplished fact, what is the best method of carrying out the four functions of this most important department efficiently. In dealing with this one must not forget the fact that the development of Railways have gone ahead by leaps and bounds in foreign countries, and with the attainment of freedom, our country cannot keep back but should go forward equally. Modern developments in signalling wherein the

movement of even points and signals are controlled by one sitting miles and miles away in a central cabin has made it a science by itself. In a similar manner development in communication has been so rapid that passengers in a train can speak to anyone in the world who has a telephonic connection, and extensive use of wireless has come into being even in our Railways.

(13) So, the time has come when we must cry halt to the clubbing of these important functions under one man, or under other departments. It was all right in the early days of developments to do so from the point of view of economy but if we are to develop we must separate the two scientific departments and make them independent of others. Under normal circumstances, a good Signal Engineer cannot be also a Communication Engineer, or vice versa, though there may be exceptions. If the departments are clubbed, the result will be that the departments will develop only in the branch in which the head has specialised, the other receiving only a step-motherly treatment.

(14) It is therefore an opportune moment to consider this aspect at the time of regrouping and separate firstly signal and interlocking from communication, wireless and block signalling, and place them as separate departments like the Electrical, Traffic, or Engineering departments.

(15) If the above is not possible, the next best alternative is to be looked for. In all major railways, except in the South Indian Railway, the Signal and Interlocking branch, the function of which has been described in item 1, of para (4), is under the control of the Chief Engineer. This may also be

(Continued on next page bottom)

adopted in the newly grouped railways.

(16) It will then be necessary to separate the Block and Telecommunication, and Telegraph traffic from the Signal Department in the S. I. Ry; from the Electrical and Traffic Department of the MSM Ry; and from the Loco Department of the Mysore Railway; and form a separate Telecommunication department and place it under the Traffic Department. Such a practice of course exists in the East Indian and G.I.P. Railways even now. However, if communication has to develop on modern lines it should be a separate department by itself.

(17) I have dealt here only the technical aspects of one branch only of the Railways as my experience has been confined to this only, but not the repercussion it will have on the staff. Each Railway has its own internal arrangements as regards staff, pay etc. and I am afraid if I have to go into this, in detail, I may be taking too much of your space and so I propose to close this with the earnest hope that the authorities will give due weight to the facts mentioned here, before they think about bringing in reforms which may fail in actual execution. I daresay there may be other departments of Railway working which have equally weighty difficulties and I feel that your magazine should give ample opportunity to express them.

Srirangam, } Yours etc.,  
25-8-50 } V. RAMASWAMI

\* \* \* \* \*

Sir,  
May I crave the columns of your valuable journal for ventilating the hardship which the passengers from Bangalore and bound for stations like Tanjore, Kumbakonam etc. are experiencing.



## Personalia

Mr. K. Basheer Ahmed, Personnel Officer, returned to duty from leave on 1st August, 1950.

Mr. R. Seshadri, Officiating District Traffic Manager (Movement) has been granted leave on average pay for 30 days from 1st August, 1950 and Mr. M. A. Bantleman is posted in his place.

Mr. T. Chinnikrishna, Officiating Personnel Officer is posted as Officiating District Traffic Manager (Works) from 1-8-50.

Mr. P. S. Mahadeva Iyer, Temporary APRQ has been transferred and posted as Ty. Asst. Operating Supdt. (General) Calicut from 12-7-50.

Mr. J. V. Karunakara Rao, Ty. Asst. Operating Superintendent (General) Calicut, has been transferred as AS (General) Madura from 8-7-50.

Mr. M. Veeraraghavalu Naidu, Assistant Accounts Officer, returned to duty on 1-8-50.

Mr. L. King, Assistant District Engineer, has been recalled to duty and has been posted as District Engineer (Senior scale) from 31-3-50.

Mr. N. Venkatasubramanyam, Officiating District Controller of Stores, reverted as Assistant Controller of Stores from 1-7-50.

Mr. P. K. Subramanya Iyer, Officiating Assistant Controller of Stores in class II service, reverted to class III Service from 1-7-50.

Mr. M. A. Uthappa, Officiating Statistical Officer, has been granted leave on average pay for 60 days from 9-8-50.

Mr. N. Seshachalam, Assistant Deputy General Manager (Junior scale) has been promoted to Officiate as statistical Officer (senior scale) from 12-8-50.

The train No. 794 leaves Erode by 5.20 A. M.; it connects, Cochin Express, Malabar Express and Nilgiri Express. From Jalarpet passengers arriving at Erode by Cochin Express have to wait at Erode for 2 hours and 20 minutes to take the train No. 794 to Trichinopoly. Again the train No. 794 arrives at Trichy at 10.30 A. M. There is no immediate connection for the passengers bound for Tanjore, Kumbakonam and other stations. They have to take train No. 16 at 12.50 P.M.; which means, there is unnecessary waiting again at Trichinopoly for 2 hours and 20 minutes. Train No. 28 leaves Trichinopoly by 9.56 A. M. If this train is made to leave Trichinopoly, a little later by about 10.30 A. M. and the incoming passenger No. 794

is made to arrive at Trichinopoly half an hour earlier, the passengers can reach their destination much earlier and there need not be so much delay.

Besides, a through bogie between Bangalore and Trichinopoly may be attached in either of the three trains, Cochin, Malabar, or Nilgiris at Jalarpet Junction for the convenience of passengers.

I request that the railway authorities may be moved to attend to this hardship to the passengers and remove it at an early date.

Yours etc.,  
K. S. S. Rajan,  
Agent "THE HINDU"  
Registered Stockist, Lever Brothers  
(India) Ltd, Tanjore.

Mr. D. S. Aruldas—Establishment Probationer, has been posted to a working post as APO (probation) from 10-8-50.

Mr. T. R. Ramachandran, Assistant Deputy General Manager (Class II) returned to duty from leave on 31-7-50.

Mr. P. V. Sundara Rao, Assistant Personnel Officer has been posted as AEN (A) Tanjore from 18-8-50.

Mr. K. Ramaswamy Iyengar, Assistant Signal Engineer (Class II) has been granted extension of leave on average pay for 30 days from 12-8-50.

Mr. M. G. Nair, Temporary Assistant District Engineer, returned to duty on 16-8-50.

Mr. R. S. Kuppusamy Iyengar, District Engineer, has been granted leave on full pay for 16 days from 18-8-50.

Mr. T. R. Narayanasamy, Executive Engineer returned to duty on 8-8-50 and is posted as Executive Engineer Drawing Office.

Mr. Syed Sirafuddin Gasudraz, Officiating Executive Engineer, D. O. has been posted as Executive Engineer, (G) from 7-8-50.

Mr. N. Nilakanta Sarma Ty. AEN (A) Tanjore has been posted as Ty. AEN/TCR from 23-8-50.

Mr. K. G. Belliappa, Assistant Mechanical Engineer (on probation) has been promoted to Officiate as D. M. E. from 9-7-50.

Mr. R. K. Tyagarajan AME, Madura, is transferred to Golden Rock Shops as AME from 7-8-50.

Mr. K. T. V. Raghavan, AME (on probation) Trichinopoly, is transferred to Madura as AME (probation) from 31-7-50.

Mr. T. S. Jayarama Iyer, Officiating Assistant Controller of Stores, (Class II) was relieved from S. I. Rly. on transfer to B. B. & C. I. Railway from 19-8-50.

Dr. A. Ramdas, DMO (probation) was relieved from S. I. Rly. on transfer to M. S. M. Railway on 26-8-50.

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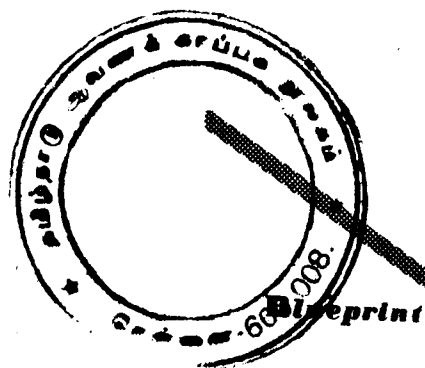
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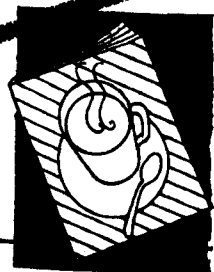


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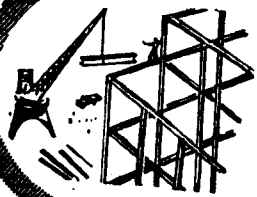


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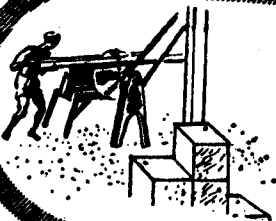
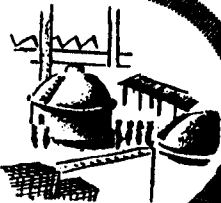


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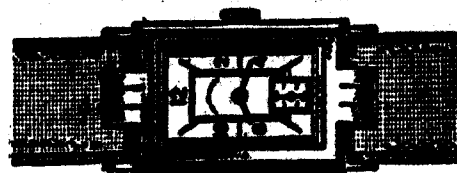
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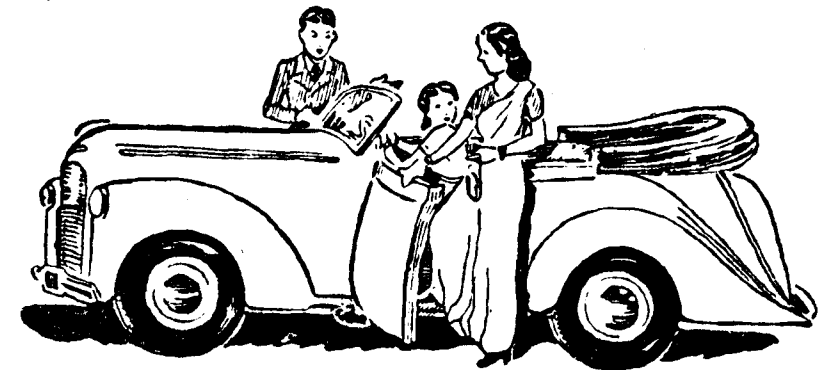
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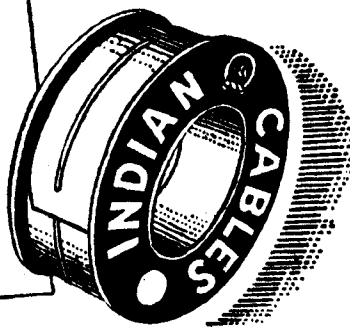


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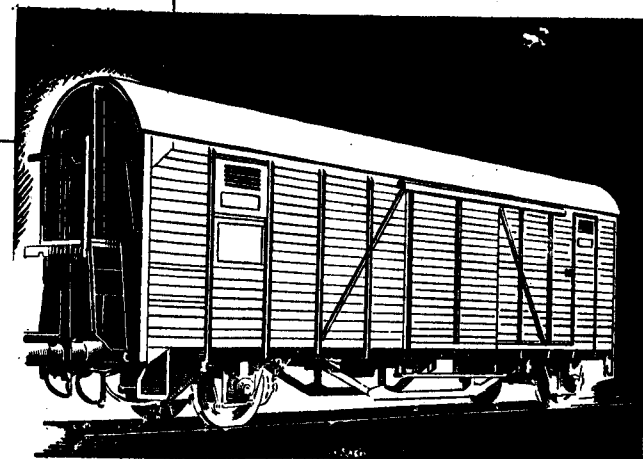
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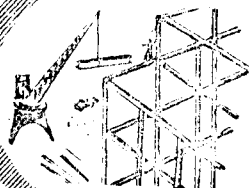
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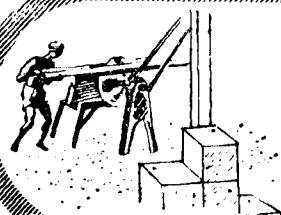
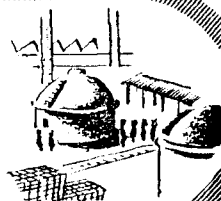


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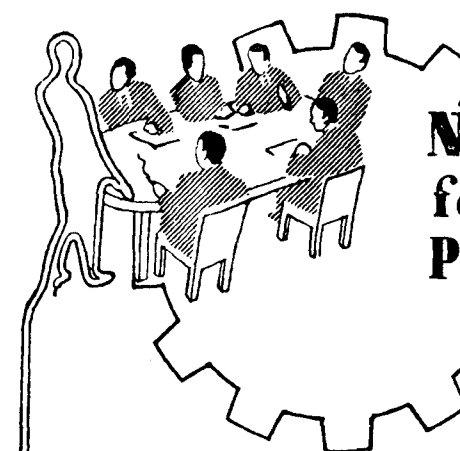
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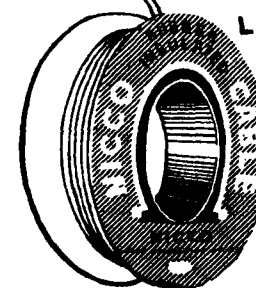
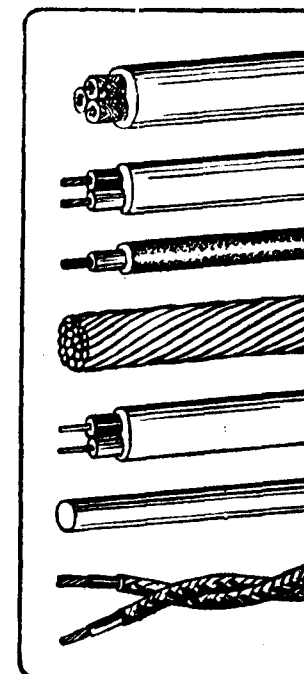


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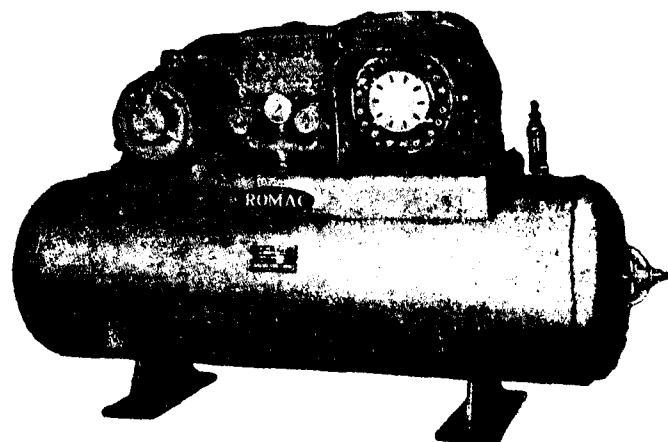
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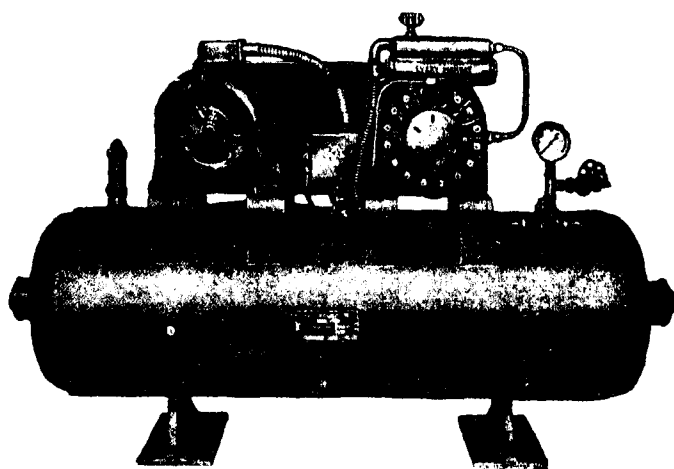
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# Southern Railways Magazine

VOL. II  
NO. 4

OCTOBER 1950

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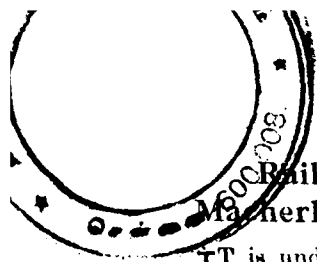
## Courtesy Can Be Improved

THE spirit of service and courtesy on the part of railway personnel has no doubt improved to some extent, but there is definitely room for a further improvement, striving towards the objective of making the travelling public, and all those who have any kind of contacts with railways, feel that every railwayman is there to give every satisfaction both in service and courtesy.

However, there is a case for the railwayman too, as quite often the travelling public, if they are kept waiting perhaps at a booking window, or do not get the information they want instantly, are inclined to be somewhat hasty. If the railwayman is in the midst of being of extremely busy, he may retort hastily too, which gives rise to a vicious circle of discourtesy on both sides. Even then, the railwayman must do all he can to maintain an equable poise to prevent such vicious circles arising.

To educate their employees in service and courtesy, railway administrations frequently through the medium of their magazines and official publications conduct courtesy drives. The printed word convey these instructions may be effective to some extent, but it is not enough, as things read cursorily do not sink into the human mind. A better way would be to conduct these service and courtesy drives by practical demonstrations. Railway personnel, of whom there must be a large number, who possess instinctively the two qualities of service and courtesy, should be specially deputed to conduct these demonstrations, especially amongst those railway employees whose daily work brings them into daily and frequent contact with the public. These demonstrators, who should normally be supervisory staff with some authority, should pay surprise visits to booking, parcels, enquiry offices of stations, goods sheds etc. and watch how the staff handle the travelling and merchant public. When instances of discourtesy, indifferent service, or a tendency to argue unnecessarily are detected, these supervisory should after the incident, explain to the guilty employee just how the public should have been handled. Such practical demonstrations should not be given in a spirit of criticism or condemnation, but of helpfulness. There would be no necessity to employ special staff for this courtesy drive, as supervisory staff in the course of their routine station inspections, or while travelling by trains, could easily spend a few minutes in keeping a sharp watch for instances of dis-service and lack of courtesy.

A course of action some what on these lines would perhaps achieve, or nearly achieve, the desideratum of service and courtesy.



## Notes and Comments

### Railway line from Macherla to Secunderabad

It is understood that the Railway Board has directed the Hyderabad Railway administration to conduct a preliminary survey of a Railway line from Secunderabad to Macherla running through Nalgonda district. The proposed line will cover a distance of 130 miles of metre-gauge. The Nizam State Railway is accordingly taking steps to submit a detailed report in the first instance before actually proceeding to the site. The report will contain the commercial and traffic aspects of the proposed route. The contemplated route will be almost bisecting the angle between the Secunderabad-Dronachalam and Secunderabad-Kazipet routes.

The scheme is expected to cost about Rs. 2 crores, calculated at Rs. 1 lakh per mile. Two major bridges—one on Mussi river and the other on Krishna river—will have to be constructed.

### Madhurai—Bodi Rail link

The 106th meeting of the S. I. Railway Local Advisory Committee was held at Madhurai Railway station on 30th of last month with Mr. K. R. Ramanujam, General Manager in the chair. The salient points are: With effect from October 1, 1950 an express train would be run each way between Virudhunagar and Shencottah and that train No. 935 now running upto Chalakudi would be extended upto Trichur. As regards the proposed construction of the Madhurai-Bodinaikkanur line estimates had been called for by the Railway Board and these were being prepared. For meeting the needs of the passengers between Tiruchi and Bangalore proposals for running an additional train from Jalarpet to Bangalore partly

composed of through bogies from Tiruchi were under consideration.

The Committee was informed that it was not possible to reduce the cost of the Railway time-table from As. 4 to As. 2 owing to the fact that at present the publication of the time-table actually involved a loss which would be further aggravated by the proposed reduction. The suggestion to issue mileage coupon books at concessional rates could also not be agreed to as the policy in this matter was not to grant any concessions as long as the level of traffic was high as it is now and overcrowding existed.

### Trophy for Egmore Railway Station

The Egmore Railway Station has been awarded the Challenge Cup for the best-kept Railway Station in the South Indian Railway this year. The trophy was held by the Tiruchirappalli Railway Station during the past two years. The Traffic Manager has congratulated Mr. E. A. M. Cotter, Station Superintendent and his staff, on the excellent way in which they had maintained the station. We believe that other Station Superintendents of big stations would emulate the example set forth by Mr. Cotter.

### Tinnevely Railway Junction inspected

Mr. Desai, Senior Inspector of Government Railways who was here in connexion with the biennial Inspection of Railways accompanied by Mr. K. R. Ramanujam, General Manager S. I. Railway, inspected the Tinnevely junction station. He appreciated the open space in front of the Railway Station. After visiting Tiruchendur, he returned to Tinne-

vely and left for Shencottah by special train.

### Technical Devices for Railways

To ensure prompt examination and expert scrutiny of the numerous inventions and suggestions to improve Railway operation being received from members of the Public and Railway employees, it has been decided, says a Press note, to set up a Standing Screening Committee (Inventions and suggestion) at the headquarters of each railway. These Committees will consist of senior and experienced technical officers and will ordinarily meet once a month to examine suggestions and to provide an opportunity to inventors, where considered necessary, of demonstrating or explaining their ideas personally. The recommendations of these committees on the technical merits, economics and suitability under actual working conditions of each invention will be submitted to the General Manager who will then decide, in consultation with the Railway Board where necessary whether a particular device or suggestion should be adopted.

Members of the public who desire to put forward for consideration suggestions or inventions pertaining to railway should address the General Manager of the railway serving the region where they reside and not Railway Ministry (Railway Board) which due to lack of the necessary facilities would have in any case to refer such inventions to a railway for technical examination trial under working conditions.

### Jewel-studded Tunnel on GIP

There is a "jewel-studded"

tunnel in the 18-mile long Bhore Ghat on the Bombay—Poona rail track, the latest issue of the monthly "GIP News Letter" reveals. While doing the tunnel job in the Bhore Ghat, six months ago with complicated boring and blasting machinery, the GIP Railway Chief Engineer, Mr. A. Saldanah, came upon a large cavity, lined with crystals of zeolites from which "fish-eyes" were gleaming at him.

Known to scientists as apophyllites, "fish-eyes" are sizable crystals of a pale green opalescent hue, which show up distinctively in a setting of white quartzite crystals. The stones have the unique property of splitting up the infra-red spectrum, which is one of the special studies of the famous scientist Sir. C. V. Raman. Choice specimens were sent to him, and the scientist admired these and asked for more. Now the United States Information Service have asked for a large sample.

"When you are taking a trip up the Ghats, keep a sharp look out near the Lonavala end of tunnel No. 7-A, and you will notice in the east wall of the tunnel a cavity lined with crystals. That's where the "fish-eyes" are enshrined writes Mr. A. Saldanah in the GIP News Letter. The five-mile long tunnel is expected to be open for traffic after two months.

### Coimbatore—Irugar Railway Line

That the proposed railway line between Irugar and Coimbatore north would be completed by June next year and that all trains to and from the west coast would run on that line was disclosed by Mr. T. A. Joseph, Chief Traffic Manager, S. I. Railway at a meeting of railway officers, Representatives of both the Indian and European Chambers of Commerce,

and of the Railway Passengers' Association held at Coimbatore last month.

Mr. Joseph stated that it was not possible to divert the Mangalore and Cochin Express trains to touch Coimbatore. To a suggestion from the Third Class Passengers Association to alter the timings of the Janatha Express so as to make it a night train between Coimbatore and Madras, he said that running power restrictions on the M. & S. M. line beyond Jalarpet did not permit it. He said that he would consider the suggestion to reserve a compartment for through third class passengers travelling from Coimbatore to Madras and upper class accommodation from Coimbatore to Madras on the Nilgiri Express.

\* \* \* \* \*

### Railway Stores Organisation

The Ministry of Railways has decided to set up a committee to review the stores organisation on Indian railways and make recommendations for improving the same. For some time past the necessity for reviewing the stores organisation on the Indian Railways has been apparent in view of the large scale expenditure incurred each year and the importance of ensuring that adequate and timely supplies of articles of the requisite quality are made to railway administrations.

The composition of the Committee will be as under: Mr. A. D. Shroff, Chairman, Mr. K. L. Ghei, Officer on Special Duty, Railway Board, Member; Mr. K. M. Rao, Controller of Stores, G. I. P. Railway, Member, Secretary; a representative of the Ministry of Industry and Supply.

The terms of reference of this Committee are to carry out a review of the working of the stores organisation on Indian Railways,

with particular reference to (a) the methods adopted for determining the requirements of stores of various categories and the procedure for the preparation of indents for procurement; (b) the existing arrangements for procurement, inspection and payment for railway stores obtained through the following agencies: (1) the Ministry of Industry and Supply, including India Stores Department, London and India Supply Mission, Washington; (2) the Railway Board and (3) the Railway Administration; (c) the reasonableness of stores balances of indigenous and imported items (1) in respect of quantities for normal consumption and reserves, and (2) procedure for disposal of surplus stocks (d) the co-ordination of purchases and balances of stores of the various railway administrations by periodic exchange of information regarding prices and stores balances; (e) the method of accounting and the procedure for discarding and disposal of obsolete, damaged or useless stores (f) the control in respect of requirement, procurement, custody, issue and stocks to be exercised by the Controllers of Stores, General Managers and the Railway Board; and to make recommendations with reference to the above and the policy to be followed in developing indigenous production to meet railway requirements.

\* \* \* \* \*

### Plea for more wagons on Nilgiris Railway

At the quarterly meeting of the District Regional Committee of the South Indian Railway Administration held at Ootacamund last month Mr. Mandiram, Assistant Operating Superintendent, Podanur who presided stated that the suggestion made by the United Planters' Association of South India and the Nilgiris Planters' Association Coonoor, for the provision of a

low level plat-form for the Kateri Road Station to facilitate loading of plantation products had been accepted by the Railway administration and work had been included in the 1950-51 programme. The President said he would bring to the notice of the authorities for necessary action the suggestion of Mr. P. S. Subramaniam, Assistant Secretary, UPASI, for the restoration of a through-carriage between Mettupalayam and Cochin Harbour Terminus, in view of the increasing traffic on this section, and the position of Cochin as the most important tea auction centre in South India.

It was also represented that tea and eucalyptus oil should not be consigned in the same wagon as there by tea had been found to deteriorate. Mr. Mandiram said that he would look into the matter. The Committee was also told that it had been decided to stop for two minutes the down Nilgiri Express at the Runnymede Station for the convenience of passengers.

Replying to a suggestion for providing better facilities for the transport of fertilisers to all stations on the Nilgiri Mountain Railway, the President pointed out that it was not possible to do so at present owing to the acute shortage of wagons and power. Mr. Subramaniam, however, told the Committee that the UPASI had addressed the Union Minister for Transport, urging the provision of new locomotives and wagons for this section.

As regards better coordination between road and rail traffic in the Niliris a representative of Messrs. M. C. S. Ltd. promised to consider the possibility of providing extra bus facilities at Mettupalayam for the benefit of those who were unable to catch trains.

\* \* \* \* \*

### Preventing Crimes on Railway

Mr. Proash Chandra Mukherjee

4

of Calcutta has invented an electro-mechanical locking device, which he claims will prevent burglary, theft and other cognate crimes in trains as well as counteract such actions as misuse of alarm chains, etc.

The main feature of the device according to him, is that as the train moves, all its doors get locked automatically and remain so as long as the train is in motion. If any door is left open, a sound is heard in the compartment and as soon as the door is shut, the bell stops and the door gets locked. If for any reason it fails to lock properly the bell rings again till it is securely locked.

When the train stops at a station, the doors on the platform side get unlocked. If the train stopped midway between stations, the doors remain locked and can be opened on one side only at the guard's discretion.

Any attempt to tamper with a window bar or to force open a door of a compartment in the moving train will automatically work alarm bells inside the compartment as well as in the engine.

According to the Railway Board's direction one full rake has been fitted with the service to Mr. Mukherjee's specification at the East Indian Railway Workshop at Lilluah. As an experimental measure this rake will run on the Benares Express for some months. A final decision on the adoption of the device on other trains will, however, be taken by the railway after its feasibility has been tested under operational conditions and the public reaction to it has been sufficiently watched.

The rake fitted with the device has been running in the 15 Up and 16 Down Benares Express trains from Howrah and Benares on every fourth day since sixteenth of last month.

### S. I. Rly. Official goes to Britain

Mr. M. S. Viewanatha Ayyar, District Signalling Engineer, South Indian Railway Trichinopoly left Madras last month for Delhi enroute to the United Kingdom for training under the U. N. Fellowship Scheme. Mr. Ayyar has been deputed by the Railway Board to study the working of the signalling and telecommunications branches of Railways in the U. K. He will stay in England for four months and will return to India in January 1951.

\* \* \* \* \*

### Train service between Salem and Madras

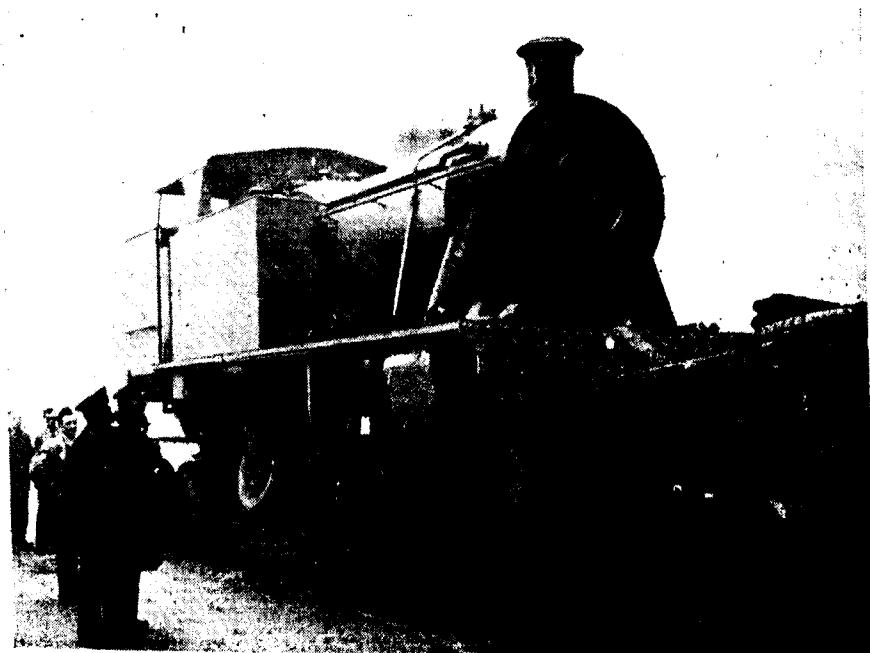
A protest against the proposal to attach to the Cochin Express a through bogie between Salem and Madras Central on the Broad Gauge was voiced at a meeting of the S. I. Railway Regional Committee held in the middle of last month, at Salem Junction.

Mr. K. Sambamurti, District Operating Superintendent, Podanur, presiding. It was resolved to recommend attaching a through bogie either to the Malabar or Nilgiri Express. Mr. N. E. Mani requested halting of the Janata Express at Cauveri Road and Anangur while another member demanded a halt at Kalipatti instead of Veerapandy. Mr. T. V. Anganna Chettiar requested that the Malabar Express be halted at Morappur. The President promised to forward these requests to the authorities concerned.

\* \* \* \* \*

### Hunslet Locomotives for India

The photograph published below shows one of six 0-6-2T locomotive leaving the works at Leeds by road vehicle en route for the docks at Liverpool, to be shipped to the Calcutta Port Commissioners. These locomotives are of 5 ft. 6 in. gauge and



65-ton tank locomotive built by the Hunslet Engine Co Ltd, Leeds, for the Calcutta Port Commissioners being transported by road lorry through the streets of Leeds.

weigh 65 tons in working order. They deal with trains of 1,200 tons weight on the lines of the harbour at Calcutta. The two outside 16-inch by 24-inch cylinders drive 3 ft. 10 inch coupled wheels; the boiler pressure is 210 lb. per sq. in., and the tractive effort 23,000 lb. The weight on the couple wheels is 49½ tons. 2½ tons of coal and 2,000 gallons of water are carried. Boiler heating surface is 1,030 sq. ft. and the grate area 18 sq. ft.

\* \* \* \* \*

### S. I. R. Employees' Association Mettupalayam Branch

We have pleasure in publishing resolutions of the Second Meeting of the Mettupalayam Branch Association held on 29th of last month, Mr. A. F. Moore, Station Master presiding.

(1) The Minutes of the last meeting were read by the Branch Secretary Sri. C. S. Rao and passed.

(2) This Association records his heart felt sympathy to the victims of the recent Assam Earthquake and requests all to contribute the relief funds.

(3) This Association highly regrets that no reply is given by the C. T. M., TPJ. and D. E. N., TPJ. to the resolutions passed by this Association in the last meeting held on 7-7-50. It is brought to the notice of the General Secretary S. I. Railway Employees' Association, Tambaram, to move the matter to the authorities concerned and an early reply is requested.

(4) It is suggested in view of the present drive in safety working, that the Station Masters at stations are to be relieved of other duties, like collection and issue of tickets, booking parcels and goods etc., by posting one or more clerks for the said duties and thus to relieve the Station Masters to attend to safety

working primarily, than the cash closing, supervision, correspondence, and returns etc., or in other words Station Master should be confined to safety working alone.

(5) It is suggested that the quality and fittings of the clothing supplied to the staff is to be improved and unsuitable clothing supplied to the staff are to be returned to the contractors. The supply of open coats and trousers for class III staff and shirts and half sleeve shirts for class IV staff is suggested.

(6) While this Association co-operates with the administration in the matter of civility of the staff towards the travelling public, yet it recommends the deposits of Rs. 25 or Rs. 30 by the complainants to be forfeited in case of false or bogus complaints.

(7) This meeting recommends the implementation of the Adjudicators award in the case of class IV staff at busy stations like Mettupalayam where they are suffering due to heavy work.

(8) This meeting urges that the per centage of self contained relief to class III staff at Mettupalayam and like stations be raised to the required per centage of 15 including Relieving Clerks II and III as the present sanction is quite inadequate.

(9) It is requested that Station Masters on the grades of Rs. 150-7—185-8—285 are to be given the post of Traffic Inspector as is being done in other Railways without examination.

(10) It is requested that one bell boy be posted to work under the Duty Station Masters to take reception order book of duty Station Master at Mettupalayam, to ring the starting and warning bells to outgoing and incoming trains, to take the token, caution order book and trolley notice book to drivers etc.

(Continued on next page bottom)

# South Indian Railway News Letter

BY G. MOORTHY

## New Construction

IN accordance with the decision of the Central Board of Transport, the Traffic and Engineering survey of the Quilon-Ernakulam Railway has been taken up from 7-9 50. The Traffic survey is being conducted by Mr. T. C. Krishna, District Traffic Manager while the Engineering survey by Mr. G. P. Warriar, Executive Engineer. Necessary staff have

also been posted. Travancore and Cochin which were industrially backward on account of lack of transport will be greatly benefitted by this construction of nearly 130 miles of Railway touching the most fertile forest areas along the west coast. This Railway passes through Kottayam which is a big Rubber market and when there is a cement factory already. There are many tile factories whose products have to be brought to Quilon

At present the Duty Station Masters had to depend on the luggage porters, telegraph peons or water carriers for these duties which affected both work.

The want of one such assistance to Duty Station Master at Chengleput came for criticism in the collision between 1025 goods and No. 7 passenger at Chengleput in 1948.

(11) The water supply of Mettupalayam Railway Colony through railway pipe is very bad and injurious to health as it is pumped out directly from the river bed without being chlorinated. In view of the welfare of the employees, this Association resolves that the Railway Administration be pleased to look into this and make necessary arrangements for its purification and chlorination.

(12) While this Association extends its fullest co-operation in eradication of corruption, yet it is regrettable that the present method of inducing outsiders to trap the staff unaware is to be put a stop to, as staffs are unnecessarily implicated. Besides the giver should be awarded maximum punishment than the receiver for his tempting the innocent persons.

(13) This Association requests the Administration to supply high

stool for the booking offices at Mettupalayam.

(14) This Association requests the Administration that staff attending operating meeting etc., on duty should be given II class pass as that of Asst. Surgeons irrespective of their pay.

(15) This Association requests that lampmen are to be classified as skilled labourers as they are to be conversant with the mechanism of the glow and petromax lights.

(16) This Association regrets very much the inordinate delay in implementing the 25 per cent of upgrading of Station Masters and requests the Administration for its earliest implementation thereby relieving the discontentment among the Station Masters to some extent atleast.

(17) Lastly the resolution of the Head Office Tambaram were ready by the Secretary and the ways and means of raising donations for the ensuing Annual Conference of the Association discussed by the members who are of opinion that the expenditure of the Annual Conference should be cut to the barest minimum, in view of economic crisis, and financial difficulty as it is very hard to raise donation both from public and members.

by the backwater and thus there is a great scope for further development. It is expected that the survey and construction will be completed by end of 1951 or in the beginning of 1952.

Already the construction of Arantangi-Karaiikudi line has been begun and with this, the strengthening of the Track from Mayavaram to Arantangi is progressing rapidly. This will become a sort of main line from Dhanushkodi to Madras and will greatly relieve Trichinopoly Goods Yard when there is a bottle neck on account of the low section capacity on the Trichinopoly-Madura Section. Along with this, the long expected remodelling of Tiruvarur station is being taken up. During the current year a new link from Singanallur to Coimbatore North replacing the existing link from Singanallur to Coimbatore will be laid. By this arrangement it is proposed to shift the existing station at Singanallur some two miles towards Sullur and the new link passes through the Singanallur group of Mills owned by Mr. R. K. Shanmugham Chetty and others. Further, this link will avoid lot of delays to trains at Coimbatore for Engine turning etc. and will also solve the problem of space at the present station. With the completion of the Mettupalayam-Salyamangalam line the industrial picture of South India will be greatly changed by the provision of adequate Transport which is the harbinger of progress. A country's industrial advancement is measured by the mileage of Railway, it possesses. For 100 sq. miles of area England owns 21 miles of Railway while we have in India only 2½ miles. At least in South India the picture will be bright and we hope this will be kept up.

## Increased Contact with the Business Community

With the advent of the National Government, the Railway

Board have decided that the Heads of Administrations and District Officers should establish close contacts with local Chambers of Commerce and trade associations and discuss with their representatives every month subjects of mutual interest. Great progress has been made in this direction and the regular contact with the trading public have greatly benefitted the Railways and the trading public. Then meetings with the Regional Advisory Committee are called which supplement the Local Advisory Committee meetings. It is understood that the South India Chamber of Commerce has submitted a memorandum to the Chief Commissioner of Railways to extend the scope of the Committee to large goods sheds also.

## Selection of Brakesmen for South Indian Railway

The selection of Brakesmen for the South Indian Railway took place on 19th and 20th of September, 1950. For nearly 50 posts of brakesmen required, more than 500 applicants were interviewed mainly the sons of employees on these days and the results have not yet been announced.

## Implementation of the Adjudicator's Award

In order to implement the Adjudicator's Award for Traffic Staff such as station masters, coaching clerks and goods clerks a large number of staff have to be trained for these posts and this task has been assigned to the Officer-in-charge, Transportation Training School, Trichinopoly. The first of this course was started on 1-9-50 and will be continued till 31-3-51. Naturally the present instructors including the Chief Instructor have to share the burden of training then youngmen on whose efficient training depends the well-being of the Railways. One of the frequent complaints we hear now-a-days is lack of effici-



ency and inadequate knowledge of rules which are responsible for the increased accidents. Further, these men who undergo training in a haphazard manner, could not shoulder the burden of Traffic working and thus bring about operating in-efficiency. The Instructors, I understand sent a memorandum for improving their condition to be on a par with others but the Head of the Department is not in favour of his demands being conceded for various reasons. In view of the increased burden they have to shoulder, it is hoped, that their request will be considered favourably. If the trainees turned out from the school, bring about 10 per cent improvement of efficiency in operation, this will pay the school for 20 years.

#### Development of Tourist Traffic in India

In order to develop the Tourist Traffic in India the Government of India have introduced a Tourist Instruction Card which will be issued to every bonafide foreign tourist visiting India. It is hoped that this card will secure for the holder, the Good offices of all Central and State Government Officers and also provision of Railway Travel facilities, Retiring rooms and so on. It is understood that the Secretary, Ministry of Transports, has addressed all the State Government and the General Managers in this respect. The Government of India are worried over the lack of Hotel facilities obtaining in India and in the words of the Transport Minister who said "if private hotels do not raise their standards Government might step in and run them." Regional Tourist officers at Delhi, Bombay and Madras have been opened and it is hoped that this new move will be a great success and earn the much wanted foreign exchange.

South Indian Railway Gazette  
The South Indian Railway

Gazette in its issue of 20-9-50 contained many novel features such as a personal letter to the operating staff by the Chief Traffic Manager eulogizing them for having brought the efficiency ratio to a record figure on the broad gauges and other items of interest to staff. This clearly shows beyond doubt that if proper men are placed at the proper place what we call capacity for organisation the results attained are marvellous. The Assistant Public Relations Officer is responsible for bringing out the Gazette and this change must be attributed to the initiative of the present APRO who is acting only for a short period. The present Chief Traffic Manager, unassuming as he is, is a shrewd organiser and shifts the officers like the moves of a chess board at the proper time and scores a great victory. Due to lack of time and having been burdened with the responsibilities of the commercial, operating, signal and communications and Power branches of which he is the Head, he is notable to do the shifting of class III staff. When once he does this the great Transport Organisation will work like a clock smoothly and efficiently.

#### South Indian Railway Refugee Relief Fund

There have been frequent complaints from the north that South Indian Railway being detached from the scene of Refugee suffering do not show sufficient response to the collection of funds towards their relief. The minutes of the meeting of the S. I. Railway Refugee Relief Fund Committee held on 7-8-50 gives a direct lie to the above view and here is what the chairman Mr. L. R. Natarajan has stated in opening the proceedings:—

"The Collections on this Railway exceeded Rs. 30,000 and that for a long time S. I. Railway was leading in this respect although of late, two other Indian Govern-

### "WORRIED MOTHER"



The numerous accidents occurring particularly on the East Indian Railway must be causing great anxiety to the Railway Board.

ment Railways, namely (1) G. I. P. Rly. (2) M. & S. M. Rly. have taken the lead finally as they have been able to make slightly more collections. On date, therefore, the S.I.Rly. stands third. Considering the size and the number of staff on this Railway as compared with the other Railways and considering also the distance from the scene of the disturbances he felt that the staff of this Railway had good reason to congratulate themselves on their achievement, the collection per capita on this Railway being Rs. 0-10-0 against Rs. 0-5-0 and Rs. 0-8-0 on the G. I. P. and M. & S. M. Railways." Credit must be given to the unostentatious but able Secretary of the Refugee Relief Fund Committee. Mr. R.

Nagarajan, Personnel Officer, but for whose untiring efforts such achievement is not possible.

#### South Indian Railway Sports Activities

In the inter-institute Carrom Tournament which was held in the Railway Institute, Trichinopoly Fort, in the Singles Final. Mr. K. Paramasivam of Railway Institute, Trichinopoly Fort, beat Mr. T. K. Muruganandam of the same Institute by 30-5 and 29-14. In the Doubles final Messrs. T. K. Muruganandam and Singaram of the same Institute beat Messrs. K. Paramasivam and T. Lokiah of the same Institute by 32-2; 19-33; 31-18. Fixtures have been made for Inter Institute Tennis Tourna-

ments and Inter-Institute Volley-Ball.

#### Senior Subordinate staff retirements

Dr. T. R. Muthusamy Pillai joined the South Indian Railway on 12-2-1925 as a doctor in the Virudhunagar-Tenkasi construction line and finally retired from service on 13-1-50 as an Assistant Surgeon. Mr. A. H. Pearson in Presenting Mr. Railwayman, "The Railway Doctor" has stated "Before we part with the Railway doctor, we must remember that he is always a man loved, respected and feared, because in his hands lie the power to heal, the power to save a life, and above all he is mainly there to ensure that the Railwaymen posted at his station are kept healthy, so that they in turn can keep those trains moving smoothly, efficiently, and in time." "Every word of this will be true in the case of our Dr. Muthusamy. From 1929 to 1945 for nearly 16 years he was working in the Golden Rock Hospital, the big-



Dr. T. R. Muthusamy Pillai, Retired Assistant surgeon, S.I.Rly.

gest up to date Hospital in South India next to General hospital, catering the needs for poor workmen numbering 6000 in the Golden Rock Colony. Dr. Muthusamy earned a respect for service to poor men. For Dr. Muthusamy's capacity for hard work and genius one must look elsewhere. He worked as a close associate with Dr. C. E. R. Norman, F. R. F. P. & S., D.P.H., L.A.H., the then Chief Medical Officer, S.I.Rly. and the inventor of Norman colour perception Cantern to test the color blindness of the operating staff. Under his direction two costly instruments called 'Edridge Green Spectrometer' and Nagel's Anomaloscope were purchased and Dr. Muthusamy examined the visions of nearly a large number of staff and recorded the quantitative analysis of colour vision of these men to decide the colour blindness. By this process nearly 1000 men particularly Guards, Drivers and Stationmasters were unfitted as colour blind. For the lay man this is particularly important because it is on the correct colour perception of the Driver driving an engine depends his entire safety. Dr. Norman has presented a book to Dr. Muthusamy written by him viz. Defective Colour Perception and its Recognition and has stated thus:-

"Dr. T. R. Muthusamy with my compliments and best thanks for the great help he has been to me in conducting tests for color vision". It should be noted that these two costly instruments are still idling on the S.I.Rly for want of an operator. Dr. Muthusamy's greatness also lay elsewhere. From 1933 he is in charge of the Trichinopoly Division of St. John Ambulance Brigade of India as a Divisional Surgeon and examined various candidates for first-aid. He also trained nearly 2000 to 3000 railwaymen in first-aid and in recognition of his services 'The Grand Priory in the British Realm

of the venerable order of the hospital of St. John of Jerusalem' has proposed to take him as an Associate Serving Brother. It should be noted that the King of England is the head of the order and Honourable Rajkamari Amritkur is its representative in India and the Surgeon General Madras its commissioner for Madras. Only there are three members in Madras Province and Dr. Muthusamy will be the fourth.

It is understood that the Railway Board in their scheme for giving intensive training to Running staff in first-aid on account of large number of accidents are appointing retired men for the job and it is likely Dr. Muthusamy will get one. Born in a rich family, Dr.

Mr. G. Abdul Jaleel B. A., B. L., Chairman.  
Mr. V. B. S. Sreenivasan, Secretary,  
Mr. S. L. Srinivasan. } Assistant Secretaries.  
Mr. Mohd. Ibrahim }  
Mr. Ramasamy Naidu Treasurer.  
Mr. V. Natarajan. Member C. E. C.

After the General Secretary Mr. V. S. Ramanathan spoke of the present labour situation, the following resolutions were passed.



Mr. G. A. Jaleel, B. A., B. L., Chief Instructor.

Muthusamy owns a palatial building in his native place Worriur and is enjoying a long earned peace after a strenuous work of 25 years. He is a Free Mason and is highly respected by one and all in all walks of life. We wish him long and peaceful life.

#### General body Meeting

The annual general body meeting of the S.I.Rly Employees Association, Trichinopoly branch was held on 27-9-50 under the presidentship of Mr. M. Veerasamy Naidu, president C. E. C.

After the accounts of the previous year were passed, the following office bearers were elected for the current year.

1. To increase the Dearness allowance in relation to the present cost of living as recommended by the CPC.

2. Provision of greater number of higher grades for clerks and station masters.

3. Preference for the sons of employees in the matter of filling up vacancies for employment on the Railways.

4. In the event of amalgamation the seniority of S.I.Rly staff should be protected.

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Winter meeting of the Chief Commissioner of Railways with the President and Committee members of the South India Chamber of Commerce, Madras.

The attention of the readers is invited to the memorandum of

subjects discussed by the Chief Commissioner of Railways with the President of the South Indian Chamber of Commerce published elsewhere in this issue. We cannot adequately stress the importance of such meetings especially after the attainment of Independence. The South Indian Chamber of Commerce is an oldest institution representing Indian business interests throughout South India and has a tradition for constructive work. The memorandum covers a variety of subjects pertaining to Railway Transport ranging from the Packing Condition of Goods to Railway accidents and difficulty in getting wagons. Thus, the Chamber has done a useful service not only to the business community it represents but also to the travelling public using the Railways. While it is not possible to review all subjects, though important and vital as they are, we shall discuss some here. Take for instance the subject "Railway Travel and adoption of safety measures." This is a subject that is now widely talked of by all people who have of late become sceptical about the official explanations of the occurrence of accidents as stated in the memorandum itself. It states "the history of accidents in Indian Railways especially after attainment of independence provides dismal reading." It adds "that a thorough investigation into the system of administration in addition to enquiry into specific causes of a particular disaster is urgently required." The "*Hindu*" which is known for its sober views commenting in its leading article on September 9th about the Toofan Express smash on August 13th stated "but there is no denying that accidents of this kind shake public confidence in the Railway administration." We have in our Chief Commissioner—we mean Mr. K. C. Bakhle—a dynamic personality

who said in a broadcast talk on 19th January 1948 "we railwaymen have faith in our social institutions and we are determined to see that you shall not lose faith in the Indian Railways. We refuse to be defeated by difficulties and we promise to continue to do our best to improve service in every way." We therefore commend to him the immediate necessity of investigating into the system of administration which allows the present top-heavy-bureaucratic methods to be continued and do some sharp thinking to improve them before it develops into a complete ruling class above criticism. Like a Curator of a little museum suddenly found himself running a gigantic factory and like a mistress from a girl's finishing school put in charge of 10,000 sailors some of the Railway Officers in Indian Railways suddenly found themselves elevated to places occupied by efficient men. The living touch between the Staff and the Officer which is essential for a Transport organisation is totally absent. They bring to large tasks and all the power involved in them a habit of mind conditioned by small tasks. Some of them have lost sight of the public altogether as they themselves are engrossed in a never-ending chess game between departments. They have little contact with ordinary people with the result that their needs seem very shadowy when compared with the fascinating



Mr. K. C. Bakhle, Chief Commissioner of Railways.

intrigues of bureaucratic life which soon appears to be an end in itself. Thus the suggestion of the Chamber to investigate into the system of administration is very timely and must be pursued in all its earnestness.

We also commend the suggestions to give one more representation to the Local Advisory Committee to represent the mofussil Chambers of Commerce and also to form an Advisory Committee at important goods booking stations. The booking difficulties complained of by the Chamber for "smalls" traffic is a genuine grievance that should have been redressed by the Railway authorities long ago. It was during war that "smalls" traffic was restricted but as soon as this was over it was stated that no quota system will be introduced for smalls and free booking would be allowed. On the South Indian Railway this was never followed with the result at important stations like Madras Beach and Madras Egmore merchants and small traders are put to lot of difficulties. This quota system directly encourages corruption and its attendant evils. It is not beyond the wit of the Head of the Administration to seek a remedy to this. For example two or three large sheds can be built at Madras Egmore and Beach and adequate staff may be appointed to receive all smalls traffic and sort them out and despatch to destinations. Once the vicious circle is broken normal flow of traffic can be restored. When private transport like the "SOUTHERN ROADWAYS" have improved their transport organisation considerably it behoves the Railway authorities to do this without delay.

We on our part would urge the Chamber to advise its members to co-operate with the Railways in adopting the following

measures to have a better wagon turn round.

\* To clear every wagon on the day it arrives.

\* Not to use railway wagons for Storage.

\* To regulate the ordering of supplies according to capacity to accept and unload.

\* To keep his premises open later if necessary to receive traffic delivered by rail.

\* If occasions demands to supply volunteers to work overtime on Sundays and to co-operate with Railways in preventing black-marketing in wagons.

In fine, the memorandum is a useful document and credit must be given to the able Secretary of the Chamber for preparing such an informed document.

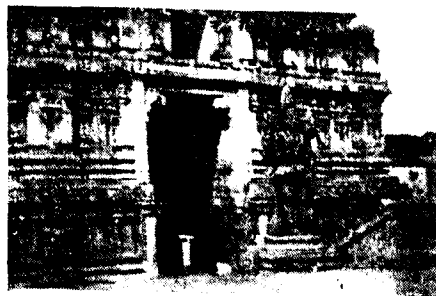
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### Places of Interest

To the traveller, or the casual visitor or the student of history or connoisseur of art Vellore offers a rich and colourful field and abounds in places and things of varying interest. Vellore is an historic significance and commercial centre.



The temple inside the Fort from the front.



The gateway to the temple.

There are two forts standing on picturesque hills. Vellore fort in the heart of the city, believed to have been built in the reign of Maharaj Chatrapathi Shivaji, testifies to the art of building in ancient India. There is an old big temple inside the fort which is a marvellous work of art: with its elaborate carvings and wonderous sights. But it will be seen that there is no shrine of God in it and so no festival is held there. Now the question of putting an image and performing Pujas has been taken by the Government of Madras. There is a subway underneath the temple which leads to another temple seven miles off.

Inside the fort are the important offices of the district viz. Collectors Office, Dt. Judges Court, PWD Offices and Police training College etc.

Vellore is an holiday and health resort place. For a common man it is a cheap living place.

Tirupathi, a famous hill shrine sacred to Vishnu, is very near to Vellore. The shrine stands over a cluster of seven hills, said to form a part of Mount Meru.

## S. I. Railway Employees' Association

The thirteenth Annual Conference of the S. I. Railway Employees' Association is expected to be held in the first week of November 1950 at Madhurai. It is expected that Mr. S. Gurusamy, General Secretary, All-India Railwaymen's Federation will preside over the Conference and Mr. C. R. Srinivasan, Editor, Swadesamitran will open the Conference. This Conference will be epoch making in the history of Railwaymen particularly in the S. I. Railway. An influential Committee of Railway Employees has been formed to conduct the Conference and it is expected that this will be attended by a large number of railwaymen. The able General Secretary of the Association Mr. V. S. Ramanathan a veteran in the Trade Union movement is leaving no stone unturned to make the Conference a success and here is what he has stated in his appeal to Railwaymen:—

"To-day Railwaymen have a great part to play in solving the acute Food problem and the multifarious reconstruction problems facing our mother country. It must be admitted by all right-thinking people that a successful and effective solution of the transport problem on which hinges all other major questions of the day requires a proper understanding and removal of the railwaymen's difficulties and promoting contentment amongst them. This has become a great national duty of the present day, and our Association, with its long record of service in this direction will continue to perform this national duties".

## Our London Letter

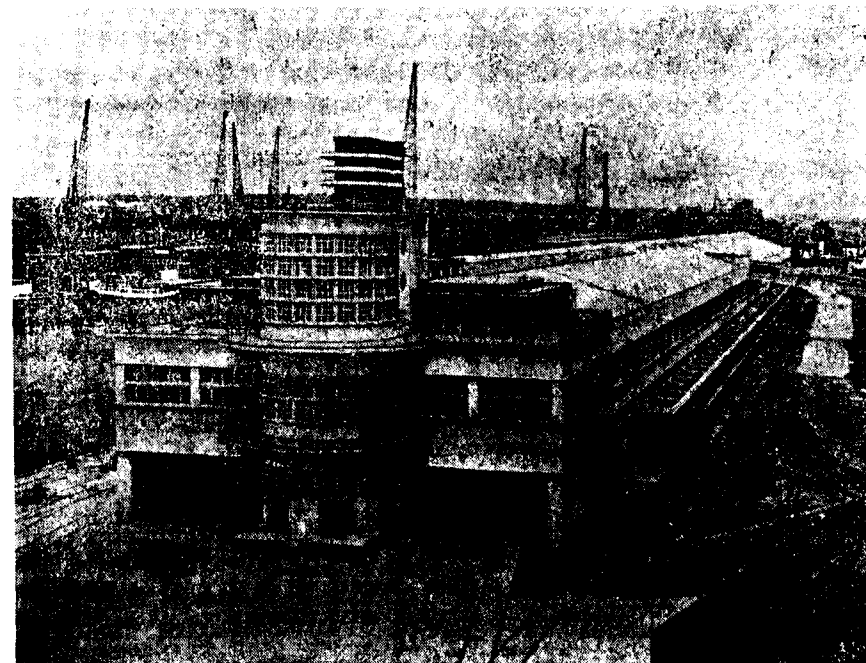
(BY A CORRESPONDENT)

THE new ocean terminal at Southampton Docks was opened by the British Prime Minister on July 31. It is the finest of its kind in the British Empire if not the whole world. Constructed at an estimated cost of £750,000 the building, which is 1272 feet long, provides accommodation under the same roof for a railway station, restaurant, customs examination halls, waiting rooms and other facilities which passengers require during the period of disembarkation and departure to ultimate destination. With the aid of power operated telescopic gangways, passengers can pass from ship to train or car under cover all the way.

Difficulty was experienced by the architects in providing the building with a pleasing appearance on account of its great length compared with the width

(111 feet). The sight of this building was likely to become as familiar to travellers as the Statue of Liberty to those approaching New York. The first view of the new building obtained by passengers is from the south end and this is emphasised by the incorporation of the circular feature which, rising over 110 feet, bears a reasonable proportion to the visible width.

The terminal is a steel framed structure on piled foundations on the Rotinoff system the majority of the piles penetrating about 35 feet where they rest on a bed of ballast overlying the green sand formation. 628 piles varying from 17½ ins. to 20 ins. diam. were driven to support the building and adjacent transformer house. At the centre, on the west side, a longitudinal plate girder 6 feet 3 ins. deep and continuous over three spans of 80 feet 8 ins. 100



The new Southampton terminal Building  
(By courtesy of British Rlys.)

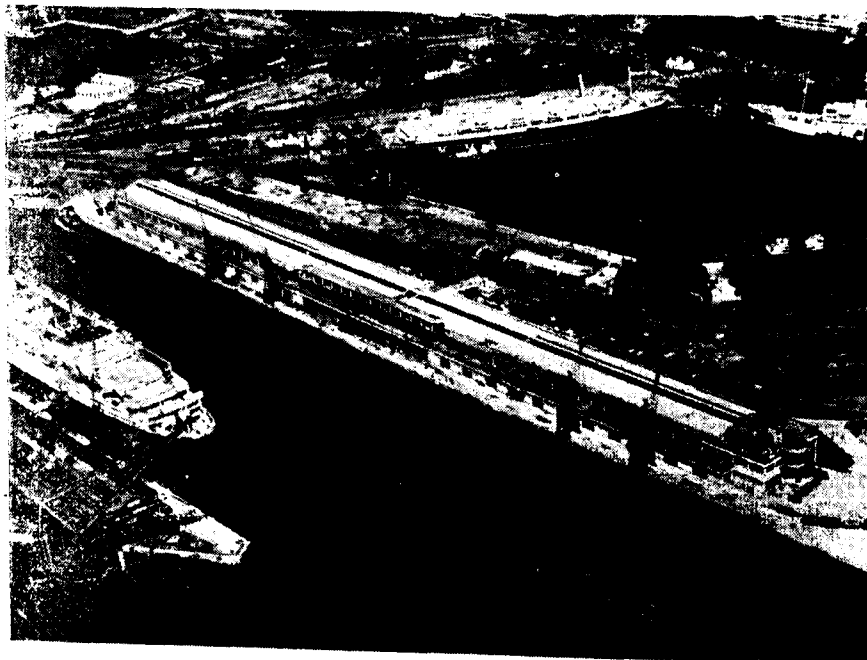
feet 10 ins. and 80 feet 8 ins. respectively carries the external balcony over the scissors crossing whereby rail connection is provided between the rail tracks inside and outside the building.

An important feature on the western side is the three twin gangway assemblies which travel on rails on the first floor balcony. These are power operated and also telescopic which allows for variations in the ships shell doors due to tide level. For electrical power and lighting the new terminal is served from a separate transformer sub-station. A ground floor central switchboard is provided to enable the terminal staff to control all supplies to the building as the sub-station outside is accessible only to the electrical engineer's department.

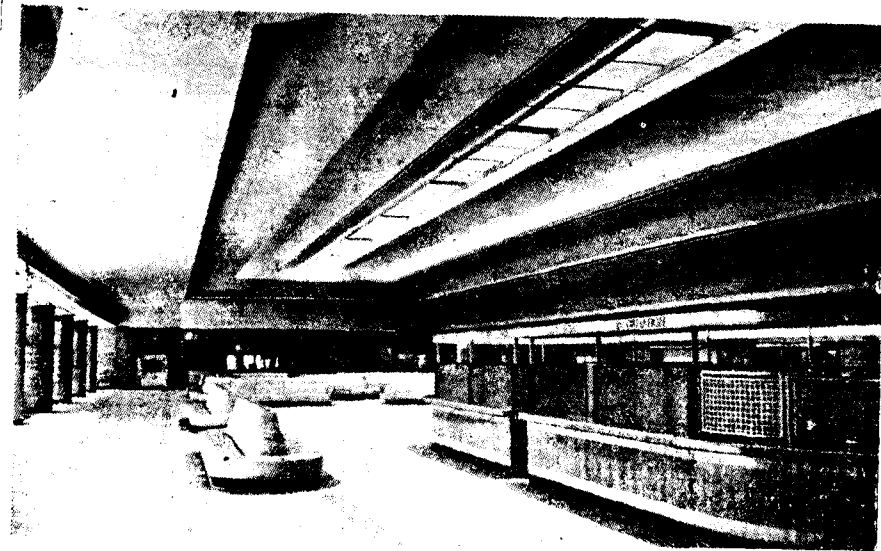
Passengers and their baggage are conveyed between the first floor and ground floor by escalators, lifts and baggage conveyors. Four reversible passenger escala-

tors have been installed, two on the railway platforms for train passengers, communicating direct with the vestibules of the waiting rooms above and two others at the extreme north and south ends of the building for passengers travelling by road. The capacity of these escalators has been arranged to deal with 4,000 passengers per hour on the arrival of a boat train.

The 20 combined goods and passenger lifts are arranged in pairs along the railway platform and the car loading platforms. They communicate between the two floors only and have the same verticle lift as the escalators. A comprehensive communication system has been arranged with eight separate circuits. In the case of the loud speakers, in the first and cabin class waiting halls, special attention has been paid to avoid stridency. This has been achieved by using a larger number of speakers than is usual but at a reduced output.



Aerial view of the new ocean terminal at Southamptons Docks.  
(By courtesy of British Rlys.)



Interior of cabin class waiting hall.

The First Class waiting hall is 221 feet long, 90 feet broad and 22 feet high. The general decorative scheme embraces four timbers. The main surfaces are of Canadian wavy birch, the rich cream of which contrasts attractively with the other three woods, Canadian burr maple, sapelli and eucalyptus. An important feature of the decorative scheme is the fibrous plaster stepped troughing in the ceiling which contains the concealed lighting and is finished in a matt warm cream colour. The buffet bar at the south end is fully equipped for kitchen accommodation.

On the road side an escalator hall leads to the railway platforms and car parks and in this hall there is also a reception suite for important personages, telephone rooms, banking facilities and waiting space all finished in similar woods to the waiting hall. The two main central features are the administrative counter which includes rail bookings, hotel reservation, cables, telegraph and travel association facilities and the island news kiosk. The seating in the hall is of the island settee type.

The cabin class waiting hall is 20 feet shorter than the first class and the general treatment of the halls is in teak and walnut. Accommodation and facilities are similar to those provided by the first class hall except that there is no private suite. Since the opening, the handling of passengers and baggage has been carried out in record style. When the Queen Mary docked on August 3 with about a 1000 passengers from New York, the first boat train was ready to leave 1½ hours before its scheduled time and clearance through the customs was the fastest on record.

44 different contractors and sub-contractors were concerned with the building of the new ocean terminal.

Loud speakers are being increasingly used for the purpose of making train and similar announcements. Some of these call for repetition at regular intervals which would entail considerable effort if an announcer was required to be present all the time, particularly with a frequent service.



## "The Old and the New"



Steam hauled down "Royal Scot" near Bushey drawn by Stanier "7P" Class express passenger 4-6--2 Locomotive No. 46221 "Queen Elizabeth"



Up "Royal Scot" passing Tring Station drawn by London Midland Region twin diesel electric units Nos 10,000 and 10,001

The necessity for such apparatus, which could include ease of control with wide flexibility in operation, has been felt by the administration of London Transport for some time. To meet these requirements, a well known signalling firm has developed an automatic train announcing appa-

ratus to convey information to the public at stations. Its principles are readily adjusted for a number of other purposes where similar announcements have to be made.

A magnetic tape is used for the purpose. It is capable of storing a number of different

announcements the maximum duration being for a period of 45 seconds. The information to be broadcast can be split into two parts with any desired time interval between. This is particularly so when it is necessary to announce a train prior to arrival in the platform and then make a different announcement after it has arrived. The interval between the announcements is the time taken for the train to run into the platform and is generally at least 30 seconds.

The tape used is of plastic material as it has long playing life. It also has a long mechanical life and does not seriously deteriorate after repeated re-playing. The system has a further advantage that recordings can be replayed as soon as they are made which immediately discloses any imperfections. It is also possible to erase an announcement and record another on the same length of tape. The speed of the tape is approximately 25 cm. per sec.

The announcements are record-

ed on separate lengths of tape located in removable "cassettes" all interchangeable. The recordings can be made on the tape in its cassette at a studio far removed from the place of announcement. They can then be sent to the main equipment where no special labour is required other than that necessary for plugging into the channels necessary for automatic reproduction. When it is required to change the announcements, the cassettes are removed and replaced by others, those taken out being retained for use on another day or returned for erasing.

Similar apparatus is also in use on the Eastern Region of British Railways to assist overseas visitors arriving at Parkeston Quay, Harwich. These are recorded in four different languages. In this case the recording is made on 80 yds. of metal magnetic tape. Similar arrangements for recording announcements in other languages are under consideration in connection with the Hook continental boat train.

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# British Railway Signalling

## Present day policy

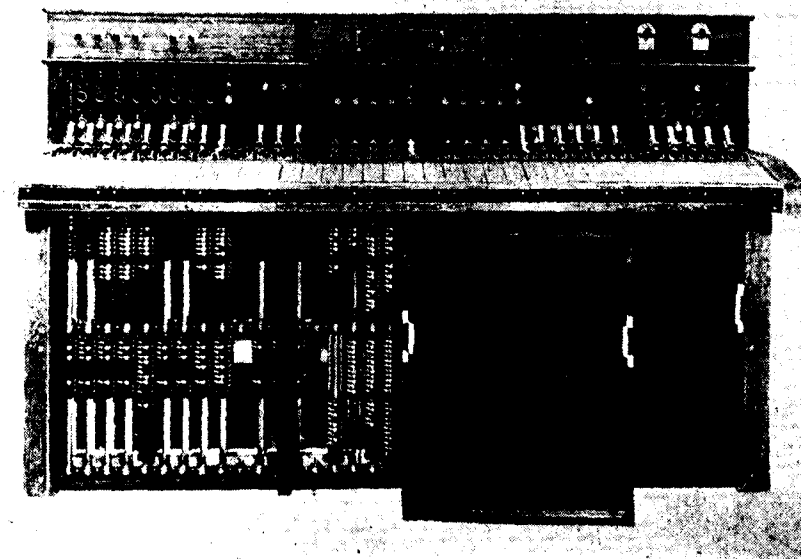
( By H. C. TOWERS M. I. E. E., M. I. R. S. E. )

**I**N the early days of Railways there was little necessity for signalling and interlocking. Speeds were very low and trains infrequent. Necessary protection was afforded by a man carrying a red flag walking in front of the train. When speed increased this was found more difficult and policemen were posted to work the point switches by small hand levers and to show a red flag when it was dangerous for a train to approach.

The signalling on British Railways has been based on the adoption of two fundamental principles ever since the introduction of the Regulation of Railways Act of 1889. These are, the interlocking of points and signals and the space interval system between trains or block working. Fixed signals are used to indicate to drivers the condition of the line ahead and are worked either mechanically by

wire from manually operated levers in the signal boxes or by electricity or other form of power. Points and facing point locks are similarly operated when manual power is used.

Fixed signals comprising revolving boards and lamps were introduced soon after the opening of the Liverpool and Manchester Railway in 1830 and were succeeded by others of similar type. The best known of these was the Disc and Crossbar as used on the earlier lines of the Great Western Rly. In the year 1841 Charles Gregory Hutton made a semaphore signal for the London and Croydon Railway and this design gradually superseded all other types of running signals leaving the dies for subsidiary movements. A man named Gregory thought out the idea of concentrating the operation of points and signals into a "central frame," at Bricklayer's



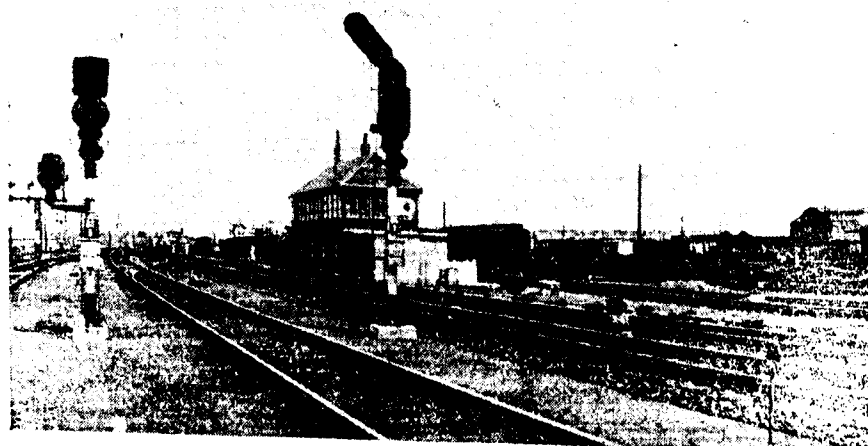
32 Lever all electric interlocking frame as installed at Chittagong, Assam Railway. The contacts controlling the various circuits can be seen arranged vertically at the front of the frame from which one cover has been removed.

Arms Junction, in London, in 1843 and this was partially interlocked. In 1856 John Saxby patented a complete system of interlocking the signals and points at a junction which was also installed at the same location. The function of the apparatus was not quite the same as what is understood by interlocking today. This feature was later introduced by Austin Chambers and installed at Kentish Town Junction in 1859. The rapid growth of traffic led to the general use of interlocking. Many designs of mechanisms were produced but the tappet system of Stephens found most favour and is present in all manual frames today and also in the earlier designs of power frames.

The electric telegraph had been tried by William Fotheringill Cooke and Charles Wheatstone on the London and Birmingham Rly. in 1837. The former extended the principle of the block or space interval system in 1842. It was applied to the old Great Eastern

Rly. in 1851 using a single stroke bell system. Numerous inventors came forward including such famous names as W. H. Preece and Edward Tyer. In 1875 lock and block working was brought into use on the London, Chatham and Dover Rly. by W. R. Sykes and later, on other railways, by C. E. Spagnoletti. In 1878, Tyer invented the single line token instrument, in the form of the tablet instrument and variations of this followed principally in the form of the electric train staff instrument by Francis William Webb and Arthur Moore Thompson.

The year 1870 saw the inception of track circuiting, at first on the open circuit principle. It was introduced by a William Robinson in the United States but it had little application in Great Britain until many years later. The first automatic signals appeared on the London and South Western Railway in 1902 and on the North Eastern Rly. in 1904.



Colour Light signals and junction indicators in use on British Rlys.



The first power operation of points and signals, on the electro-pneumatic principle, was put down at Bishopsgate Great Eastern Rly., in 1899. Experiments in this direction had been carried out many years before by a Mr. Illius Augustus Timmis. His automatic semaphore signals, worked by electro-magnets, were in use on the Liverpool Overhead Rly. until the year 1920 when they were replaced by colour light signals, the first installation of this type of signal in Great Britain.

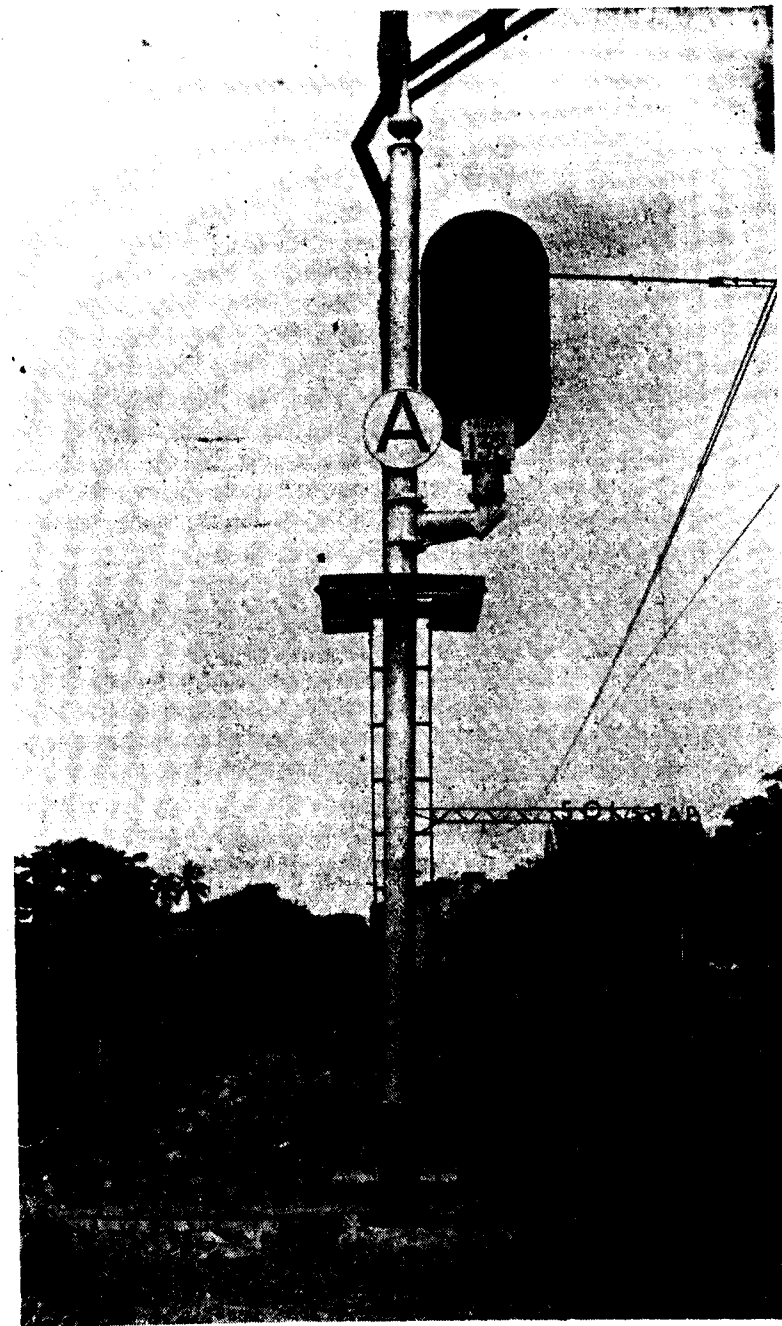
The Bishopsgate installation having proved successful, progress in power signalling was continuous. The electrification of the Metropolitan and District underground railways in London and the construction of new tube railways, afforded a very considerable field for the new work. The development of power operation of signals and points and the introduction of track circuits enabled

larger areas to be controlled from a central cabin than is the case with manual installations. The first power frames generally followed the lines of their manual predecessors. The points and signals were operated by means of levers assembled in a frame with mechanical interlocking between them to prevent conflicting routes being set up. These levers served to open and close contacts controlling circuits operating the various signal and point controls. As there is no physical connection between the levers and the function they control, the former are reproduced in miniature form and have a length of from four to six inches.

These miniature levers merely serve to open and close electrical circuits and they are mounted in a frame to ensure rigidity and to enable mechanical interlocking between them to be fitted. In recent years, a system known as relay



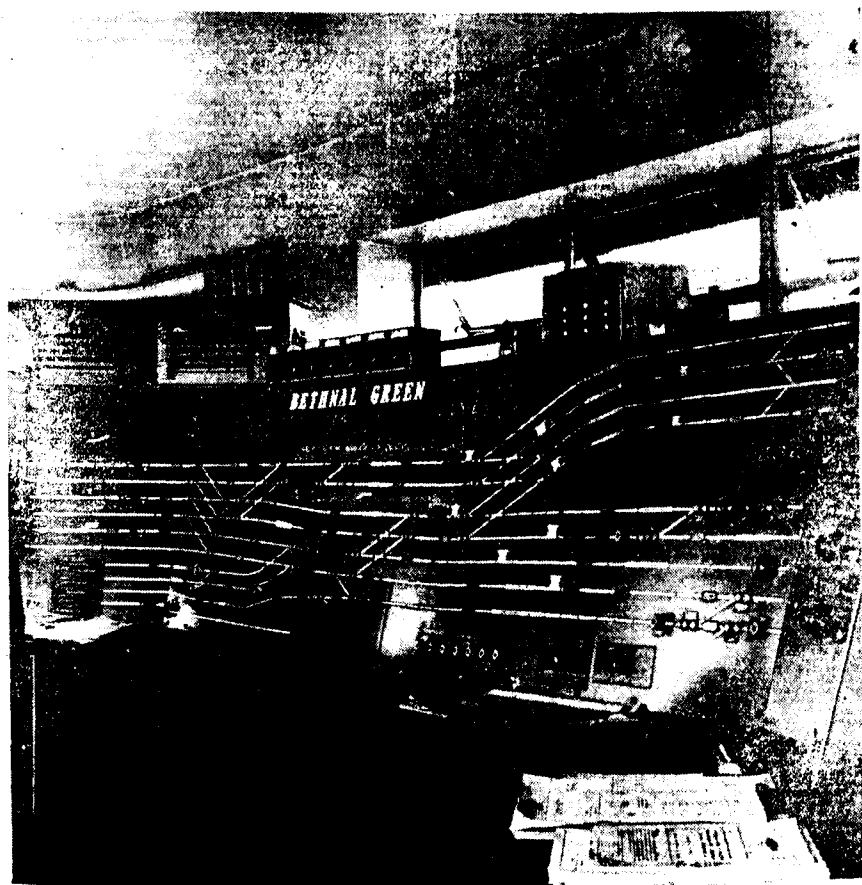
140 Lever all electric interlocking frame at Fenchurch Street, London & North Eastern Railway.



3 aspect automatic color light signal on suburban section of the B. B. & C. I. Rly, Bombay.

interlocking has been devised where the power frame has been dispensed with and the levers have been replaced by switches either mounted on the signal cabin

illuminated diagram or on a special panel beneath it. These switches control interlocking relays which take the place of the circuit controllers formerly operated by the



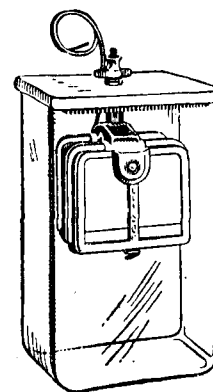
Relay interlocking control panel at Bethnel Green, Eastern Region, British Railways.

levers in the power frame. These interlocking relays control the various point and signal circuits and also perform the necessary interlocking features to prevent conflicting movements being made.

Prior to the nationalisation of British Rlys, in January 1948 each railway was responsible to its own board and had its own particular policy with regard to the various aspects of the work. The formation of the Railway Executive, British Rlys., will ultimately standardise all classes of work. This must of necessity take some time to materialise and in the meantime the continuation of individual policy is inevitable.

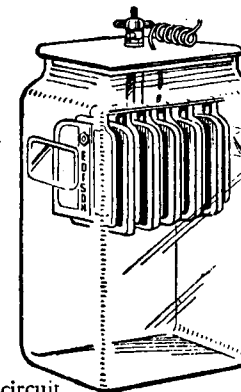
In the case of the installation of power signalling, the former Great Western and Southern Rlys. and the London Passenger Transport Board favoured the power frame for their schemes while the London and North Eastern Rly. went in for wholesale installation of relay interlocking schemes utilising panels or separate thumb switch desks. Even with power frames there was some variation in principle, the London Passenger Transport Board insisting on the perpetuation of mechanical interlocking between the levers in the power frame while the other two railways adopted electrical interlocking. While the provision of mechanical interlocking on small

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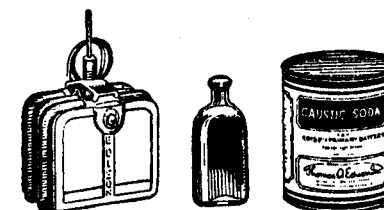
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power frames is a comparatively easy matter, on larger power frames controlling complicated station or junction layouts, the mechanism is very intricate. Such a case was experienced at London Bridge, British Rlys., where a 311 power frame was installed. The mechanical interlocking extended to four tiers. Not only are these large mechanisms complicated to design and erect, in the first place, but they need accurate alignment and leveling to ensure that the locking bars work easily. Changes in locking consequent upon yard design modification, are also difficult. To overcome these difficulties a frame with all electric interlocking was brought out in 1929.

Additional electric lever locks were included in the new design and the necessary lever interlocking was obtained by means of circuits releasing normal and reverse interlocking magnets through contacts on other levers, when in their correct position. With this method it is not necessary for all the levers to be in the same row. When cabin space is limited, the locking frame can be built in two or more sections and this has been done at Brighton, Waterloo and Victoria on the Southern Region of British Rlys.

The largest relay interlocking installation in the world will shortly be opened at York Station, North Eastern Region, British

Rlys. Work on this immense scheme was commenced as far back as 1938 but owing to the war, changes in yard design and other set backs, completion was delayed. This is an enormously busy section dealing not only with the North-South Main line but cross country traffic from the Midlands, Leeds and Lancashire, Scarborough, Bridlington, Hull and the Eastern Counties. The new signal box will be air conditioned and will operate the entire signalling on eight miles of track. It will replace seven existing manual boxes and will control 825 routes, 79 main running signals, 214 subsidiary signals and 300 pairs of points.

In modern power signalling schemes, and those yet to be designed, it can be discerned that installations are becoming increasingly static due to the reduction of moving parts to the actuation of relay contacts, mostly in the signal box, and point switches in the station yard. The control of movements by miniature switches mounted on a panel must eventually eliminate the power frame. This piece of apparatus, operating contact shafts for the various control circuits, takes up considerable space compared with a panel thumb switches operating electrical contactors in the relay room in place of levers. In such cases much less room is required in the operating space and a greater area can be controlled by one man than in the case of a power frame.

Leisure for men of business, and business for men of leisure, would cure many complaints.—THRALE.

Education cannot stop with the teacher but must extend to the public.—Frederick H. BAIR.

## The Transportation Training School on the South Indian Railway

By P. G. Rose

IT is stated that the working conditions of the South African Railways are very similar to their counterpart in India. In South Africa a university for Railwaymen has been built in the Transval in Esselen Park. The South African Railways have a mileage of 13,000 and employ nearly 165,000 staff as against our mileage of 33,860 and staff of nearly 8½ lacs. Nearly 1200 students are being trained in the South African university for Railwaymen every year and in laying the foundation stone at Esselen Park, the then Minister of Transport Mr. Sturrock said that, if the college could improve efficiency by 5% only, it would pay for itself over 15 years. This applies with a greater force to the Indian Railways. The Indian Railway

Enquiry Committee 1947 in their report, vide para 182, have also stated *inter alia*:

"Efficiency in any Government Department or business concern depends to a large extent upon the conditions of recruitment and the training of staff.

"From the evidence tendered before the Committee, it seems clear that there has been no fall in the standard of ability of the new recruits. This applies specially to Officers, but holds good of the subordinates and the class IV staff, as well. If then, the quality of the said material has not deteriorated, any fall in the efficiency of the machine can be attributed mainly to deterioration in the standard of training and supervision."



View of the Model School.

The implementation of the Adjudicator's Award has created a new problem in that a large number of station masters and other goods and coaching clerks are required to be trained at short notice. Further, if the accidents which are on the increase are to be averted, staff must be trained properly to observe the General Rules and refresher course should also be given to at frequent inter-

|                                         |         |          |
|-----------------------------------------|---------|----------|
| Station Masters                         | Course. | 25 days  |
| Coaching Clerks                         | "       | 3 months |
| Goods Clerks                            | "       | 3 months |
| Outdoor Clerks                          | "       | 3 months |
| Mechanical Engineering                  | }       | 15 days  |
| Firemen to qualify as Drivers           |         |          |
| Loco Inspectors from Drivers            | }       | 1 month  |
| Traffic Inspectors                      |         |          |
| Permanent Way Inspector                 | }       | 1 month  |
| and Sub Inspector's                     |         |          |
| District Engineer for Motor Trolley     | }       | 1 week   |
| Telegraph Inspectors for Block Training |         |          |
| Goods Station Masters                   | "       | 4 months |
| Vernacular courses for class IV staff   | "       | 1 day    |

Besides the above, refresher courses are given for station masters. The school is in-charge of an Assistant Traffic Manager and is assisted by eight instructors including the telegraph instructors. Nearly 500 student trainees are being trained on an average every year but the number is subject to fluctuation according to exigencies. Each class consists of 50 students and besides theoretical instructions, practical, out-door instructions are also given by taking the students to the stations direct. The model room has been excellently equipped in the greatest possible care and the students are frequently taken to this room to give instruction. After giving intensive course in all aspects of the train working regula-

vals. Let us then see how this is being done on the South Indian Railway which was once noted for its efficiency.

The Transportation Training School in the SIRly is housed in an old building but has a five model room with a miniature set of different classes of stations, cabins etc. The following courses are taught in the school.

tions, the students are asked to write a written examination.

In every institution, it is very important that the instructors are selected properly taking great care and remunerated well and their advancement assured so that the students may receive excellent training. Of course on the South Indian Railway Transportation Training school a good choice has been made in the selection of instructors but their advancement is not cared for. In South Africa for instance it is stated that "No instructor is held back from promotion because of his membership of the college teaching staff; on the contrary, not only does the work bring the teacher with wide



Imparting Education in outdoor signal classes.

contact with varied aspects of Railway administration but his appointment is considered as a mark very much in his favour." On the SIRly, the Chief Instructor who has besides teaching duties has to be in charge of the school in the absence of the ATM, is not paid more than a lowest grade Traffic Inspector. Then instructors have no other avenue of promotions. This requires immediate attention if the future students are to be efficiently trained.

Another system that requires a change in the way the examinations are conducted. In the South African University, Special Examiners attached to the staff of the General Manager conduct the final tests. It is stated that this policy of employing examiners outside the College Staff ensures that results are reached without fear or favour. On the SIRly examinations are conducted by the ATM and even though the impartiality can be vouchsafed it would be better if the system in South Africa is followed.

(Continued on next page bottom)

One another important improvement that is needed is, the number of students in each class should not be above 15. This reduced number alone will ensure individual attention being paid to the students. This of course may involve additional staff but this should not be grumbled as in our National Government the efficiency of the students coming out of the school will amply be repaid by the efficient running of the Railways and less number of accidents.

The students have no recreation facilities and no proper accommodation. This should be provided. We are aware that a Joint Training College at Tambaram has already been proposed for SI and MSM but till such time, some arrangement must be made to improve the existing facilities.

There should be an up-to-date library and museum attached to the school. In the museum models of locomotives rolling stock, sample

# The Theory of Railway Rates

BY MAJOR. B. L. KAPUR

*This is the first instalment of a series on Railway rates specially contributed by the Joint Public Relations Officer of the Bombay, Baroda & Central India and Great Indian Peninsula Railways. The second instalment follows next month.*

AS the Railway is the most important among various industries and as it has its own special problems it may be well, before outlining the principles that determine the price of railway services, to touch briefly upon the railway's effects on the economic structure at large and its relationship with other industries.

There are many special economic characteristics of a railway industry which call for the particular attention of the economist.

(1) The great size of the plant,  
(2) the operations of a railway are conducted largely at joint cost.  
(3) the special features of the railway capital, viz. very large outlay; when once the money has been sunk it is irrevocable and irrecoverable. It cannot be put to any use other than the one for which it was originally designed. "If the railway that results from all this expenditure is not useful as a railway, it is useful for nothing else. It represents sheer waste of capital—a well sunk without finding water, a ship built and fitted that will not float."

(Sir W. Acworth)

## Role in Fixing Prices

Further a long time is taken before any return on this capital can be realised. Railways have

of tickets, specimen of actual permanent way, books and photographs showing the development, of the South Indian Railway for nearly a century can be kept.

been brought in the foreground in the discussion of economic problems of a nation as they are of tremendous importance to the society. In its most common aspect—as carrier of goods and passengers a railway plays an important part in determining the prices of the various commodities it carries from the places of production to the places of consumption.

"Its cheapening of transportation immensely promoted far reaching geographical division of labour, large scale production, impending monopoly and great fortunes." (Taussig). Lastly a railway owing to its widespread influence on the welfare of other industries with a tendency to monopoly has been selected for special attention by the State.

In passing it might be said that though the railway industry has special economic characteristics of its own, certain uniformities or laws relating to production in general apply *mutatis mutandis* to railways. A railway is a business concern of a very complex nature selling the commodity known as transport (of course in addition to other subsidiary services it performs).

The economics of large-scale production—so common in indus-

Transport is the life-blood of our country and better trained Railway personnel can go far towards making our country more prosperous.

tries and plants of great size—are clearly visible in a railway industry, viz. specialization or division of labour; use of machinery and specialization of machinery; better utilization of plant and establishment with increase in demand; specialization of business, development of subsidiary industries and increased opportunities for buying and selling on favourable terms. The function of a railway being chiefly the movement and conveyance of products and commodities from the points of origin and manufacture to the points of consumption and marketable spheres, it, therefore, necessarily follows that certain value high or low, according to the difference between market value of the place of production and the place of consumption, must be attached to transport,

Mr. Colson defines "The value of the service of transport" as the

augmentation of value which transport gives to the article and it is, therefore, apparent that such charges of transport should in no case exceed the value of the transport services to the trader.

"No gain comes from carrying a thing from one place to another unless it can be produced at the first place so much more cheaply that it can afford the cost of carriage to the second. Ability to stand the transportation charge is the test of the utility of the carriage."... (Taussig). The price paid for such transport must not exceed the amount of the augmentation in value. If there is only one source of supply, the consumer will bear the whole of the cost of carriage for whatever rate is charged for transport must be added to the cost of production in fixing the minimum selling price of the article and accordingly the

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carrier can demand his own price. But it is almost universally the case that supplies can be drawn from many sources and the selling price is affected by the lowest price at which the goods of the same quality can be put on the market from whatever source they come and the amount which the trader will pay for transport from a particular source of supply to the place of use is limited, by the difference between the cost of producing the articles at the point of departure and the market price at the point of arrival, fixed with reference to the lowest price at which the article can be procured from any source.

### Origin of Railway Rates

At the outset it may be remarked that no fixed tariffs of rates existed in the initial stages of the development of railway industry—the original idea with every railway being that freight charges must fluctuate with the distances that the goods are conveyed, so much per mile. Later on, a majority of rates were special rates established in each case as a result of haggling between merchants and railway. Commencing with the small volume of high class traffic at high rates the constant endeavours of a Railway have been to secure more and more traffic by quoting comparatively low rates. Reduction in rate is invariably followed by an augmentation in traffic and consequent diminution in cost per unit. This decrease in cost per unit enables the Railway to further reduce its rates and “this reciprocal process goes on up to the point the Railway has got all the traffic it can afford to take.” The point at which the Railway has to stop taking further traffic is reached when the lowest rated traffic can just pay its out-of-pocket expenses.

In Bagehot's words, “fixing a Railway rate is an art not a

science which must be exercised in a sort of twilight, an atmosphere of probabilities and doubt, where nothing is very clear, when there are some chances for many events, where is much to be said for several courses, where nevertheless one course must be determinedly chosen and fixedly adhered to.”

The present complex system of rates owes its existence not to the results of various schemes carried out in pursuance of a definite policy, based on certain general principles, but to the “process of continually elaborating tariffs as they existed at any one time.” Experience gained on previous occasions had been used in elaborating new tariffs fixed from time to time in accordance with the fluctuations in trade and industry and new industrial and economic conditions created by fresh transport facilities.

“Although Railway charges have been fixed by practical men feeling their way step by step, with little or no reference to the theoretical considerations, the system of charging so built up undoubtedly conforms to certain principles, just as a boy who learns to ride a cycle without any lessons and in ignorance of all physical laws, will by experience come to maintain his balance in accordance with sound principles.” (Douglas Knoop)

### Different Theories

Very frequently some persons favour the idea of charging equal mileage rates. The theory is absurd on the very face of it as “each item of business has a different cost, which is the resultant of all the conditions under which the business is done.” These conditions can be divided into two branches, physical and commercial. From the physical standpoint it may be observed that at particular points on a Railway owing to steep

gradients and hilly country the haulage charges (owing to banking engines and the extra staff) are far higher than in a country where track is more or less level. Further more, on a Railway line having many bridges and tunnels, the construction of which involves heavy capital expenditure, a ton of goods should cost more to carry than on an ordinary smooth track where the outlay has been comparatively far less. In regard to the commercial aspect of the case, it may be said that on main lines the cost per unit is small on account of the fact that their total cost can be spread over many units of traffic, whereas on a line, with light traffic, traversing through sparsely populated districts the cost per unit is inevitably great.

Looking at the combined results of these two sets of conditions namely, commercial and physical, the application of same equal mileage rate to a section of line in hilly tract as well as to a line passing through commercially advanced and densely populated country, would prove ludicrous.

The operations of Railways no doubt are apparently much more homogeneous than those of many other industries and this apparent uniformity has very often misled those who have advocated equal mileage rate, but a closer examination of affairs will reveal the potential fact that conditions under which Railway operations are performed vary widely between different sections served by the same Railway and therefore the applicability of one universal rate on a uniform basis to all items of traffic conveyed under conditions and at different cost per unit cannot be admitted.

As I have stated above, a goods train mile on a busy section of Railway means a different thing from a goods train mile on a section where traffic is light and, therefore,

(Continued on next page bottom)

the cost per unit of moving any particular kind of traffic on the two sections must differ widely and hence the anomaly of equal mileage rate is quite patent.

Another theory of Railway rates is that charges should be based on postal principles, viz. there should be one universal rate for each commodity irrespective of distance over which such commodity is to be carried.

Closely allied with this system there sprang into existence a method of rates known as Zone System whereby within each of different zones one uniform rate was charged. There can be no abstract objection to the Zone System except that it greatly disregards the element of distance in the fixation of rates; *ceteris paribus*, we cannot shut our eyes to the fact that the longer the distance the goods are carried the more it costs a Railway to carry them and consequently the greater the services the consignor of goods receives from a Railway and therefore, it stands to reason that for any addition of extra distance that goods are carried the customer must pay more to the Railway for corresponding additional capital spent, carriage performed and plant and organization maintained for the purpose. The Zone System and the Postal System of rates, therefore, flagrantly violate the canons of propriety and justice so far as the Railway's interests are concerned.

Though the development of transport facilities results in annihilation of distance and neutralization of geographical disadvantages with the consequence that the net of a Railway's activities spreading itself over far distant markets eventually exercises a great influence on the adjustment of rates, it should not however mean that the element of



# Transport and Politics

"SRIDHARAN"

THE story of humanity or the human race is the story of how from the pre-historic time man has been battling with Nature at every step. First it was a battle for his very life with the wild forces of nature. What initial success he attained filled him with confidence. Then it was a story of success after success. And he has come to be what he is, competing with Nature in every sphere. What has helped him and is helping him in this grim battle is Science.

Where there is Science there is progress. Where there is progress there civilisation. And one of the many benefits conferred by civilisation is the means of transport it has placed at the disposal of man, perhaps one of the few benefits that can be said to be unalloyed.

If civilisation has taught man to ride, to sail and to fly, it has also taught him among other things the art of forming political states and governing them. The relation between transport and politics will be apparent if we take a survey of their history from the earliest times possible.

The earliest form of transport was domesticated animals and the earliest form of State was the

distance in the fixation of rates should be kept in the background. So long as longer distance over which goods are carried means more cost to a Railway, and so long as the aggregate costs are to be recouped out of the sum total of rates the factor of distance in the manipulation of rates cannot be ignored.

family. The need of the family being greater than that of the lonely savage, the necessity for domesticating and using animals for transport arose. When families in a particular territory formed themselves into tribes, the articles to be conveyed in their common interest multiplied and carts were invented. When finally these tribes, settled down into States and established internal security, civilisation advanced and with it also different forms of transport.

State and transport are indispensable to each other and the one cannot be carried on without the other. It is because the State maintains internal peace and security, transport is able to expand. On the other hand, it is equally true that the very maintenance of the State is made possible by transport only, in as much as it links all the component units of the administration. By transport is meant not only the mere conveyance of travellers with their luggage and goods, but also the conveyance of Government personnel, communications, orders, etc. whenever necessary, by rail, road, sea and air, thus linking the different units of administration.

Having considered the relation of Transport and State, let us pass on to consider the part that

The Postal analogy cannot at all be made applicable to Railway rates as obviously in the case of Postal and Telegraph rates the distance over which the operation is conducted is an exceedingly insignificant element amongst those contributing to the cost of service and as such it can be totally ignored.

the former plays in the day to day politics of the country. Almost the first thing that an intelligent political party does to fight its rivals is the ingenious use of the quickest means of Transport available in the country. The leaders of the party travel fast and wide not only to propagate the principles of their party for increasing their numerical strength, but also to establish direct contact with the people of even the remotest villages by means of speeches, pamphlets, etc. It may also be stated the other way round that transport in as much as it led to spread of knowledge of Science, Arts, literature etc. among the people of the country through pamphlets, books, lectures, mobile libraries, etc., led to the formation of political parties among others. Especially when an election is on, will the relation between politics and transport be keenly appreciated. Transport is rushed at breakneck speed.

An interesting anecdote—of course with a bit of exaggeration—is told about an election campaign. Two candidates of two different parties were contesting an election in a town. Among the many devices adopted by the parties for fighting each other was propaganda through motor vans. Men were engaged to travel in these vans and shout out the slogans of the respective parties. As irony would have it, men employed by one party, being illiterates, forgot the slogans taught to them. The rival candidate, clever rogue that he was, taught them his own slogans!

The first thing a conqueror does in a vanquished country is not only to strengthen and make his own the available transport but also to improve and introduce the latest inventions in that field to serve his own ends. By means of this transport the conqueror is able to rush his troops from one corner

to the other to crush the least semblance of a national rising (revolt in his phraseology). This was what the Britishers did in India. Indeed this is what every Imperialist power has been doing and is doing now.

If transport helps the conqueror at first, it in the long run digs his grave by helping the vanquished. A really patriotic people can never be subjected for ever. It is this very transport they use for rekindling the patriotic fire that lies dormant for the time in the minds of the subjected. Patriots travel far and wide at the risk of arrest to arouse the nation. We know for a matter of fact how fast Pandit Nehru travelled during our campaign for Indian Independence. Gandhiji, the greatest opponent of mechanisation as he was, did not fail to use trains, motor cars, etc. for his campaign of Satyagraha. He even sailed to England for the Round Table Conference. It was again these transports that brought us news of the arrests of our leaders and roused us to fury and action. Transport it was that enabled our leaders to fly to the capital to discuss the Cabinet proposals. The latest benefit transport has conferred on India is the almost personal relation established between America and India through the famous tour of Pandit Nehru, let alone our distinguished ambassadors abroad.

The use of transport during war cannot be exaggerated. Soldiers should be conveyed to the fronts at the quickest time possible. Arms, ammunition, food etc. should also be simultaneously despatched to the different fronts in time. That country loses the war whose transport becomes dislocated by enemy action and lies irretrievable. If the State can be compared to a body, its transport is the nerve-centre.



Let us take international politics. Though future events proved it a farce, it was on a liner that the Atlantic Charter embodying the Four Freedoms was drawn up. It is to the U. N. O. that planes are flying to discuss and settle international disputes, etc.

The next question that may be considered is whether transport is best left to private enterprise or be conducted by the State itself. Of course this question does not arise when abnormal state of affairs exist as in the case of war. As the prime aim during war is to win the war at any cost, all the resources of the country have to be pooled and used by one source only and that source should be the state.

To decide as to who should maintain this during peace, we must first consider what the aim or aims should be of transport. In my opinion, the following should be the two main aims, whatever the means of transport, rail, road, sea or air.

(i) The cost of travel for a given distance should be within the reach of the lower middle class, and (ii) the journey should be comfortable.

Can the state do this? I am afraid it cannot achieve these objects as effectively or as thoroughly as private enterprise can for the following reason. Though the state can employ experts for this purpose, the experts, would be so hemmed in by "Office Orders", "Communiques" etc. that they would have to approach the higher authorities

for implementing any proposal. It is a notorious fact how long it takes for "Red Tape" to act. By the time the sanction is got, the necessity for the proposal has most probably disappeared.

On the other hand the private owner acts on the spot and quickly. The first question, a State would ask itself, will be whether provision exists in the budget for the particular item in question. But an industrialist would ask himself whether it would contribute to greater efficiency and thereby greater profit. An industrialist would go a long way towards pleasing his customers. To that extent a state will not go unless compelled. Though gain is the aim of the industrialist, he knows it cannot be achieved without pleasing the customers, viz. the traveller. But there is also the danger that whatever the fare the traveller cannot but pay it, unless it is brought down to a reasonable level as a result of competition between the road, the rail and the sea, etc. where competition is possible on the same route. The private owner can raise the rate at his will and pleasure. This can be overcome if it is stipulated by the State that the rates before they are standardised should have the approval of the State. Periodical inspection should be made by the State that at least minimum comforts are provided for the traveller.

Rightly we can therefore conclude that Politics and Transport are indispensable to each other and should maintain an ideal relationship in the better interests of humanity and also for their self-preservation.

To lose money ill is indeed in the nature of a crime, but to get it ill is a worse one and to spend it ill is worst of all.—RUSKIN.

## The Science of Scientific Persuasion

BY ALPHA

**D**ON'T pass over this little essay because of the title. The 'Science of Scientific Persuasion' is not an introduction to a new and startling discovery on the art of persuading your friend or foe that you are always in the right, and he in the wrong, but just a juggling of words to express an age-old gag. Actually this so-called science can be summed up in one word 'Advertising,' although the art of advertising has progressed by leaps and bounds from its original genuine purpose, that of giving public notice of the sale in newspapers, placards, posters etc. of anything a manufacturer or merchant wants to convert into large sums of ready money, to its more dubious objective of scientific persuasion, by the alluring and subtle methods of making you believe that some product, nostrum or gadget is essential for your personal well-being or happiness.

How does the science of scientific persuasion work?

Pick up your daily newspaper, or favourite magazine, (guaranteed nation-wide circulation as established by our auditors, Messrs. Scan & Check) and ignoring the news-items, stories or articles, concentrate your attention on the advertising columns.

Supposing you are a man with a burning desire to reach the top of the ladder in your job. You started at the bottom rung some years back, have climbed two or three and find yourself marching time nearer the bottom than the top. Well, the advertising columns will soon tell you the reason why. Ah, here it is. The picture of a smart fellow with his hair slicked

back and gleaming. The little story attached to this man will tell you that he was stagnating as an obscure clerk in his firm, till one day he bought a bottle of Crow's Hair cream, and applied it to his hair. Hey presto! the Managing Director bumped into him in the office lift, said to himself "here's a well-groomed young fellow, an asset to the firm," and within the space of a few short months, the routine clerk had risen from his desk, by-passed various other fellows, and found himself occupying a private office marked "Assistant Manager." So you start thinking there must be something to Crow's Hair cream. You dig into your pockets, find you have some spare cash, buy in a few bottles of the stuff, and use it every morning. Your success is now assured, or so you think. Every time you appear before the boss, you keep wondering if he is taking notice of your well-groomed hair. But he doesn't care a damn. His mind is more pleasantly occupied in wishful thinking. After all, his stenographer is quite an attractive young lady, and his wife at home in a state of change and decay. Can you blame him? However, time marches on. You have used a couple dozen bottles of this wonder hair-cream, to the financial benefit of Mr. Crow, and the top rung of the ladder is still far beyond your reach.

Now, supposing you are one of those skinny little fellows, with just enough strength to push open a door, or kick a marauding tomcat a few inches in the air. Deep down in your heart you have always yearned to possess those powerful, bulging muscles, so that you can emerge as the conquering hero of a real tough fight. The

answer to your prayer will be found in the advertising columns of some magazine. Ah! here's just what you want. Prof. Pahlwan is crying for skinny little chaps like you. He wants you to give him just ten days, and you will be amazed at the transformation. Why, after ten days of Prof. Pahlwan's physical culture course, you will be bulging with muscles, and tossing huge thugs about as if they were made of straw rather than thick bone and tough sinews. Just sign the coupon, enclosing a four-anna stamp to cover return postage for the professor's illustrated booklet. In time you get the booklet, which is usually a photographic gallery of young men with grim-set jaws and dynamic muscles. You bite the bait, despatch a money order of about fifty rupees to the professor, and in due course receive the wonder course. The next morning, or evening, you start training, going through all the physical contortions advised. Ten days pass, and stripped in front of your mirror, you are still looking for the lumb that should be your bicep. However, with dogged persistence you keep on with the contortions. After a few months of this torture you find yourself so tired, that even the marauding tom-cat refuses to scoot when you aim a kick at him. Instead, he stands his ground and spits back contemptuously. Give it up, little man. By taking thought, and Prof. Pahlwan's fifty-rupee physical culture course you will never add an inch to your meagre stature, because your forbears for generations have been little men like you.

Now, let's switch over to the ladies. Be they in the first pink blush of their teens, in their self-concealed thirties, their dreaded forties, or after, the beauty-cult sorcerers, through the medium of the advertising columns of papers and magazines, will always

persuade them to believe that real romance is just around the corner, if only they will buy their wares.

Supposing you are a young woman nearing your thirties. Somehow, in spite of a number of young men seeking your company, none will broach the romantic proposal. You are getting quite worried, until your favourite beauty magazine offers to tell you why. You must use Ambrosia beauty powder. A technicolour magazine picture will show you a glamorous young woman, dressed in garments that seem to be made of mist, in the arms of a wellgroomed young man. In the background of the picture is a streamlined limousine car, alongside of which stands to attention a uniformed chauffeur. All this is to convince you of the eligibility of the young man by virtue of his opulence. The future of the young lady in the picture is obviously assured. She is to be that man's wife, living happily after in an atmosphere of diamonds, beautiful clothes, hordes of servants, delightful luncheon and dinner parties, and all that goes with the Midas' touch. How did she persuade this eligible young bachelor to pop the question. Simple. By insiting on using Ambrosia powder, available in all delicate shades, rose pink, flesh tint, peach, light and dark brunette etc. etc. and not to mention the alluring but subtle perfume with which this powder is impregnated. If the girl in the technicolour picture can do it, why can't you. So get your box of Ambrosia's powder at once, Rs. 5/8/- for half-ounce size available at all chemists and stores. If after spending a hundred odd rupees on Ambrosia's powder, you find yourself teamed up with a husband who doesn't even possess a cycle, write to Messrs. Flower & Chalk, the makers of Ambrosia powder. They may refund your money, as a wedding anniversary gift.

The 'Science of Scientific persuasion.' Take some soda-bicarb add some other inexpensive salt which goes fizz in a glass of water, put two ounces of this prescription into a bottle and then consult an Advertising Expert. He will introduce you to a man who is a wizard with words, formerly an ever-hungry poet who wrote sonnets about the glories of nature and love. This ex-poet will now write a lyric or a prose-poem about the new wonder-purgative. And lo and behold! one morning thousands of people like you and I will get up with a bad taste in the mouth, a glassy look in the eye, the result perhaps of an overnight bout of conviviality. You open your newspapers and there's the antidote to your more dead-than-alive feeling—the new wonder purgative. Half a teaspoonful in your early

morning cup of tea, and you're as fit as a fiddle again. The ex-poet's lyric has done its job, by using scientific persuasion to boost up the sale of the new wonder purgative.

When you next open your newspaper, read the news, what the communists are up to, how the democrats are countering, the latest parliamentary debate and who won in the Bhowanipur Vs. Rajasthan football match last evening. When you have done this, fold up your newspaper, and store it away for sale to the *bikriwallah*. If you will do this, and not be lured into reading the lyrics and prose-poems in the advertising columns, you will build up a strong wall of defence against the "Science of Scientific persuasion," and have some spare cash to go to the pictures.

# VINCENT'S

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# Road-Side Fortune Tellers

(BY GEO. P. V. MILLER)

THE modern person consulting a Fortune Teller is merely following a well worn trail come down from pre-historic times.

There are several kinds of fortune telling. The earliest is said to be that of reading fortunes from the livers of freshly sacrificed animals and used by the Romans and Greeks too. This is understood to be still in vogue in Burma, Borneo and Uganda.

Known as hepatoscopy or haruspication, the method was to kill the animal and with bloody hands pull out the liver, examine it and from the marking on it, and its still slight movements read the future. The fact that it was a sacrificial kill gave clients confidence.

Among the other methods are: reading of the figures formed by the pouring of sand, tossing of coloured stones dice like, throwing the dice, watching the eating and

non-eating of sacred chickens, the direction smoke, let into an idol, wafts, figures formed by tea leaves left in the bottom of the cup, numbers, cards, palmistry and a host of others.

In India too fortune telling is as old as the ages. Abbe Dubois in his "Hindu Manners, Customs, and Ceremonies" observes: "If the immense progress in enlightenment made by the most civilized nations of Europe has not yet been able to completely eradicate those absurd prejudices, if the rural parts of Europe are still full of people who believe in sorcerers and in their magical charms, and if in the public places of our towns one still sees crowds of imposters in wretched garb professing to furnish those around them with the favours of fortune, is it to be wondered at that in a country like India, plunged as it is in darkness of gross ignorance and superstition, the belief in magic is carried to the very last point?"



Engrossed in consulting a book with clients around him intently listening to what he says.

In spite of Abbe Dubois' observation made in the early part of the 19th century one still comes across on roadway, street or lane in city, town or village fortune tellers, singly or in pairs ready to unfold the future to the gullible—whether rich, poor, literate or illiterate.

"Will I make money?"  
"Will I marry the person I love?"  
"What is my future bright or gloomy?" "Will I meet with success in my endeavour?" "Will I recover my illness?" Questions such as these are put by an anxious, curious, sore, disappointed and dejected lot of people who consult these Roadside Fortune Tellers.

Before answering them these Fortune Tellers assume an air of importance as if they could see and contact the powers that control a man or woman's destiny. With the shrewdness born of experience they are able, knowing that all men and women have pretty much the same common experience and needs, to gauge their clients requirements.

Having come to a mental decision they next either mention their fee which leads to some higgling or prudently leave it to the goodwill of the client who, they presume, would be satisfied with what is predicted and pay them generously.

Though it is difficult to conjecture whether it is by divine dispensation, accident, by will, to suit the caprice of the people, or earn an easy living, there is nevertheless such a surfeit of fortune tellers with methods which are so novel, unique and even baffling that one wonders whether some of them are divinely inspired or in common parlance "Just fakes" earning a living on their wit and credulity of people.

Be what they may the purely indigenous method of some of them, particularly the travelling fortune tellers, are an interesting study for its novelty.

There is the prophesying with the aid of birds, Canaries, Love-birds, Java Sparrows and even Parrots, carried in ordinary or artistically decorated cages, are so well trained, with a little coaxing to pick up printed or hand written cards on which are written cabalistic sentences such as: "The time is auspicious and you will succeed in your attempt," "You will marry the person of your choice who will bring plenty of money," "You are in the good books of your employers," "You will be lucky in raffles, lotteries etc.," "You will be promoted" etc.

There is the man who, sitting under the spreading banyan tree, has spread before him all the signs of the zodiacs painted on oil cloth. With the help of a well thumbbed book and while he makes calculation on either a slate or paper reels of what is in store for each.

The other is the palmist. He, if necessary, makes a meticulous study of the lines on one's palm with a magnifier and tells the past, present and future.

Last but not least is the man with the palm leaved book. The long string, passed through a hole bored in the centre or its two extremities and holds them together, is unloosened and given to the client with the request to cut the book anywhere the client chooses. At times even a nail or piece of wire is given.

The Fortune Teller then opens the page and connected pages, if necessary, and expounds the

writing, drawings, symbols and numbers engraved thereon.

The predictions of these Road-side Fortune Tellers also have their humorous side. There is no privacy. All that they say, however, delicate and embarrassing it may be, becomes common knowledge not only to the several clients gathered round him but also to the inquisitive and interested spectators who invariably gather around. An interesting feature of these gatherings is that a spirit of camaraderie prevails among clients and spectators. They share the good or bad news the Fortune Teller predicts and either congratulate or sympathise with one another as if the forecast had already bore fruit.

Then there is the peripatetic Fortune Teller known as the "Gudu-Gudu Pandi". He makes his rounds in the small hours of the morning either beating a small hand operated two faced drum, blowing a conch or striking a flat circular metal disc. He goes from house to house and voluntarily delivers his message of good and at times even bad fortune. On the assumption that he, as is supposed, invokes God before he sets out on his mission Gudu Gudu Pandi's prediction in the early hours of the morning is believed to be correct in South India. His predictions in the latter part of the day are, however, taken sceptically.

Shrewd like the rest of his clan Gudu Gudu Pandi, the moment he spies an inquisitive woman peeping out raises his sonorous voice. He tells her, in the most convincing manner, that at cock-crow there will be good news for her, her husband and family.

Taken in by what is said and to satisfy her womanly curiosity,

she may beckon him to put further questions. Quick to perceive the confidence created he makes bold to tell her, depending on the whim of the moment, that she will soon have a male or female child. If she happens to have daughters or vice versa she becomes radiantly happy.

Observing the psychological change he has succeeded in creating, he continues to tell her the good things that would come her way. When convinced that he has driven home his point he tells her that he needs no money but an old saree or dhoti which would be sufficient recompense.

If the prophesy has struck the right chord and if a weakling she succumbs and he walks away quite happy at gaining his objective. If the woman is as shrewd as he, a bargaining ensues and he has to content himself with a few coppers or a handful of rice.

Should Gudu Gudu Pandi's forecast, as it happens at times misfire, he has to leave with either abuses or even a thrashing from an infuriated husband or father for the rank nonsense uttered.

Whether what is uttered by Fortune Tellers is true or false there is no denying the fact that "in a country, (in the words of Abbe Dubois), where superstition, ignorance and the most extravagant credulity reign supreme, it is no wonder that imposters abound and are able to make large number of dupes."

While it must be admitted that fortune telling gives shrewd people a certain influence over fools, it is seldom realised that fortune tellers, more than anything else, are remarkably good guessers.

They manage, by subtle questions, to ferret out information from consultants, who more often

than not, get it back suitably dressed. They also use indications of appearances, speech and reactions to what is said with uncanny effect. They so impressively press home their point that clients implicitly believe that which is said to be the truth and nothing but the truth.

The moment they discern any indication of doubt, dis-satisfaction or dis-approval of what is said, they quickly change their mode of attack with their power of persuasion that they eventually succeed in driving home their point.

It must, however, be said to the credit of these fortune tellers that at times they do come out with some truth. This more often is attributed to their personal shrewdness than to their professional merit.

It seems strange that in an enlightened age men should be so foolish to suppose that his life, actions and thoughts of which he is solely responsible, is an open book to any chance observer.

The zest with which these Fortune Tellers are consulted leaves one wondering why when superstition was disinherited by religion and science, man should still seek the aid of man when it should be obvious to clients that nobody could possibly foresee the future save God.

It also strikes one as rather strange that people do not yet seem to be aware, in this world of

grim-realities, of the obvious poverty of most, if not all, Fortune Tellers.

Strange to say their plausible utterances does not bring to bear upon them, as it should any sensible being, that if Fortune Tellers could foretell the future of others they would commence by foretelling their own.

Also that if they know, about the evil things ahead, they would themselves take the necessary precautions to obviate them as they profess to do. Lastly that, if good things could be got without the least effort on the part of the individual, they themselves would be the first to receive them.

Taken all in all Fortune Tellers are an interesting study. They display a fund of knowledge gained through a close and patient study of human nature rather than from a study of books—through these also play a certain part. They also display their wit and by their innate sagacity exercise a firm hold over the gullible and credulous public.

Though fortune telling in India is not likely to be eliminated owing to the stranglehold it has on a good percentage of the people, yet it seems tragic that a country which possesses the most wonderfully refined philosophy should have side by side it the grossest forms of superstition. Can anything be done to eradicate it?

( Copyright : NNF )

Everything that is done in a hurry is certain to be antiquated; that is why modern industrial civilization bears so curious a resemblance to barbarism.—C. E. MONTAGUE.

# Mallika Triumphs

BY MRS. SAGUNABAI MONSINGH

IT was 9.30 P. M. The myriads of Bombay's powerful lights shone faintly that night as the atmosphere seemed cloudy and still. The narrow lanes were meagrely lighted and partly deserted on that cold night but it little terrified that stout Kshatriya heart that was used to even greater fears from childhood. All had not gone wrong, she consoled against her will. She had the poor guidance of an unsteady moon that played hide and seek among the mountaneous clouds of dark black and pale grey. Gradually it faded altogether and Mallika, heart-sore and depressed in her confusion of mind had failed to notice the wrong path she had unconsciously taken all along. After a long while, seeing the bridge that was fairly a good way off from her path, she realised with horror that she was totally in a different place. Besides, the dark sky was once again threatening with thunder and lightning. In another minute rain began to pour down in torrents. The whizzing wind and the thick showers of rain pushed her to a tumbled-down shed for protection.

Mallika was dripping with rain and the sudden realisation of her helpless position, away from home and the other greater sorrow that was gnawing at her heart so persistently made her miserable, stiff and sore. Dumb despair was clearly visible in her wide-open eyes which were glistening with rain water. The rain fell with noisy thuds over the leaky, dilapidated roof. With her face well washed and her hair falling in a tangled mass soaked with water, Mallika prayed fervently for help.

'I did not mean to be wicked, O God' she prayed penitently. 'Perhaps this punishment is for

coming out of home in the night without the knowledge of my parents. Really it is wicked to meet my poor Gopinath alone in the night. But I cannot give him up. How could I, how could I? He is so clever and good' she moaned brokenly. She was a good, well-behaved girl of the upper middle-class. It really frightened her to think herself out of home at night. The dark deserted road terrified her.

Mallika was seventeen and the only daughter of a merchant whose sole ambition was to see his child married to a rich titled man with foreign education. For that purpose, he had amassed a good pile as dowry.

Mr. Narayan was a widower, just returned from America, completing higher studies, but he was nearly forty-five. The choice of Mallik's father fell upon this gentleman. But Mallika's heart was already given elsewhere, to a rather poor playmate named Gopinath, whose only qualifications were his attractive personality and good character. He never forced love from Mallika but accepted her love and was satisfied and no more. Her father's plans bewildered her. To be out off from Gopinath seemed worse than to be deprived of life itself, she thought rebelliously.

'Are you still thinking of dying a spinster, child? Your cousin Suraya, two months younger to you, has a big bonny son and is expecting a second one' Mallika's father told her one evening.

'Unless you agree to my own choice, I hope to do so' she replied boldly.

'Then heaven't you chosen your man?', he asked irritably.

Being an illiterate, he hated girls to be so bold as to talk of marriage themselves and, above all, choosing by themselves.

'Father, I hate to be tied to a wealthy fool. I loathe the sight of an ugly man and I detest a wicked man. As for an uneducated mud-pate, I abhor him.....' she went on deliberately.

'That will do, that will do, Mallika. Then your ideal must be a complete paragon and I wonder if such a one will be available throughout the length and breadth of India. Well, well, I admire your flowery speech and the enthusiasm' the father replied amiably.

'Yes, father, I like none of your choice' she said disgustedly.

'Then you are like any low-born girl wanting to be romantic. It is the evil of going to cinema. Remember, I can't be patient for long. Before next month, you will be safely tied to Mr. Narayan. A girl will be glad to be in your shoes' he said sternly and went out of the room.

The vehemence of his words had made her for once a weak little girl. With a heavy heart and clenching her hands fiercely, she began to think desperately.

'Meet me at.....at 9 p. m.' she wrote a slip to Gopinath by post. Yes, she wanted to see him and take his counsel. Wouldn't he help her to run away? She was so desperate.

But the meeting on the next night proved a failure. Poor Gopinath who knew the situation only too well, consoled her lovingly and advised her to go home and obey her parents like a good and dutiful child. Gopinath knew that he could not stand against those big folks. Money counted so much

in this world and he was only a poor clerk. He blamed himself for ever giving hope or encouragement to the guileless, honest Mallika. Really, he was a strong, sensible youth who knew how to control his mind with a proper rein.

'We are not made for one another in this world, Mallika. Let us bow down to His Will' he said resignedly and that was that.

Weeping bitterly and pleading in vain, she was gently persuaded to go back home as secretly as she had come out of it. Gopinath was so careful that he did not even offer to accompany her. Mallika with a broken heart had retraced her steps, thus unconsciously missing the right path in her inner tumult.

'What will my parents think if they miss me or see me here in the night?' She moaned over and over again and shuddered. At last with a sudden impulse she took herself out of the dilapidated shed and ran to the road. She tried hard to remember where she was. She racked her brain for sometime and at last was rewarded. Yes, she knew the place very well. She had walked many a time by that way to school in her early childhood days. The tumbled-down shed she had taken for protection was old Jangli's gossiping centre in the day time. She had often seen old cronies and young women squatting around Jangli, chewing betel leaves and a generous helping of jaggeried tobacco, spitting at intervals during the shameless gossiping. Occasionally there were quarrels and then Mallika used to stand and watch. Well, she knew the way. Her prayer was heard at last.

She ran like a deer, since the streets were deserted and sooner than she had expected, reached

home. Slipping noiselessly and cautiously into the house by the back-door, she discarded her wet dress and warmed herself in fresh clothings. The clock struck the half hour and looking at it she found with relief that it was only 10.30, not very late after all. Then she jumped on the cot and wrapped herself with the thick soft blanket.

The old rheumatic servant woman kindled a cheery fire in her own little room near the kitchen and warmed herself before it. Usually rain helps people to sleep sooner and sounder than other days and the poor old woman, after her day's toil and in dead weariness nodded and fell asleep there in front of the fire. The rain lasted till 11.30 and after that, a wonderful lovely moon was seen overhead. Everything seemed bright unlike the aftermath of a heavy rain. It stopped as abruptly as it had begun leaving the world wonder at God's glory and purpose. The fire in the old woman's room widened farther until the door of that room burst open spreading fire to the kitchen.

The wooden condiment boxes and the firewood arranged overhead easily caught fire, shooting forth tongues of blue, green, yellow and orange flames. In the silent night when all the household was indulging in sweet slumber wrapped in heavy blankets, the treacherous fire spread gradually.

Mallika was sleeping in her room upstairs. She was roused at about 1 A. M. by a heart-rending cry which she at once recognized to be her mother's voice. Sitting upright on the bed, she gazed around with frightened eyes. Suddenly she reeled down to the floor seeing the forks of fire enter her room. Her voice choked and however much she tried to scream

for help, she could not. After that she knew no more, for she fell in a dead faint.

When next she woke, she was in a snow-white bed. The room looked strange to her. Nurses were hurrying forth and one ran to her seeing that she sat up on the bed.

The nurse felt her pulse and made her lie still. The night, with all its terrors, wore itself away but she felt that her legs pained terribly. She could see a number of burnt spots on the soft of her hands. How her hands had gone black. She lay still and closed her eyes recollecting things. Voices whispered and steps approached. Dazed and bewildered she opened her eyes slowly.

'Don't get alarmed, child' she heard one elderly man say and Mallika recognised him to be a doctor.

'Oh doctor, where am I and where are my parents? Didn't our house catch fire? I remember .....' and she closed her eyes at the terrible recollection.

'Cheer up, child. Your parents are all right. True, the house was burnt down but, thank God, you all escaped except the old dame who kindled the fire. Yes, your old servant died in the flames. You were on the upper floor and it was jolly hard work bringing you down. It's miracle that you are alive. Oh, here come your parents. I say, don't get excited. Come, come, she is quite o. k.' the doctor told her parents and withdrew.

Mallika's mother wept. Mallika wept and her father silently wiped his eyes. After a while they calmed down.

(Continued on next page bottom)

## Sri Swami Sivananda-Rishikesh

### Early History

SRI Vengu Iyer and Srimathi Parvathy Ammal, paragons of virtue, piety and devotion, lived at Pattamadai on the sacred banks of the Holy Thambaraparni, Tirunelveli District. To them was born on 8th September 1887 brilliant and genius Kuppaswami. An extraordinary memory, exceptional originality and an exuberant vivacity soon endeared him to his teachers at School and his smiling face and piercing intelligence made him the foremost boy in his class. Educated at the S. P. G. College at Trichinopoly and the Medical Institute at Tanjore, he sailed in 1913 a full-fledged Doctor—a specialist in tropical medicines and surgery—to the Federated Straits Settlement of Malaya where he later became a Fellow of the Royal Society of

Asia. Endowed with a charitable, kind and selfless nature, he soon established himself as an efficient and popular healer of the sick and the suffering. He became soon the popular doctor-journalist in Malaya whose contributions appeared in most of the local Newspapers. The glamour of material prosperity did not quieten the restlessness of his spirit which craved for a more enduring satisfaction.

### The Turn-out

The spiritual spark kindled in the Doctor, did not allow him to be contented with the enjoyment of material bliss. He grew restless in search of a wider and greater consciousness that must be universal. He knew that it could be found in renunciation—in the spiritual path. The latent

'Though we have lost our worldly possessions, we are alive and have one another. That is enough. It was the fault of old Savitri and she paid dearly for it. She served us loyally for over fifteen years, since you were a toddling of two or three. It was her habit, poor soul, to warm herself in front of a fire and this time it turned out to be fatal' said the mother sadly.

Suddenly Mallika's face brightened as a new idea struck her. 'Father, have we lost all our money then? I remember they were all in bank notes, but I don't care. I can go to my poor Gopinath with these burns and scars and without dowry. He will accept me as I am. That widower Mr. Narayan will want money more than my poor self. He won't take me alone. Just think of that'

she cried on her mother's neck out of sheer joy.

'Yes, there were nearly twenty thousands in notes besides jewels. The jewels we could recover somehow but the money is gone out of reach' said the mother dreamily.

The father did not speak for a while. 'True my highly aimed ambition died with the embers of the bank notes. Are you sure, Mallika that after all these scars and wounds, Gopi will be so true and generous?' he asked pathetically.

'Oh yes, he is the truest and kindest soul alive. Now that we are poor and homeless, we can be sure of protection from him' Mallika said happily, so sure and certain. Her parents knew that she was right.





Sri Swami Sivananda — Rishikesh.

but potent "Divine Life" began to germinate. He heard the Higher Call. Hitherto he had been healing the physical ailments of a few only. Now he must heal both the physical and spiritual ailments of the whole humanity. So in 1922 Dr. Kuppuswami Iyer returned to India. He spurned professional honours, position, title and status. He spurned the world that could not offer a lasting solution to suffering, and for nearly two years he travelled throughout India visiting many holy places as an "Aniketa" (Homeless). The doyen of Malayan Society who once inhabited mansions in Malaya, now wandered with his begging bowl in the slopes of the Himalayas, dwelling in roofless houses and eating what chance brought him but ever intent on finding out an answer to his question: "Is THERE NOT A SOLUTION."

### Self-Realisation

In 1924, Dr. Kuppuswami Iyer renounced his worldly life and was initiated into the order of Sanyasa by Sri Swami Viswananda. The Doctor-Swami shut himself up in a solitary Kutir on the banks of the Ganges and plunged himself in intense spiritual contemplation coming out

only to serve the poor, the sick and the suffering for over a decade, at Rishikesh. Many sleepless nights of meditation and many tireless days of service gave him that which he sought for. He came out and he ran up and down throughout India thundering his message that there is a solution, that he has found the PATH and that he would show it to one and all. The solution (Divine Life) has made available to suffering humanity through the Divine Life Society.

### Starting of the Divine Life Society

So, in 1936 the Swamiji founded the Divine Life Society at Rishikesh embracing the quintessence of the teachings of all religions and of all the Saints and Prophets of the World with broad and universal principles and in accordance with Science and reason. *Its only aim is to cultivate the divine attributes in man, to awaken him to the true purpose of human life, and to preach and teach him to lead the divine life in and through the busy life in the world according to each individual's temperament, and attain the goal.* Today Rishikesh is rebounding with religion and permeating with that

spirit of selfless service of which the Swamiji is the living embodiment. No less important is the incessant flow of religious literature highly informative, deeply religious and genuinely universal from the pen of Swamiji. The Divine Life Society, of which the Swamiji is the Founder-President, is now a World-wide Socio-spiritual organisation drawing up members from amongst people of all castes, creed, colour, race, religion and sex, from all over the world (including Germany and the Soviet Union). Among its members are Protestants, Catholics, Jews followers of old-orthodox, Greek-church, Muslims, Parsees, Sikhs, Jains, Buddhists, Toists and Shintoists, Arya-Samajists, Brahmo-Samajists, Theosophists, Orthodox-Hindus and Atheists. Within the all-embracing orbit of the Society have grown up several philanthropic departments and sister institutions. There are the Free Hospital with a Surgical Theatre, where on an average 900 patients are treated every month, the Yoga Vedanta Forest University where students are trained in the lines of India's Vedic tradition, the Free School where boarding and lodging facilities are also provided to the poor students, the 'Annakshetra' where the hermits and the poor are fed, the Publication League that disseminates the swamiji's enlightening works on spiritual philosophical and medical subjects, the All-World Religious Federation to harmonise and weld together the conflicting elements of religions and faiths and to unite into a common bond of brotherhood the renunciate priests and monks. There is a Yoga Museum too where one can learn all about the Yoga Sadhanas at a glance.

### His Greatness and Service to the World

Sri Swami Sivananda's mes-

sage is simple and grand. He quenches the spiritual thirst of men in varied walks of life—be they traders or scholars, lawyers or Doctors, students or statesmen. His writing is always in simple English to be understood by common layman and he contributes his writings to many famous journals of the world. His books are translated into all important languages of the World. Some Sanyasis are 'Vedantees'; and others are 'Bhaktas,' and again some are Karma Yogees. Some can deliver eloquent speeches, others can impress all with their writings; some are doctors for the body and some for the soul. But in the great Yogi of the Himalayas one can find all these at once. His advices to house-holders are invaluable; for Officials his teachings are the best. He is a Doctor for the Sick; teacher for the ignorant, consoler for the bereaved; and guide for the "Sadhak." In him are to be found the wisdom of the Gnani, the devotion of the Bhakta and the activity of the Karma Yogi. He has the heart of Lord Buddha; the head of Sri Sankara and the hands of King Janaka, the devotion and love for God of Sri Chaitanya. He is a Sage, Poet, Artist, Musician and an inspiring writer. He is the God-given spiritual guide and philosopher and friend of our era and his gospel is the gospel of our age.

Not content to isolate himself among the fortunate few who have attained the goal of life, he is given himself all that he is and has for the elevation of all humanity, making the service to his fellow-beings the be-all and end-all of his life. While residing in the Himalayas on the Holy Banks of mother Ganges, Swamiji keeps himself in touch with the world outside and leaves no stone unturned to remove the ills from which the world is suffering. In his writings is found the ancient



*Yoga psychology of mysticism brought uptodate and expressed in modern times. It is a broad path along which men of all religions may travel even the most orthodox. It has been his glorious privilege to re-integrate the scattered doctrines, creeds and religions of not only India but the world, so that through his life and work any truth-seeker brought up in any denomination, school of thought, Darsana can see his ideal in the person of Swami Sivananda. The spiritual giant of the Himalayas is the beacon light of the New Age of Universality. His name is hailed all over the World by thousands of seekers in the two hemispheres for the salvation of humanity, and branches of the Divine Life Society have since been opened in distant corners by enthusiastic followers of different nations and different religions of whom there are many in Bulgaria, Sweden, America, Copenhagen, Switzerland, London, California, New York, Ceylon, Bangkok, Denmark, Scotland, Germany, Australia, Los Angeles, Chicago, Lake Success etc. Millions in India including many of our present leaders and top-ranking politicians have already come to know and taken cognisance of the greatness of the Swamiji and his splendid*

work to bring happiness and peace to humanity.

### Call to the Nations of the World

The great misfortune of mankind is that its destiny is being controlled by political leaders most of whom are immersed in rank materialism. To them the physical world is the only reality and nothing beyond exists. Hence we find alround misery and suffering of various kinds. But since the world is the creation of Almighty God, He will save mankind from degeneration and destruction through His Messengers like our Swamiji. Let one and all of the different nations of the World become aware of the spiritual dangers involved in commercialising the lusts and pleasures of the flesh. Let them all get the spiritual awakening and let the *Master Key for World Peace given by Swami Sivanandaji be utilised.*

Sri Swami Sivanandaji, with a few of his disciples is on a tour from Rishikesh to the (Rameswaram), visiting important towns and holy places. The public may enrich themselves and be blessed by meeting the Holy Swamiji and contacting him in person, and be helped to lead the Divine Life.

### Our Dasara

Greetings and best wishes to all our readers,  
advertisers and patrons.

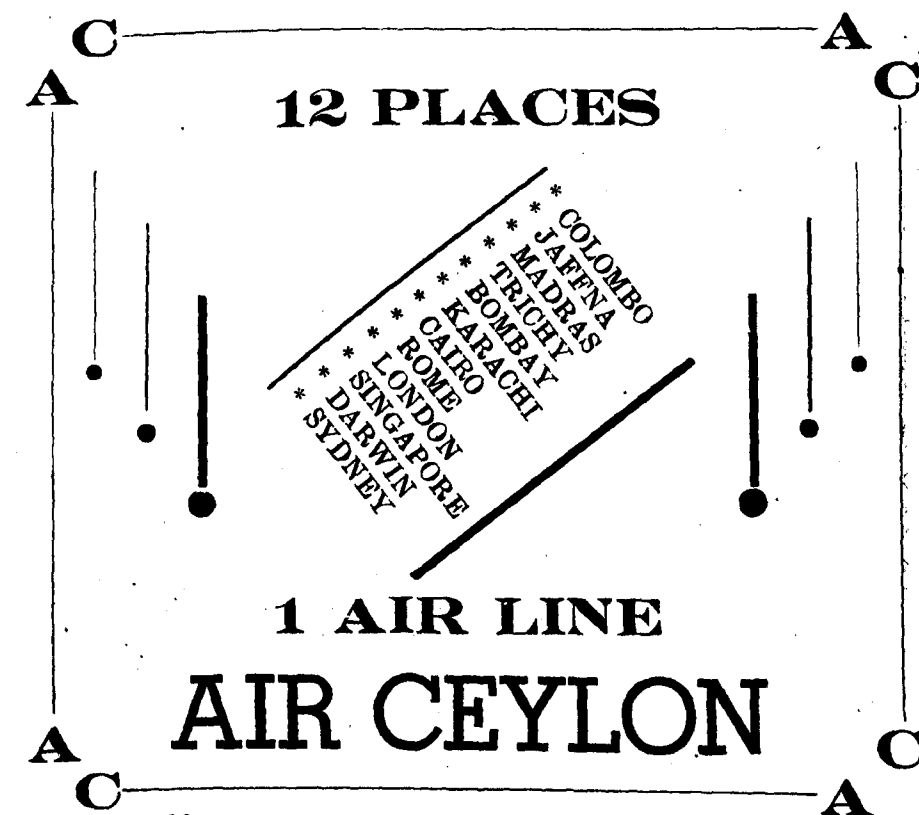
MANAGER.

## Himalayan Aviation Limited makes Night Air Mail Scheme a Success

On Fifteenth of this month Himalayan Aviation Ltd., will see its first milestone in its night air mail operation. In this connexion, it may be recalled when the Government of India wanted to reintroduce the night air mail service after monsoon in October last none of the Indian airline operators could come forward to undertake the carriage of mails on reasonable rates. Each airline quoted very high rates which could not be accepted by the Government. At last the humble Himalayan offered its service for the carriage of mails on a very decent and moderate rates. Big airline companies who were under the impression that they could succumb the Government of India to their dictation, were at last silenced when the Air Licencing Board granted license to this company for four routes. Since then it has been serving to the full satisfaction of the public and the Government, thus contributing its mite to the growth of civil aviation in this country. We extend our hearty congratulations to the Management on their successful operations under trying and difficult circumstances. - Ed.

TO the credit of this line it must be said that they have well and truly proved to their critics and the general public at large that for reliability and safety they are second to none in

the world. They have made the Government of India's night air-mail scheme a thundering success, and by actual operations in fair and foul weather have silenced critics once and for all.



Himalayan Aviation Ltd., started as a non-schedule operator in a small way with three Dakotas, the main object of the Company was to establish the Night Air Mail and eventually the Air Transport Licensing Board granted a temporary licence for the company to operate the four services linking Bombay, Calcutta, Madras and Delhi through Nagpur, nightly with mails and passengers. The service proved to be successful and it was extended through the monsoon and may now be regarded as a permanent transport facility which definitely extremely beneficial to the business community as well as the general public.

The services are operated by four Dakotas, flying a total of 4260 miles per night. Freight is carried at economical rates, whilst the Post Office mail contract allows freight rate plus 25% for carriage of mails. Passenger fares have been reduced to two and a quarter annas per mile which is only 12½% above first class rail fare. This rate appeals to a class of passengers who would not consider the use of air travel due to the high fares normally existing. Satisfactory loads are being carried and the

revenue is building up to the expected figure.

Captains of aircraft are all experienced pilots with over 3,000 hours flying each to their credit, and a high percentage of Indians are employed. The Company has its Maintenance Base at Nagpur, where all engine and aircraft routine maintenance is carried out, major overhauls or annual C of A's being undertaken by Hindustan Aircraft Ltd., of Bangalore. Utilisation of the company's fleet has reached a total of over 2,000 hours per aircraft per annum. Strict economy of operation is the company's policy whilst offering their passengers comfort and service equal to any competitor.

In addition to the Night Mail the company operates into Assam and north Bengal as well as undertaking charter flights. The working Directors, Mr. R. E. W. Tomsett and Captain S. Bujakowski, are in constant touch with their clients and are ever ready to expand their services, but wisely, they consider it essential to make haste slowly, so as to assure as near perfect organisation before undertaking some new venture.

### Baby flies alone by K. L. M.

The West-bound K. L. M. Constellation which passed through Dum Dum a couple of months back had on board an extraordinarily "big" passenger, Miss. Richardson aged eighteen months, who was travelling from Singapore to London all alone except for the "stalwart" escort, her own four-year old kid brother. They were going to pay a visit to their grand parents in London, and Mr. & Mrs.

Richardson decided to send the children there under K. L. M. care. This experimental baby flight which proved a success has shown to the world at large that unaccompanied children can now travel from one end of the world to the other in greater comfort by air, and the child passengers will appreciate air travel as it does not involve tedious and long journey.

## Dasara in Mysore

BY "SCORPIO"

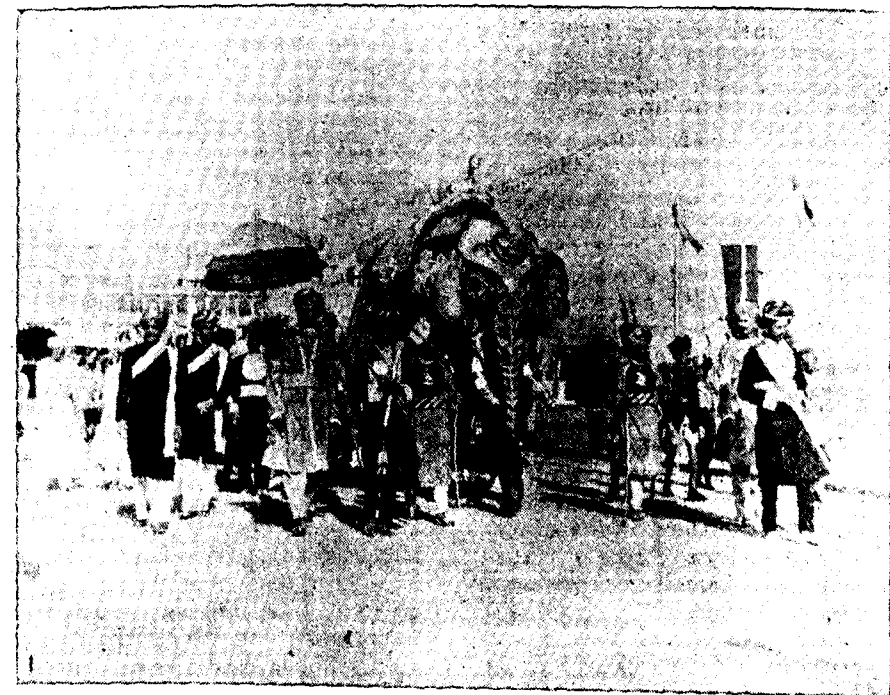
IT is a delightful look that Mysore presents on the morning of the first day of the Dasara. Among its medley crowd, thronging the front of the palace or sauntering through its splendid streets, we find persons from all parts of India. The fair Northern Indians, with their huge turbans—the Bombaywallahs with their tilted caps—the dark Madras Chettiers with their gold-laced dhoties and glittering kummerbands—women with all sorts of sarees and of every colour of the rainbow—we meet there. And it is a merry crowd too. It has before it ten full days of unrestricted enjoyment and it is going to have it.

Every evening, for nine days, the Maharajah holds a durbar in his magnificent palace. All the Responsible Officers of the State attend it and according to the custom of every Indian court,

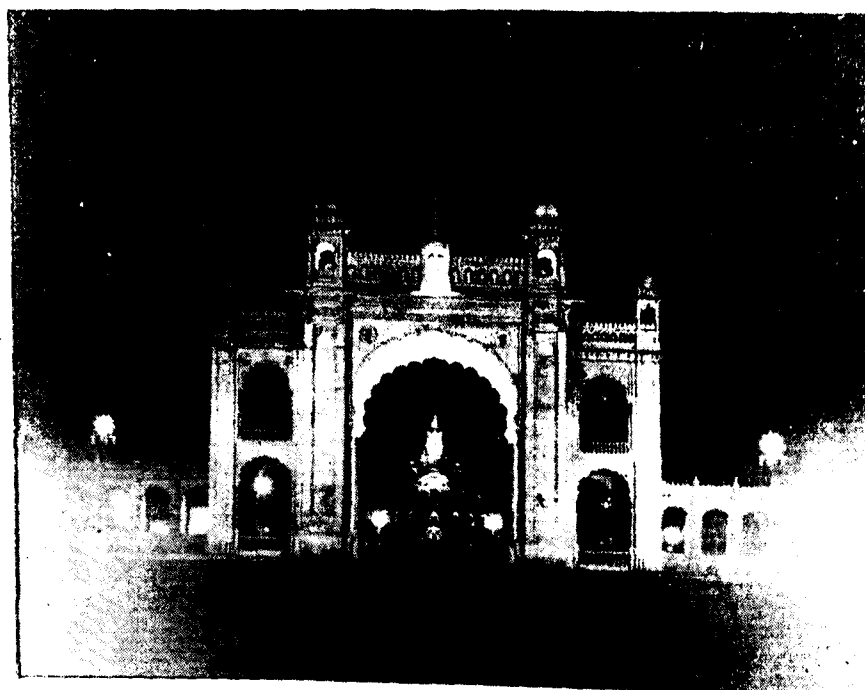
offer *nuzzur* to their king. The state troops parade before the palace and are reviewed by the Maharajah.

Young wrestlers and boxers from all parts of the country gather before the durbar and show wonderful skill in their manly arts. Fine, well-built men, brandishing naked swords in their hands, fight duels according to the ancient Mysorean fashion. Firework display is made and fire balloons are sent up by scores. All the while, the admiring crowd, standing in front of the palace lit up wonderfully with myriads of electric bulbs, enjoy the entertainment provided for it.

The eighth day is called Durgastami and is specially dedicated to Goddess Durga, who was responsible for this festival. One



Dasara in Mysore. The Royal Elephant being taken in procession.



The Mysore palace seen through the main gateway of the Fort.

need not mention here how enthusiastically the Bengalis celebrate this occasion.

The ninth and the tenth days of the festival are days of great importance. On the ninth or Mahanavami day, the Maharajah worships all the arms of the state. Everything, including the last carriage of the palace is cleaned and newly painted and decorated with flowers. This practice has become so very widespread that it is an ordinary sight too see motor-cars, tongas and gharries decorated with flowers and kunkum.

#### The Vijayadasami

It is on the last day of the Dasara, the Vijayadasami, that the kings of old used to go on their annual expedition of Victory. Now, the Vijaya Yatra is transformed into a harmless procession, gay and pompous.

It is indeed a grand experience to behold the Dasara procession.

In the midst of the mile-long procession formed by troops, the Maharajah rides in a golden howdah, attired in magnificent robes of old Mysore. Bright lights, carried by hundreds of men, light them on the way. Red and green firework are burnt before the howdah and the effect produced by them on it is marvellous.

The procession reaches the Banni Mantap, where, according to an ancient tradition, the Maharajah cuts a branch of the Banni tree with his sword. The cutting of that branch is expected to represent the conquest made by the king, because no expedition can possibly be undertaken in times of peace.

In celebrating Dasara, the Hindus celebrate the victory of Right over Wrong and of Good over Evil. In ancient India it was a great festival having a national importance and every Hindu fervently hopes that it shall continue to be the same for ages to come.

## Durga Puja

BY "SCORPIO"

THE greatest and the most important of the festivals that the Hindus celebrate is Dasara, which falls during the month of October. Throughout the length and breadth of India, it is carried on for ten full days with true Oriental splendour and pompousness. No pains are spared to make those ten days and ten nights brimful of mirth, joy and gaiety. A true gala spirit reigns everywhere.

#### Commemorative of Victory

Dasara is a festival dedicated to Victory. It commemorates the triumph of good over evil and of right over wrong.

In commemorating this festival of victory, the Hindus also commemorate the greatest events from their epics. In celebrating Dasara, they rejoice over the victory of Goddess Durga over the demons, over the momentous victory of Rama over Ravana, the Rakshasa—emperor of Lanka and over the victory of the Pandavas over the cruel Kauravas in the great war of Mahabharata.

Go to any Hindu and he will tell you why he performs his Durga Puja on the Navarathri (Sanskrit name which signifies the festival of Dasara). "Long long ago," he begins, "the world became infested with a countless number of demons. By their cunning might, these children of sin conquered and overran the whole world. Even the seven mighty mountains that girdle the world and the seven mighty seas that surround it came under their sway.

"Wherever these demons went, they spread their seeds of destruction. Innocent men,

helpless women, and suckling babes were slain in millions for the mere pleasure of slaying. The blood that ran out of their gory wounds reddened the whole Universe and the dismal cries that they made in their death agony shook the heavens.

"Parvati, the Mother of Mothers and the Protectrix of Humanity, saw these acts of savagery and feeling the urgent want of her children, incarnated in the form of Goddess Durga to rid the world of these demons. For ten days and ten nights, she fought the demons in a deadly battle. On the last day the last of the demons was killed. The world was saved.

"Goddess Durga saved us. We are grateful to her and our humble gratitude towards her is shown in this great festival."

The last day of the Dasara, the Vijayadasami has another important association with the Hindu myths. It was on this day that Arjuna, one of the five Pandava heroes, took back his bow Gandiva, from the tree in which he had deposited it four years back, on the eve of the Pandava's living in disguise at the court of king Virata. The same day witnessed the beginning of the great war at Kurukshetra, which ended in a glorious victory for the rightful heirs of the Indraprasta throne.

But to Hindu Philosophers, Dasara has another but a more tremendous significance. It means to them the actual coming into the world of Devi—the mother of the Universe—to know whom a man has to meditate for a billion billion years. During those days, these Philosophers engage themselves in thinking of Her—the



Goddess Kali at Dhakineswar near Calcutta.

being who has no limits of space, form or time.

#### A Festival of Great Antiquity

Dasara is a festival of very great antiquity. It was a very important event in ancient India and it had a great significance then. Every year, it was the custom of

the monarchs of those times to go on a Vijaya yatra (or an expedition of victory) planned either for conquering fresh lands or for meeting and defeating rival kings and old foes. This Vijaya yatra was begun on the tenth day of the Dasara, for that day was the most befitting in the calendar for bestowing victory on the armies.

(Continued on next page bottom)

## Saraswati Puja

BY "SCORPIO"

ALL Hindu scholars will be busy this month celebrating the *pooja* of their patron-goddess Sri Saraswati. All kinds of 'men of letters' from the ignorant village-scribe to the learned Pandit will be enthusiastic over the affair, for the worshipping of Saraswati is on no account to be missed.

### Goddess Wisdom and Eloquence

Saraswati or Sharada Devi is the spouse of Brahma, the Creator. She is the Goddess of Wisdom and Eloquence and patroness of the various arts and sciences and is invoked as a muse. She is also, Vagiswari, the "Goddess of Speech," for according to Vedic legends, it was she who gave the world the gift of speech. Also, Sanskrit scholars attach to her a very great importance, for it was she that first pronounced Sanskrit, "the language of the Gods" and first wrote Devanagari, "the script of Gods."

Saraswati is represented as having a white complexion and a graceful figure, wearing a white sari and slender crescent on her brow. In one of her hands she

holds a book, while with the other, she plays upon the Veena, the divine musical instrument. Her seat is a full-blown, white lotus.

### In Vedic India

In Vedic times, Saraswati was a river that was one boundary to Brahmavarta, the early home of the Aryans. To them, that river was a very sacred one and they visualised a Goddess out of it and she was named Saraswati, the presiding deity of the river of the same name. She was praised for the fertilising and purifying powers of her water and as the bestower of fertility and wealth. The later Hindus recognised her as the wife of Brahma and the wife of the God of Wisdom.

According to Hindu beliefs, Saraswati works conjointly with Brahma in the work of creation. She and her husband represent the union of intelligence and power, which is always essential for that work.

### Worshipping of Books

Hindu scholars, in addition to worshipping the image of Saraswati will also, worship books, for,

Vijaya Nagar, the great Hindu empire of Southern India surpassed all other kingdoms in celebrating this festival. A chronicler of that empire proudly describes it as "a festival in the city of Indra, the Lord of the Heaven."

Even now, this ancient festival has not lost its popularity among the Hindus. It is a great festival

and is observed throughout the length and breadth of the land. Bengal celebrates it with more enthusiasm than any other part of India and every Bengali fervently hopes for the coming of Durga *pooja*. But its popularity is even greater in the Indian States. Many ruling princes and Maharajahs observe it with full and true Indian splendour.



Books arranged for worship in a Hindu home on the Saraswati festival day.

to most of them, a good book, especially if it is a *Veda* or a *Purana* is Saraswati herself. The whole library of the scholar will be tastefully arranged in a sanctified room of the house and a regular *pooja*, as complete as one offered to any deity, is performed.

With their broad toleration, most of the Hindus do not debar the inclusion of books of any language for the *pooja*.

Schoolboys, especially those who have to appear for some difficult examinations, will be all at



Dasara in a Hindu home. Dolls arranged for display during the festival of dolls which coincides with the Dasara festival.

devotion that day. And at the end of the *pooja*, when they are asked by the officiating priest to

salute the Goddess, long and sincere will be their prayers for a successful educational career.

A society in which it is worth while to live is one in which men's minds are free.—JOHN STUART MILL.

# Presenting Mr Railwayman

## "The Wagon Chaser"

BY A. H. PEARSON

**C**HASING wagons? Now this does not mean that there is a type of Railwayman whose special job is to chase wagons along their journey from one destination to another. Actually the work of the Wagon Chaser—or Tracer, as he is known on some railways—is to keep a tab on the movement of wagons, or to track down the movement of a wagon that appears to have gone astray, or got lost somewhere on the journey.

To get an idea of the kind of work done by the Wagon Chaser, a rapid review of what happens to a wagon from forwarding to destination stations is necessary.

Supposing a merchant desires to book a wagon-load of machinery parts from one station to another. He applies for a wagon, which is allotted to him, and the station then places the wagon in the goods shed to be loaded. The machinery is loaded, the wagon is labelled, locked and is then ready to start on its journey. The goods clerk has issued the invoice and noted the required details in the station wagon register. Along comes a pilot engine, hitches up to the wagon, and then takes it to the station yard, where it is attached to the goods train that will haul the wagon onward. Before the train leaves the station, details of that wagon, and every other wagon on that train, are noted by a Number Taker in his notebook. From this notebook, if the wagon starts from a large junction or station, full booking particulars are transferred to a card index record.

That wagon may be booked for a station on another railway. So, when it arrives at the junction

interchange station, labels are again checked and details recorded in the junction registers, before it continues its journey on to the next railway. The wagon eventually reaches its destination is detached from the train, and shunted into the goods shed for unloading. Right up to the time that wagon is unloaded and is free for further loading, the complete history of its long journey is placed on record, so that every detail of its movement can be traced if necessary.

When a wagon, loaded or empty, has a normal journey and arrives destination within a reasonable time, it causes no trouble. But a wagon, not due to its own truancy, but due to human fallibility, somewhere on its journey, may be the victim of misdespatch or misdirection in transit. This is when the Wagon Chaser steps in.

The consignee at the receiving end is expecting his wagon of machinery parts to arrive by a certain day, but it does not turn up. A few more days pass and the consignee gets restless. The station staff at the destination end must now take action to ascertain what has happened to the wagon. If the normal channels of tracing a wagon fail to locate it, the Wagon Chaser is put on to the job of tracing it.

This job of tracing is arduous and requires meticulous and painstaking enquiry. The Wagon Chaser must commence his detection work from the starting point, and carefully go through records of large marshalling yards, junctions and so on. Assisted by the station and yard staff at each point

of enquiry, the Wagon Chaser eventually locates the missing wagon, and then promptly sets about making arrangements for its onward transit to the correct destination. The Wagon Chaser must also submit a detailed report to his divisional or district officer establishing the cause for misdespatch and fixing responsibility for the carelessness.

It may seem odd, but wagons have been known to get 'lost'. This does not mean that a wagon has suddenly jumped the track and gone to hide itself in some nearby field or borrowpit. What actually happens is that some careless number taker, guard or gunner may omit to note the number of a particular wagon in his records. So although it is part of a goodstrain, due to lack of connecting records, it meanders from one station to another, until it may turn up hundreds of miles away in the wrong direction. The 'lost' wagon may start its journey on one of the railway in South India, and because of lack of records, eventually arrive at some wrong destination on the East India Railway, when actually its correct destination may have been only a couple of hundred of miles away. Once again the Wagon Chaser is called in to do his wagon-sleuthidg until he spots that 'lost'

wagon and arranges for it to be despatched to its correct destination.

Tracking the movements of wagons is not so interesting as a human criminal, because the Wagon Chaser must wade through a maze of records so that each movement of the wagon is available, until the point of misdespatch. But it has to be done, as every wagon lost or delayed in transit means one wagon less for loading.

In this work of wagon tracing the Wagon Chaser, if he is a man of vision and foresight and has constructive ideas, can do a lot in locating trouble-spots and bottlenecks, and make suggestions for quicker transit, which in the long run reduces the turn-round time of wagons. And every Railway has its finger on this turn-round time, because every hour saved on this, means more wagons for loading, and thus providing more transport for the movement of the country's merchandise.

The Wagon Chaser—or Tracer—like so many other Railwaymen adds his useful share to the work of keeping those wagon wheels moving, in the right direction and within the shortest possible time

## U. K. Building 100 Locos FOR INDIA

Some of the biggest locomotives ever built by the North British Locomotive Company in Scotland are now being made for India. Already on their way to India are two of these Locomotives, first of an order for 100.

These 2—8—2 express engines

weigh 90 tons without the tender. They are being shipped fully erected except for the front bogeys which had to be removed for conveyance, to docks, and with them are being sent 25 sets of parts. The final assembly will take place at the Locomotive Works at Chittaranjan, near Calcutta.



## Personalia

Mr. T. Chinnikrishna officiating DTM (Works) has been posted as officiating DTM in charge of Quilon-Ernakulam Railway survey from 7-9-50.

Mr. M. A. Bantleman, Officiating DTM (M) has taken over charge of the post of DTM (W) from Mr. T Chinnikrishna from 7-9-50 and he will look after the duties of DTM (Works) and DTM (M) till Mr. R. Seshadri resumes duty.

Mr. M. S. Viswanthan, DSE was relieved from this Railway for training in the United Kingdom under the U. N. Fellowship Scheme on 1-9-50.

Mr. K. Ramasamy Iyengar, ASE (Class II) returned to duty on 6-9-50.

Mr. D. P. Mathur, officiation F. A. & C. A. O. has proceeded on 51 days leave on average pay from 5-9-50.

Mr. G. W. O. Moore, Dy. C. A. O. took over charge as F. A. & C. A. O. on the afternoon of 4-9-50 from Mr. D. P. Mathur.

Mr. S. Natarajan, Accountant, Workshop Accounts Branch has been promoted to officiate as Assistant Accounts Officer from 5-9-50.

Mr. A. W. Strang, officiating Deputy Chief Engineer returned to duty on 4-9-50 from sick list.

Mr. K. R. Thangasamy, Assistant District Engineer (J. S.) has been promoted to officiate as Executive Engineer (SS) from 6-9-50.

Mr. V. Subharatnam Iyer, Inspector of Buildings in Class III service has been promoted to officiate as Asst. District Engineer in Class II service from 8-9-50.

Mr. G. P. Warriar officiating Executive Engineer, AK Railway has been posted as officiating Executive Engineer, Quilon-Ernakulam Railway Survey from 7-9-50.

Mr. A. R. Edington, Controller of Stores retired on the afternoon of 4-9-50.

Mr. E. La V. Parisot, officiating Controller of Stores returned to duty on 5-9-50 from sick leave.

Mr. R. Seshadri returned to duty from leave on 20-9-50 and is posted as officiating DTD (M) vice Mr. M. A. Bantleman who is posted as officiating DTM (W).

Mr. M. G. Nair, Temporary Assistant Engineer/B/TJ has been posted as Ty. A. E. N./ Qln. EKM Railway survey from 16-9-50.

Mr. P. Lonappan officiating AEN/VM has been posted as officiating AEN/PTJ from 14-9-50.

Mr. T. R. Radhakrishnan, AEN/PTJ (on probation) has been posted as AEN/VM (on probation) from 23-9-50.

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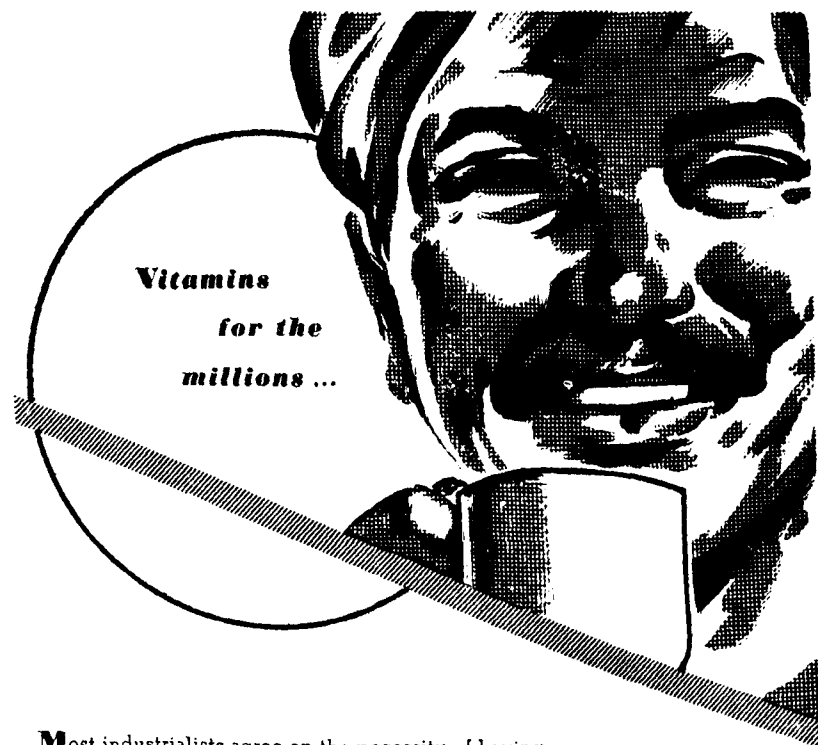
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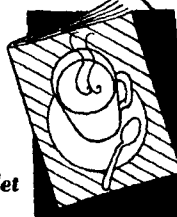
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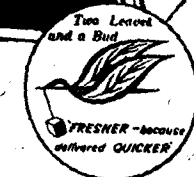
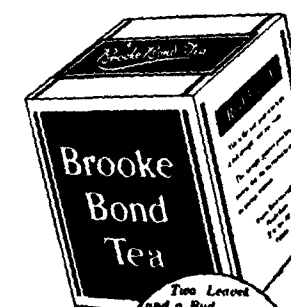
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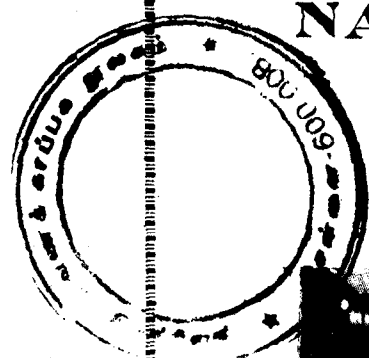


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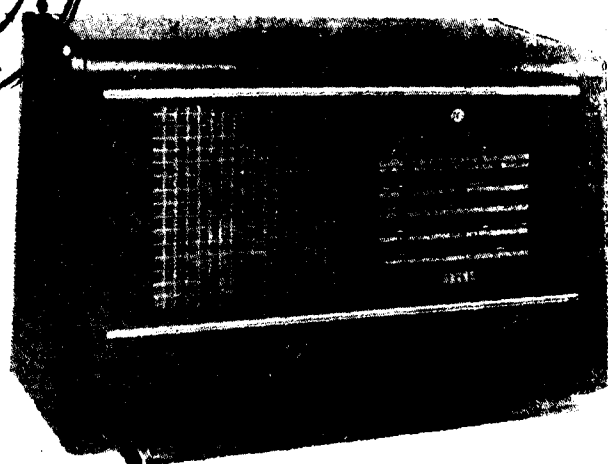
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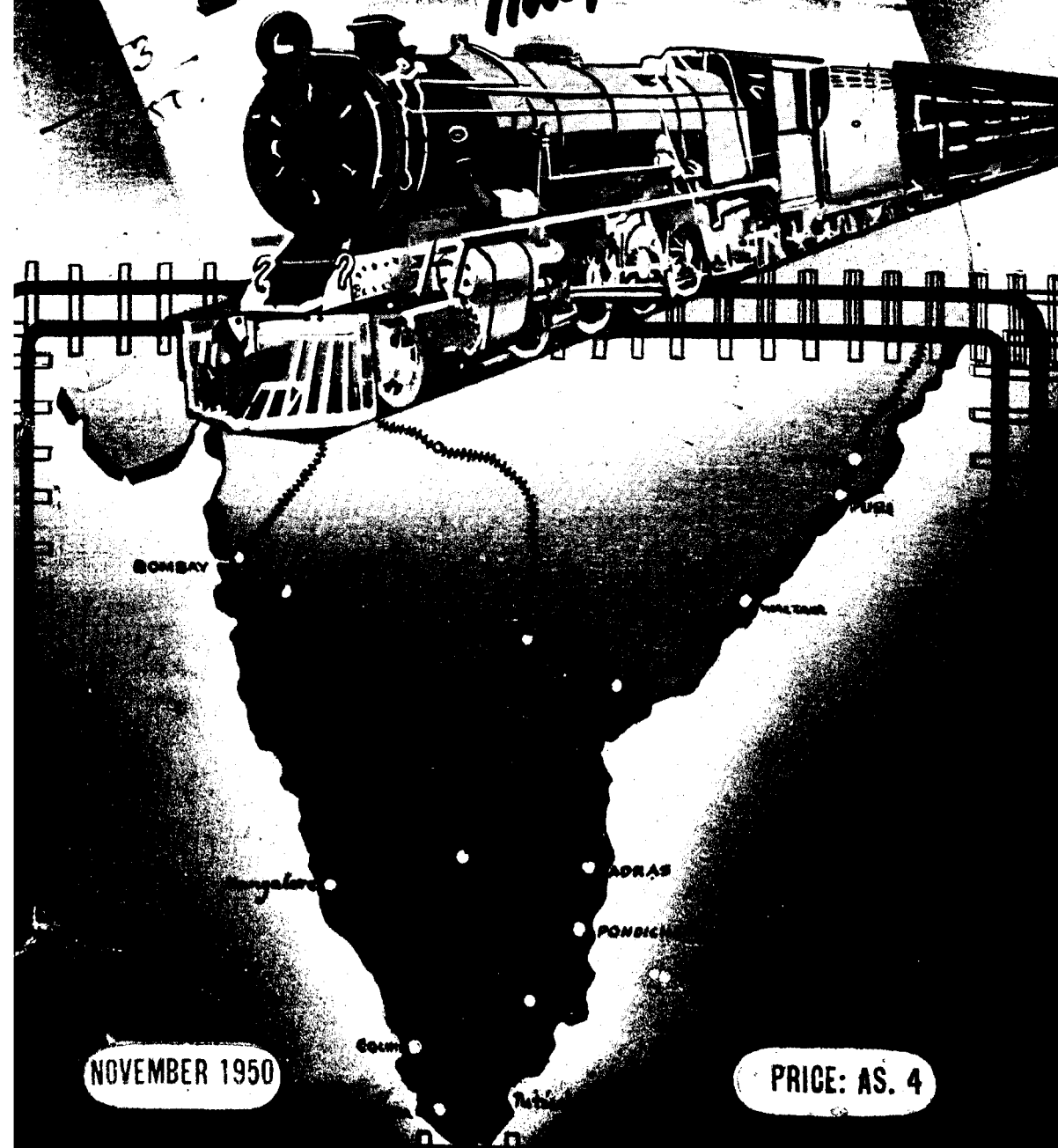
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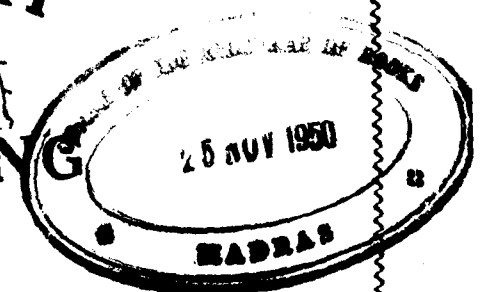
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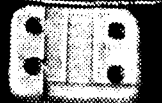
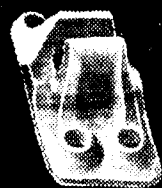
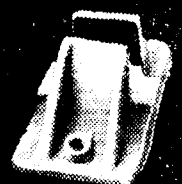
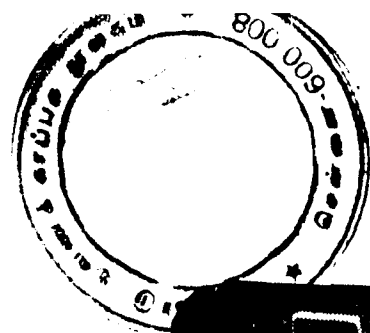
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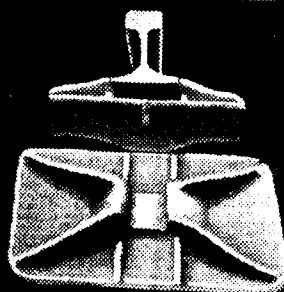




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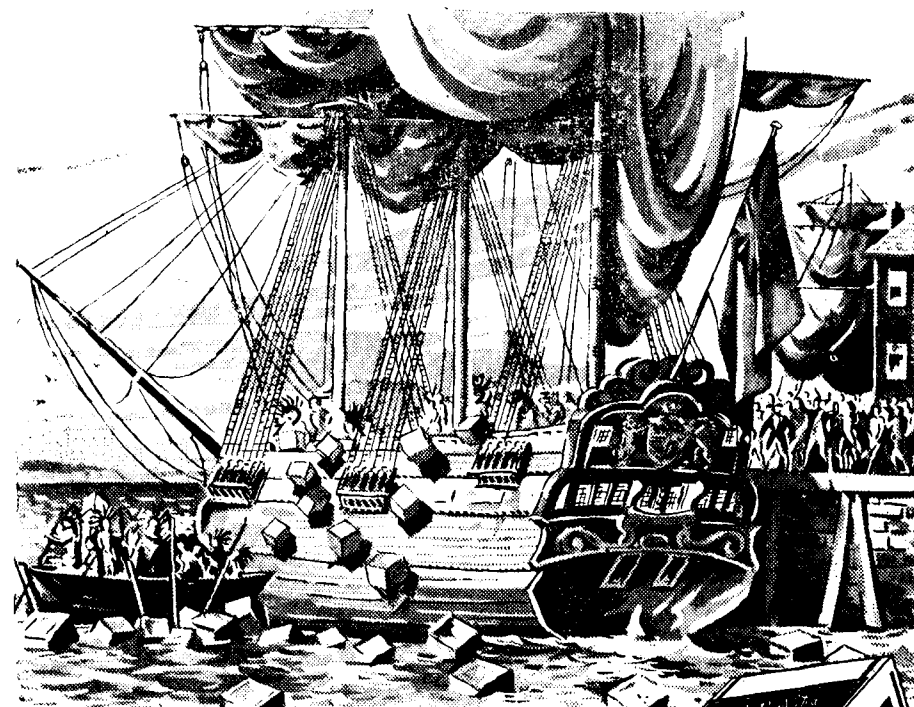


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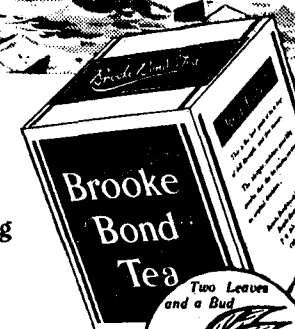
## The Boston Tea Party

In Boston Harbour on Dec. 16th 1773 lay the "Dartmouth" first ship to sail under the hated Tea Act.

The "Sons of Liberty", local men sworn to oppose the Act, boarded the ship and threw the tea into the harbour.

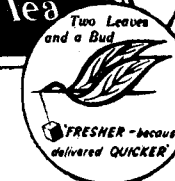


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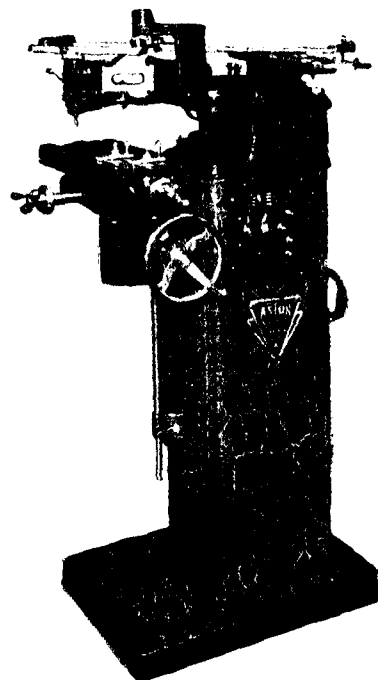


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# Southern Railways Magazine

VOL. II  
 NO. 5

NOVEMBER 1950

ISSUED  
 MONTHLY

## Welcome to Tourists

INDIAN Railways have a large enough job on their hands to move with speed and comfort the enormous passenger traffic now offering. To move this traffic the essential needs are more and more trains, which in turn means more rolling stock, both locomotives and coaches. The problem, although gradually easing, still has a long way to go before it is solved to the satisfaction of the millions of passengers now crowding trains in all parts of the country.

With this problem still in the process of being worked out, Indian Railways are now launching a scheme to welcome and encourage both the tourist from abroad, and those in this country. As an initial step in this direction four Regional Tourist Offices have been opened in Bombay, Delhi, Madras and Calcutta.

Obviously, the function of a Tourist Office is mainly to supply information to the potential tourist; where to go, and what to see. In addition, the Tourist office must acquaint the tourist of the best means of transport available, and assist by planning itineraries. India is a land rich in where to go and what to see, and tourist can spend many long and happy months in going to places and seeing things.

The local tourist, when planning to visit a place of pilgrimage, or to see the ancient glories of the past, or the progress of the present, knows what to expect when he travels in his own land. He may grumble, he may be dissatisfied, but he is more or less inured to such travel conditions, and knows that in the passing of the years, conditions, will improve. But what of the foreign tourist, especially those coming from countries where standards of living and comfort are so much higher?

The foreign tourist will have the ability to pay for a reasonably high standard of comfort, and will more or less expect to get this standard, especially in the way of travel facilities in India. Can this high standard be provided for the foreign tourist? If he has the means to pay for the highest class of travel, he will perhaps be satisfied with comfort of air-conditioned coaches which can be provided. But that is only one part of the comfort he will expect. There are others, in the way of a clean, efficient and sufficient standard of catering on the journey. The present standard of catering on Indian Railways, with very rare exceptions, is far from clean, efficient and sufficient. Then there is the type of courtesy and

(Continued on next page bottom)

## Notes and Comments

### Station Masters' Plight

WE have pleasure in publishing below excerpts from a copy of Memorandum submitted last month by Station Masters of S. I. Railway to Sri. K. R. Ramanujam, General Manager. We appeal to the General Manager to consider favourably the grievances of unhonoured and uncared for category of staff viz. Station Masters on whose prosperity and well-being hinges safe running of trains which would mean in other words protecting thousands of lives who travel by rail every day throughout the length and breadth of this vast sub-continent.

"We would only submit in a nutshell that responsibilities and remuneration of station master, who, unlike an employee of any other category combines in himself the executive, administrative and representative duties put together in addition to his main and important duty of reception and despatch as custodian of public safety and who is the foremost, conspicuous and inevitable symbol of the Administration at every station—are, unfortunately poles apart!

assistance that he will expect from railway personnel. If the foreign tourists are on a conducted tour, accompanied by picked Railway personnel, they will probably get the best in the way of courtesy and assistance, but if they are 'on their own,' and get indifference or rebuffs, the impression they will take away with them, will not be the kind that will enhance the prestige of the country.

The provision of Regional Tourist Offices is definitely a step in the right direction, but with this, Indian Railways should ensure the provision of all other factors that will make the tourist feel—be he foreign or local—that going places and seeing things in India, is an experience worth repeating.

"The relevant portion of para 20, page 182 part III of the Pay Commission's recommendations will read as: "For the lowest grade of Assistant Station Master or Station Master, the scale should be Rs. 60-170 starting on a minimum of Rs. 64/-. For higher grades, the other scales given for class III may be adopted with due regard to the importance of the station and the responsibility of the charge." Here, a comparative study of the lowest scale 'F' on different Railways will never be out of place. The percentage of SMs on 'F' scale at the time of implementation on BARly. is 35% EIRly. 50%, MSM Rly. 27% and SIRly. 97%.

"We ask, why such huge percentage in the lowest scale is operated on the S. I. Railway alone? The Pay Commission desired that for higher grades, scales A to E shall be operated consistent with the 'importance of the station and the responsibility of the charge'. But it is tragic that the then authorities could not differentiate between Madura Junction and Pasumalai, Trichinopoly Junction and Budalur, Erode Junction and Totipalaiyam, Olavakkott Junction and Kottakadu, Shoranur

Junction and Vettikatiri and so on! This injustice, we mean, the highest percentage in the lowest scale, has been entirely responsible for some of the following glaring anomalies on this Railway which, we are afraid, adversely affect the efficient system of working not to speak anything of the Himalayan discontentment and dejection amongst Station Masters.

(i) When the Station Superintendent is away from Headquarters, the senior most Coaching Station Master drawing Rs. 80/- is to act in the former's place supervising the work of a booking clerk getting Rs. 80/- of a goods clerk getting Rs. 88/- of a parcel clerk getting Rs. 92/- of a tranship clerk getting Rs. 96/- of a Ticket Examiner getting Rs. 100/- of a Cabin Station Master getting Rs. 105/-, Rs. 110/-, Rs. 115/- etc. of Assistant Yardmasters getting Rs. 150/-, Rs. 260/-, and so on !!!!

(ii) When a relieving station master on Rs. 64-170 scale is ordered to work in the yard, he is to extract work from a Shunting Jemadar who is getting more salary!

It deserves mention here that we are unable to imagine our position at the time of the impending regrouping of Railways for, the figures speak for themselves; on MSM 917 out of 1397 were on 'E' scale. SIRly. 15 out of 1249 were on 'E' scale in 1947.

While sister Railways like BA, BB&CI, EI and MSM operated A and B scales in fair proportions, we do not know the extraordinary circumstances, if any, that prevented our Railway from operating those scales at least in a similar manner. Sir, we entreat you to render justice in this case.

The operation of higher grades for a few yardmasters only has resulted in this anomaly that out

of the 3 yardmasters in a yard, one is Rs. 150-225 scale and the other 2 on Rs. 64-170 scale even though all the 3 discharge exactly the same duties. We submit in this connection, that there is no necessity for classification like Cabin, Yard and Stationmasters as all are fully qualified SMs. As a matter of fact, the interchangeability between SMs and Cabin SMs on Rs. 64-170 scale is allowed at present. We hereby record our feeling that there will be more co-ordination between Yard, Cabin and Station resulting in maximum efficiency in the output of work provided you are pleased to raise the grade of Yard, Cabin and Station Masters at Junction Stations to the same level say not less than Rs. 150-225 scale, requiring them to work every month by rotation in Yard, Cabin and Station as and when SMs are posted to Junction Stations.

We have put forth our main grievances. Now, may you be gracious enough to bestow your kind and immediate attention on the following:—

1. The number of station masters on 'F' scale shall not be more than 25%.

2. Operation of 'A' and 'B' scales on this Railway in the same proportion as on other class I Railways.

3. Operation of higher grades in 'C', 'D' and 'E' scales on a par with sister Railways and

4. Post SMs at least on 'D' grade to Junctions to work in yard, cabin and station by rotation.

\* \* \* \* \*

**SMs Council Branch  
at Shoranur**

In response to an appeal made by Sri A. M. Achuthan Nair, Organiser, South Indian Railway

Station Masters' Council, a meeting of Station Masters was held at his residence at Shoranur on 24th of last month for considering the necessity of opening a branch of the Council there.

Sri K. N. Narayanan Nair proposed Mr. M. J. Mathews to be the President of the day and it was duly seconded by Sri A. M. Achuthan Nair. The Chairman, by way of introductory speech, observed that he did not wish to say much as all assembled knew why they met and he passed on to the next item, namely formal opening of the branch by the Organiser.

Next was the election of office-bearers for the year 1950-51 and the following were unanimously elected:—

Mr. C. P. Abdullah, B. A., Station Superintendent, Shoranur, (President)

Mr. C. Krishnan Nair, Asst. Yard Master (Vice-President)

Mr. C. G. Ezhuthachan, B. A., Cabin Station Master (Vice-President)

Mr. A. M. Achuthan Nair, B. A., Cabin Station Master (Secretary)

Mr. K. N. Narayanan Nair, Cabin Station Master (Jt. Secretary & Treasurer)

Mr. P. S. Lakshmanan, Station Master-3, Lakkiti (Jt. Secretary)

Fifteen members were elected to the Committee from among SMs on the line.

The following resolution of policy was unanimously adopted:—  
“This Council of Station Masters, in conformity with the Memorandum of Registered Rules of the Centre, hasten to declare unequivocally that we as a class are always inclined to adopt peaceful measures for achieving our aspirations and in order to strengthen our hands to hold and function our office of high responsibility as one with the Administration, rather than simple bargainers of privileges, in furtherance of the Common Goal of our Nation's progress. Our sincere gratitude go whole-heartedly to our Administrative Head as well as to Mr. T. A. Joseph for having been pleased to recognise our position and status, our rights and

The organiser briefly referred to the Annual General Body of the Council held at Srirangam on 30—9—50 under the presidency of Dr. V. Subramaniam, Member, Indian Parliament, and that instructions have been received from the centre to open four branches of the Council on the Broad Gauge, namely Calicut, Shoranur, Podanur and Erode. Thereupon, the Shoranur Branch was formally declared open by Mr. Nair with functional jurisdiction over the section between Madukarai and Kallai including Vettikattiri-Cochin Harbour Terminus and Palghat-Anamalai Road Branches.

responsibilities openly through a recent Gazette notification. While we are prepared to give, in one united voice, an emphatic YES to the call to use our powerful office for the good of our customers and the good of the Administration, we prayerfully repeat in slight modification, thus:—RIGHTS, RESPONSIBILITIES AND REMUNERATION—These THREE go together and are inseparable.”

### CPC Scales to Permanent Staff of Former State Railways

The Union Government has decided to give the staff of former State (Princely) Railways, who are permanent on April 1, 1950,

the option either to choose the Central Pay Commission scales of pay or the existing scales in the various States Railways.

This information is contained in a communication received by the General Secretary of the All-India Railwaymen's Federation from the Ministry of Railways. The Government has announced that the staff choosing the Pay Commission's scales of pay will be governed by the Indian Government Railways Rules of Service. Those who do not so elect, will continue to be governed by their existing conditions of service in the matter of leave, dearness compensatory, house rent, and other allowances, educational assistance, provident fund or other pensionary benefits and retirement age, so long as they continue to hold any permanent or in officiating capacity posts they occupied in the crucial date April 1, 1950.

The option once exercised will be final. But, for subsequent promotions whether permanent or officiating all staff irrespective of their option will be brought on to the prescribed scales of the Indian Government Railways Conditions and Rules of service.

In the case of these ex-State Railways where there has been a forward revision of the scales of pay after January 1946, the substantive pay shall be fixed in the Central Pay Commission's scales of pay allotted to substantive posts by being fixed at the stage next above the present substantive or officiating pay in the equivalent grade. In the case of the employees of the Jaipur and the 'Ex-Cutch' State Railways the matter is still under consideration and the decisions arrived at will be announced later.

### Allowances

With regard to compensatory, house rent, grain shop concession and other allowances, the decision

already made on the integration date, April 1 1950, will continue.

Those with less than three years of service will be brought under the States Railways Provident Fund Scheme automatically. The option will be exercised after the equation of the posts on the respective railways (which is being undertaken by the Central public Service Commission) is completed.

In regard to staff who are temporary on April 1 1950 on the ex-State Railways, they will be brought under the Indian Government Railways Rules and Conditions of Service automatically without any option.

The question of having fresh service agreements executed is now under consideration. Meanwhile, Class III and IV employees may be appointed by the General Managers of the respective railways on ascertaining the acceptance of the conditions laid down in the present directive of the Government.

The directive will affect over 67,000 workers employed in the various ex-State Railways taken over by the Union Government after financial integration.

### Pay-Scales of Running Staff

Addressing a conference of Railway Running Staff such as drivers, firemen, guards etc., under the auspices of the All-India Railway men's Federation, at Perambur last month Mr. Jai Prakash Narain, Socialist Leader, and president of the Federation, said that the staff was meted out “indifferent” treatment by the Railway authorities. He assured them that he would take up the question of their grievances with the Minister for Railways and said that if the negotiations in their behalf proved unfruitful, the matter would be

referred to arbitration or to a tribunal for adjudication.

#### Discrimination

Mr. Jai Prakash said that the Running Staff was the most important section of the Railway employees, but the Central pay Commission had not fixed their emoluments. The entire question had yet to be solved. There were many anomalies in the decisions taken by the Railway Ministry regarding the Running Staff. For example, a distinction had been made between firemen who were matriculates and those who were non-matriculates in the scales of pay, though their work was of the same nature. There was a clear case for the reconsideration, of the basis of mileage allowances, and the basic scales of pay of the running staff. If the Government failed to redress the grievances of these railwaymen or to accept the award of a Tribunal when the matter was referred to it for adjudication, then they would be justified in resorting to such direct action as the Federation might decide.

Mr. Jai Prakash Narain regretted the lack of unity and solidarity among the Running Staff, and appealed to them to rally under the banner of the All-India Railwaymen's Federation.

Later, Mr. Guruswami, Secretary of the Federation criticised that the service conditions of the Running Staff in the Railways were peculiar, and they had been agitating for revised scales of pay, rationalisation of allowances etc. Unfortunately the Central Pay Commission, which dealt with the question of the service conditions of Running Staff of the Railways did not solve their problems.

\* \* \* \* \*

#### Re-Grouping to be deferred

The Committee of the Federation of Indian Chambers of

Commerce and Industry, whose views had been invited by the Railway Board on the tentative proposals for regrouping of Indian Railways, has stated that the time was inopportune for any large-scale reorganisation, and suggested that the question might be deferred.

The Committee agrees that, with the partition and the consequent breaking up of the old North-Western Railway and the Bengal-Assam Railway, and the integration of the States' Railways, some sort of adjustments was necessary. It considered the question whether such adjustment should be on an All-India basis, involving reorganisation of the entire system of railways, or whether it should be confined only to the particular railways affected by partition and integration, and felt that the present time was not opportune for any large-scale reorganisation.

The Committee was mostly guided by the consideration that the advantages from regrouping "will not be commensurate with the dislocation and inefficiency created by a large-scale reorganisation. As it is, the railways are gradually emerging from a period of dislocation, and even their present performance compares unfavourably with the operational efficiency of the pre-war years. Therefore, nothing should be done which will, in any way, cause further dislocation."

The main proposal is to divide Indian Railways into six zones, each with a mileage of about 5,500. While the principle that each railway should serve a compact region could not be objected to, such a large mileage, would be unwieldy and expensive in this country.

The Committee feels that it would be mere duplication of work if all the railway systems set up their own statistical training and research institutions, and

that it would lead to better efficiency, if those institutions were managed directly by the Railway Board.

Experience of absorption of two small railways some time ago did not encourage the Committee to entertain the hope that dislocation would not be caused to a large extent in case of regrouping. It could not be denied that the transfer of a section of one railway to another was a great unsettling factor not only in the minds of officers and staff affected by such transfer, but it also dislocated for some time even the normal operation of the section.

The Railway Inquiry Committee, presided over by Pundit H. N. Kunzru, had also come to the conclusion that readjustment of railways would lead to temporary loss of efficiency, and had recommended that regrouping should be deferred for some time.

In conclusion, the Federation suggests that to meet the problems of partitioned railways and the railways situated in the former Indian States, "minor adjustments" which will have the least repercussion on the existing systems should be made.

\* \* \* \* \*

#### Inventions for Railway Operation

The Government of India, Ministry of Railways, has decided to constitute a Standing Screening Committee (inventions and suggestions), the chief object of which is to arrange for periodical and systematic examination and expert scrutiny of inventions and suggestions for the improvement of railway operation.

The Committee, consisting of senior and experienced technical officers, will function at the Headquarters of each railway system, and meet at least once a month to review suggestions and inventions

from the public. Where found necessary, opportunity would be provided to concerned persons to demonstrate or explain their inventions and suggestions. The recommendations of the Committee will then be forwarded to the General Manager of the Railway System, who will in consultation with the Railway Board, decide whether a suggestion or invention should be implemented.

The decision of the Government of India, it is said, will go a long way to encourage scientists, engineers and other technical experts to apply their mind to the purpose in view, and come forward with inventions and suggestions, thus serving the public at a time when, due to activities of unsocial elements, railway disasters had become frequent.

\* \* \* \* \*

#### Railway Stores Enquiry Committee appointed

The Government of India have constituted a Railway stores Enquiry Committee to enquire into the working of stores departments of railways, it is learnt.

The Ministry of Railways, Government of India, has asked the Federation of Indian Chambers of Commerce and Industry to submit its views on the matter.

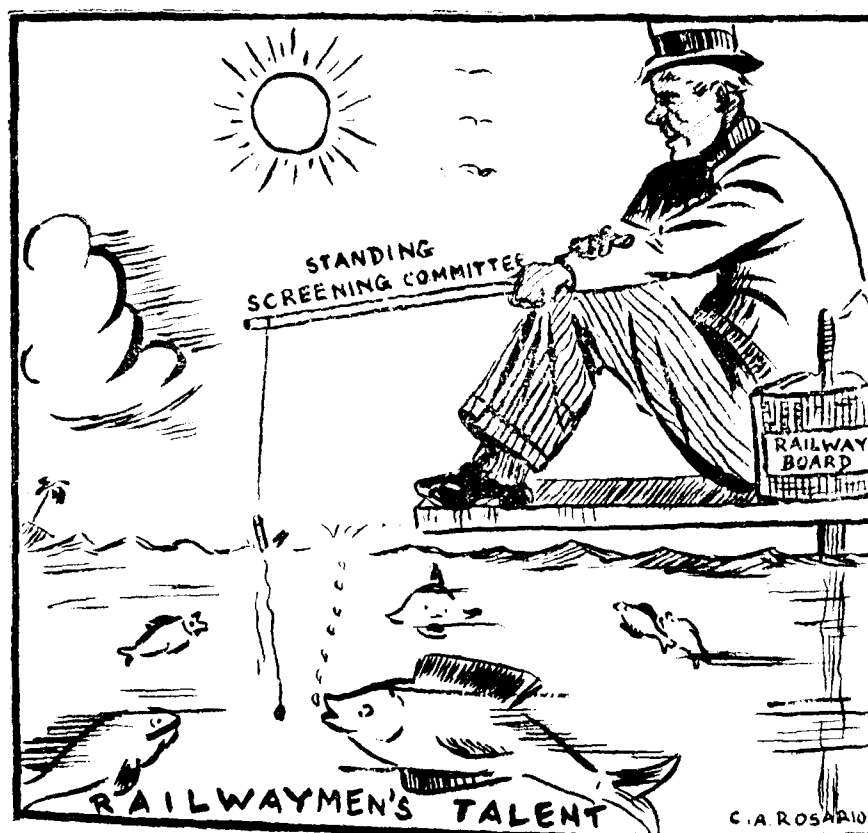
The committee will enquire into the working of the stores organisation on Indian railways with particular reference to methods adopted for determining the requirements of stores of various categories and the procedure for the preparation of indents for procurement, the existing arrangements for procurement and inspection and payment for railway stores.

\* \* \* \* \*

#### Janata Express

A new chapter in the history of the Madras and Southern Mahratta Railway, opened early

## FISHING



The Railway Board have decided to establish a Standing Screening Committee to consider ideas of inventions and improvements by railway staff with a view to improve the efficiency of railway working.

this month with the inauguration of a weekly all-third class service between Madras and Bombay.

This new train has been given the appropriate name, Janata Express, it is both Janata, meaning people's of the masses and not of the classes indicative of its aimed popularity, and Express, since it makes very few stops between Madras and Bombay is about 28 hours almost the same as for the Mail train.

Tickets are not issued by this train for journeys less than 250 miles, and reservations can be made for seats 10 days in advance by the payment of a special fee of four annas.

## Seating Arrangements

The seating arrangements, compared to third class accommodation in other trains, are ideal, almost on a par with those provided for Inter class the only difference being that the seats in the Janata Express are not cushioned. The seats are wider than those in the ordinary third class of other trains, and three could comfortably occupy a berth. Two upper berths are also provided, one over the other, each of which could be conveniently utilised either for luggage or for sleeping purposes. Besides, fans, water tap, and modern bath rooms also are provided.

\* \* \* \* \*

## Training of Trade Apprentices

The Railway Board had decided to fall in line with the recommendations of the Advisory Committee on Technical Training and reduce the period of training for trade apprentices from five to three years. Proposals were under consideration for the establishment of a basic training school with laboratory and other special machinery, plant and equipment as well as the recruitment of instructors and demonstrators for the training of approximately 150 apprentices on the M. and S. M. Railway every year, said Mr. T. S. Rao, Chief Electrical Engineer, M. and S. M. Railway, while delivering the inaugural address of the Electrical Engineering Student's Association of the Central Poly-technic last month at Madras.

Mr. Rao in his address, said that progress in electrical engineering had been greatly accelerated during the war. In order to promote electrical engineering, it was necessary that education and training should be carefully planned not only for professional electrical engineers but also for supervisory officials and craftsmen, without whom the electrical industry would not exist. It would be better to devise a system of training to develop a broad scientific attitude, logical and commonsense reasoning, less specialisation and a good command of expression than to give intensive specialised training from the very outset of one's entry into the profession.

## National Diplomas

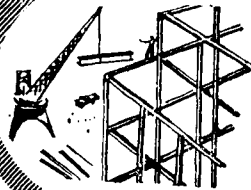
Mr. Rao said that there was no common standard in India by which an employer could judge the qualifications of prospective employees from different States since the degrees, diplomas, etc., of State Universities and other institutions had often only local current value. To overcome this difficulty, he pleaded for the early introduction of a scheme of issuing all-India national diplomas and certificates which would ensure a minimum standard of proficiency.

Referring to the syllabus of studies on the engineering side, Mr. Rao said that there was a tendency to make the training over-academic by emphasising the importance of lectures and neglecting practical training. There was also a tendency in certain quarters to advocate the setting-up of separate mono-technic institutions in which only engineering was taught. This was deplorable.

The speaker said that the number of electrical supervisors or technicians required was probably five times as large as that of professional engineers. The shortage of well-trained craftsmen proved to be the bottle-neck in the expansion of the electrical industry in India.

Mr. Rao explained the training facilities afforded by the Indian Railways. Referring to the work in the M. and S. M. Railway, he said that the electrical department of the Railway was responsible for the generation, transmission, distribution and utilisation of electric power, the erection and maintenance of pumping plants for water supply and drainage, electrically driven machinery in workshops and sheds, refrigeration and air conditioning plants; and the lighting, installation and maintenance of lock and block instruments, signalling apparatus, telegraph and telecommunication equipment and wireless installations.

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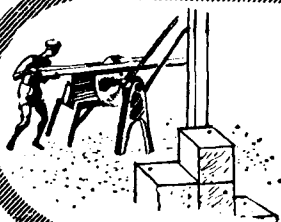
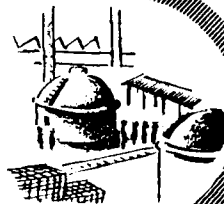


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KEX 20



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with a table-knife !**

Yes, you could get a shave of sorts  
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might have to do quite a bit of  
sharpening first ... mightn't be a  
very close shave, either ...

Obviously, a table-knife isn't the  
right tool for shaving. Yet we  
could tell you about many people  
who have tried to do much the  
same thing under different circum-  
stances. For instance, factories  
who have used the wrong types of  
oil for their machines. For a while,  
they get along without much  
trouble — but then, operating costs  
begin to go up, machines keep  
needing repairs, production becomes  
more and more inefficient.

See what we mean, when we talk

about shaving with a table-knife ?  
Correct lubrication with Gargoyle  
Lubricants can give you four vital  
things — reduced power consump-  
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decreased maintenance, lower lu-  
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an expert lubrication engineer, free  
of charge, to look over your factory  
and give you his advice on lubrica-  
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of industrial lubrication.



**RELY ON**  
**STANDARD-VACUUM**  
*for correct lubrication.*



# South Indian Railway News Letter

BY G. MOORTHY

## Winter Time-Table Revision on the S. I. Rly.

ON the 1st of October, the revision of the winter time-tables on the South Indian Railway was announced and these revision of Time-Tables has become such a routine affair that I could not but recall a memorable letter written by a passenger in London to the Railway Gazette; this is what the passenger has stated:— "For nearly 18 months, I have had to go to Glasgow every three or four weeks, travelling north by 'The Royal Scot' on Sundays, and coming back by the same train Tuesday. Not once during that period has 'The Royal Scot' been on time, most of the times the delay was above half-an-hour. On the 10th of this month, we reached Glasgow 1 hour 55 minutes late, and on the way back on the 12th we arrived at Euston 35 minutes late.....under the present circumstances, it is impossible to plan a trip with train connections en route, for, when boarding a train, one feels that the times advertised are not true and that our implicit trust for the time table has been killed, whatever may be the cause of the present situation, it shows an utter disregard of the public. But as everybody knows, the public is not worth a tinkers cuss.

It is why I should be inclined, sir, to respectfully suggest that instead of publishing heavy and expensive time tables, some regions would be better advised to mention starting time only with a foot note reading like this:—

"By the grace of God, the state of the track, the quality of coal, and the goodwill of all persons concerned, the train will

reach its destination at least 12 hours after leaving."

"So every body would know what to expect and trains would not be filled by despondent, angry, infuriated or very weary passengers." Very interesting! Is it not!

But with the arrival of new engines on the S. I. Rly. we may hear that the punctuality of trains has improved but the average man takes little or no interest in these revisions as the Railways have nothing new to offer.

If you take the speed of our trains, the fastest of them on the Metre gauge travels on an average 29 and 26 miles per hour respectively. I mean the Trivandrum Express and the Indo Ceylon Express trains. Let us see what the October revision has actually given us. On the Metre gauge, the Trichinopoly Express has been timed to leave Madras late say 11 A. M. An Express train from Virudhunagar to Shencottah connecting the Trivandrum Express has been newly introduced. From Trichinopoly Junction a new train leaving at 4.4 A. M. just before No 12 Shencottah passenger has been introduced. From the public point of view on the Villupuram-Mayavaram section there is no train service from Cuddalore to Mayavaram between Nos. 15 and 11 and 20 and 16 for nearly 8 hours which is a long interval. Chidambaram, Coleroon, Shiyali and Vaithiswaran Koil are busy stations in passenger traffic and there is no train to Chidambaram—an University centre—from Cuddalore from 6 to 13 hours. Formerly Nos. 19 and 20 were serving in this period. Now No. 77 to Cuddalore returns from Cuddalore as No. 24 and 23 to Cuddalore returns as

No. 78. The running of Nos. 24 and 23 can be eliminated as 12 follows 24 and 21 follows 23. With a little adjustment No. 77 can be extended from Cuddalore to Mayavaram and the same can return as No. 78 from Mayavaram to Tindivanam. The saving in the Train miles of No. 24 and 23 can be used with advantage on Cuddalore-Mayavaram section. No. 77 can connect No. 71 Mayavaram and No. 78 to 28 at Mayavaram in which case a through service to Trichy and back too can be provided. There is no through train service on the Trichinopoly-Villupuram chord line to Virudhachalam and Villupuram from 6.28 to 17.55 hours i. e. after 168. No. 8 which is following Nos. 4 and 6 can be conveniently put forward to leave Trichinopoly by 10.30 hours in the morning. On the Broad gauge there is no train between Nos. 701 and 79 from Jalarpet to Coimbatore and Nos. 702 and 708 from Coimbatore to Jalarpet. This is a busy section for passenger traffic and the interval is too long. No. 80 follows too closely No. 706. No. 80 can leave Coimbatore by 7.30 hours after arrival of 45 Blue Mountain Express and go through to Jalarpet. In this case she can connect 804 at Erode in time and 770 to Mettur dam too at Salem. Likewise one passenger train can leave Jalarpet by 10.30 hours or 11 hours and arrive Coimbatore by about 19 hours or so to provide a train in the afternoon. Formerly Nos. 714 and 707 were running to these timings. Nos. 79 and 80 can run as an Express train from Coimbatore to Mangalore only. These suggestions are only examples to show how time-table preparation is undertaken without paying any heed to public demands. This is not to say that the preparation of Time-Tables is an easy affair. If Railways had only to accommodate one type of train, traffic operation would be remarkably simple process, but Railways,

have, however, to accommodate so many trains of a diverse nature, that considerable ingenuity is needed to fit them into the time-table in such a manner as to ensure punctual running and the avoidance of delays. Passenger trains must be run at times most convenient to the public and it is of some interest to reflect that the timings of passenger trains must be subordinated to the psychological aspect. The timings from the Madras City to the inland towns must be such as will satisfy the needs of the business man. Train-Timings must also be aimed at to secure the patronage of the seeker after rest and pleasure, shopping and theatre-going propensities of the city man's wife. The clerical staff who prepare the Time-Tables are specialists in every railway but in order that close touch may be kept with day to day travelling public two Inspectors are attached to this section who do a good lot of spade work. The art of train-timing is only acquired after years of experience, but on the South Indian Railway it is doubtful if all these factors are taken into consideration in the preparation of Time-Tables but we cannot help it as long as the public are insensitive to their needs. The Winter revision is over and the Summer revision will come as day follows night but the Time-Tables will be the same for ever. One hopes that there will be improvement in this direction as time passes on.

## Bombay Journal's Dig at the S. I. Rly. General Manager

The Blitz News Magazine of Bombay in its issue of 21.10.50 has its own fling over the appointment of the present General Manager S. I. Railway who took charge of this Railway in May 1949, exactly one and half years back. Starting with a somewhat misleading statement that the post of the General Manager S. I. Railway

fell vacant a few months ago, the journal states "An officer, far down in the cadre with a record of service none too enviable, was foisted in the vacancy over 80 seniors, holding positions as Heads of departments and with excellent service records, were unceremoniously over-looked." It adds that this appointment was due to his being related to the present Railway Minister.

This news item, a bit sensational was received by Railwaymen with mixed feelings. The average Railwayman of course, deplors the publication of such news as it tends to fan the communal feelings which is of late showing its ugly head in this part of a place where everything is given a communal shape or North versus South. To them, General Managers, as individuals, however great they may be, do not make any appeal but their work and ameliorative measures to staff do appeal. Judged by this test within a year of his taking charge and relinquishment the previous General Manager Mr. K. Durai appears to have caught the imagination of the staff. His farewell message to all staff dated 4-5-1949 has made such an impression on them that many repeat it by heart. It states among other things:—

"Officers must feel that all subordinate staff form part of this vast administration and without cordial relationship and mutual confidence between both it will not be possible to run a railway efficiently and render the best service to the public. I therefore earnestly hope that all staff will develop the necessary *esprit-de-corps* so that the entire machinery of this Railway will run smoothly and efficiently." For Railwaymen, the appointment of the present General Manager was welcome, in that he could do a good lot to Railwaymen through his good influence with the

Railway Board and in fact many things have been silently achieved. The pushing through of the schemes of Adjudication for Traffic Staff, and Pay Commission proposals can be cited as examples. From the public point of view also—Fittings in Train carriages, water in latrines, etc.—he is taking drastic action for the failure of the officers to check them properly. Above all, he appears to be a very conscientious Head and has the greatest respect for the average Railway worker who does his duty well.



SRI K. R. RAMANUJAM  
Present General Manager, S. I. Rly.

But a big railway organisation cannot be run by a General Manager alone and must have a good team of Heads of departments and District Officers and Senior Upper Subordinates and it is here the whole well-being of a railway hinges on. One cannot say that such a team exists but one cannot also say that it does not exist. It is in the process of being shaped and it is the duty of all men particularly journalists

interested in the well-being of the Railways and our National Government to contribute their mite towards this instead of flinging at others. The Railwayman who toils day and night for others at least expects this from the journals interested in their welfare.

### South Indian Railway Workers' Union—Fourth Annual Meeting

The Fourth Annual General body meeting of the South Indian Railway Workers' Union was held on the 13th, 14th and 15th October, 1950 at Golden Rock. A very ambitious programme was gone through on these days. The meeting was presided by Mr. S. Gurusamy, the General Secretary of the AIRF. The conference was opened by the Honourable the Chief Minister of Madras Mr. P. S. Kumarasamy Raja. Mr. Raja Chidambaram, Chairman, Trichy District Board, hoisted the National flag, while Mr. Hirudayasamy Reddiar, Lecturer, St. Joseph's College hoisted the workers' flag. A conference of the travelling public and businessmen was held on 14-10-50 which was presided by Sri S. Ramasamy Naidu, Ex-Mayor of Madras. The reception committee in announcing this conference has stated *inter alia*:— Railwaymen are the guides of the travelling public over little forests and plains. They are looking after their comforts and the safety of their properties. They are promptly attending to their needs in the matter of supply of wagons etc. There may be shortcomings here and there in a vast country like ours, for which the ordinary, railwaymen are not responsible. They have the officialdom and red-tapism behind. Anyhow we are every day infusing in the minds of the Railwaymen that the public are their masters, whom they must serve to the best of their abilities and even against their personal discomforts." Dr. V. Subramanyam, M. P., presided over the Station-

Masters' Conference. Both Mr. Sattayappan and Mr. Ramachandran were re-elected President and General Secretary respectively for the current year.

### Cow's Milk for Railway Passengers

The Travelling public must be grateful for yet another amenity provided to them while passing through Trichinopoly Junction by the Indo-Ceylon Express train. Pure cow's milk in sealed bottles are sold to them by this train since two months. This has been possible by the untiring zeal of the Secretary of the Trichy-Srirangam Co-operative Central Milk Supply Union Mr. S. R. Sundaratham who needs no introduction to the Trichinopoly and Srirangam citizens when he took over charge of the Secretaryship some two years back the production was only 500 measures daily. From this he has increased it to 1200 measures and hopes to increase it to 2000 measures. It is through this increased production, the Secretary was able to cater to the needs of the infants and oldmen travelling by trains by the supply of pure cow's milk. The Secretary, I understand has asked for a stall in the Trichinopoly Junction platform so that he can store the milk and arrange supply of pure cow's milk for all trains but the South Indian Railway authorities have not yet conceded to this request. We hope that no time will be wasted in agreeing to this request as from a travelling public point of view this is very very important and will not brook any delay.

### Senior Subordinate Staff Retirements

Mr. H. A. Lavocah entered the South Indian Railway as an Apprentice Fitter on 22-12-1913 and retired finally on 31-5-50 as Loco Inspector after serving the Railway for 37 years. During this period he worked as a Second

Fireman, First Fireman, Grade III Driver, Grade II Driver, Grade I Driver, special Grade Driver, Loco Foreman and Loco Inspector. To be on the Foot plate of an engine for so many years is not an ordinary job but to drive the engine safely looking after the safety of the hundreds of the passengers travelling in a train for nearly 25 years must be a miracle. For a locomotive driver, there is no day or night, no Deepavali or Pongal or Christmas. His engine is his mistress and the Running bungalow his home. He serves the society through blood and work. He cannot attend to the needs of his wife and children but depend on some one to do the Job, yet, how many of our countrymen realise this :

In Mr. Lavocah's career, we find not only the Driver's job done well but also an originality and initiative at the times of crisis. One such an instance happened in the year 1928, when Mr. Lavocah had to work a long goods train between Villupuram and Madras. There was heavy rain all around. He left Karunguzi station with his goods train, finding the line unsafe, returned back to the same station on his own initiative. After a few minutes the whole line was breached for nearly a mile's length and

through running was restored after 7 days. Thus Mr. Lavocah saved a goods train from disaster. It should be noted that many disasters like Ayyalur etc. could not be averted for the reasons that such original ingenuity was not exhibited by the Drivers. This initiative of Lavocah was exhibited in one another instance when he worked the H. E. Governor's special in 1946. His engine collided with another engine before starting from Trichinopoly but yet he repaired the engine in a quickest possible time and started the Governor's special to time. Mr. Lavocah was lent to war service from 1942 to 1943 and he trained many Drivers and Firemen for war duties. In spite of all these achievements, Mr. Lavocah feels that the Administration has not shown the consideration he deserved and promoted many juniors over him with the result he did not get's the senior grade of Loco Inspector post and consequent on this he had to retire prematurely one year earlier. Mr. Lavocah takes pride in having had to work under able Indian Locomotive Engineers like Mr. Narayanasamy Chettiar who is working at present in the Railway Board. Mr. Lavocah hopes to spend his retired life breeding, milking cows of which he has a special knowledge gained from his grand father. We wish him a peaceful long life.

*I had so long viewed the world with external vision only, and so had been unable to see its universal aspect of joy. When of a sudden, from some innermost depth of my being, a ray of light found its way out, it spread over and illuminated for me the whole universe, which then no longer appeared like heaps of things and happenings, but was disclosed to my sight as one whole.—*

TAGORE.

*He who receives a benefit should never forget it ; he who bestows should never remember it.—*CHARRON.

## The Theory of Railway Rates-II

BY MAJOR B. L. KAPUR

*This is the second instalment of a series on Railway Rates written by the joint Public Relations Officer of the Bombay, Baroda and Central India and Great Indian Peninsula Railways. The third instalment follows next month.*

Let us examine the cost of service theory.

A trader or a merchant in fixing charges for a commodity he produces or sells generally, fixes them at a level which in addition to paying all of the expenses in connexion with the manufacture or production of the commodity will leave a little margin of profit for himself.

There is a great analogy between an ordinary trader and a railway so far as the method of fixing charges for the commodity produced by each is concerned, as both a railway and an ordinary trader cannot continue to run their respective business unless the business meets at least the outgoing expenditure plus a little profit.

But the real difference between an ordinary trader and a railway industry so far as the fixing of the charges is concerned lies in the fact that the former has economic facilities to adjust his charges in accordance with the cost of production or manufacture whereas insurmountable difficulties both theoretical and practical exist in the way of a railway being able to adjust its charges directly in accordance with cost incurred for the conveyance of a particular item of traffic. The matter is so very important that it is worth while to dilate at length on the subject. It is a patent fact that a great portion of the railway expenditure is incurred for the undertaking as a whole under conditions of joint costs (we shall dwell at length later on the subject of joint costs) and to add to this a great amount of expenditure is incurred

quite independent of the amount of traffic carried by a railway (we shall refer to this later on).

These factors make the problem of allocating specific cost to the conveyance of specific commodities exceedingly difficult. For example, a goods train carries four wagons of full pressed cotton, 4 of agricultural implements, 8 of manganese ore, 10 of coal, 10 of timber, 4 of cement and 8 of general goods. How is the cost of coal and oil consumed in engine to be distributed as between the different commodities carried? How are the fixed expenses of interest, general administration and maintenance of way to be allocated to the different commodities passing over the line and to the different trains using the permanent way, and finally how are such expenses (including of course expenses like cabin-man and levermen's wages and fixed station expenses) to be divided as between goods and passenger trains, as between one goods train and another, and as between a heterogeneous mass of commodities and innumerable passengers carried?

As such expenses are inextricably interwoven the problem of an accurate adjustment of such expenditure to different items and categories of traffic carried is well nigh impossible of solution. The late Sir William Acworth has so lucidly illustrated the matter that I cannot resist the temptation of quoting the paragraph in full :

"A doctor keeps a carriage. Sometimes he drives one horse sometimes a pair. Some of his

patients live close round the corner, others several miles off. At one time an epidemic brings on his hands half a dozen cases in adjoining houses. At another the sickness is distributed equally in all directions throughout his district. Once or twice a week his wife borrows the carriage to visit her friends. At the end of the year the doctor after making an estimate—and it can only be estimate—of the depreciation of horses and carriage, finds that his stable has cost him, say £ 250. So far so good, but supposing he is asked what percentage of a particular patient's bill is due to what we may call, in American phrase 'Transportation' expenses, will he not reply that the question is unanswerable? He can divide the £ 250 by the total number of visits he has paid in the twelve months, and say that the result is the cost of each visit, though even then he has neglected his wife's use of the carriage—which, however, as she never would have expected to have it if there had not been a carriage already provided for professional purposes—he is probably quite justified in doing but further than this he cannot go, if he attempts to give the actual, instead of the average cost of every single visit, his answer is so largely made up of conjectures and estimates as to be absolutely valueless."

In another place the same distinguished authority writing about the impracticability of applying the basis of cost of service in the determination of rates states as under:—

(1) The relative costs cannot be ascertained; and (2) If the cost would be ascertained it could not be applied.

Professor Ripley speaking on the subject says:—

"To the application of this principle above i. e. cost of service,

there are several insuperable objections, both theoretical and practical. Such cost is practically indeterminate, being joint for all service in large part. It is highly variable, being perhaps never twice the same, as circumstances change from time to time. Cost is unknown until volume is ascertained and the volume is ever fluctuating. The cost of service could obviously never be ascertained until after the service is rendered, while, of course the schedule of rates must be known in advance. But the persistence of the idea that railway business is somehow analogous to the operations of an ordinary merchant, and that costs and profits are ascertainable, renders it necessary to pile proof upon proof upon the limitation of its applicability to real conditions in the Service."

Such being the case, the element of cost can be altogether ignored in fixing any particular rate, though the question must be brought in the foreground in the general structure of rates, for expenses incurred in running the business together with fixed charges must be got somehow or other out of the sum total of rates or else the business will have to be abandoned.

A particular railway service might be rendered or, in other words, a particular rate might be fixed without any regard to the capital invested in the concern and fixed expenses incurred on the plant so long as it pays direct additional cost or out-of-pocket expenses in regard to the particular item of traffic to which the rate relates but looking at the general range of rates of a railway it cannot be safely asserted that return to capital and other charges may be dropped from the list of factors determining them. It is advantageous to a railway to take any traffic so long as it pays the direct cost of moving it—but it is not

safe to apply this formula to the general categories of rates existing on a railway.

To conclude and summarize, therefore, we might say whilst it is of essential importance for a railway to know as accurately as possible the general cost of service to guide the railway in "determining the direction in which conveyance charges should be fixed," it is very difficult to determine the rates of particular items of traffic, or between particular points merely on the cost of service basis. In a more general way, the question of cost must come in the foreground while determining the general range of rates particularly when rates are fixed with due regard to factors of size or bulk in proportion to weight, and distance. "The cost of service principle, might most conceivably be applied to railways, in a purely static state. But dynamically considered as involving the growth the development of business, it fails utterly to meet the necessities of the case." (RIPLEY)

### Methods of Fixing Rates

Before we proceed to dilate upon different ways of charging employed by a railway, it is desirable that we should dwell briefly upon the subject of expenditure incurred by a railway in doing its business so as to understand the theories underlying railway rates. It is of vital importance that a comprehensive view may be obtained about the methods in which a railway's out-go takes place.

We have already stated that one of the dominant characteristics of a railway industry is that its operations are conducted on a basis of joint cost. When any large plant is used for producing articles of many varieties, the case

presents a typical example of production at joint cost. So it is with railway industry.

The same track is used for conveyance of passengers, parcels and goods, for different classes of passengers and parcels, and/or a variety of goods whose number is legion and which come under innumerable categories so far as their description is concerned. If the investment of capital were the only expense incurred in rendering the service, the case would be one completely of joint cost. Operating expenses have to be incurred in addition. Therefore the capital outlay on the concern and the operating expenses represent in a great measure joint costs, as a very great portion of them is incurred on the undertaking as a whole and must go on whether or not any individual item of traffic is dealt with.

To sum up, therefore, we might say in the words of Professor Taussig, that conditions of production on the basis of joint costs exist in any industry in which there is a large plant turning out not one homogenous commodity but several commodities subject to demand from different quarters with different degrees of intensity. Under such circumstances while part of the cost is incurred separately for the individual commodities, a part is incurred jointly for all of them. The railway industry presents a clear example of this. Interest charges combined with the expenses of administration and depreciation—all of which are constant and independent of the fluctuations in traffic, amount to more than 50 per cent of the total expenditure on a railway.

A large part of the maintenance and repairs and operating expenses is also constant. Different economists have quoted differ-

ent percentages of this constant and fixed expenditure. Professors Sax and Tausig say that 75 per cent of the total expenditure is constant. Sir W. Acworth stated that "when a long period of years is taken into account this portion is reduced from two thirds to a half." Summing up, it may be said that at least 50 per cent to 60 per cent of the total expenses of a railway are fixed and are independent of traffic moved, and as such they are impossible of apportionment to any class or items of traffic and thus stand for joint costs. The expenses which "expand and shrink" in some degree as the volume of traffic is greater or smaller and which may be classed as variable or according to professor Sax "Special costs" represent about 40 per cent to the total expenses. Therefore 60 per cent of such expenses must be incurred in order

that there shall be any traffic at all.

Exactly similar is the case of passenger service. Passenger trains must run according to the scheduled timings whether they are full, half-full or empty, and their expenses are practically the same whether they are full, half-full or they carry entirely upper class passengers paying high fares or III class passengers paying low fares. The whole train is operated on the basis of joint costs. The apportionment of charges among the different classes of passengers according to their capacity to pay (which might in other words be called the basis of utility or demand) is the direct result of the operation of the principle of joint costs.

(To be continued)

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## Our London Letter

BY A CORRESPONDENT

THE accounts of the British Transport Commission published on September 21 show a deficit of £20,800,000 as compared with £4,732,824 last year. This is the second year of the nationalisation of British Railways. There is improved efficiency in carrying operations and various economies have been effected even in the face of rising costs. Increased wages and price of materials caused an increase of expenditure in 1949 of £11,000,000. Concessions to the staff will cost £2,200,000 in a year. This followed a wage increase of £9,000,000 in 1948 although staff and other economies effected on the railways in 1949 amounted to £6,500,000.

In spite of these handicaps, the Executives have drawn up programmes for capital development. These include the completion of the new ocean terminal at Southampton and a new terminal for the Union Castle Line at the same place has also been sanctioned. The British Transport Commission has also approved of a detailed scheme for the electrification of the London, Tilbury and Southend line, of the Eastern Region, being prepared, preliminary surveys of which are now in hand.

A new signalling code has been drawn up for the London Midland Region. The idea behind this is standardisation of bell signals, different types of train and headlamp codes. Grouped into speeds, each group has a code and carries its appropriate headlamp code. With the old classification there were four groups of trains carrying passengers. With the exception of electric trains, these are now reduced to two known as express and ordinary passenger trains and are to be known as groups A and B.

There were four bell signals for "trains not conveying passengers" and four classifications for trains composed of coaching stock. This is now covered by one group, code C, carrying the headlamp code of an ordinary train. In addition, a new type of "goods" train has been added to this group using the old "Horse or Pigeon Special" bell code.

In the "Goods train" group, the old classification split them up into so called speed groups dependent chiefly on the number of vehicles with continuous brake in operation, whether they were suited for high speed running and also the power classification of engine for them. This was not always satisfactory. The new Code C has a new description for an express freight with more than half the vehicles fitted which replaces the old F. F. I. or fully fitted freight.

Group D comprises express freight with more than one third vehicles fitted, carries the same headlamps and is signalled as in the old classification. A new group E contains the express freight with more than four vehicles fitted with a speed limitation of 40 m. p. h.

The Western Region are considering the running of all sleeping car trains between Paddington and Cornwall over the busiest holiday week ends. Regular sleeping cars are already run on the northern routes between London and Scotland. Holiday makers are now in a position to commence their holidays on a Friday evening since they do not work the half day, Saturday. Those going to distant seaside resorts would be attracted by a Friday night journey instead of crowded Saturday travel. This attraction would be increased by the possibility of a good night's

rest, at a reasonable cost, thus adding one more day to their leave.

The earliest third class sleeping cars in Great Britain were like the French *couchette* coaches and were of a convertible type in which the upper berths could be folded up into the compartment walls when not in use thus permitting the sleeping car to be converted into an ordinary coach during the day time. Out of this design developed the present type of third class sleeper with fixed berths the argument being that as these cars were required only for night use, convertibility was an unnecessary complication. Third class sleeping accommodation would be a great boon to people seeking to spend Saturday and Sunday at seaside places and the restoration of the *couchette* type would appear to be valuable.

Mr. C. M. Cook has relinquished his position as Chief Electrical Engineer to the Railway Executive to become General Manager of the English Electric Co., Limited (Traction Dept). He has had wide experience of railway electrification work in India and Australia, as well as in the United Kingdom. Born in Australia, he had early experience with the Victorian Government Railways and later joined the staff of Messrs. Merz & McLellan, the well known consulting engineers. With that firm he acted as Personal Assistant to the Chief Resident Engineer on the electrification of the Melbourne suburban lines and later went to

India as a supervising engineer on the various G. I. P. and B. B. & C. I. R. electrification projects. He was Chief Electrical Engineer to the Railway Executive for two and a half years and was concerned with the planning of railway electrification, new types of Diesel and electric locomotives and the change from 25 cycle to 50 cycle frequency in the supply of electrical energy for the London area.

### The Institution of Railway Signal Engineers

The first technical meeting of the season was held at the Institution of Electrical Engineers, Savoy Place, London, on October 11th. After the ordinary business a paper entitled "Signalling developments on the Bombay, Baroda & Central India Railway" was read by Mr. H. C. Towers, M. I. E. E., M. Inst. T. (Member), Dy. Chief Engineer (Signalls) of the B. B. & C. I. Railway.

The paper dealt with the progress in colour-light and manual signalling, level crossing interlocking and telecommunications on the railway during the past two decades and it was followed by an exhibition of lantern slides showing signalling installations and general views on the railway. There were over a 100 members present including Mr. H. H. Dyer, Signal and Telecommunication Engineer to the Railway Executive, who joined in the discussion at the conclusion of the paper.

*People say, when they are ill, that nothing is pleasanter than to be well, though they never knew it until they were ill; and people in great pain will tell you that relief from pain is the greatest pleasure in the world. There are many such cases in which you find the sufferer saying that the height of pleasure is not positive enjoyment, but the peace which comes with the absence of pain.—PLATO.*

## Those things we ought to have done Paint and the Railways

BY G. H. GATES-REED, M. I. A. M. A.

*The opinions expressed are those of the writer are not necessarily endorsed by any paint organisation or manufacturing concern.*

IN 1938 Mr. Frank Fancutt, then Chief of the London Midland and Scottish Railway Test Laboratory, Derby, with particular reference to paint research, and today head of such research for the entire British Railways organisation, completed his report on paint and the Indian State Railways. With the implementation of the Chittaranjan scheme making rapid progress, and bearing in mind all that it implies, and should imply for the future and prestige of India's State Railways, it is interesting, and one hopes a stimulating idea, to look through this report and see just how much action has been taken as a result of its recommendations.

This 66 page book (with illustrations) has the magnificent title of "REPORT OF THE PAINT TECHNOLOGIST APPOINTED TO SUGGEST METHODS BY WHICH IMPROVEMENT IN THE CLASS OF PAINT AND PAINTING MATERIALS AS AFFECTING THE INDIAN RAILWAYS CAN BE EFFECTED." A sensible aim, grandly phrased, which it most effectively fulfils. But Mr. Fancutt and his report, and its publication by Government are not in themselves enough to produce the results shown to be necessary. Without any doubt much has been done "which ought not to have been done" and even more important still, authority has "left undone those things they ought to have done." The result is a very definite need for all concerned to re-read the recommendations made and then act upon them.

For those whose reading time is limited and whose interest in the subject is non-technical though none-the-less earnest, the introductory summary supplied is infor-

mative enough. As the composers phrase it: "the inclusion of such necessary detail has resulted in a somewhat lengthy document, and in order to facilitate its study this summary has been prepared." Let us avail ourselves of its pithiness to see what was suggested then and what has in fact, since been done.

The first subject is "PAINT TESTING." Without any doubt experts will agree that this feature of the whole carriage painting set up is supremely important. Materials can only be shown to be suited to fulfil their very important role by being tested but, this is the crux of the matter, laboratory tests in themselves are not enough. Performance under actual conditions must be the decisive criterion. The testing of coach, rolling stock paints and their ability to withstand severe and variagated climatic conditions, rough usage by passengers, oil, smoke and abrasion is a highly specialised job and one which obviously cannot be done in the laboratory alone or by working to the text book. Certainly "accelerated weathering tests" are invaluable and in this respect the report gives full details as to how such tests should be conducted, as to their significance and how to make the most of the information they convey. But it is no use conducting such tests unless one has a proven standard against which to make final comparisons; a fact which is overlooked. This is most important. Equally as important is the need, a need still unfulfilled, for natural (outdoor) durability tests. In fact the emphasis throughout must be on actual performance.



Fancutt expressed the opinion that this testing was of such a specialised nature that a "separate laboratory should be maintained. The present staff is too few in number, and lacks the special training necessary to the successful control of painting materials." It was also suggested that a chemist should be sent to England for twelve months to learn the principles and methods in use there. He should also visit various paint manufacturers in order to familiarise himself with the best manufacturing practice and machinery. On his return, this individual would then be appointed as paint technologist, "with the power to co-ordinate practices within the State Railways to control the quality of supply." These suggestions are, so far as the present writer is aware, unfortunately among "those things which we ought to have done." In other words, although the work undertaken by the Government Test House at Alipore, is satisfactory to an extent, it could undoubtedly be improved if the above points made in 1937 were to be acted upon. Under this heading the report also listed tests for synthetic resins, and in this respect, action has been taken and the recommendations are now embodied in the I. S. D. Standard Specification G/P 307 series. It is a pity therefore, that the obvious value of Fancutt's many suggestions in other directions have not as yet been acted upon although the difficulties imposed by outside events during the intervening years should not be forgotten.

One must conclude this section by reiterating the fact that actual performance tests are so important that to attempt to dispense with them is to completely undermine the value of testing at all and they are tests along with the laboratory work, which need expert supervision and final expert opinions.

The second section of the summary is devoted to the Purchase of Paints. Fancutt attended a meeting called to consider tenders for the supply of paints to the State Railways in November 1937. His reactions to this meeting are conveyed in the opinion he expresses that "there was a serious lack of co-ordination between the Using Department and the Stores Department mainly as a result of the latter being unacquainted with the vital information concerning the quality of supply." This difficulty has been obviated to a certain extent by the new procedure by quoting to Specification. The I.S.D. Standard Specifications for Pigments, Oil Pastes, Paints, Varnishes, Enamels, etc., etc., revised in September 1940 and made to embody much of the material included in the Report was in its 7th edition in 1946, which is indicative of the wide use to which it is put. The value of such a publication is undeniable but once again we are brought back to the important point made in the opening paragraphs on the question of testing, i. e. specifications are not nor can they ever be a complete check on the quality of a product in themselves. In fact, it was never intended they should be so; they are a guide, the Lowest Common Denominator as it were, from which to start. Only performance under actual conditions of normal usage will supply the answer as to suitability.

Acting upon this principle many of the other recommendations made under the section "Purchase of Paints" become unnecessary.

It was suggested that a high I. S. D. official should visit England in order to study the manner in which co-ordination is achieved between the Paint Technologist, Using Dept. and the Stores Dept., within a railway organisation. Firstly, there is, in India, no specialist Paint

Technologist for railway finishes, as we have already indicated; and secondly, so far as the writer is aware, the visit of the I.S.D. official for the above purpose at any rate, was never made. It should hardly seem necessary to repeat the suggestion, yet why not? This need to study modern methods, in both respects, is even more marked today, now that the complete Indian railway organisation is being readjusted. Undoubtedly, the re-organisation that has taken place on the British Railways since their nationalisation must have produced many further lessons in Paint Usage, procurement and testing which would be of value to those responsible for the running and re-organisation of the Indian State Railways.

The final paragraph of this section emphasised the fact that there seemed to be a certain lack of co-ordination in the Stores Department. Stone throwing here is now not necessary, conditions have improved, but the

possibility of such disruptive influences recurring should always be borne in mind, so that the actuality can be avoided. Disruption is expensive in more ways than one.

On the question of Painting Practices and Materials most of those within the paint industry who supply the finishing coats will agree that generally speaking, standards of application and procedure in this country, with one or two exceptions, are as good as those elsewhere. Unfortunately influences of which we are all well aware, Partition, the refugee problems, the need to speed up distribution of material and to expand the goods and passenger services, have resulted in a break being made from the laid down procedure of painting and repainting cars and wagons. Detailed specifications are given in the report and until circumstances intervened were acted upon. The result was that additional durability was achieved and a period of

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six years between repaints, with intermediate treatment at 18 months, 3 years and 4½ years for carriages, was shown to be the ideal procedure. Unfortunately, the system is breaking down now not only because of the above reasons but additionally because of the present method of purchasing materials on laboratory reports and not on performance. Yes, we are back there again; but it is true that one cannot simply depend on laboratory and "accelerated weathering tests." With synthetic based paints, this point is doubly true as in India particularly, their use has only become widespread in recent years so that knowledge based on experiences under the difficult and varied climatic conditions of India, is limited.

Again, an important failing, for it is undoubtedly a failing, is the fact that cost rather than performance is being made the key point governing purchase decisions. The futility of this attitude becomes apparent when one considers the fact that with reference to any painting job, the labour charges are the greater proportion by a long way, of the total cost. If therefore, an inadequate finish is used and hurriedly applied in order to speed up output and turnaround, the only result can be that within a very much shorter period intermediate treatment, possibly even repainting, will become necessary. The obvious logic of this is that two possibly or even three sets of labour charges may become necessary because of the use of inferior finishes, during the period in which a well tested though consequently more expensive paint has lived out successfully its useful life. The false economy of purchasing by price rather than by performance has been proved again and again in every country in the world. With labour costs increasing yearly this feature acquires added

significance. It is not possible to continue to muddle through and all concerned obviously have got to realise that to maintain equipment so that it has a maximum useful life is not an undertaking which can be approached lightly, nor thinking only in terms of "today's" cost unrelated to tomorrow's returns. Working in conjunction with the above, to make the problem even more acute, is the unfortunately true observation that cleaning processes for carriages and wagons are not being operated now as thoroughly or as regularly as they should be. The excuse that that wagons and carriages are urgently needed does not wash! Actually, of course, the results of bad and insufficient cleaning are a very much more rapid break-down of the paint coats so that, in any case, the rolling stock has to be taken out of use before it normally would be, for intermediate paint treatment, or repainting. Apart from climatic ravages the greasy nature of the coal burned here will very soon break down any paint film if regular and proper cleaning is not done.

The report devoted section 5 to the Cleaning of Carriage Stock; it contains an investigation of methods then in use together with a recommended procedure for the cleaning of such stock; including a highly suitable formula.

That in brief is the substance of the Survey of 1938. Without becoming involved in arguments, without hurling recriminatory remarks, the safest and most correct conclusion one can make is that quite a large number of people should spend quite a lot of time re-reading the report and giving it their earnest consideration today in the light of their experiences resultant upon failure generally to implement its recommendations.

And what better time than now with India running under her own steam?

## British Railways Set High Safety Standard

No Fatal Accidents in 1949

BY JOHN RIGG

*Britain, with well over 100 years' experience of railway operating, enjoys a high reputation for safe travel. Last year, when well over 1,000 million passenger journeys were made, not one single passenger was killed in a train accident. This safety record has been achieved by the application of stringent rules governing Railway installations and operation.*

A high standard of safety in passenger transport is the prime essential in operating a railway system. Without it, all other advantages of railway travel are valueless. This truth is nowhere better understood than in Britain. Indeed, it would be surprising if Britain, with well over 100 years' experience of railway operating, did not enjoy (as it does) a reputation for safe travel.

In 1949, for instance, not one single passenger was killed in a train accident on British railways — and well over 1,000 million passenger journeys were made in that year. And the high standard of safety achieved during the period of the railways' greatest development has been maintained during and since the war, in spite of the effect on maintenance and development of a shortage of labour and materials.

There are good reasons for the safety record of British railways. The sense of responsibility of individual railwaymen apart, there are stringent rules governing railway installations and operating in Britain. Ever since their original construction there has been heavy capital expenditure on signalling; railway tracks (even single lines in isolated districts used rarely for mineral traffic and never for passenger traffic) are fenced; there are raised platforms at all passenger stations, and regular examinations of rolling

stock and locomotives take place; level crossings are few, and effective rules govern single-line passenger working.

### Railway "Requirements"

Although it has always been a feature of railway legislation in Britain that it achieves effective results with the least possible interference in technical matters, there is no lack of government control in matters which concern the safety of the passenger. As evidence of this one has only to refer to the Ministry of Transport recently re-published "Requirements"—or, to give it its full title; "Requirements for passenger lines and recommendations for goods lines of the Minister of Transport in regard to railway construction and operation." In these "Requirements" are embodied the best practice built up over a century in running what is now one of the most highly developed railway systems in the world.

These are not the first railway "Requirements" to be published. In 1840, 10 years after the world's first passenger railway was opened between Liverpool and Manchester, the Government, realising the need for some official supervision of railway working, appointed its first Inspecting Officers of Railways — then, and ever since, officers drawn from the Corps of Royal Engineers.

Their duties were to examine all new railways and report on their construction and equipment with a view to approval to opening for passenger traffic. Those early Inspecting Officers decided that as a guide to new railway companies some standards should be laid down for intending operators. Thus, in 1858, were sent to the secretaries of 79 railway companies the first edition of the "Requirements."

From 1858 until the present day the "Requirements" have been regularly revised, increasing each time in size and in the number and variety of the subjects dealt with. The most recent revision, a few weeks ago, was the first since 1925, and the changes it contains under the headings of signalling, bridges, and viaducts, permanent way, level crossings and electric railways bear witness to the improvements in operating which have taken place in the past quarter century.

### Efficient Signalling System

Many of the new additions to the "Requirements" deal with track circuiting (which depends on the short-circuiting, by the passage of a train, of an electric current in the running rails themselves). Track circuiting has now become the basis of a large variety of safety devices — in particular, of course, of modern signalling. Through track circuits, signals can be locked behind a train or points can be locked in front of it. They can prevent the signalman giving a "line clear" signal wrongly, or can be used to release a signal; they can be used to slow down, and then allow forward, a train approaching a junction.

Requirements in connection with these developments appear in the publication for the first time, as also standard requirements for coloured light signals

and Junction indicators (a form of signal in which the route to be taken at a Junction is indicated by a bar of light) and for the provision of telephones at signals. Precautions against electric shock, electrolysis and inductive interference and fire risk on electric railways are also amplified.

The "Requirements" also specify, among some hundreds of items, that any failure in the operating mechanism of a signal must result in its showing "Danger" and not "Clear." Special signals must show the relative importance of diverging lines at Junctions; and on main lines there must be telephones at automatic signals and at signals too far away from the signal box, so that engine drivers may speak to the signalman. Specifications, too, are laid down for the material and construction of viaducts and bridges.

### Safety on the Platform

In the section dealing with stations we find that curvature of platform lines and of station yards generally is to be avoided as far as possible and a double line of railway must not as a rule end in a single line at terminal stations. There are provisions, too, concerning obstructions on the platform, such as roof columns, while it is laid down that the minimum clear width of any platform throughout its length must be six feet, and at important stations 12 feet.

While these "Requirements" are not applied retrospectively to existing works, railway engineers fully appreciate the value of the standard they set, and no opportunity is lost in bringing the older installations into line. It is this constant regard for improvement by the operators themselves that has largely resulted in safe railway travel being an accepted part of modern life.

## Baldwin Locomotives for India

BY BALDWIN

WITH a full realisation of the importance of railroad transportation in the development of India's natural resources, the Government of India is carrying forward an extensive programme designed to modernise Indian railroad motive power. This programme, which has now been under way for about two years, embraces the retirement and replacement of almost 1500 overage locomotives by March 1950.

As part of this replacement programme, orders for 240 Baldwin steam locomotives were placed last year by the India Supply Mission. These included 100 Class "WP," 4—6—2 type locomotives; 120 Class "YG," 2—8—2 type locomotives; and 20 Class "YP," 4—6—2 type locomotives.

The "WP" locomotives are for passenger, mail, and express service on the broad gauge (5'6") track, while the "YG" and "YP" are metre gauge locomotives for goods and passenger service respectively.

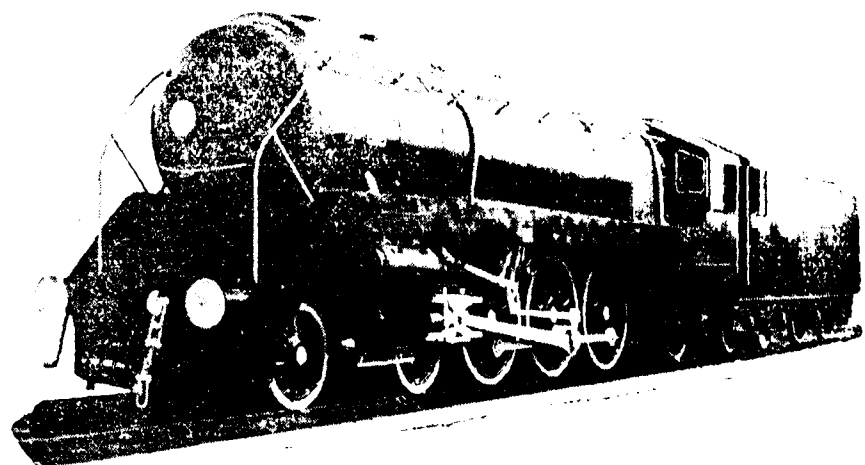
The first 36 of the WP locomotives left Philadelphia during the week of April 18, 1949 bound for Bombay on board the S. S. PETER DAL, and shipment of the entire lot of 100 locomotives was completed in July. Delivery on the orders for YP and YG locomotives was commenced later in summer.

The order for the Class WP broad gauge locomotives was placed after extensive tests on 16 prototype locomotives, which were built by the Baldwin Locomotive Works in 1947, and operated on the East Indian, Great Indian Peninsula, and Bombay, Baroda and Central India Railways, where they proved successful in both mail and express service.

The WP locomotive design was evolved by the India Railway Board in 1946 as an express and passenger locomotive, designed to burn on an inferior grade of coal, with a tractive effort about the same as that of an older type having heavier axle loading. The first of these locomotives arrived in India in October, 1947 and it was immediately tested for hauling capacity, boiler performance, fuel consumption with varying loads and grades, oscillation and riding qualities. The results of these tests were reviewed by the Central Standards Office for Railways and by the Railway Board, in consultation with a representative of Baldwin and a representative of a British firm of consulting engineers, who visited India for this purpose.

The WP locomotive has an axle load of 18.5 tons as compared to 19.8 tons for the Class XC locomotives, having the same tractive effort, which have long been used in India. In addition to the advantages offered by the relatively light axle loading of the WP locomotives, the rotating and reciprocating parts are carefully balanced for added safety, improved riding qualities, and economy in track maintenance.

While certain features such as streamlining indicate an ultra modern trend, the basic design of the locomotives is generally in accordance with British practice as interpreted in specifications and designs prepared by the engineers of the Indian Railways with the assistance and advice of their consulting engineers. The streamlining presents a pleasing appearance, which will tend to popularise these locomotives with the travelling public and focus attention on the importance of progressive railway policies in the development of India.



*The latest type of Pacific Locomotive purchased for Mail and Express services on the G. I. P., B. B. & C. I., B. N., E. I., E. P. and M. S. M. Railways.*

*This locomotive has a boiler pressure of 210 lb. per square inch, a tractive force of 30,600 lb., a fuel capacity of 15 tons, a water capacity of 5,500 gallons and an axle loading of 18.5 tons.*

The WP locomotive has a total weight of 227,400 lbs. with a full complement of water, coal and crew. The loaded weight of the tender is 159,800 lbs. The leading and trailing trucks and the tender journals are equipped with roller bearings. The locomotives are equipped with steam brakes on the driving wheels, and vacuum brakes for the tender and train. Spring buffers and screw couplings are applied at the front of the locomotives and the rear of the tender.

To give the crewmen maximum protection against inclement weather, moveable shutters are provided to cover the open side cab windows and the firing deck.

In drawing up the specifications great care was exercised in the proportioning of all parts of the boiler and firebox to obtain maximum operating economy from the relatively low heating value of Indian coal. Attention was also given to the design of the detail parts of all the various locomotive types now on order, to provide maximum interchangeability of

parts and thus simplify the maintenance and stores problem of the railroads.

Baldwin-built locomotives are not strangers to the people of India. In 1899 five locomotives were delivered to the Bengal Central Railway. From that date up to the end of 1948 a total of 274 Baldwin locomotives were exported to India. With the completion of the locomotives delivered this year and those still on order, this number will be increased to a total of 494 locomotives.

The Government of India is to be congratulated on the far-seeing policy, which recognises the false economy of operating average and obsolete locomotives which must of necessity spend a great part of their time out of service and awaiting repairs. By replacing such obsolete power with new locomotives of modern design, they not only provide greatly improved service but will realise substantial operating economies.

## Himalayan's First Anniversary

THE celebration by Himalayan Aviation Ltd. of the first anniversary of the Night Air Mail Scheme with a largely attended cocktail party-cum-variety show at the Lighthouse in Calcutta on October 14 last, recalls some phases of the unbecoming opposition which the scheme met when Mr. Rafi Ahmed Kidwai inaugurated it a year ago. Particularly will the part played in that ugly controversy by Air India Ltd. be remembered. There was nothing they

did not do to discourage, dampen and browbeat India's Communications Minister in the pursuance of the scheme.

But all is well that ends well. We are glad that Mr. Kidwai refused at that critical juncture to be influenced by partisan wow-wowing. By pushing ahead with the scheme—in collaboration with Himalayan Aviation Ltd. its sole contractor—he has not only given Indian Aviation a service to be



*Celebrities are in a hilarious mood at the first Anniversary Cocktail party of Himalayan Aviation, Calcutta.*

proud of but also earned the gratitude of millions of letter-writers and thousands of passengers of modest means all over the country.

The record of Himalayan Aviation Ltd., and no baby ever started life with so much toil—has been brilliant and confidence inspiring.

They have not only transported men and mail without a single accident they have not only made it possible for the man of moderate means to fly to important work in far-flung cities, they have also given to Indian Civil Aviation an arm at once dependable and efficient.

If achievement is the sole criterion of worth, Himalayan Aviation Ltd. have proved themselves a worthy air company. In a year of operations—in fair weather or foul—they have carried 20,00,000 lbs. of mail, 6,6400 lbs. of freight

and 18,000 passengers. These facts were revealed by Mr. R. E. W. Tomsett, their Director of Administration in a speech he delivered before the large gathering at the Lighthouse in Calcutta. He expressed the hope that in the years to come the Night Air Mail Service will have become a firmly established institution. Also he made particular mention of help and guidance received from Mr. Rafi Ahmed Kidwai, India's Minister for Communications, Mr. T. P. Bhalla, Director-General of Civil Aviation in India and Mr. Krishna Prasada, Director-General of Posts and Telegraphs in making the scheme a success.

The success of Himalayan Aviation Ltd., may have disappointed their critics—of whom, happily, they can have no more than a few left now—but it has certainly chased away the layman's hitherto held belief that a good, well-organised air-service must necessarily be an old airline.

## Your Magazine

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## Presenting Mr. Railwayman

### "The Watch & Ward Inspector"

BY A. H. PEARSON

FROM a railway viewpoint what exactly do we mean by 'watch and ward?' Obviously, to keep a watch over railway property, and all merchandise consigned to its custody during the period of transit, and to ward off attempts to steal or destroy this property. This is the duty of every member of the Watch and Ward department of a railway system. Let us spend a little time with an Inspector of this department, and we will then get a fairly good idea of its functions.

The Watch and Ward Inspector's day usually starts with an early morning parade of the men under his immediate control. One parade is a squad of Assistant Inspectors, Head Watchmen and Watchmen. First, comes an inspection to ensure that each man is smartly turned out. Next comes a short spell of drill, military style. If the parade has been smart and well-disciplined the Inspector can dismiss his squad with a real glow of pride.

Now comes the real work of the day. Throughout each Inspector's section, or jurisdiction, he has earmarked certain key areas in goods sheds, engine sheds, yards, parcels and booking offices in station buildings, and large goods and coaching yards. These are termed as 'posts.' For railway treasuries and cash offices—which are the special posts—picked armed guards are provided. The Inspector then details his men for duty at these posts. Throughout the twenty-four hours of a day, there must be a watchman, or perhaps more than one, at each post.

During daylight hours watch duty, the task of keeping watch may not be so difficult, but when night falls, the thoughts of

predatory human beings who live by stealing another's property, turn to their nefarious actions. It is during these long hours of the night that every watchman must be actually alert with sharp eyes probing the darkness for suspicious movements. But watchmen too are human, and as the hours of dawn draw near, he may attempt a doze through weariness. It is during these hours that the Inspector must make occasional surprise prowls of the various posts to see that his men are wide awake and alert.

But the long sneak-thief, or the criminal gang, often go one better, in spite of all vigilance. When the Inspector sits down at his office desk to go through his 'cases' there is sufficient evidence to show that boundary walls can be scaled, wire fences cut, and locks picked. This is where the Watch and Ward Inspector turns detective. Let us see how he handles a typical case.

A wagon-load of expensive piecegoods has been consigned from one station to another. The wagon is loaded, rivetted and sealed. Along with others this wagon is attached to its train, eventually arrives destination. But when the merchant takes delivery he finds a number of bales short. This shortage may involve a claim up to about three thousand rupees. Somewhere in transit the theft has occurred. We may ask, "how the devil was it done, in spite of all reasonable precautions?" A job like this is usually the work of a well-organized gang of a railway thieves, whose tentacles stretch far and wide. They have their spotters and 'inside men' just at the right places to get all the information they desire. At the booking

station, a simple old fellow, ostensibly waiting to consult the goods clerk, may be one of the 'spotters' getting all details of the wagon number, contents, destination etc. It takes a number of days for a wagon to travel from despatching to destination station, and on its long journey it must pass through large yards, or will be attached to a goods train often halting by night at lonely wayside stations. In the meanwhile, the gang has in its possession all the 'inside' information it needs. So they decide on the spot where they will pounce—usually a small wayside station out in the blue. In the dark hours of the night, while the goods train is waiting on a passing loop, the gang are ready, strike and get away with their loot.

The theft is reported and now becomes a case to be investigated. This is where the Watch and Ward Inspector comes in, and the detective work commences. A lot of patient, painstaking routine enquiries must be done first, before the Inspector can locate the possible place or area of the theft. And then every effort is made to try and trace the culprits. Like the Police, the Watch and Ward Inspector knows the 'danger' spots selected by railway criminals. Close constant and friendly contact is also maintained with the local Police authorities, and by this combination clues are forthcoming, and cases are solved with the recovery of the stolen goods and apprehension of the criminals involved.

Another important aspect of the Inspector's job is that of supervising the seal-checking of all loaded wagons. For this he deposes the more intelligent men under his command. Long lines of wagons loaded with precious and costly merchandise roll into

large yards. The seal-checking watchman must then check every wagon to ensure that all seals are intact, and report immediately cases of tampered or defective seals. Besides checking in large yards, seal-checking is also done at certain selected stations, which subsequently helps to localise where thefts may have occurred.

Around every station building, and in goods and parcels offices, where quantities of inflammable stuff are kept, a careless slipping of a 'bidi' or cigarette butt may result in a disastrous fire, with considerable loss to the railway. The Watch and Ward Inspector and his staff are also relegated the duties of the local fire-brigade. Several times a week the Inspector must put his men through regular fire-fighting routines, and occasionally spring surprise fire-calls to ensure that his men could handle the fire-fighting apparatus if the emergency actually arose.

The Watch and Ward Inspector's duties are a happy combination of routine and the unexpected. His enemy is the social misfit, who tries to earn his living by preying on the property of other men, with the exception that these misfits confine their operations to trains and railway premises. The criminal has a brain that is always endeavouring to devise strategy to find ways and means to evade or get through all precautionary barriers put up against him. The Watch and Ward men must study this strategy and counter it foil all such attempts, or lure the gangs into traps leading to their detection and apprehension. Here again, like the Police, the Watch and Ward man must eventually make the solitary sneak-thief, or the well-organised criminal gang realise that even 'railway crime does not pay.'

## Scherzer Bridge

### Pamban Viaduct

BY V. RAMASWAMI

EVERYBODY knows the 1½ mile long bridge across the sea over the Palk Strait between Mandapam and Pamban connecting the Main land and Rameswaram Island for the passage of Trains to Dhanushkodi and from there to Ceylon by means of ferry steamers. Near Pamban end the strait is deep enough for the passage of small coasting steamers and merchant vessels. On this portion of the Bridge there are two lifting spans on either side. This portion is called the Scherzer-Rolling-lift Bridge.

Normal condition of the lift Bridge is for the passage of trains. For the safe passage of trains it must be assured that the lifting portion is set in its normal position, to ensure which safety arrangements are provided.

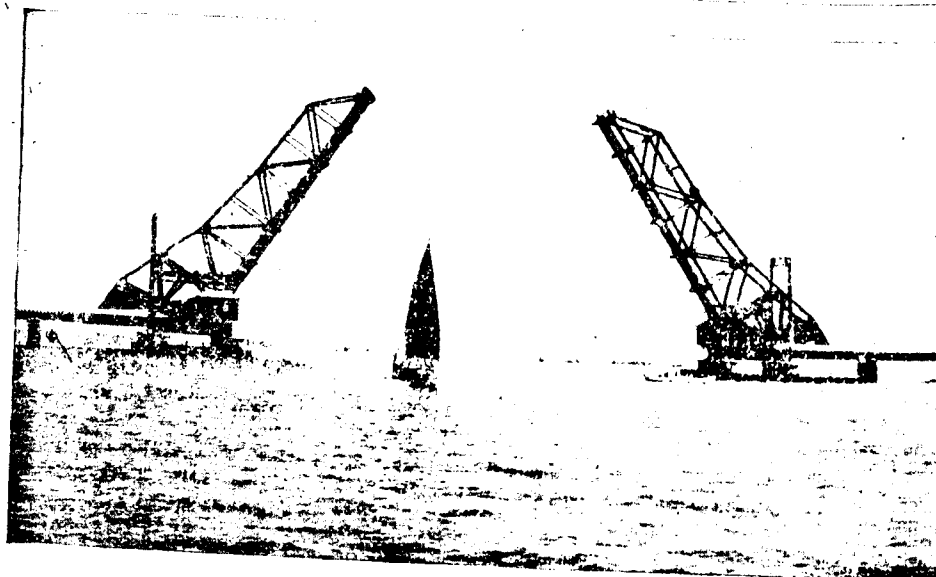
There are two conditions for which safety arrangements are required. The first is that, when the lifting spans are operated and lifted for the passage of vessels, no trains from either of the sides of the Block Section (Mandapam-Pamban) can be allowed to pass over. The second is that when the lifting purpose is over and the leaves are brought down to normal condition it should be ensured that the leaves are set firmly in the normal position for the passage of train. All these operations moreover should be carried out with the knowledge and permission of the Station Masters at the either ends of the Block section. For the purpose of these operations there is an operator posted at the Bridge Cabin.

The Port Officer Pamban is the authority for the passage of

vessels who will requisition on the Bridge operator through the Telephone communication between him and the operator provided for the purpose, whenever any vessels are ready to pass through the Strait. The Bridge Operator, on receipt of such an information will communicate with Pamban and Mandapam Station Master, for necessary permission who will do so if there are no trains at the time.

### Lifting

This is done by means of winches on each side of the lifting spans. The winches are normally locked by means of a mechanical lever in the Operator's Cabin. The mechanical lever is in turn controlled by another lever called King Lever provided in a three lever frame. The other two levers are for operating the signals controlling the entrance of the Bridge on either side. The interlocking between levers is such that when any one of the levers is reversed the other two will be locked in its normal position. The King Lever has an electrical lock on it which is energised only when both the Station Masters: Mandapam and Pamban, give their permission for lifting the bridge by sending a prolonged beat on their block instruments simultaneously. Now the King Lever is enabled to be reversed to its full reverse position disconnecting the Block circuit and releasing the mechanical lever controlling the winches. Everything is ready now to lift the spans (leaves) by winchmen. Since the Block line is cut, the Station Masters at either ends cannot communicate with each other and pass line clear signals.



Scherzer Bridge

### Lowering

After the passage of the vessel or craft, the leaves are lowered down and set in its normal position. Here it should be ensured that both the leaves are completely lowered down and the new ends of the leaves are brought home and locked. To achieve this there are two sets of contacts one on the nose ends of the spans and the other at the heel end of the leaf on Pamban side. These two contacts, when perfectly made, which will be only when the leaves are set in proper position, close the lock circuit of the King Lever, thus enabling the same to be brought to its normal position. When the King Lever is brought to normal, the mechanical lever is locked thus preventing the leaves being disturbed. Simultaneously the Block circuit is normalised to enable the Station Masters Mandapam and Pamban to communicate with each other and pass line clear signals, when necessary.

### Anemometer

The Pamban viaduct which is across the Palk Strait is  $1\frac{1}{4}$  mile

long. The open sea is susceptible for heavy winds. The velocity of the wind will be varying frequently. When a train passes over the viaduct at the time of heavy wind, average when the velocity of the wind goes beyond 40 miles per hour, it is unsafe, lest it may be thrown off the track.

To prevent passing of trains over the viaduct during the time of such high wind, safety arrangements are provided and such a one is the Anemometer. The Anemometer is installed in a Cabin at the centre of the viaduct, since the wind pressure is greatest there, as there is no obstruction around.

The appliance consists of a float in a tank with a mercurial contact. There are two lead tubes running down from the top of the cabin through a galvanised iron pipe one ending at the top and the other at the bottom of the tank. On the top of the galvanised iron pipe there is a special attachment containing two sets of apparatus, one gauzed and the other open, to which the two lead tubes are

## Nagore

BY L. N. GUBIL

"THE old order changeth yielding place to new." The ages of Faith have been followed by the age of reason—the age of inquiry into the how and why of things spiritual and temporal, the age of "Experimental Science." Western civilisation and western culture appear to have transformed the glorious India of Yudhishtira and Rama, of Asoka and Harsha, of Akbar and Aurangazib of Sivaji and Ranjit Singh into a materialistic India of John Company—a capitalist India of the present day. The materialistic West has contaminated Indian life and policy. But India the land of many religions, the soul of India, the religious spirit of India still remains the same, unaffected by the many inroads made into its sacred precincts—an enigma to the outsider, a tower of Babel to interested onlookers and a naughty problem for the Christian Missionary.

The manifest religion of India ranges from fluid superstition to Vedic theism. The problem of India's religion is mysterious baffling. Yet the Indian religion in all its stages closely follows the laws of nature and humanity. In our own days we find men of genius and rare distinction honoured by a widely adoring public who raise statues to perpetuate their memory, invest them with superhuman if not with supernatural powers and even deigh them in their own lifetime or immediately after their death. Legends crowd around their names and they become enshrined in the public memory as supreme. To the ordinary Indian mind every such phenomenon of greatness especially when allied to an exemplary life, pure, chaste, and religious is a manifestation of the Divinity in man and in the universe. In such category we may include the names of the mediaeval Sankaracharya, Ramanujachariar, Madva-

attached to their respective apparatus. Over this there is a Weather Cock with a tube on one side and a vane on the other, which turns round according to the direction of the wind keeping the tube end facing the wind. Of the two lead tubes one is to let in the air to the tank to operate the flat and the other to let out the air, from the tank. This makes the float to rise or fall according to the pressure of the wind. The float has an extended rod over the tank to which is attached the portion to make contact with the mercury in the chamber and a bib to record on the chart.

The chart is of an indicating type timed for 24 hours and is changed every day at a prescribed

time. The chart is placed over a drum which revolves by a clock work mechanism.

The mercurial contact mentioned will maintain contact up to a limit of 40 miles velocity and break off when the velocity of the wind goes beyond 40 miles.

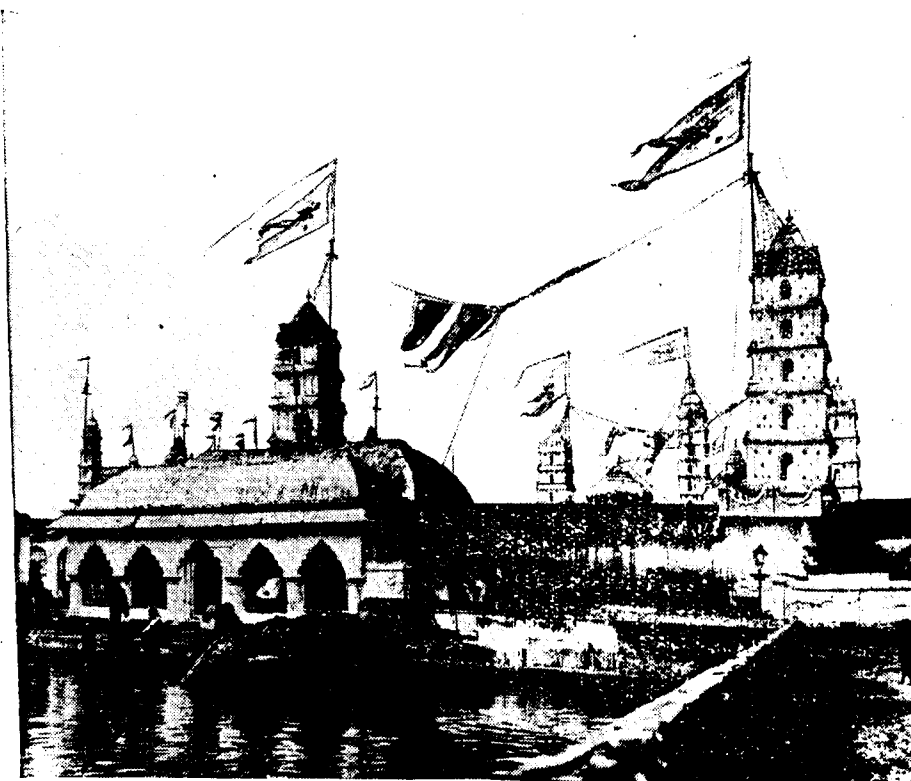
This contact controls the electrical circuit of 3 signals provided for controlling the entrance of trains from either side of the viaduct. Thus the relevant signals can only be lowered for the passage of trains when the velocity of the wind is 40 and below. When it rises beyond 40 the signals will be at an average danger thus preventing the trains from entering into the viaduct portion.



chariar and Kabir, of the modern Ramakrishna Paramahansa and Vivekananda and of the present day of Gandhiji and Tagore. Such respect and homage for individuals were rendered with agfui and open heart without distinction of caste and creed.

Such an unsullied specimen of saintly humanity was Shah-Ul-Hamid, also known as Saint Miran Sahib, who is said to have stayed at Nagore some four hundred years ago. As a moslem devotee he went on pilgrimage to several parts dedicated to the memory of Mohamed the Prophet accompanied by religious savants. His sanctity and pureness, his saintliness and powers of penance made him great and every one respected him for his miraculous powers. Tradition

goes to show that his powers were such that he was able to cure the most dangerous and hopelessly chronic of diseases. After a travel of several years he came to Nagore four miles from Negapatam to lead a peaceful life in contemplation of God. Everyone began to revere him as Superhuman. He was always beset by public both Hindus and Moslems who praised him until he passed away. They have constructed a tomb and built a mosque over his remains here. This tomb is a centre of pilgrimage for all classes and creeds who faithfully pay their homage and respects to the saint for his greatness even this day. The extensions to the original mosque were built by one of the Rajas of Tanjore, whose faith in the power of the Saint was rewarded by a complete cure of an



*A close up view of Darga at Nagore*



*A distant view of Darga at Nagore*

incurable disease he had contracted. He also showed his gratitude by bequeathing large portions of land for its upkeep. Nagore is not an isolated spot in this great peninsula. It forms part of the Negapatam Municipality. It has its own attractions. It is inhabited by a peace loving Moslem population. They lived for centuries in terms of perfect friendship with its sister communities. This place is noted for mat weaving and cotton spinning. The great mosque is the centre of attraction. It is remarkable in many respects. The white buildings and the stately towers, the architectural beauty and its

workmanship it stands today as the symbol of Hindu Moslem unity characteristic of the places.

The annual festival of Kanduri in Nagore in memory of the saint which begins on the first day of the Muhammadan month Jamaadhul-Ahar has some peculiar features. It comes once a year, sometimes twice in the Christian year when the Muhammadan year is shorter than the former. The festival is grand and imposing and lasts for a fortnight when a huge crowd of pilgrims both Hindus and Moslems visit here.



A procession with flags of the minarets of the mosque placed in a beautifully well decorated car from Negapatam are taken to Nagore accompanied by thousands of people. The dummy shows which form part of the procession is remarkable, as they are meant to symbolise the thousand and one perils of the sea that were averted, by prayers to the Saint whose honour the festival is held. Attended by band and music, the procession reaches the mosque at about sunset when the watchman (who is a hereditary officer with emoluments of its own) looks out from the top of the largest minaret, sees the faint and beautiful arc of the moon rising in the horizon, gives the warning cry to unfurl the flags from the towers. After the flags are unfurled people begin to rejoice that the festival has begun. Bands strike, trumpets blow, and young children sing enchanting music. Many touch the flags as a touch is supposed to have miraculous effects. The festival which lasts for two weeks is eventful. The mosque is brilliantly lit every night and music and dance attracts a vast audience. The ninth night of the festival of the procession of Chandanakkodam has an additional importance. A revolving car well decorated and beautifully illuminated carrying a vessel of sweetly scented sandal paste passes through the main parts of Negapatam, and

Nagore and in the next morning the tomb of the Saint is anointed with the sandal paste. Then the fast, silence and vigilance "Peer" commences for the next seventy two hours in all solemnity. After this period the priest hurries to the sea and breaks the fast with the pot of porridge. The contents of the pot are distributed to the public who believe that a share of it is a panacea for all ills. This is the last stage of the festival. Now the flags are taken down with grand splendour. In this connection it may be mentioned that there is another place few miles from Negapatam called Velankanni glorious to the memory of the Blessed Virgin Mary, the mother of Christ. This also is a place of pilgrimage where large large concourse of people annually assemble, Nagore and Velankanni make Negapatam the large centre that it is to-day. Faith is a prominent feature of the Indian. In this case faith is born of reverence for one who endeared himself to all by the purity of his life and the breadth of his outlook and deep love of fellow being. It is this faith that is responsible for Hindu Moslem unity here. None need laugh at the simple credulity of a religiously inclined people for he who runs may read on these grand structures all that is worth living and all that is worth dying for.

### More Rail Wagons

A large number of orders for railway wagons have been placed with Indian manufacturing concerns for the next financial year, it is learnt. For instance, it is proposed to build during 1951-1952

about 350 petrol tank wagons, 200 goods brake-vans and 800 covered goods wagons for broad-gauge lines. For the meter-gauge it is proposed to have about 2,500 covered wagons and 700 open wagons.

*A single conversation across the table with a wise man is worth a month's study of books.*—CHINESE PROVERB.

## Swank and Circumstance

BY S. KRISHNIAH

MANY people who knew Jagdev called him a miser. But, in fact, he was not one. You can't expect a bachelor in his twenties to develop an unholy adoration for money. It just doesn't stand to reason. Those who knew him well had mistaken his methodical ways for miserliness. He had worked out a schedule since he got himself employed five years ago and had stuck to it very rigidly. The schedule, roughly, would be this. Jagdev spent fifty per cent of his salary on food and lodgings, ten per cent on clothes, ten per cent on cinemas, bus-fares, postage and other sundries, and twenty per cent on life insurance. My arithmetic tells me that there is still ten per cent left over in his salary to be accounted for. About this his neighbours knew nothing.

In those happy-go-lucky pre-prohibition days Jagdev invested this ten per cent in a bottle of whisky, quarter of which he drank every Saturday evening. The advent of moral legislation threw Jagdev's schedule overboard and left him every month with about twenty rupees for which he could find no legitimate expenditure. So he did the obvious thing. He opened a Savings Bank account and monthly his balance increased by twenty rupees. Jagdev felt he was being compulsorily made to save twenty rupees a month--and Jagdev was one who would kick like a mule against any sort of compulsion.

It was long after the introduction of prohibition that one day Jagdev had a brain wave. He had taken ten days leave and was expecting to spend them with his sister in Madura when this idea struck him with the force of a sledge-hammer. His bank balance had swollen up to three hundred

rupees which amount had no right to be there. It ought to have been spent on whisky and nothing else. So why not do so? Yes, that was it. Why not go to a wet area and stage a burst-up?

So Jagdev found himself in Bangalore. He had no intention of spending his money on anything save alcoholic beverages. He tipped the waiting-room attendant lavishly at the Cantonment Station and took up quarters there. Every day from eleven in the morning he started going on the booze and seldom remembered how he ended in the night.

On the third morning of his arrival in Bangalore, Jagdev woke up with the sun beating on his face. He found himself on a concrete bench in Cubbon Park but failed to recollect how he had managed to come to that place and choose the star-studded mantle of night as the canopy under which to rest his intoxicated goodself.

He slowly wended his way back to the Railway Station which was his head-quarters and had a cold-water bath. That cleared some of the cobwebs in his mind and he proceeded to dress himself.

Jagdev was handsome - indisputably so. He wore a white shirt, a flamboyant American Tie, and a Cashmere tweed suit of a delicate grey-blue. He had shaved previously and was satisfied when he looked at himself in the long mirror. No doubt his eyes were heavy-lidded but the circles round them would have escaped any casual observer. Jagdev was justly proud of his little frame and sartorial elegance as he strolled across to the best hotel in Bangalore.

It was Sunday and he proposed to spend it in the lounge of this swanky hotel. A cool breeze was blowing and Jagdev was blithe with the bliss of the weather as he entered the grounds of the hotel. He casually eyed the numerous automobiles parked there and as he mounted the steps to the lobby he threw out a condescending 'Hello' to the Commissionaire at the entrance.

Scarcely had he said that than he saw a vision of beauty before him. It appeared in the form of a girl tripping down the few steps in a hurry. Jagdev was so taken up by what he saw that he forgot to move out of her way. She would have collided against him but she turned to avoid him. That was the fault and her foot slipped on the polished marble of the steps and she fell.

Like a stroke of lightning the characteristic nature of the human male asserted itself in Jagdev. He stooped down and helped her get up.

"I'm so sorry!" he said.

"Ouch!" she cried in a spasm of pain as she tried to plant her right foot.

"I'm very sorry" repeated Jagdev fatuously. He could not think of anything else to say.

"That's alright. Silly of me to run down these polished steps."

She was still leaning against Jagdev standing on one leg and he had his arm round her. Her close physical proximity was intoxicating.

"I think you better come into the lounge and sit down for a while. It might ease your foot."

She complied unresistingly and Jagdev led her into the lounge and seated her comfortably in one of the chairs. He sat near her and officiously ordered for some ice and

insisted on applying it to her twisted ankle that was already showing signs of swelling up.

"It must be very painful," Jagdev commented, "It was so foolish of me to have stood in your way."

"Don't worry, Mr....."

"Jagdev, but my friends call me Jaggi. May I know your name?"

"Sure, Shetty. That's my surname but I don't like it. Call me Uma."

Jagdev had not expected her to allow him so much familiarity. Actually he had expected her to be surly because, after all, he was the person responsible for her twisted ankle.

"What will you have to drink, Uma?"

"Nothing, thank you. I'm not thirsty."

"That doesn't matter. I'm going to have a bottle of beer. Will you have a spot of port or sherry or something?"

"No, thank you. If you insist I'll have a fresh lime." Jagdev ordered the drinks.

He was not much of a scholar in human nature but yet he proceeded to appraise this pretty and vivacious girl. He saw that she was elegantly but inexpensively dressed. She was wearing a printed cotton sari and a miniature blouse that betrayed its function of concealment. Her dress and easy manners enabled Jagdev to form an opinion of her—that she was one of those forward but poor girls he had heard about who frequent swanky hotels.

The waiter served the drinks.

"You live in Bangalore, do you?" she asked.

"Oh no," Jagdev replied. "I flew in from Bombay only yesterday."

Jagdev had bluffed on the spur of the moment. He knew enough psychology to understand that girls liked their boy-friends to be rolling in wealth.

"On business?"

"No, not exactly. I seldom do much work. You see I own a couple of cotton mills in Coimbatore and my assistants are quite capable of looking after them."

"Then you must be leading a very idle life"

"I guess so," smiled Jagdev.

"Don't you find it boring?"

"Not at all. Actually I'm very busy spending my time in Bombay, Calcutta and Bangalore. I avoid Madras,—prohibition!"

He winked at her and smiled archly.

"Living in this hotel?"

"Yes. I just drove in after visiting some friends. You see there," he pointed to a twin-coloured Buick standing in the park, "that's my car."

"But I thought you said you flew in from Bombay?"

"Yes That's right. I keep a car here, you see. Also one in Bombay and another in Coimbatore."

Jagdev sipped his beer.

"Your ankle feeling better?"

"Yes, slightly."

"Can't you have lunch with me?"

"No, thank you. I guess I better be going."

"When do we meet again?"

"Sometime!"

"How about dinner tomorrow night? Your ankle must be all-right by then."

I hope so but you must excuse me."

"I'm flying to Coimbatore the day after, you see, and I'd like to meet you before that."

She smiled but said nothing. She took up her glass of lime-juice and finished the drink.

"I think I better be going."

"Can I drop you anywhere?"

"No, don't worry."

"But your foot?"

"That'll be all right."

"Anyway, I'll come with you to the portico"

As soon as he saw her, the Commissionaire hailed to somebody in the car park. To his surprise Jagdev saw a liveried chauffeur drive the Buick he had pointed out as his car, to the portico.

"Thank you, Jaggi, said Miss Shetty. "You have been very kind."

She extended her hand. Speechless, Jagdev took it. His hand was limp.

She got into the limousine and it drove off.

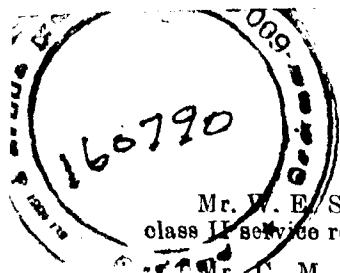
"I say!", Jagdev addressed the Commissionaire, "who is this girl?"

"Miss Shetty," he replied,

"But who is Miss Shetty?"

"Haven't you heard of Mr. Shetty? He owns nearly all the cotton mills in Coimbatore. His daughter."

*The greatest manifestation of power is to be calm.—VIVEKANANDA*



## Personalia

Mr. W. E. Shrieves, Officiating Assistant Traffic Manager (Power) in class II service reverted to class III service from 1-10-50.

Mr. C. M. Joseph, Temporary Assistant District Signal Engineer returned to duty from leave on 11-9-50.

Mr. A. W. Strang, Officiating Deputy Chief Engineer, proceeded on leave preparatory to retirement for 1 year, 11 months and 1 day from 1-10-50.

Mr. B. P. Shenoy, Assistant District Engineer (on probation) returned to duty from leave on 18-9-50.

Mr. K. R. Sampath Iyengar, Officiating AEN, Baliapatam Bridge Work, has been posted as AEN/QLN-EKM Railway Survey with effect from 6-10-50.

Dr. C. G. Menezes, Officiating Assistant District Medical Officer in class II service, has been promoted to Officiate as District Medical Officer (Senior scale) from 7-9-50.

Dr. C. S. Sundaram, Assistant Surgeon in class III service has been promoted to Officiate as Assistant District Medical Officer in class II service from 30-9-50.

Mr. M. A. Uthappa, Officiating Statistical Officer (SS) returned to duty on 9-10-50.

Mr. N. Seshachalam, Officiating Statistical Officer, reverted as Assistant Deputy General Manager from 8-10-50.

Mr. R. D. Stephenson, Assistant District Signal Engineer, has been promoted to Officiate as District Signal Engineer from 1-9-50.

Mr. V. K. Mani, ATM (Class II Service) granted leave for 21 days from 9-10-50.

Mr. S. S. Viswanathan, Assistant District Operating Supdt., in class II service has been granted leave on full pay for 42 days from 30-9-50. Mr. E. A. M. Cotter, Station Supdt., Egmore has been promoted to Officiate.

Mr. D. P. Mathur, FA & CAO returned to duty from leave from 26-10-50.

Mr. G. W. O. More, Officiating F. A. & C. A. O. is reverted as Deputy Chief Accounts Officer from 26-10-50.

Mr. S. Natarajan, Officiating Accounts Officer, is reverted as Senior Accountant Establishment Section from 26-10-50.

Mr. T. Venkatasubramania Ayyar, District Engineer, returned to duty from leave on 12-10-50 and assumed charge as Executive Engineer, Bridges (SS) from the same date.

Mr. Rajan, Surveyor, has been appointed as Chief Engineer, T. S. G. O. scheme from 7-10-50.

Mr. S. V. K. Rao, Chief Engineer, T. S. G. O. scheme has been granted leave on average pay for 30 days from 7-10-50.

Mr. J. De-Monte, Stores Supervisor, in class III service has been promoted to Officiate as Assistant Controller of stores in class II service from 7-10-50.

# PARAMITE

## FLAME-RESISTING CABLES



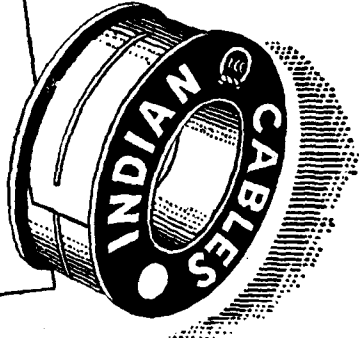


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| Subscribed Capital | ... | ... | ... | Rs. 4 Crores |
| Paid-up Capital    | ... | ... | ... | Rs. 2 Crores |
| Reserve Fund       | ... | ... | ... | Rs. 52½ Lacs |

*Board of Directors:*

**Mr. G. D. BIRLA, (Chairman)**

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| <b>MR. ANANTA CHURN LAW</b>                        | <b>MR. MAHADEO L. DAHANUKAR</b>                   |
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| <b>MR. P. D. HIMATSINGKA</b>                       | <b>MR. MOTILAL TAPURIAH</b>                       |
| <b>MR. RAMESHWARLAL NOPANY</b>                     | <b>MR. NAVINCHANDRA MAFATLAL</b>                  |

*General Manager:*

**B. T. THAKUR**

*Deputy General Manager:*

**S. T. SADASIVAN**

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