

Southern Railways

Magazine

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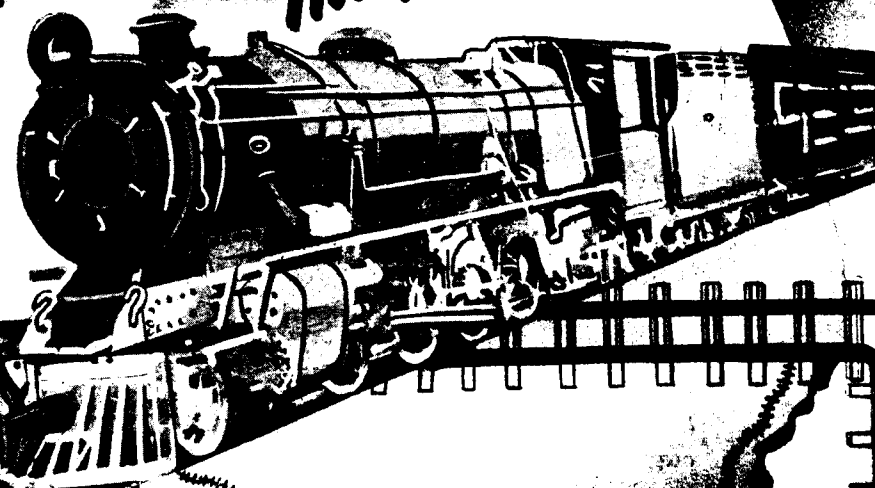
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SOUTHERN RAILWAYS

Magazine



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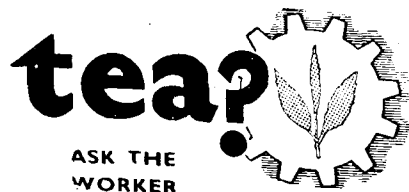


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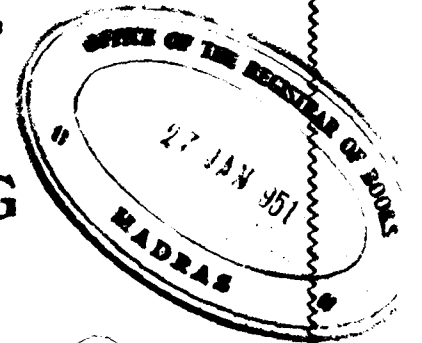
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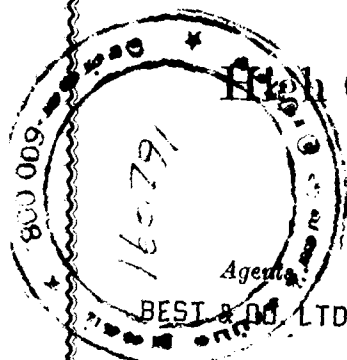
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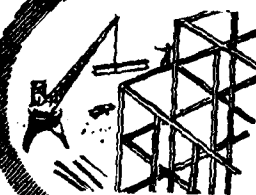
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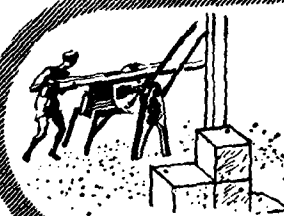
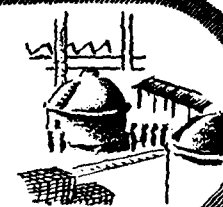


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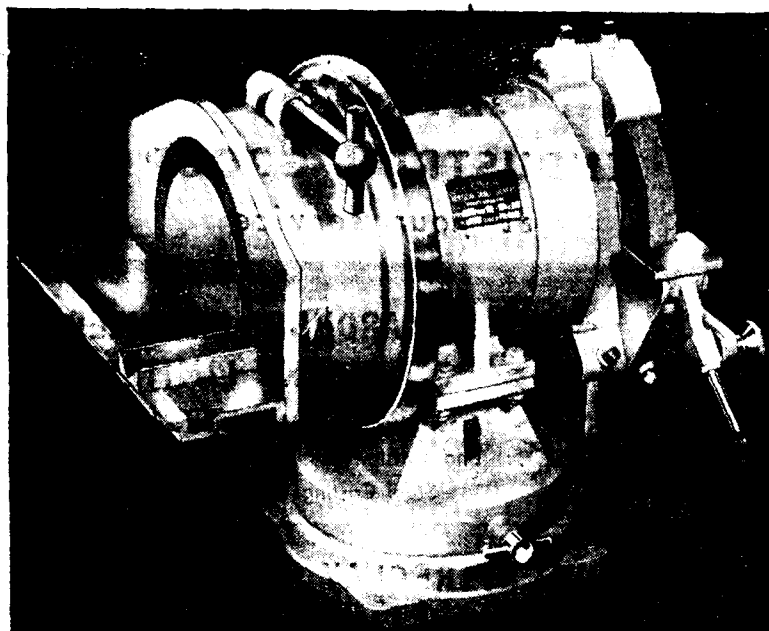
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Southern Railways Magazine

VOL. II
NO. 7

JANUARY 1951

ISSUED
MONTHLY

Railway Regrouping a Certainty?

THE Central Advisory Council for Railways having accepted the Railway Ministry's proposals for regrouping of the Indian Railways, and the Hon'ble. Minister having announced that the question of this Regrouping would be placed before Parliament during the Budget Session in February, it would seem that regrouping of Railways is now inevitable.

That some form of regrouping of the Railway systems in India—especially with the merging of the former independent State Railways, of various lengths and gauges, with contiguous Indian Government Railways—is necessary, must be conceded. The object of regrouping into zones and lengths of a more compact size, is obviously to provide better administrative control, more efficient operation, better workshop repair facilities, and a resultant all-round economy in working expenses.

The proposals at present are to group Railways into six zones—Northern, Southern, Eastern, Western, Central and North-Eastern, each zone having a mileage of approximately 5,500 miles. The first step in this direction, to be initiated shortly, is with the southern group.

The project however bristles with a multitude of intricate problems—the selection of new administrative headquarters, with new buildings to go up to accommodate the staff, workshop and stores facilities, development of transshipment yards at break-of-gauge points, where one group may have to operate two or more gauges, and perhaps the most intricate problem of all, because the human element is involved—the large-scale transfers of personnel from one headquarters to another, or one Railway to another. These transfers create another problem, that of finding housing accommodation for the large numbers of staff attached to administrative headquarters. Staff working at the existing headquarters are likely to be moved abruptly from homes which they have secured with difficulty, and have built up after years of careful living. They would naturally be extremely reluctant to be faced with the problem of finding new homes again.

Few problems, no matter how difficult, are insoluble, but if tackled with haste or without masterly long-term planning, may create in their wake a host of other problems, which would take perhaps more than a decade to sort out.

(Continued on next page bottom)

Notes and Comments

Madras District worst on S. I. Railway

WE have been receiving a lot of complaints from several Railway employees working in the Madras District of S. I. Railway against the District Operating Superintendent who is notorious for according severe punishments and transfer of personnel without reason or rhyme. It is not possible for us to publish details of those complaints. Apart from the merits and demerits of such complaints, we would certainly say that such punishments to the staff would mean curbing the enthusiasm and zeal they possess for work which in turn result in all round inefficiency. The punishments to the staff should only be corrective but not vindictive. Recently when we had the opportunity to tour on the line, we heard almost all the Staff working under DOS, Madras, complaining against him somehow or other. Their main grievances mainly hinge upon leave and transfer. It seems that the learned DOS refuses leave to the staff when they are urgently in need of and later on if the employee prefers an appeal to an higher authority and exposes the Officer he grants them double the number of days leave previously applied for. Further in respect of transfers, it is said that the DOS ascertains willingness of the staff for a transfer but ultimately he never complies with although this practice has never been followed in the history of South Indian

Railway. The Staff feel that why this Officer should pretend as if things are done with the will of the employees. Moreover transfer of personnel should be effected only after closure of Schools and Colleges for summer vacation, otherwise it would mean spoiling the educational career of employees' children. It is stated that this DOS acts upon his own likes and dislikes to the utter disregard of GM's standing orders in respect of staff changes. It is high time that the General Manager who happens to be the head of the Administration looks into the matter.

* * * * *

Right for Employees' Association

Recently we had an occasion to discuss with the General Secretary and Vice-president of the South Indian Railway Employees' Association with regard to safeguarding the interests of individual Railway employee in the event of he being unnecessarily harassed by any Officer of the Railway in respect of his leave, transfer or promotion. To this we were informed by the General Secretary that the S. I. Railway Administration have been refusing to entertain any representation from the Association under the false pretext of "Individual" cases. It amuses to note that the Railway Administration do not probably know that individuals constitute an Association! If an Association is recognized by the Railway Administration

it has full rights to take up cases be individual or collective. Any refusal would mean negation of justice and fair play. Viewed in this perspective an Association or Union is a liaison between the Administration and its Employees which alone can create harmonious relationship and foster *esprit de corps* among the Railway personnel which is so essential in the present-day labour set-up. Sooner the Administration realise this, the better will be for all concerned.

* * * * *

Catering Branch

When the Railways boast of spending several lakhs of rupees on passenger amenities, our South Indian Railway Administration have not cared to provide minor amenity that is making available Coffee or tea to passenger travelling from Trichy between 2 P. M. and 3 P. M. If the S. I. Railway cannot afford to provide this small amenity, it would be still good if they do not have train strivies at all between 2 P. M. and 3 P. M.!! Let the Servers of Railway-managed Refreshment Rooms enjoy that privilege till they open their stalls for catering. Will the Chief Traffic Manager of our S. I. Railway, who is supposed to be the boss of Catering Branch, look into this matter?

* * * * *

Seat Reservation on S. I. Railway

The South Indian Railway authorities have made new arrangements for reservation and issue of tickets for the convenience of Long Distance Passengers travelling 200 miles and over. A number of compartments in each principal train leaving Egmore will be set apart for them, and reservations made in the serial order. The staff have been instructed to issue reservation tickets in the same compartment, if groups of passengers, such as

families and parties, wish to travel together. To distinguish the reserved compartment, posters with the words "0-4-0 per seat" will be pasted on the sides of the compartments and the location of the reserved carriages in the various trains will be announced through loud speakers, Passenger Guides, Platform Foreman, and Ticket Collectors also will direct the passengers to the compartments concerned.

The staff at Egmore Station have been instructed to suspend the issue of reservation tickets 15 minutes before the departure of the main trains and the Ticket Collectors in charge of reservation on the platform have been authorised to issue reservation tickets to the extent accommodation is available in the reserved compartments.

We believe the new arrangements will meet with the satisfaction of travelling public.

* * * * *

Advice to Mysore Railwaymen

"It is good that workers should stand together. But it is not the correct way of the working of this camaraderie if you think it means that you should protect your brother-workers if they are corrupt, and bring disrepute to the whole fraternity of Railwaymen. The corrupt five per cent of Railwaymen are bringing all Railwaymen into disrepute" said Mr. K. Santhanam, Minister of State for Transport addressing the Mysore Railwaymen's Association at Bangalore early this month.

In an address presented to Mr. Santhanam the Mysore Employees' Association urged that the promise given by the Railway Ministry in April 1950 that the scales of pay of Mysore Railway workers would be equated with the Central Pay Commission's

Whatever the final set-up is to be with this vast problem of re-grouping of Railways, it is hoped that the Railway Ministry will tackle it in long and wise transitions so as to cause the least disruption, especially with personnel. India cannot afford to have its gigantic life-line of rail communications bottle-necked or disrupted, especially in these critical days, and in the uncertain future which lies ahead.

scale had not yet been implemented and that action be taken early.

Reinstatement of Dismissed Workers

The address also urged that five workers whose services had been dispensed with for subversive activities be reinstated. To this the Hon'ble. Minister replied that as the workers had been dismissed by the Mysore Government two or three years ago, the Union Government, under whose control the Railways now, were, could not reinstate those men. If the Association persuaded the Mysore Government to recommend the reinstatement of the dismissed persons then the Union Government could take action.

With regard to the equation of the scales of pay of Mysore Railway employees with the scales recommended by the Central Pay Commission, Mr. Santhanam advised the workers not to be impatient. A Commission had been appointed to go into the matter of the equation of scales of pay of workers in the State Railways. The Commission had almost completed its work in the Rajasthan and would go over to Mysore later.

But Mysore Railway workers would not, in any way lose by any delay in that Commission's arrival in Mysore as the scales as revised by the Commission would be given retrospective effect from April 1, 1950. No one in service in the Mysore Railways would be adversely affected as a result of that Commission's work. The Commission would certainly hear the views of the Railwaymen's Association when it came over to Mysore.

* * * * *

Accidents on Railways

Out of 200 W. P. Express Passenger Locomotives imported

from Canada and 116 from the United States, four had been involved in serious accidents so far. The cost of repairing the damage to them was estimated at about Rs. 80,000. The total value of these four damaged engines when new was about Rs. 19.5 lakhs.

The total assets taken over by the Indian Railway Administration on account of the integration of Railways of Rajasthan, amounted to Rs. 14,12,00,000, including Rs. 544 lakhs Jodhpur Railway, Rs. 664 lakhs Bikaner and Rs. 206 lakhs Jaipur (Rajasthan). Giving this information in parliament Mr. Gopalasami Iyengar told Mr. Jainarain Vyas that the question of the location of the headquarters of the Western Railway which on regrouping would include Railways in Rajasthan, was still under consideration.

* * * * *

Pay Anomalies of Railwaymen

The Joint Advisory Committee on Railways constituted in May 1949 held its final sitting in the second week of last month at New Delhi when the Railway Minister Mr. N. Gopalasami Iyengar announced the Government's acceptance of the committee's recommendations, which would give additional benefits to Railway employees to the extent of about Rs. 2 crores per annum.

The Committee was presided over by Mr. Jeejeebhoy and consisted of four representatives of Railway labour and four representatives of the Railway Board. It was charged with task of inquiring into anomalies arising out of the application of the recommendations of the Central Pay Commission to Railway employees. The Committee dealt with 3,665 representations from individual employees in addition to about 200 representations from Unions and Associations. The Government had accepted

many of its recommendations and others are stated to be under consideration.

Addressing the meeting the Railway Minister, Mr. N. Gopalaswami Iyengar, commended the method of negotiation and discussion as the best means of settling disputes between labour and management. He said that this was the democratic way, and strikes or drastic disciplinary action never paid dividends.

Congratulating the Committee on its "great work," the Railway Minister said that the result achieved had far exceeded expectations. Recalling the conditions under which the Committee was set up last year he said that it was a business body, and its achievement was due to the determination on the part of both sides Railway and the Labour to reach agreed decisions. They could be proud of their record. Mr. Jeejeebhoy, Chairman of the Committee said that the committee had achieved greater uniformity in the pay structure on the various railways, and he was confident that their recommendations would lay the foundation "for harmonious relations and future peace."

The committee, he said, had given long and careful consideration to the large number of diverse problems and on the question of running staff alone, it had spent about four weeks.

Sri S. Guruswami, General Secretary of the All-India Railwaymen's Federation paid a tribute to the work of the committee and said that the achievement of this committee "was unprecedented."

* * * * *

We specially invite the attention of the Chief Traffic Manager of S. I. Railway to these golden words of our Hon'ble. Minister of Transport and ensure personally that drastic disciplinary action is not resorted to as it

never pays dividends. We are constrained to write this because the Employees' Association, the premier organisation of the Employees have complained of the severe punishments resorted to by DOS, Madras and Podanur (see first comment appears in the beginning of this column) and have passed the following resolution in the Annual General Body meeting held at Madura. "This conference voices the general feelings of staff that punishments are of late severe, drastic and out of all proportion to the offence committed. In the interest of promoting efficiency it is requested that punishments of a corrective nature only should be employed." We also hope that the General Manager will give effect to the expressions made by the Hon'ble. Minister by posting Senior experienced Traffic Officers like Mr. Basheer Ahmed, Mr. Kerala Varma, Mr. Seshadri to the Districts instead of posting junior men like Mr. Sambamoorthy, Mr. Madava Menon and Mr. K. C. Chandy who are not trained to the new set up of our national Government.

* * * * *

Contracts for Railway Caterers

We wholeheartedly agree with the views of the Central Advisory Council for Railways which, in supersession of its earlier view, has now decided against contracts for refreshment rooms, vendor's stalls, restaurants, etc. being awarded on the basis of tenders. The Ministry of Railways would work out the best arrangements for awarding such contracts with a view to providing the best quality of service to the travelling public.

* * * * *

SIR Local Advisory Committee

The 107th meeting of the S. I. Railway Local Advisory

Committee was held at Egmore Station last month with Mr. K. R. Ramanujam, General Manager in the chair. Mr. T. A. Joseph, Chief Traffic Manager and Mr. J. W. Restrirk, Chief Engineer were also present.

The Chairman, at the outset, moved a resolution of condolence on the demise of Sardar Vallabhai Patel which was unanimously passed by the Committee, the members standing.

The Committee agreed to a proposal made by the Administration that, with a view to preventing overcrowding in Inter Class compartments on Nos. 13 and 14, Mangalore Expresses a distance restriction of 100 miles be imposed on the Shoranur-Mangalore section. The Committee also agreed to a proposal to discontinue publication of the "South Indian Railway Guide" and to the introduction of a new publication called "South Indian Railway Supplement to the Indian Railway Conference Association Coaching Tariff" containing the principal rules of general application to all Railways and other rules and exceptions in force on the S. I. Railway, which are of interest to the mercantile public in this area.

The Chairman agreed to the stoppage of Nos. 131 and 132 Shencottah-Virudhunagar Expresses at Viravanallur and Kil Kadaiyam Stations also with effect from April next. The Committee was informed that proposals were in hand for increasing the waiting room accommodation for Third Class passengers at Coimbatore Junction. The question of replacing part of the First Class accommodation on passenger and mixed trains on the Nilgiri Mountain Railway by Second Class was also under consideration. The Chairman informed the Committee that just at present it would not be

possible, for operating reasons, to introduce an express train service between Madras Egmore and Madurai Junction.

* * * * *

Suburban Railways

The post-war Railway development proposals, costing several crores of rupees, provide *inter alia*, for a common railway station for both the S. I. and M. S. M. Railways somewhere near the People's Park from where trains for different destinations will proceed.

The proposals also include the construction of a suburban line taking off from St. Thomas' Mount, and proceeding via Adyar, Mylapore, Triplicane, Chepauk, Fort St. George, and joining the Harbour Station along the Beach. On the West, the line would have to be extended from St. Thomas' Mount to Avadi. The M. & S. M. line from Gudur will be linked up at Avadi by the construction of a separate line. Thus there will be a network of Railway lines in the City.

There is also a proposal to double the line from Madras to Bitragunta and, if possible, electrify the line as early as possible to develop suburban traffic and to encourage citizens of Madras to take up their residence in suburban areas. The present broad gauge line between Madras and Jalarpet would also be electrified.

The electrification of the line from Tambaram to Chingleput, and Chingleput to Arkonam has been pending for several years. The necessary estimates and plans had been sent months ago to the consulting engineers in London, but nothing has been heard about them so far. The proposal includes the extension of electrification from Chingleput to the stations in South Arcot, taking advantage of the

South Indian Railway News Letter

BY G. MOORTHY

Engineers on Constructive Work

The year 1950 has gone and 1951 has commenced. While, one can look back with pride to the achievements in the field of constructive work such as renewals of tracts, painting of covered platforms at stations, electrification of stations, opening of train halts, addition of benches and other hundreds of small items which go under the head "Passenger Amenities" about which our National Government are very much interested and which go a long way to bring in a satisfied customer, the year 1951 promises to achieve many new things on the South Indian Railway. The Engineer whether he is a Structural Engineer, Mechanical Engineer or Locomotive Engineer or Electrical Engineer is hailed as a harbinger of progress and it is therefore to the Engineering Department of the South Indian Railway, credit if it is necessary, must be given for having undertaken to carry out a heavy programme of works in 1951-52. Headed by the able Chief Engineer, Mr. Restrirk and assisted by a brilliant team of Engineers some ripe with experience, some fresh from the College but endowed with enthusiasm for service, the year bristles with full of promise. It is noteworthy that the General Manager himself being an outstanding Engineer, the progress is expected to be rapid under his guidance. In fact the present term of the General Manager can be named as an era of constructive work on the South Indian Railway. Every one knows that even maintenance work was neglected in the Ex-company management of S. I. Rly. for the past fifteen years, not to speak of new construction. In the words of our Prime Minister Mr. Nehru:—

"This Government inherited an India backward both in industry

and agriculture. The war period had made this worse. The partition of the country with all its consequences added tremendously to our burdens. Inflationary forces set at work and prices shot up while production both agricultural and industrial remained at a low ebb. We must be aiming at greater production both agricultural and industrial. Let us remember also that every improvement in production industrial or agricultural, as well as every increase in the speed of transport helps to solve the problem. If the Railways could carry 10% more than they did to-day, that would result in quicker and easier movement of goods and would help in lowering prices" (Broadcast talk—June 29, 1949 from All India Radio).

Railways not only rose to the occasion but did more. New engines have been imported. These are heavy type of Engines with a hauling capacity of 1000 tons and unless the tracks and bridges are strengthened, their use will be limited. It is the Engineers who are now tackling this job of renewal of tracks. In 1951-52 one crore programme has been made of which 63 miles of track will be relaid using 6000 tons of rails of 90 lbs., 60 lbs. and 50 lbs. of RFF, BSS rail section. 75 miles of renewal of sleepers using 20,000 steel tough sleepers and 60,000 wooden sleepers have been programmed. The track renewals will be done on Tenkasi-Quilon, Mayavaram-Arantangi, Manamadurai-Mandapam Salem-Mettur Dam, Shoranur-Calicut, Chingleput-Arkonam, Madurai-Trichinopoly, Villupuram-Katpadi and Pollachi-Podanur sections.

Under the heading passenger amenities which includes provision of and improvement to latrines and sanitary arrangements, water supply to passengers, provision of waiting rooms, waiting halls,

(Continued on page 51)

"WAKING UP!"



With the advent of a New Year the Indian Railways will continue to serve the travelling public with renewed efforts.

festivals sheds provision of refreshment rooms and tea-stalls, raising, surfacing and covering of platforms, provision of new over-bridges and sub-ways, improved lighting of platforms, provision of bathing facilities at stations, improved station approaches and booking facilities, nearly 30 lakhs of rupees will be spent in the current year. The important stations that will be benefited will be Coimbatore, Olavakkot, Cuddalore N. T., Madura Jn. Chromepet, Tellicherry, Madras Egmore, Palani, Kumbakonam, Trichur, Shoranur, Alwaye, Pollachi, Salem Market, Tiruvarur, Salem and Tiruturaipundi.

Coimbatore the Cawnpore of South India will have the benefit of wider platforms, modern sanitation and rest house facilities. Palani which is one of the largest festival centres in South India which is attracting lakhs of people from all over the country was utterly neglected in the past. The present facilities at this station are very meagre and cause considerable inconvenience to the public. The booking office and festival waiting hall are situated on low ground whereas the platform is on a higher level. The approach to the platform is narrow, unsafe and passes over the track. There is no proper

shelter on the platform for passengers who are inconvenienced considerably, especially during inclement weather. This station will be benefited by a sub-way to platform with a covered way from end of sub-way to festival waiting hall and also a covering over the island platform 150 feet long.

Kumbakonam, the cultural pivot of South India and once called the Cambridge of the South India by the location of the Government College on the banks of the beautiful river Cauvery and which brings an annual earning of 20 lakhs to S. I. Railway on passenger traffic alone was utterly neglected in the past. Due to the timely intervention of our Hon'ble Minister of State for Transport and Railways a provision of covered platform is being undertaken. On the Malabar, Trichur, which is another cultural and economic centre of the Malayalees and home station of our Chief Traffic Manager, improvements to the station to the extent of half-a-lakh is programmed. It is impossible to detail within this short letter all the programmes outlined but it can be said to the credit of the planners of S. I. Railway that in spite of the need for stringent economy, passenger amenities have been given top priority. These amenities have been distributed fairly over the whole of S. I. Railway to the satisfaction of one and all. This is no easy matter as every one wants the amenities to his station or district. While the Engineers are responsible for the actual construction, requirements are assessed by the Traffic Department and the S. I. Railway is fortunate in having as its Traffic head a man of balanced views not losing the sense of proportion even at times of grave crisis and it is to him one must look to the future well-being of this Railway. I will be failing in my duty if I do not write about the programme outlined for Labour welfare.

Staff quarters to the extent of 30 lakhs have been programmed and 275 quarters will be built in all at Podanur, Golden Rock, Tambaram, Madras Egmore, Mayavaram, Tanjore, Trichy, Palani, Madura, Shoranur, Calicut and Cannanore.

Villupuram will have the fortune of a new up-to-date hospital at a cost of 69 lakhs of which a great beginning will be made this year. Apart from this, numerous other small items such as building of rest houses to give effect to the Adjudication award and other amenities to staff are being programmed and will be executed. This is an extension of the policy of showing deep consideration to the Railwaymen as expressed in the broadcast talk of our Transport Minister Sri N. G. Iyengar "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 ports, markets and consuming areas, deserve well of the country."

I have not given the programme in the field of signalling, communication and mechanical sides which I shall reserve later. But all these show the manifestations of new spirit that is surging past in South India. It is after all this constructive work that is going to change the face of India and bring us credit in the eyes of progressive people and only the Engineers can do this. Let each one of us, be he a humble worker or a great Engineer, co-operate in the mighty effort of reconstruction so that in the words of our Prime Minister "anti-social elements who under the guise of attractive slogans carry on a foul conspiracy, based on fraud, deceit and violence to produce chaos in India" may not raise their head. Long live

our Engineers and let India produce more of them.

Prize Scheme for PWI's and Gangmen

With a view to achieving and maintaining a high standard of track, maintenance by providing an incentive to the Permanent

Way Inspector and their gangs to take greater interest in this work, it is said that the Railway Board have decided that a system of awards be introduced for the best maintained gang length in each Assistant Engineer's charge. Prizes will be given annually to the gang in each division as follows :—

(1) Running	50 marks
(2) Alignment of curves	10 "
(3) Condition of Ballast section and driving	10 "
(4) General neatness of formation and Track	10 "
(5) Up-keep of fastenings	10 "
(6) Maintenance of points and crossings	10 "

The gang which obtains the highest aggregate marks in each sub-division will be declared to be the winning gang. Suitable boards will be erected on each prize winning length to enable the fact to be announced to the travelling public. These boards will be exhibited for the twelve months following the award.

Recruitment of Refugees for S. I. Railway

Last month I wrote about the recruitment of refugees to South Indian Railway. I am able to secure the following snaps taken at the refugee camps of which our Officers and Staff took part.



Mr. Swaran Singh, A. P. O. (Adjudication) and Dr. C. S. Sundaram, D. M. O., Golden Rock, addressing the refugees at Salbony Camp.



Mr. Majumdar, Employment Exchange Officer, Howrah, Dr. C. S. Sundaram, Mr. S. K. Chatterjee, Regional Public Relations Officer, West Bengal, Mr. Swaran Singh, Mr. T. P. Mitra, Mr. R. Govindarajan, Personal Clerk to A. P. O. (A) and Mr. R. Venugopalan, Translator G. M.'s Office (Standing).



A Scene at the Peardobe Camp

Some New Lights on Regrouping of Southern Railways

In view of the statement of Hon'ble. Minister of State Transport and Railways in parliament,

it is reliably understood that so far as South Indian Railway is concerned, the regrouping will be done only after October 1951. At present it is stated that M. S. M. Railway will take over

Mysore State Railway from April to October. Even after regrouping there will be a Deputy Traffic Manager, Deputy Chief Engineer and Deputy Mechanical Engineer on the South Indian Railway with full financial powers and the District system will be in force. As the rules and working conditions are different on the S. I. Railway and M. S. M. Railway separate rules will have to be issued to each Railway for some time to come. It is reliably understood that line staff will not be affected at all by regrouping and only a small negligible number of head office staff will be affected.

Weakest link—Public Relations

Even though we are living in an age of democracy we may call it as the age of Democracy under revision. The citizen is the master of Executive and he cannot play his part well unless he is in the know of facts. To-day he has become critical of democracy because he is ignorant. Public utility service like the Railways suffers because it is the only business concern which does not advertise. It is only with a view to fill in the lag, our National Government introduced the Public Relations organisations on the various railways in spite of adverse criticisms and huge amount involved in them. Some how it is felt that as far as South Indian Railway is concerned, Public Relations are the weakest link in the chain because its real significance has not been understood. In the words of an authority on the subject, "its business is to project the work done by the department on to the mind of the public."

Its object is not "to apologise for the inefficiency but to state objectively what is done." After starting with big illuminated diagrams, and other stalls, one now finds all these are standing monuments of waste of public money. It has not achieved its purpose of letting people see things in the right perspective.

It is felt by all right thinking people interested in the welfare of our Railways that this weakest link will be patched up on the S. I. Railway as an efficient administrative system should have the means of finding out quickly where the shoe pinches in the particular section of public it serves. The feeling is growing that the "SOUTHERN RAILWAYS MAGAZINE" is increasingly filling up the void."

Working of Power Control on S. I. Railway

Some interesting information with regard to the working of Power Control on S. I. Railway is now available. Power Control inaugurated at Madura in July 1948 has established the fact that this has been a substantial contribution to the administration in that:—

(1) So far as Mechanical department is concerned, it was possible to lay off engines for attention systematically in Loco sheds for efficient performance of engines while working trains without overloading the sheds beyond their capacity.

(2) To meet in full the traffic requirements solving all difficulties experienced in the past to handle very heavy goods traffic particularly where this was erratic and fluctuating by moving power from one depot to another.

(3) Obtaining a true picture of Engine condition and reducing the number of Engines under repairs to the minimum. As far as the traffic department is concerned, it has enabled power being provided through one source rather than allowing the Control Office especially the Section Controllers who were overburdened, to contact various depots for power and thereby effecting early turn round of wagons so as to move commodities as expeditiously as possible. It is expected that the Power Control will be extended to all districts.

Nizam's State Railway News Letter

BY OUR CORRESPONDENT

THERE have been a series of meetings of the Road Transport Department staff of the N. S. Railway under the auspices of the N. S. R. Employees' Union, a pioneer labour organisation in the State with more than 20 years standing as a recognised Trade Union of the Railway Employees. The two main grievances of the R. T. D. employees are service conditions and the question of separation of their department from the Railway and placing it under the State Government.

While a long list of minor and major grievances can be prepared under the head of the service conditions, the main problems are the continued assaults on the Drivers and Conductors of the R. T. D. Buses.

The complaint dates back to the period immediately after Police Action and it is said that the offenders were mainly Police Officials that were imported from outside the State of Hyderabad. There were several cases of assaults by officials ranging from the rank of a Constable to that of Officers. The reason for such assaults at that time was stated to be that the Conductors and Drivers of this Government Road Transport department did not pay the due regard to them and give them free lifts just as the staff of private Transport services in Madras and other Provinces to which the Officials were accustomed. Added to this, the assaults and shootings of the Communist hostiles on the buses sometimes resulted in injuries and deaths to the R. T. D. Staff. At that time the Union represented the matter to the Military Governor, Major General J. N. Choudhry and protested in very strong terms. The Military Governor made arrangements to stop such assaults and restored confidence. But

during the recent few months there has been a recrudescence of the attacks.

In Kazipet alone, there it is reported, were at least six cases including assaults by college students and in other districts even members of the Public—notably "Prominent Congressmen"—indulged in such assaults. The latest case of the kind occurred on 1st December when a Conductor was assaulted by a member of the Police and later the police arrested the offender. The Staff went on a spontaneous strike. In another case a conductor was shot dead in Mahabubnagar District by hostiles. There is growing concern among the R. T. D. men about these assaults and they are now demanding adequate protection against such acts of lawlessness.

* * * * *

Another major grievance of the R. T. D. Staff is the non-implementation of the Central Pay Commission's scales of pay for the Drivers and Conductors. Although the entire mass of railway workers on the N. S. R. are entitled to the Commission pay scales, the workers of the R. T. D.—a sister department in the railway—have been denied the privilege.

The proposed separation of the R. T. D. from the N. S. Railway seems to weigh much with the employees. They appear to be determined to resist the attempt at separation not with the impossible situation facing them in view of the passage of the Road Transport Bill in the Parliament. This Bill, as is generally known, lays down that the Road Transport should form a State subject and be managed by a corporation. The proposed separation would result in the loss of several privileges for the R. T. D. men which they are now enjoying on a part with rail-

waymen. Under the category of the special privileges can be included free passes, grainshop facilities, liberal leave rules, provident fund etc. They fear that these privileges may be lost and their pay and service conditions may even be brought to the level of private transport services if the State Government takes over the department. At present the R. T. D. is already being managed by the Railway on and from 1-4-50, the date on which the State Railway was integrated with the Indian Government Railways on an agency basis. This virtually meant that the department was already conceded as a State subject but a temporary arrangement was invented in the shape of "management by agency basis" till the Transport Bill was passed. Now that the Bill has been passed the way is clear for the Hyderabad Government to take it over and deal with as is convenient to the State's finances.

The determination of the State Government can also be judged from their recent action in terminating licenses for private owners to fly their services on Mushierabad route—an important route between Secunderabad and Hyderabad—and introducing the R. T. D. services with complete monopoly over the route. The State Government appears to be planning to extend the services on similar lines in the interior of the districts also and finance the construction of fresh roads. The Railway Employees are agitating over the inordinate delay in the implementation of the adjudicator's award on the N. S. Railway. It seems the Railway Board fixed a time table for the implementation of the award and though the period fixed in the time table has elapsed, not even a beginning has been made with this long process of implementation. Similarly the non-appliance of the

revised leave rules which are much more liberalised, is also a bitter complaint of the Railwaymen. They are determined even to launch a general strike to get these two demands implemented without any delay.

* * * * *

Construction of New III Class Coaches

With the attainment of Independence, the comforts of Class III passengers who constitute the bulwark of Railways' revenues, are being progressively increased by all the State Railways and N. S. Railway too is not lagging behind.

The N. S. Railway has completed construction of first two of the 13 new metre gauge bogie brake vans programmed for construction and those have been put on rail. These coaches are of a new design with Intermediate and Class III accommodation. The compartments of the coaches are fitted with transverse seats, and fans and are equipped with wash basins, mirrors and shelves in their lavatories.

* * * * *

The following representatives of the Traffic and Loco Running Staff of the N. S. Railway attended the Running Staff Conference which was held by the All India Railwaymen's Federation at Madras recently to discuss their numerous grievances:—

Traffic Representatives:

Messrs. Prakasarao-Guard, Joseph-Guard, R. Thompson-Guard, TTI Suryanarayana, TTI Pani, TTI Neogi and Syed Kassim—Brakesman:

Loco Representatives:

Driver Kanthiah, Driver Narasimha, Driver Fernandez, Shunter Sivonanjiah, Fireman Mallappa and Fireman Narasimha.

Our London Letter

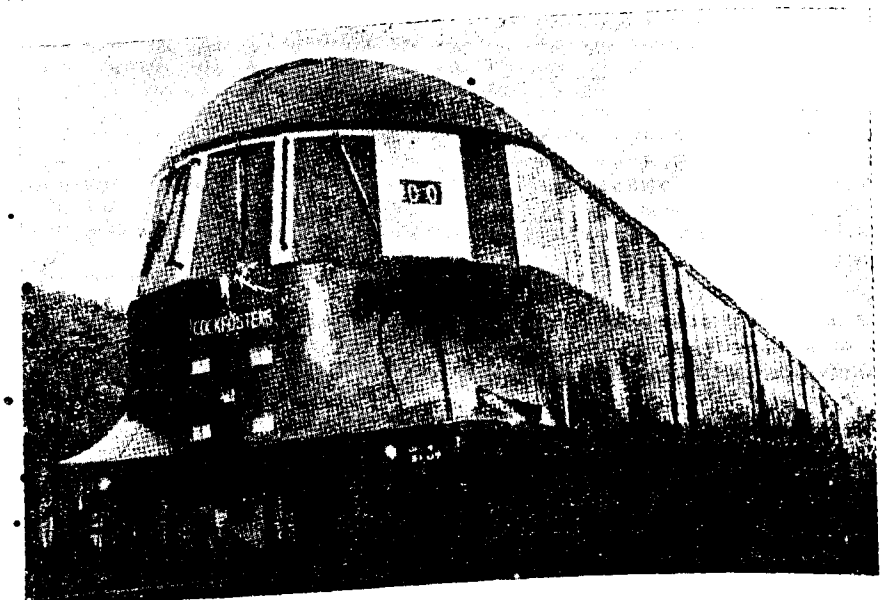
BY OUR CORRESPONDENT

THE annual report for 1949 of the Chief Inspecting Officer of Railways, Lt. Col. G. R. S. Wilson, shows that the year was outstanding for those Railways in that no passenger was killed in a train accident, a record which has not been achieved since 1908. In the previous year, accidents resulted in the deaths of 39 passengers and in 1947 deaths from accidents were 93. The causes are analysed as failure of the human element, 594; defective apparatus 199; and other causes such as running into snow, animals on the line and the misconduct of passengers and other persons 463. Failures of permanent way structures and rolling stock total 4062. These have declined steadily in the past few years and are now below the 1935-39 average of 4149 thus indicating the progress achieved in the recovery of wartime maintenance arrears.

that there appears to be no reason, apart from ill-fortune, why the good safety record of 1949 should not be maintained in spite of the many factors which are retarding progress in many directions. He mentioned that there are too many accidents which could be avoided by ordinary attention by railwaymen to their duty and emphasises that whatever is done by providing modern safeguards must necessarily depend much on the men themselves and on the supervision and training they receive. He concludes his report with:— "Good leadership and encouragement of the right outlook are essential, but in the Railway service where so many men have to work for long periods without supervision and often alone, the self-discipline of individuals which is perhaps its highest form is of supreme importance to the safety of the public and themselves."

The Chief Inspecting Officer concludes his report with a remark

The rolling stock of the London Underground system has



1936 streamlined tube stock of London Transport now being remodelled.

an average life of 30 years. Developments in design and equipment makes it out of date before that age is reached. For many years now the administration of that system has adopted a policy of re-constructing much of the rolling stock after about 15 years' service. This not only has the advantage of providing the older cars with modern electrical equipment, brakes, automatic doors, and other improvements but permits operation with the latest type of stock. With the outbreak of war in 1939 this work had to be abandoned. Good progress has now been made in catching up with arrears and the preliminary work on 77 cars scheduled for conversion under 1935-40 programme has been completed. Another task now in hand is the reconstruction to standard form of the 24 experimental cars, 18 of which were streamlined, which were purchased in 1936.

Several benevolent institutions associated with British Railways have opened and maintained furnished mansions for retired railwaymen and their wives. One such was "Missenden House" which was opened 3 years ago as a home for aged and retired railwaymen and their wives and widows. This led the Board of Management of the Southern Railway Servants' Orphanage and Home for Old People to purchase and re-condition as a second home "Wynberg", a mansion with nearly 2 acres of ground opposite the Southern Railway Orphanage at Working. It was bought in 1940 but was requisitioned during the war. Now renovated, it accommodates 25 persons according to the number of married couples. "Wynberg" is centrally heated throughout and each of the 19 bedrooms is equipped with hot and cold water. The accommodation is divided into single and double bedrooms and larger bedrooms will sleep three or four.

On the ground floor are a common sitting room, and separate lounges for men and women and a writing room. The house with the re-conditioning and furnishings has cost about £ 12,500 which the board hopes to cover by donations over and above normal income.

The 'Oyster loving Carpenter' and 'The Walrus' who ate more than his share are the creation of Lewis Carroll's in his work "Alice in Wonderland" and "through the Looking glass." At the time of their conception, there was no idea that in many years to come, British Railways would carry them as guests of honour. On October 27th the Eastern Region of British Railways ran a special train from Liverpool Street to the Oyster feast at Colchester and they felt the opportunity too good to miss. A special headboard was prepared illustrating in colour the Walrus and the Carpenter enjoying a feast of oysters for which Colchester is famous. Flanking the platform barriers two life-sized cut out figures of the Walrus and the Carpenter, again in colour, invited passengers to go forward to the engine for a glimpse of the scene symbolic of the occasion.



Engine headboard of the 11.54 a. m. Express from London to Colchester on October 27.

Two diesel driven vehicles of a special design have recently been delivered to the Eastern Region of British Railways by the Drewry Car Co., Ltd., for inspection and maintenance work on the overhead line equipment of the

Liverpool Street-Shenfield and the Manchester-Sheffield electrification schemes. The vehicles will be principally used when the 1500 v. traction supply is off. To permit thorough inspection of the overhead line equipment, the vehicles can

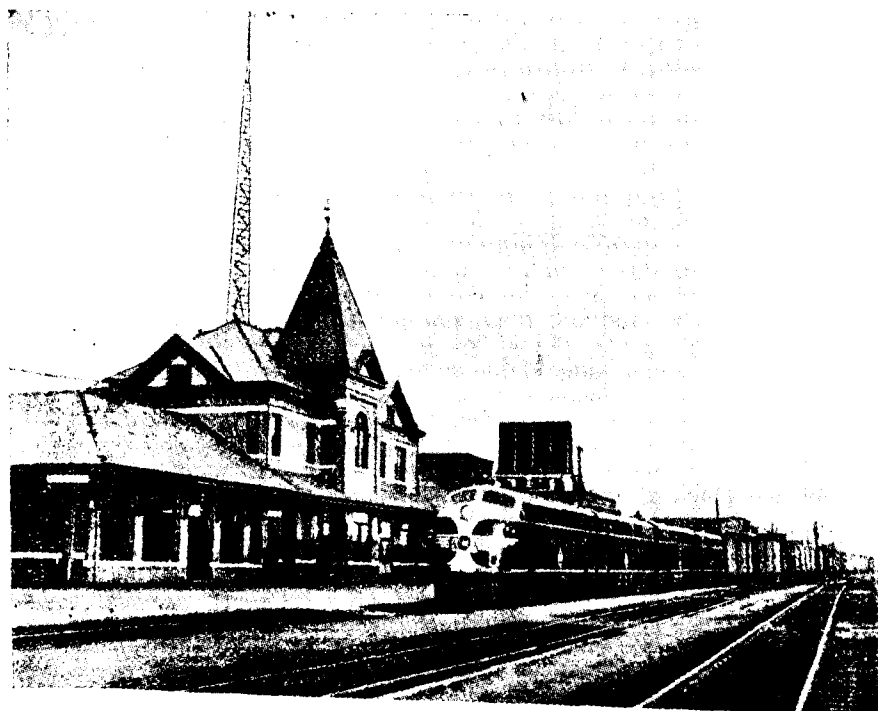


Diesel inspection Car by Drewry Car Co., Ltd., for inspecting overhead line equipment on electrified sections of British Railways.

travel at the low speed of 1½ m. p. h. Windows are set at 45° with windscreen wipers so that inspection can also be carried out from the interior of the vehicle while universally mounted searchlights allow of light being directed on any part of the overhead equipment. Flood lights are carried and can be secured to any convenient point. Light extending ladders are fastened to the vehicle exterior and are available for reaching any point outside the range of the car. A hydraulically operated tower is housed in a well in the vehicle body and can be raised to any height convenient for working on or examining the overhead line equipment. The raising and lowering of the tower is controlled by push button switches from its platform and the vehicles can run while the tower is being raised or lowered as necessitated by the height from rail

level of the conductor. Spot lights can be plugged into sockets on the tower platform and fixed on the platform handrails which fold down on to the platform when not in use.

One of the most extensive and comprehensive systems of Railway radio telephone communications in the world has recently been inaugurated on the Erie Railroad of the U. S. A. It covers 884 route miles or 85% of the Erie main line between New York and Chicago and enables conversations to be carried on between (1) engine crews and guards (2) engine crews and other crews within range (3) moving trains and wayside stations (4) neighbouring stations. Over 50 stations, 199 Diesel locomotives and 42 cabooses (guards' vans) are equipped for transmission and receipt of radio telephone messages. The stations are situated

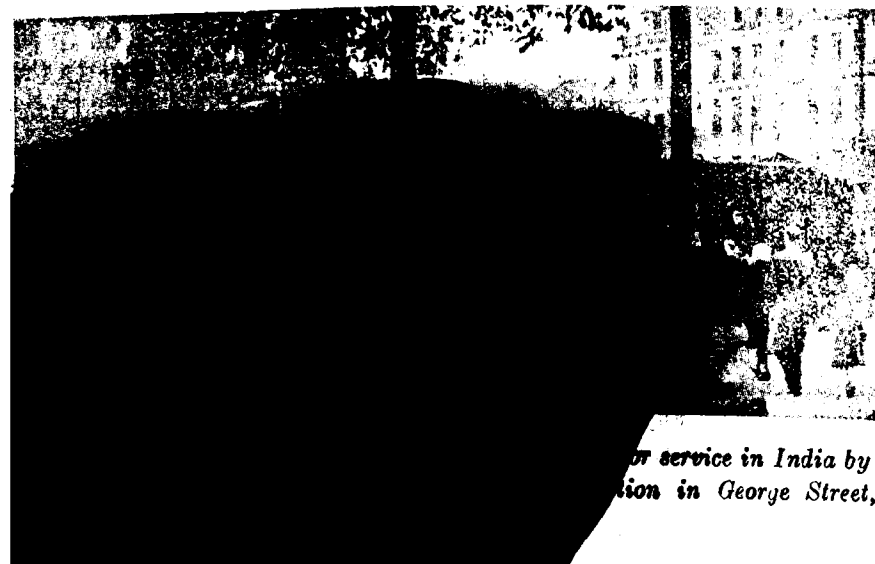


Freight train in radio communication with station while passing through on the Erie Railroad of the U. S. A.

ed from 6 to 30 miles apart: every train is always within range of a station either in front or behind it. Each station site was selected by exploring the area with a radio equipped lorry having a 63 ft. antenna mast establishing contact with approaching trains which reported as each mile post was passed until they were out of range. Sites were then fixed by plotting the strength of these signals. The new system has proved invaluable when normal communications by wire have become disrupted and when guards have had to stop trains due to defects and other emergencies.

After nearly 70 years all London trams have been withdrawn from Battersea and Central Wandsworth as the first stage in the conversion of the South London system to bus working. The South London Tramway Company, which originally promoted the lines now abandoned, was one of the worst sufferers from the black-mailing attitude common among local authorities in the nineteenth century and was handicapped throughout its life by the excessive demands made on it in the interests of the local ratepayers. The

company's first route was opened on January 1, 1881, along Battersea Park Road. The whole undertaking was transferred to the London County Council at midnight on November 21, 1902. Services were then working from East Hill and North Street to Westminster and the Borough and from Chelsea Bridge to both Clapham Junction and Lavender Hill. Electrification of the horse-lines took several years and was not completed until December 1909, but while it was proceeding, the opportunity was taken to link up with the rest of the L.C.C. System; in fact, the first electrified portion from Creek Road, Battersea, to Wandsworth was extended on the day of opening (August 5, 1906) over new tracks to tooting. The lines in Lambeth Palace Road were joined to those on the Embankment and a through service started on February 4, 1907. Legal difficulties and the war of 1914-1918 deferred the link between East Hill and High Street, Wandsworth, until August 4, 1921. Traffic flows built up over many years were disrupted on September 12, 1937, by partial conversion to trolley-bus working and the war of 1939-1945 came before the scheme, then favoured by the London



Tram service in India by London in George Street,

Passenger Transport board could be completed. The present change will remove much inconvenience and will result in Battersea Park Road and York Road, Battersea, having regular motor bus service after a lapse of 35 years.

Practical features of the conversion from the public view point will be kerbside loading of the buses and service on the surface (northbound via Norfolk Street and south via Arundel Street) in lieu of one of the three Kingsway Subway tram routes. Some 75 RT-type (A. E. C. Regent) buses have been allocated to Wansworth garage, from which 70 are scheduled in lieu of the 35 trams and 21 trolley-buses which were at work there. There are 54 RTL (Leyland) buses for Clapham and Camberwell; 35 are scheduled from the former Clapham tram depot and 18 from a site adjacent to Camberwell bus garage pending completion of the reconstruction of Clapham as a garage. The tram withdrawals from Clapham number 23, with 29 from Camberwell (to be known as Walworth bus garage) and six from Holloway (renamed Highgate). Of the trams 87 are to be scrapped at Penhall depot, Charlton, and six used elsewhere, the 21 trolley-buses will be transferred to other garages and the poles and wires in York Road and most of Falcon Road used for replacements in other parts of the system. There are 234 tram and 52 trolley-bus crews affected in this first change, most of them being transferred to the Diesel

buses, which are operated by 329 crews. Volunteer crews transferred the 87 doomed trams to Charlton.

Suspension of work on the Camberwell Green Extension of the Bakerloo Tube is a further blow to the rosy schemes of those planners who visualised great public works projects for the improvement of London. The extension from Elephant and Castle to Camberwell Green was first authorised to the London Underground Group in 1931, when it was estimated it would cost about £1,875,000. When the plan was revived in March 1949, as a post war project of the London Transport Executive, it was realised that it would cost more than £4,000,000 although only $1\frac{1}{2}$ miles in length. Its value lies not only in the relief it will give to the traffic problems of the nearer south eastern suburbs, but in the fact that it would provide at Camberwell Green a modern three-platform Tube terminal in lieu of the two-platform station at the Elephant, so that the Bakerloo service could be increased from 32 to 40 trains an hour as far as Baker Street. Stabling facilities at Stanmore to house the additional rolling stock needed were also provided. Preliminary work was begun early this year, but on September 29 the London Transport Executive announced its postponement, in view of the fact that the cost is now estimated to have risen to £6,250,000.

The spirit of liberty is not, as multitudes imagine, a jealousy of our own particular rights but a respect for the rights of others, and an unwillingness that anyone, whether high or low, should be wronged or trampled under foot.—William E. Channing.

The Theory of Railway Rates—III

BY MAJOR B. L. KAPUR

This is the third 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 fourth instalment follows next month.

I have dwelt at somewhat tedious length on the theory of joint cost as it underlies the very important practice of "Charging what the traffic will bear."

When commodities are produced under conditions of joint costs, the nature of the demand for them has a permanent effect on their values. No one commodity, of course, will be sold at a price less than the actual cost of producing it, and in Railway industry following the same thread of reasoning, no item of traffic will be carried at a charge less than the separate expense of moving it.

But, in addition to the small separate expense is the mass of joint expenses which must be got somehow or other, or else the business will have to be closed down. To this joint expense each commodity or service will contribute just in proportion to the demand for it, it will contribute more and sell proportionately high if the demand is inelastic or, in other words, if the quantity demanded does not fall or rise in response to high or low prices. It will contribute less and sell proportionately low if "a high price tends to choke off the demand" or, in other words, if the demand is elastic.

A major portion of the expenditure is incurred as a whole and is joint and serves equally for every service rendered by a Railway. The services on the other hand are of heterogeneous nature and have different demands from different quarters with varying degrees of intensity. It, therefore, naturally follows that under such conditions of business different prices of services rendered by a Railway contribute in different

proportions towards the fixed charges or, speaking in Railway phraseology, different kinds of traffic will contribute their different quota towards the fixed charges in varying degrees and proportions. Traffic which will still move if taxed high will contribute largely towards fixed charges, and the traffic for which the demand is sensitive price or, in simple words, the traffic which will not move at all if high rates are charged for it and which can be only got at low rates, will contribute comparatively less.

Sir W. Acworth very lucidly described the meaning of the phrase 'charging what traffic can bear.' "Within the superior limit of what any particular traffic can afford to pay, and the inferior limit of what the Railway can afford to carry it for, Railway charges for different categories of traffic are fixed, not according to an estimated cost of service, but roughly on the principle of equality of sacrifice by the payer."

It is the system under which high class traffic contributes more on account of its abundance, while bulky articles of small value, which will not move if high rates were quoted for them are let off lightly.

"The principle means this—the total Railway revenue is made up of rates which, in the case of traffic unable to bear a high rate, are so low as to cover hardly more than actual out-of-pocket expenses; which in the case of medium class traffic, cover both out-of-pocket expenses, and a proportionate part of the unapportioned cost; and which finally in the case of high class traffic, after covering that traffic's

out-of-pocket expenses, leaves a large and disproportionate surplus available as a contribution towards the unapportioned expenses of the low class traffic, which such traffic could not afford to bear."

System Helps Community

This is the 'fundamental explanation of the classification of rates. This is the system which is beneficial to the Railway in that the lowest class of traffic even, by whatever small amount its rates exceed the out-of-pocket expenses incurred in connexion therewith, contributes a little quota, however small, to the general costs of the concern; the system helps the community in that by this system the movement of low class traffic is made possible by the quotation of low rates; the system helps the high class traffic in that the low class traffic by contributing in howsoever small measure to the general expenses of the concern relieves the high class traffic of a little burden which otherwise the high class traffic will have to bear unaided.

Such method of charging results in the more or less maximum utilization of the Railway plant, and it goes a great way towards the full and harmonious development of the commerce and industry of a country by making possible the maximum circulation and exchange of goods between different places.

Professor Cohn and Sir W. Acworth both very lucidly explained that Railway charges (both freight and passenger) are fundamentally like taxes and that they are based not on the estimated cost of the service of transport, but on the capacity of the shoulders of different payers to bear their respective burden, or expressing the same thing in economic phraseology, Railway charges are levied not on the basis

of the cost of the service but of the value of the service. "The problem, therefore, is at bottom one of ethics, involving those considerations of public policy and of right and wrong which recur in the discussions of proportional or progressive taxation. The need of considering the means and purchasing power of the passengers and shippers (merchants) forces itself on every Railway manager whether he will or not, and it supplies a striking illustration of the indestructible link between ethics and economics." (Professor Taussig).

We have so far been able to explain that the practice of charging what traffic can bear is a practice, not of extortion, but of alleviation and remission and of 'equitable concession to the weaker members of the community' and that no system of apportionment of the Railway expenses amongst different categories of traffic can be more equitable and just than the one under which high class traffic e. g. silk, medicine, etc., contribute more towards the Railway expenditure on account of their inherent capacity to bear high charges, and the low class traffic, e. g. coal F. P. Cotton, etc., are let off lightly chiefly on account of their incapacity to move if higher rates for them were quoted. We have further showed that on the system of allocating charges strictly to the cost, the present full and harmonious commercial and industrial development of the world could not have taken place as a good many items of traffic so essential to further the trade and industry of a country would not have moved at all.

Next month we will make an attempt to get to grips with the economic aspect of the practice of differential charging.

(To be continued)

Indian State Railway Dinner 1950

Sir Edward Benthall, former Member for Transport describes in the following paragraphs on recent developments in India and Pakistan. This news item has appeared in the Railway Gazette, London which we reproduce here for the benefit of our Railwaymen.—Ed. S. R. M.

ON his recent annual visit to India he had found upper class travel reasonably comfortable except for the overcrowding, having on his last journey shared a six-berth compartment with ten fellow passengers, including two pairs, each sharing one of the racks head-to-foot. In the third class enormous numbers still travelled and in parts of India, the roofs, running boards, and buffers were still well patronised!

All things considered, however, the Indian and Pakistan Railways were not going too badly. The efficiency of the personnel had dropped, and he had seen that about 1,000,000 were now required to run the Indian railways, against 650,000 on the undivided system before the war. This drop in efficiency was, however, a world-wide phenomenon of many industries and the deterioration was the result of war and post-war conditions.

Operation had markedly improved since the difficult post-partition period, and was reaping the benefit of the 900-1,200 locomotives replaced during the war and 700 recently received.

Turning to accidents, Sir Edward Benthall said that during the last half-year, October to March, there had been 91, on the Indian State Railways, including four major passenger-train disasters since January 1, three at least due to sabotage, in which 200 people had been killed and 500 injured. The Minister of State in charge had stated that 15 per cent of the 91 had been due to sabotage and

(Continued on next page bottom)

the balance to failure of equipment or of the human element, indicating that the sense of duty of the staff had deteriorated. The former Administration had been greatly harassed in the Assembly when accidents occurred, even when sabotage was the cause. He added that the Minister had quoted figures to show that in 1948 the percentage of accidents per million passengers, had been better than in the U. S. A., which recalled a similar answer once given by himself!

The speaker said that the movement of coal, which was always an indication of how railways were moving the traffic, had improved. In the second half of 1949, allotments of coal wagons had reached a daily figure of 3,211, which was better than that achieved in war time when, however, the railways had to move vast traffic. Coal stocks in the coalfields in the six months had been reduced from 2,650,000 to 900,000 tons. Allotments had since fallen to a daily average of some 2,700, but with the reduction of sugarcane and other seasonable traffic it was hoped that these figures would rise again.

The Pakistan Railways

With regard to Pakistan, the East Pakistan Railways had shown a profit, whereas he believed the former Eastern Bengal Railway had seldom done so. On the old North Western Railway, profitable working had also resulted, inclusive of the old strategic lines. In fact, the Pakistan Railways had contributed Rs. 3 crores to the general Budget in 1949-50, and

Publicity and Public Relations

BY ASHWIN

FEW there are who have not now realised the importance of and the need for carefully planned and ably directed Publicity and Public Relations work on the Railways. With the achievement of Independence and the passing over of the management of the Indian Railways into the hands of the national Government, a growing realisation has come to the authorities entrusted with the management of the Railways, that the public should be taken into greater confidence and told how the National Railways are being managed for them and how the various problems confronting the Railways are being met and solved. Unfortunately the machinery set up by the Government to direct Publicity and maintain Public Relations, has been woefully inadequate, if not inefficient.

Now let us briefly examine some of the directions in which the Publicity and Public Relations activities of the Administration, could be extended.

1. **Public Relations:**— The Indian Railways are the nation's greatest and most valuable assets,

involving, as they do, a capital outlay of over Rs. 800 Crores. The people therefore rightly look upon themselves as the legitimate owners of the Railways and expect them to be managed with efficiency and economy. In addition they expect the Railways to meet satisfactorily the varying needs of the public. It behoves therefore, the Railways to take the Public into confidence and tell them about the various problems confronting them and the measures taken to solve these problems. If this were to be done, a good deal of ill-informed criticism appearing in the Press, could be met. The public cannot be expected to be aware of the difficulties confronting the administrations and are not therefore, always just or fair in their criticisms of the Railway. It is for the Administration to counter ill-informed criticism by the tactful explanation of the correct position with facts and figures, wherever necessary. An instance in point is the frequent criticism in the Press about the prevalence of overcrowding in trains, especially the suburban trains, ticketless travel

the budget for the current year allowed for an increase of one crore on this figure, in spite of the loss of traffic due to the economic difficulties between India and Pakistan. In India a settlement, long sought by the Railway Board, had been reached between the Railway and General Budgets, whereby the railways paid 4 per cent on the capital as charge and retained the balance of net profits.

In conclusion, Sir Edward Benthall said: "You who have served in the 'Land of Regrets'

need have no regrets. You have met to-night in a very proud spirit and rightly so. You have served loyally and well and can be proud of the foundations you have so well and truly laid. You have left behind you a fine network, fine equipment and above all, fine traditions. Some of you, the younger ones, may feel regret that you—for one reason or another—felt bound to sever your careers prematurely before the work you loved was done, but you, handed over a wonderful machine, which is a living monument to your work."

and the mounting incidence of claims. It is for the Administration to bring to the notice of the public, the paucity of coaches which rules out the possibility of running additional trains to reduce overcrowding and the short supply of electrical energy which makes it impossible to run additional electric trains on the suburban section. It would make interesting reading to the public, if the number of coaches on the Railway, the average number of miles run daily by each coach and the average time daily spent on the run by each coach could be made known, to them. This would demonstrate to the public that the Railway is making the best possible use of the available coaches. In the same manner the number of electric trains run daily on the suburban section, the frequency at which they are run, the daily electrical energy consumed in maintaining the suburban services and the maximum amount of electricity made available to the Railway, could be publicised among the public. This would effectively put down all adverse criticism levelled against the Railway by people who are not aware of the practical difficulties confronting the Administration at every stage. It would also go a long way to satisfy public sentiment and demand for better amenities if they could be taken into confidence and told about the problems that baffle solution and stand in the way of meeting their demands.

What we have referred to above is negative publicity which is as essential as positive propaganda among the public. Now what exactly is meant by positive propaganda and how best could this be secured? The Administration is progressively providing more and more facilities and amenities (1) to make rail travel more comfortable and less troublesome (2) to reduce the freight charges

(3) to arrange for the collection and delivery of goods at the doors of the merchants and above all (4) to make transport by rail more safe. These facilities will have to be made widely known to the people. The provision, for example, of covered platforms at stations, the electrification of stations, the introduction of additional trains, the opening of out agencies at traffic points not served by the Railway, the quotation of special rates to promote traffic that is not at present moving and the measures taken to prevent claims from arising, such as the posting of Watch and Ward Staff, indicate some of the activities of the Railway in which the public could be interested and informed.

Another aspect of positive publicity among the public is the one directed to secure more traffic for the Railways and to divert the traffic at present carried by the road transport services to the Railways. Mention may be made here of the publicity to be given to the health resorts and the pilgrim centres served by the Railway. It is here that there has been a lack of appreciation on the part of the Administrations, of the paramount need for creative publicity. It must however be said to the credit of the S. I. Railway that they did make a good beginning, in regard to this by producing a film on the charm and lure of South India. This was not followed up, as the war intervened and conditions arose which rendered it impossible to take even the normal traffic offering, with the result that the official machinery was directed towards propaganda to travel less. The scope in this direction is vast indeed, and the Indian Railways could take a lesson from the foreign Railways and engage writers of repute to publish readable and interesting books on the charms of the health resorts and the sanctity and importance of the pilgrim centres served by the

Administration. If cheap books of this kind, such as are likely to suit the pocket of the middle class people are put on the market, their propaganda value will indeed be inestimable.

Publicity should also include positive careful propaganda in foreign countries with a view to attract foreign tourists. While no successful propaganda worth mentioning has so far been undertaken by the Indian Railways in regard to this, a number of major difficulties are presented even to the few foreign tourists who would very much like to visit India. We are referring to the passport, customs, quarantine, and currency restrictions that effectively tend to discourage intending foreign tourists. Another serious difficulty confronting them is the lack of adequate boarding and lodging facilities to suit the foreigners' tastes. It must be remembered that the foreigners who are in a position to undertake a tour of India invariably belong to the richer and upper middle classes, accustomed to certain standards of luxuries. A tour of India will not commend itself to them unless and until it is known that they would not have to sacrifice any of the comforts and luxuries they are accustomed to. Here we should take a lesson from the Ceylon Government who have succeeded in building up a tourist traffic out of all proportion to the size or charm of the island, mainly because Ceylon is well served with fine motorable roads, beautiful Government rest houses carefully chosen for their fine and picturesque location, and amply supplied with all provisions which makes it possible to get ready sumptuous food at short notice.

Our Government will do well to follow this example and arrange to provide adequate boarding and lodging facilities at all important places likely to attract the tourists

before they start any publicity in foreign countries. This should receive the immediate attention of the Government, as a large influx of tourists from foreign countries would add substantially to our assets of foreign currencies, especially at a time when every dollar and every rouble is extremely precious to us.

Now it may be asked how best we could direct our publicity activities in foreign countries, in order to promote tourists' traffic. No elaborate organisation is needed for this purpose as our foreign embassies and legations could be entrusted with this work. Our Consuls and Trade Commissioners who are working in almost all the important foreign cities, could be asked to take on this additional work. Information Bureaus could be opened, wherever they are not already functioning, charged with the work of making India better known in foreign countries and furnishing correct and useful information to the intending tourists. But we feel that none of these measures will be attended with any success so long as the present stringent restrictions, to which reference has already been made, are not relaxed in favour of the tourists.

Contacts with Chambers of Commerce and Passenger Associations:—One of the vital functions of a national undertaking is to find out the needs of the public and arrange to meet them to the extent possible. A public utility service like the Railways can justify its existence only if it is able to ascertain the needs of the public every now and then, and arrange to meet them satisfactorily. This can best be secured only if the closest liaison is maintained between the administration on the one hand and the public bodies on the other hand. Now how best can this liaison be secured? It is here that the Chambers of Commerce,

Passenger Association, Municipalities, Corporations and District Boards come into the picture. The Chambers of Commerce are vitally interested in the quick, safe and cheap transport of goods and are therefore in the best position to offer suggestions as far as the transport of goods is concerned. A satisfactory machinery will have to be set up which will ensure regular contacts with the Chambers of Commerce and ascertain the varying needs of the mercantile community. It is happy to note that a beginning has already been made in this direction and the senior Officers are holding periodical meetings with the recognised Chambers of Commerce. We suggest that this principle be extended and periodical meetings of the Railway Inspecting Officials and Senior Subordinates be arranged with the local merchants at all stations where the average goods receipts exceed Rs. 2500 per mensem. It is not necessary to invest the Inspecting Officials authorised to conduct these meetings, with any authority to take decisions on behalf of the Administration, as it is likely that they may not always be in a position to use these powers judiciously. They may be merely authorised to ascertain and convey to the Administration the wishes and suggestions of the local merchants for such action as may be considered possible by the Administration. We are sure this will enable valuable suggestions to be brought to the notice of the Administration, — suggestions that could be adopted with advantage to either side. What is more, the mercantile community will secure the satisfaction that they are also being associated in the management of the Railway.

Now let us take Passenger needs and Passenger amenities. It is indeed a matter for regret that there are at present very few

bonafide organisations competent to bring to the notice of the Administration, the varying needs of the passengers. The so called Passenger Associations are self constituted groups of individuals, that are neither broad-based nor have the weight of a large body of public opinion in their favour, so as to make their suggestions to the Administration effective. We are not denying the sincerity of the persons running these Associations or the limited good that has resulted from their efforts. We only suggest that they should be much more broad based and representative of all shades of public opinion, if they are to function effectively. The Administration can encourage and promote Passenger Associations, making them more representative in character, and arranging for the election instead of the nomination of the office bearers of these Associations. What is more, the Administration should change its outlook towards these Associations and bestow greater care and consideration to their suggestions instead of dealing with them peremptorily and with scant courtesy, as at present.

The Administration could also seek representation in the local bodies such as the Corporations, Municipalities and the District Boards, with a view to (1) explaining the difficulties of the Administration to the public and (2) finding out the needs of the public as expressed through the elected members of the local bodies. The value of such contacts is inestimable and they will ultimately pave the way for better relations with the public and a better understanding of the Railways' problems. We trust we need not dilate much on the need for such contacts.

Lastly we would suggest the issue of periodical questionnaires

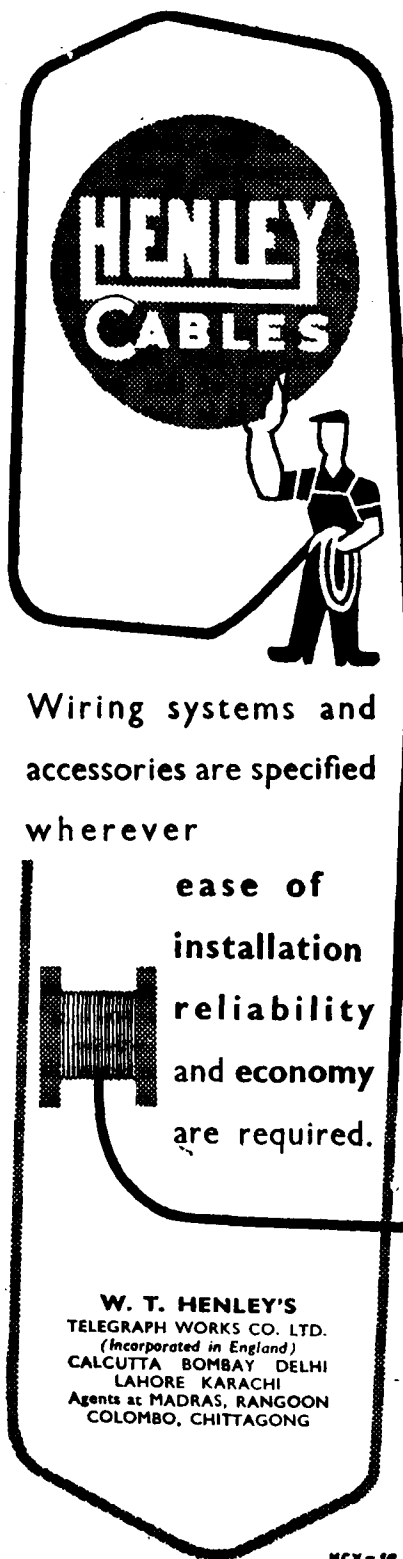
by the Administration on the needs of the public, with a view to eliciting public opinion. The All India Radio has done quite a lot in this direction and they have been able to arrange their concerts and programmes to suit all tastes, based on the replies received to their questionnaires. These questionnaires have a valuable function to perform, as they help to find out what exactly the public require. The provision of additional trains, the timings of long distance and shuttle trains and the opening of new train halts and out agencies indicate some of the issues on which public opinion could be elicited by means of questionnaires.

Another means by which the popularity of the existing services could be gauged is by organising periodical Polls on the lines of those conducted by the Gallup Institute of America. These Polls on the Railways' Problems will help to indicate "which way the wind blows" and how the public react to the services provided for them.

We have tried above to set out some of the directions in which Railway Publicity could be improved and the Railways' Public Relations fostered. Limitations of time and space, as well as consideration for the patience of our dear readers restrain us from dilating more on this interesting subject. Our purpose in penning this article would however have been served if only it opens the eyes of the Administration and sets them thinking.

In our next article we shall deal with another equally important aspect of Publicity and Public Relations, namely Publicity among the Railway men and Public Relations with the Railway Staff.

(To be continued)



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Presenting Mr. Railwayman

"The Coolie"

BY A. H. PEARSON

STRICTLY speaking, the coolie, that is, the man who carries your luggage to and from a railway train, is not a railway employee, as he is not on the pay-roll of railway administration. The coolie, or 'porter' as he is now known, is part of a contractor's labour, engaged for the express purpose of doing all forms of portage work. However, the coolie is so much a long and familiar individual always present on railway stations, that he can be considered as part of the personnel serving railways.

Whatever your form of conveyance from your house to a railway station, be it gharry, tonga, ekka, ricksha or taxi, if you and your family happen to have quite a stack of luggage in the shape of beddings and boxes, as you enter the entrance to the station building, you will be greeted by a swarm of coolies, all in eager competition to carry one of your travelling burdens. If you do not look sharp you will find each coolie just grabbing one light bedding or small suitcase, so that you will have almost a royal entourage to escort you through the station and to your ultimate objective the train. But eventually, with a lot of argument, and perhaps a little invective, you will manage to evenly sort out how many packages each man is to carry to the train. Those who have thus been deprived of a small load by your astuteness will glower at you for a few moments because of their disappointment, but it will not be for long, as more and more prospective passengers will be pouring in, and they will always have a chance to get one of their loads.

Once you have reached the train and the coolies have managed to stow your luggage in the compartment, comes the crucial moments when they have to be paid for their brief services to you. According to the legend printed on a square piece of cloth attached to their shirts, the portage fee is four annas per load. You open your purse, or dig out from your pocket the legitimate amounts to be paid, and hand this over to each man. Each coolie will accept his fee, look at the coins carefully, and then express considerable surprise, as if you had tried to palm off counterfeit money, or have grossly underpaid him. So each coolie will give you one of those ingratiating smiles and ask you for more. If you argue and point out he has been correctly paid, he will reluctantly admit it, but counter with his own reasons why you should pay more. The box was very heavy, or you are a richman, and so on. If you want to be rid of the man quickly and feel a little generous you will probably add to his legitimate fee. If not, he will hang on until either you or he wins the battle of patience. When you get to the end of your train journey, this process will be repeated.

The station coolie, not being a regular railway employee, does not have fixed working hours or shifts. It's up to each individual himself to work as long as he wants, although at large junction and terminal stations, they do come on to do a turn of duty for a number of hours, perhaps one batch during the day, and another during the night. The coolie, not receiving a fixed monthly wage,

naturally has to meet as many trains as he can, both incoming and outgoing, so that he can obtain as many loads to carry as is possible. By this means he can ensure his earnings. If he is lazy, well, it is his own fault, and he will earn less. It is during off-periods, when there are no incoming and outgoing trains in question, that coolies take time off for the essentials of life, so that they can keep themselves reasonably fit for the arduous and precarious living they have chosen. So when the hustle and bustle of activity on a railway station eases off, the coolie will snatch a meal, or a brief spell of rest and sleep.

It is difficult to assess what the average daily or monthly income of a coolie would be. At the larger stations, where passenger traffic is brisk, and each coolie can carry say twenty to thirty loads a day, he may be able to earn about Rs. 5 a day. But this is not his net income, as he usually has to pay his contractor a certain amount per day or month, for the privilege of being allowed to earn his living as a station coolie.

Coolies have their problems too. Their job is not merely carrying your box or bedding, and receiving his fee. He comes up against all the odds and ends of human nature, some who treat him well and generously, and others who treat him meanly, even wanting to pay him less than his legitimate portage charges. Often, he may have to take care of a passenger's baggage, if the latter has arrived at the station well before the departure time of the train, and if the coolie's spell of sentry-go on this baggage has been somewhat lax, and anything has

been stolen, well he will be the first to be accused of the theft.

Coolies also derive some income from merchants who bring their goods for despatch to the goods or parcels offices of stations. Some may find this source of income more lucrative, as at large and busy parcels and goods booking centres, throughout a working day, consignments of all sizes, weight and shape, are brought in for rail despatch, and the coolie is there on the spot to convey these consignments from the merchants' cart, truck or lorry to the goods or parcels shed.

Ask the average rail traveller for his opinion of the railway station coolie, and his answer will be that they are more often than not, a predatory tribe who are never contented with their legitimate portage fees. They must always ask for more, whether the load they carry is a light suitcase weighing about 10 seers, or a heavy box weighing nearly a maund. Well, they are human too, and what human being is content with the wages or pay he gets for the job he is doing? So the coolie, doing a pretty tough job of carrying other people's loads on their heads, shoulders, and in their hands, always take the chance that there is a spark of generosity in the human heart, even though he finds it rarely. Unfortunately, his approach to this streak of generosity is usually wrong, but one can hardly blame him. He too finds the struggle for existence stiff going, and if he does carry a burden of yours which is rather heavy, to spare him a couple of annas over and above his legitimate fee, will not materially disturb your domestic budget, but help a fellow human being.

Automatic Train Control

Should it be introduced on the Indian State Railways?

BY P. G. ROSE

THE history of Railways shows that the running of trains on the earliest Railways preceded the invention of the electric telegraph. Block working, as we know it, was therefore impossible, and early trains were worked on a system of time intervals and were controlled by hand signals displayed by pointsmen on the ground.

Motives of economy, safety and speed of working, however, gradually caused the introduction of block working, fixed signals, and interlocking. Later on the introduction of track circuiting, lock and block, and other devices, have still further reduced the responsibility of the Station Master or signaller for the safe control of trains. The drivers' responsibility, however, generally remains much as it was in the earliest days. He still has to depend on his own unaided faculties to pick out, interpret and act upon the signal aspects displayed to him. It is to reduce this reliance on the human element that automatic train control has been introduced in some countries.

What is Automatic Train Control then? The words "Automatic Train Control" have been used in the English language to cover all forms of apparatus designed either to assist the driver to observe the aspects of signals ahead of him, with or without apparatus to make an automatic brake application if signals are ignored. Automatic Train Control can be divided into those types of apparatus which serve to give a brake application well in rear of a stop signal so as to prevent the train from over shooting the signal, and secondly train stops which are a form of apparatus placed at a signal designed to give an emergency brake application if the

signal is passed when at danger. In other words, the first type of apparatus seeks to prevent signals being passed at danger, the second tries to prevent accidents by limiting the onward progress of a train after it has passed a signal at danger within the overlap distance provided. In short, Automatic train control may be defined as an apparatus fixed on the engine (or train) and the track by means of which a partial or full application of the brake is automatically made and the speed regulated.

The most important and difficult of automatic train control is the transmission of indications from the signal system and other apparatus or the track to the travelling train. The methods by which this is done may be classified under two main heads: Mechanical (contact) types and Inductive (non-contact) types.

Thus, the description so far given will indicate that the installation of automatic control is very costly and very essential only where speed is the criterion not to speak of the Safety. The question therefore arises whether the development of the Indian Railways to its present standard in speed necessitate such installation even though accidents of a serious nature did occur involving loss of human life on account of Drivers passing signals at danger. This question was to an extent solved by the Indian Railway Conference Association. As early as 1946 an Automatic Train Control Committee was constituted to look into this question in detail and the Committee under its able Chairman Sir George Cuffe, did cover valuable ground. The Committee it appears has considered that on the facts available with

(Continued on next page bottom)

"The Best Protection"

BY ALPHA

THE five-minutes-to-go warning bell had clanged out on the station platform, when Baldeo Sonar breathlessly reached the first class compartment of the train. Puffing and gasping, he levered his short, pudgy body into the compartment, and collapsed on the edge of the nearest berth to regain his lost wind. Tightly clutched in his left hand was a flat, zip-fastened leather hand case. A porter followed him in, carrying a bedding-roll and a larger suitcase. These were placed against one end of the compartment, and the porter paid off. By this time the train started to move.

Baldeo was still blowing in short rapid gasps, trying to regain the composure he had lost in his recent burst of exertion, when he looked around the compartment to

them it would be premature to come to the conclusion that passing of signals at danger in Indian conditions could be satisfactorily solved if Automatic Train Control was introduced. In Europe and America due to prevalence at certain times of the year in the more northerly climes of fog conditions, there has been a progressive development of Automatic Train Control on a large scale. The type of apparatus used will enable the driver to drive with safety at full speed in fog conditions, when he cannot see the fixed signals, at any rate at the normal distance, relying on his Automatic Train Control or cab signalling. In the Indian conditions the facility for blind driving is neither necessary nor desirable. In English circumstances the lines are adequately fenced, trespass on the lines is rare and trains do not meet with the same hazards in the way of animals on the line or bullock-carts at level crossings as are, un-

locate his bearings. Of the four berths in the compartment, three were already occupied, the two lower by a couple of men well past middle-age, and one upper by a younger man, who had made himself comfortable for the night, and was now immersed in a book. The other upper berth had been reserved for Baldeo, which fact he confirmed by a glance at the reservation card in the berth slot. Baldeo was now thoroughly distressed. He had asked for a lower, but had been given an upper berth. This would not do at all, as he always found it difficult to even lift his fat, pudgy bulk from a sitting to a standing posture.

He shot a roving look of appeal at the occupants of the lower berths, hoping one of them would oblige by offering to exchange.

fortunately not infrequent in India. The drivers in India must at all times maintain a good look out and must suitably regulate their speed when conditions of visibility are bad. Apart from this the double aspect and multiple aspect signals in India do eliminate drivers passing signals at danger. Above all, the cost of introducing the Automatic Train control on a large scale is prohibitive at the present juncture.

But there are views in favour of introduction of Automatic Train Control and it is to invite a discussion on the subject which has such a great future, that the writer has penned this article. It is for the Railwaymen, Drivers, Station Masters, Signalmen, Signal Engineers who are interested on the subject to come forward with their views so that we can formulate our opinion in the matter. Then alone we can build up an efficient Railway.

But Baldeo's hopes were soon dashed, for these two old men, although of lesser girth, were obviously far from agile enough to attempt the gymnastic feat of swinging up to the upper regions.

Baldeo made no attempt to spread out his bedding-roll on his upper berth, but continued to sit disconsolately on the edge of the lower berth occupied by one of the old men. No objection had been raised, so Baldeo sat waiting. A pity, he thought, that the first step in what was to be an extremely profitable trip, should have started like this. Even the prospect of the impending sale of a large quantity of the precious and costly gems in his hand-case to a wealthy landowner, who had summoned him on this trip, failed to cheer Baldeo.

The fast mail train sped swiftly into the night on the first lap of its journey. Baldeo's thoughts were now contemplating a survey of the other compartments in this carriage at the first mail stop. Perhaps one of the lower berths in the adjoining first class compartment may be unoccupied, and Baldeo would then effect a quick transfer.

Nearly an hour after the mail had left the terminus it pulled up at the first stop. Baldeo stepped out on to the platform, still clutching his precious gem-filled hand-case, and walked ahead to the next compartment. Through a lighted window he saw what he wanted—a vacant lower berth. Promptly hailing a coolie in a high-pitched voice, Baldeo soon made the transfer into the next compartment. He had hardly got his luggage in, when the train again started.

Baldeo took his bearings. The reservation card in the slot contained a name, and again he became apprehensive. He did not want to be dislodged from this lucky find until his destination early next morning. The only

other occupant of this compartment had been watching Baldeo's sudden entrance and sensing his uncertainty, said reassuringly, "Don't worry. The berth's yours. My fellow traveller did not turn up at the last moment....."

Baldeo was relieved. His fellow traveller seemed a genial soul, and perhaps worth cultivating. Baldeo saw he was a man of fairly big proportions, and gave the appearance of considerable physical strength. He was clad completely in khaki-shirt, shorts, and hose, finishing up with a pair of large, but neat brown and well-polished shoes.

Baldeo was about to respond to the other man's reassurance when he observed a leather strap, terminating in a revolver-filled holster swinging gently from a peg in the compartment. To his further consternation, Baldeo now noticed that his companion was eyeing him rather inquisitively. Then his companion spoke.

"You're a jewel merchant?"

Baldeo almost fell off his berth with shocked surprise.

"How...how...did you know?" The words spluttered in short gasps from his soft, fat lips.

The khaki-clad man smiled. Instead of Baldeo being comforted by that smile, he seemed to read a veiled menace in it. The smile changed to words. "My dear fellow, it's written all over you. Look at those rings on your fingers; those sparklers in your shirt, and that leather hand-case which only death will part from you, eh? I know how to spot a jewel merchant when I see one."

Baldeo attempted to regain some composure by talking. "Ye...ee...ss. I am a jewel merchant. Rich zamindar..... daughter's marriage.....want's to buy.....money no object....." The words came out jerkily, reluctantly.

The other man shook his head slowly from side to side. Then he got up, reached out for the holster swinging from the peg, steadied it, and flipped out his revolver.

Baldeo's little eyes goggled with an onrush of fear. Was this large fellow going to stage a hold-up?

No, he was not. His answer to Baldeo's quivering thought was a little by-play with the revolver. The khaki-clad man broke the revolver at the breach, blew through the barrel, then put it up to his right eye and squinted through it, with the fore-end of the barrel pointing straight at Baldeo.

The jeweller was now in a state of almost pulverised terror. Every little mass of his pudgy flesh quivered like a disturbed piece of jelly.

Then came a little relief. The revolver was lowered, snapped back into position, and laid on the berth. The khaki-clad man now continued the conversation.

"Fellows like you, advertising your opulence, are asking for trouble from the thugs who stage hold-ups on train journeys. Why don't you hide all those sparklers when you travel, and pack one of these." The last remark was finished with a hand pointing towards the revolver.

Baldeo replied apologetically, although he was still in a state of uncertain terror. "Yes, I've heard of these terrible train robberies. But I don't travel much....."

The other man rose from his seat, picking up his revolver in his right hand at the same time. He then turned, and his gun arm came round in a short arc, almost brushing Baldeo's face.

Baldeo fell back on his berth with a choking squeal. Thoughts of a bullet crashing into his head, and then sudden death, rushed

through his terror-stricken mind. Then the other man harmlessly passed Baldeo and walked the few steps into the compartment lavatory, disappeared inside, closing the door behind him.

The little nerve Baldeo had was now broken. Stark terror gripped him. He was sure this large, muscular individual was one of those very train thugs, he had spoken about.

Fear drove Baldeo to action. He rushed towards the door of the compartment, grabbed the handle with one hand, and at the same time, his eyes spotted a number of lights flashing by. The train was slowing down. This must be a big station.

The train rolled into the station, and before it came to a stop, he had opened the door and jumped on to the platform. He rushed to the adjoining compartment, and raised the alarm.

Gasping both for lack of breath and with sheer terror, he squealed in his high-pitch voice, "Man.....next compartment.....revolver.....train thief.....threatened me....."

Within a few minutes there was a crowd round this compartment, bristling with curious on-lookers, station officials, and then at last the majesty of the law in the shape of two Railway Police Constables. Baldeo rushed up to the two policemen, grabbed one by the shirt sleeve and led him to the compartment he had vacated with terror. The two police stalwarts, with batons swinging, clambered into the compartment, saw no one, and then spotted the locked lavatory door.

"He's in there," yelled Baldeo, pointing to the locked door. The policemen were about to apply their batons to the door and command the man lurking in there to come out, when the door opened,

(Continued on next page bottom)

The City and South London Railway

How the First Tube Railway was built.

BY H. C. TOWERS, M. I. E. E., M. I. R. S. E., M. INST. T.

ON the 18th December, 1950, the City and South London Railway was sixty years old. This ancient line no longer exists in its original form. The Company was absorbed by the Underground Electric Railways of London, Ltd., in 1913 and work of reconstruction and modernisation was taken in hand about the year 1920. It was not the first Underground line as this distinction is claimed by the old Metropolitan Railway followed by the District as a good second. It was however, the first tube railway, and it was authorised by act of Parliament in the year 1884.

It owed its existence to the late James Henry Greathead who had sufficient foresight to visualise future congestion of traffic in the London streets and a relief to this congestion by the construction of deep level tube railways. The construction of a deep level railway was made possible by his invention the Greathead shield. This enabled a circular tunnel to be cut in the earth which was lined with

cast iron segments bolted together. The term "tube" probably arose from the nature of the construction.

The railway, as originally sanctioned, was 3 miles 12 chains in extent and ran from King William Street (close to the Monument), under the river Thames to Stockwell. The tunnels were 70 feet deep at King William Street and the average diameter was 19 ft. 2 ins. to 10 ft. 6 ins. The station tunnels at the terminal were 26 feet wide by 20 feet high and contained, in the case of Stockwell, an island platform with tracks each side. King William Street had one bay road only with platforms each side but this was remodelled shortly after and an island platform was provided with tracks similar to Stockwell.

The City and South London Line was originally to be run as a cable railway with two endless cables running at speeds of between 10 to 12 m. p. h. At that time experiments with elec-

and the large, khaki-clad man stepped out, idly twirling his revolver on his right fore-finger.

Again Baldeo squealed. "That's him. Arrest him before he starts shooting....."

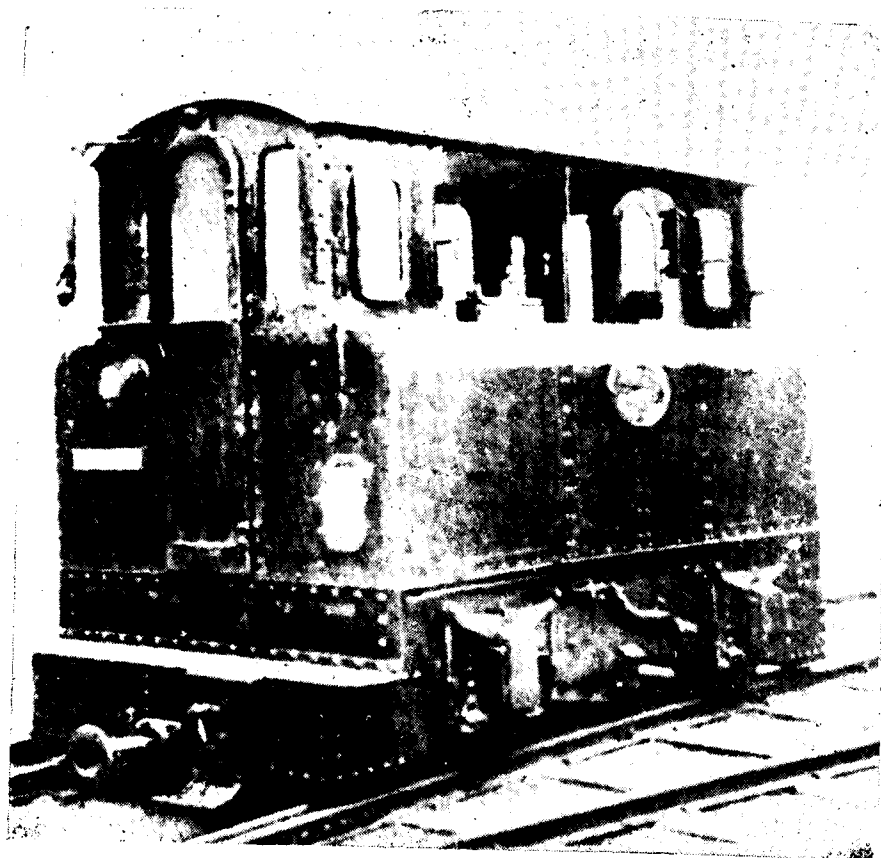
But there was no arrest, because as soon as the Constables saw the face of the khaki-clad man, they sprang to attention and came to a smart, joint salute.

Baldeo's little eyes again goggled in sheer amazement, and

he stumbled back right into the arms of a uniformed station official. "Why.....Why.....don't they arrest him.....?"

The station official's face broke into a grin. "They can't Sir. You see, that's Mr. Bhalla, the Superintendent of Railway Police....."

Baldeo sighed with immense relief. Why, that was the best protection he could have on his journey.



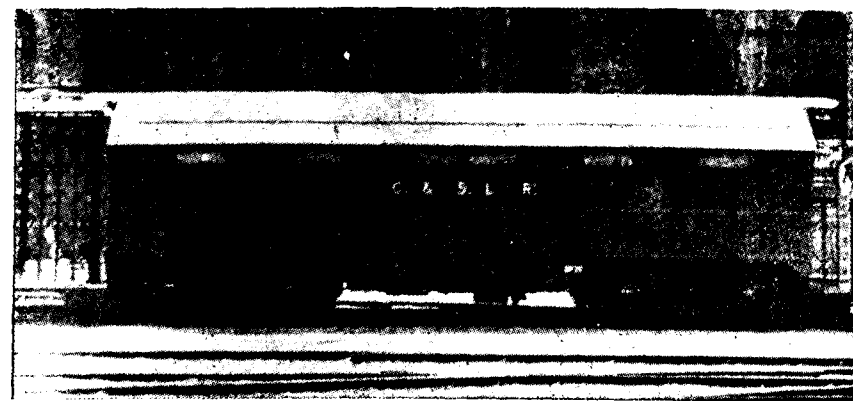
Electric Locomotive used on City and South London Railway

tric traction had been carried out on a small scale and proved successful and it was therefore decided to operate the line electrically by means of electric locomotives. Experimental running commenced in February 1890 and the railway was inaugurated as a passenger line on November 4th, 1890 when the first train was driven by the late King Edward VII when Prince of Wales.

The original permanent way was 60 lbs. flat bottomed rail held down to the sleepers by dog spikes. No ballast was used as the sleeper ends were cut to rest on the curved bottom of the tunnel. The conductor rail was a very light section of channel iron supported by glass blocks and fixed close to the outside running rail. 14

locomotives were employed at the opening and each train consisted of a locomotive and three carriages. The latter were curious affairs, entirely closed in, and had a large platform between each coach with a hosiery gate at each side. Entrance and exit was made by means of these platforms which were bolted to the carriages so that individual coaches could not be uncoupled unless in the workshop siding at Stockwell.

The Company's carriage shops and power house were situated at Stockwell and were approached from the railway by a curved line with a grade of 1 in 3½. Carriages and locomotives were hauled up this incline by a winding engine. Only a portion of the tracks in Stockwell depot were electrified.

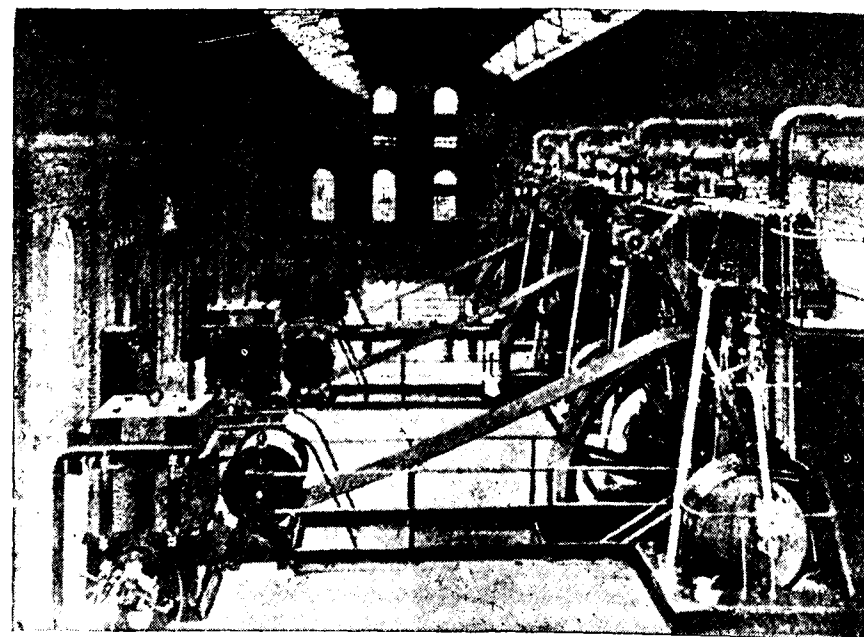


Original City and South London Railway Passenger Coach

and these were energised for testing purposes.

The original power plant consisted of 3 Edison Hopkinson dynamos which were belt driven from three compound inverted engines of 375 i. h. p. A fourth set was put down shortly afterwards. These engines had cylinders 17 ins. and 27 ins. by 27 ins. and flywheels 14 feet in diameter making 100 r. p. m. The

boiler house contained 6 Lancashire boilers 7 feet diameter and 28 feet long. These supplied steam at 140 lbs. pressure. The engines were made by John Fowler & Co. of Leeds and the electrical plant by Mather and Platt of Salford who also supplied the first 14 locomotives. Later on, a fifth engine and generator were erected at Stockwell. This was a Williams-Siemens high-speed direct coupled set and was



Interior of Stockwell Power House

the first of its kind to be employed in electric traction. The station lifts, which took passengers to and from the booking halls to the platforms, were hydraulic. The pumping engines were in Stockwell power house and the main pressure was about 1,200 lbs. per square inch. The pressure and return water pipes were carried along the side of the tunnels.

As originally opened the railway was operated on the two-wire system at 500 volts. A five-minutes service was worked and the journey took 15 minutes from one end to the other. A uniform fare of 2 d. was charged and admission was permitted through a turnstile, no ticket being issued except in the case of return journeys.

Acts were obtained in 1890 and 1893 for extensions from Stockwell to Clapham Common and from the Borough to Islington. Owing to the latter extension it became necessary to abandon King William Street Station because this station was immediately beneath King William Street and lay from East to West. The direction of the line under the river was from South to North and King William Street was approached by a heavy grade of 1 in 14 and a very sharp curve. Derailments were frequent. The extension tunnels took off a few chains north of Borough Station. The new station at the Bank involved some interesting engineering as the booking hall was built immediately beneath the church of St. Mary Woolnoth. The whole of the foundations had to be removed and replaced by girders.

Large tunnels containing an island platform were used at Clapham Common, Clapham Road (now Clapham North) and Angel (Islington). The northern extension, as far as Moorgate, was opened on 25th February, 1900 and the Clapham Common extension on June 3rd of the same year. The

Angel extension was completed on 17th November, 1901.

The lengthening of the line and increased traffic necessitated improvements. Further property was acquired at the Stockwell works and a new power house was constructed. This contained two compound horizontal Corliss engines supplied by Messrs. Cole, Marchant and Morley, of Bradford, and having cylinders of 24 ins. and 48 ins. by 48 ins. The flywheels were 24 feet in diameter and weighed 40 tons. These engines drove an 800 kw. compound wound generator. There were also four Willans high-speed engines two of which were coupled to six-pole generators of 300 kw. each. The third engine drove a four-pole generator of 125 kw. and the fourth worked a Siemens 125 kw. set transferred from the old station. With the exception of the last, all the other generators were manufactured by the Electric Construction Co. On the opening of the Angel extension another set was added and this was a Ferranti compound vertical inverted type engine with cylinders 20 ins. and 36 ins. by 15 ins. driving an E. C. C. generator of 400 kw. This was replaced later by an 800 kw. cross-compounded vertical Ferranti E. C. C. set. Different sizes of units were employed because of the varying load imposed on the station during parts of the day. The total capacity was 3,250 kw. Steam was supplied by boilers made by Messrs. Davey, Paxman & Co. There were 14 of these and they were 8 ft. 9 ins. in diameter and 15 ft. 6 ins. in length. The pressure was 160 lbs.

At this stage the two-wire system of distribution at 500 volts was found unsuitable and from Clapham Common to Borough the three-wire system was introduced with 1,000 volts across the outers, the running rail forming the middle wire. A three-wire system is unique in electric traction and

as far as is known the City and South London Railway was the only line to use it. For feeding the line north of the Borough, sub-stations were constructed at London Bridge and the Angel. These were supplied on the five-wire system with 2,000 volts across the outers. It was arranged that only 500 volts was the maximum across any commutator and only half of the electrical energy distributed to the sub-stations was transformed; the other half being used minus the usual transformation losses.

The last extension of the old line was from Angel to Euston which was opened in May, 1907. There was one intermediate Station, King's Cross, with an intermediate signal box called Weston Street between King's Cross and Angel. This box was reached by a spiral staircase from the street.

As mentioned earlier in this article, 14 locomotives were the initial equipment on the opening of this railway. These engines had four wheels, weighed 10 tons 7 cwt. and ran at a speed of about 26 m. p. h. The wheels were 2 ft. 3 ins. in diameter with a wheel-base of 6 feet. The motor armatures were mounted directly upon the axles, thus dispensing with gearing and the two motors between them could develop 100 h. p. Current was collected by two hinged C. I. shoes whence it was conveyed through an Ammeter, regulating switch motor, and then back to earth by means of the frames. Gearing was tried out on one or two later models but this was subsequently abandoned.

The Westinghouse continuous air brake was employed. Originally the compressors were situated at Stockwell and the locomotives were "charged" before starting each trip, the tanks holding sufficient air for 50 stops. Later

each locomotive was fitted with its own compressing equipment.

Some years after opening it was decided to improve the design of these locomotives. The original engines had their motor field system very close to the conductor rail and an endeavour was made to improve the clearances. A design was drawn out and several firms supplied one engine each. Messrs. Crompton's tender was accepted and they supplied all future locomotives from their Chelmsford works.

The improved engines had wheels 2 ft. 7 ins. in diameter with larger motor armatures, the motors being of the 4-pole series type. To facilitate repairs, the magnets were split across the diagonal outers; and brackets supporting the motor bearings were divided in halves so that each part of the magnet carried its bracket when the halves were separated. The wheel-base of the Crompton engines was 5 ft. 6 ins., and they weighed 13 tons. There were 44 engines in service when the re-construction of the line commenced in 1920.

The colour scheme of these engines contributed considerably towards their smart appearance. They were painted orange-chrome in the form of three panels with yellow and black borders. Underframes were painted red-brown and roofs white. The number plates were of brass with raised figures on a vermillion ground. These engines were not fitted with a dead man's handle as is usual on modern Underground stock and on this account they carried an assistant driver.

Double crossings were provided at Euston and Clapham Common and turnover engine accommodation in the form of short lay bye-sidings was provided to permit trains being reversed. Intermediate sidings were built at Stockwell, Elephant, London



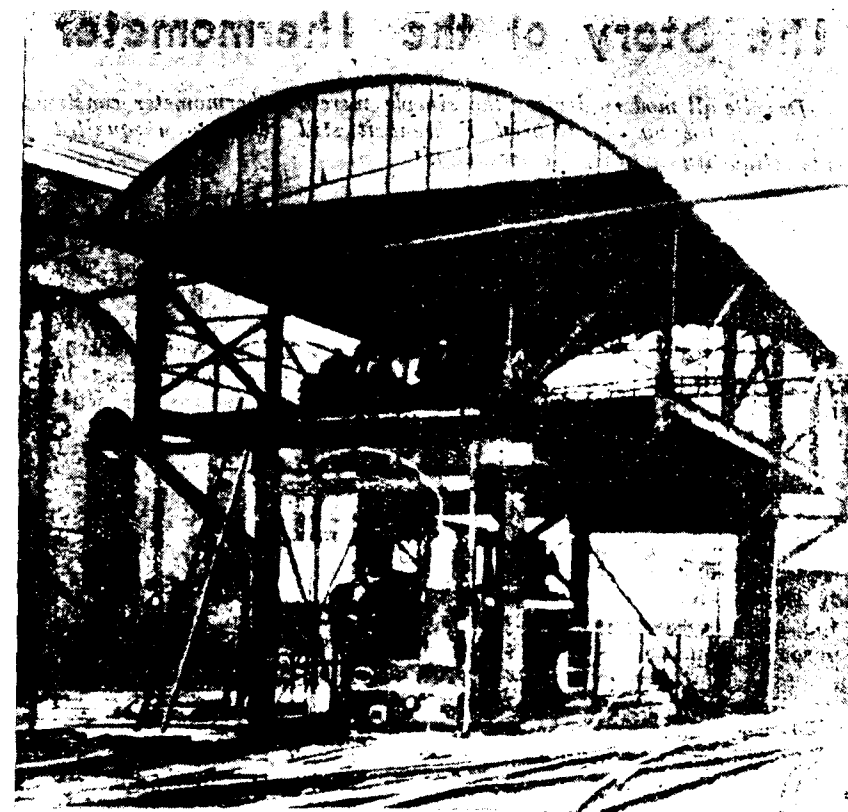
Interior of City and South London Railway Electric Locomotive

Bridge, Old Street and Angel. Spare engines were stationed at these points, also at Euston and Clapham Common.

Original signalling was the usual block telegraph which was subsequently changed to Spagnoletti's lock and block. With this system the signals were interlocked with the block instruments and levers could not be operated until "Line Clear" had been received or trains had passed beyond a certain point. The releases in that case were effected by an earthing treadle on the tunnel walls consisting of a copper-faced board earthed by a copper brush fixed to the last

truck on the train. When the Railway passed into the hands of the Underground Company, the mechanical signalling was removed, as far as possible, and continuous track circuits and automatic intermediate signals provided. The track circuits had of necessity to be A. C. with impedance bonds because of the traction earth return.

At the time the line was closed for re-construction, trains consisted of five coaches and locomotive and there were 28 trains per hour during the peak periods compared with 12 trains per hour in 1890. The Railway



Lift for rolling stock at Stockwell. This lift was used for lifting and lowering locomotives and carriages between the tunnels and the repair depot at street coach.

has now been enlarged to the standard 11.8½ ins. tunnels and the southern end extended to Morden. The Euston end was extended to join the Hampstead line at Camden Town. This line was originally called the Charing Cross, Euston & Hampstead Rly., and now being physically connected to the C. & S. L. R. at Kennington and Camden, the two lines are now known as the "Northern line."

One of the original locomotives is preserved in the Science Museum at South Kensington as a monument to early endeavour in electric traction and pioneer underground Railway work. Up to a few years ago the old station building of King William Street could be distinguished, almost opposite the Monument, as it was

used as a main line Railway parcels office for many years. The station and running tunnels to Borough have been derelict since the northern extension was opened in 1900 and the entrance to these tunnels at the Borough was bricked up. They were fitted up as air raid shelters during the war.

In those early days of tube Railway travel it was somewhat of an expedition to travel underground and many amusing incidents occurred. There is one told of an old lady who travelled on the line for the first time. She bought her ticket and got into the lift at Stockwell Station. When the lift arrived at the lower station she exclaimed: "Is this the Monument?"

The Story of the Thermometer

Despite all modern devices the simple mercury thermometer constructed on lines initiated by old Gabriel Fahrenheit still remains unequalled for absolute reliability and extreme accuracy.

Of all the measuring instruments of science, none, perhaps, has attained such a universal degree of common usage in everyday life as the thermometer. Yet, the thermometer, even in its crudest form, is hardly more than three centuries old.

A few of the ancients, it is true, as for instance, the celebrated Hero of Alexandria, seem to have devised instruments which affected crude thermometric measurements fit for all practical intents and purposes; but the fact of heat being an accurately measurable entity does not seem to have dawned upon mankind until the time of Galileo at the beginning of the seventeenth century.

Although there is some doubt about the matter of the thermometer's origin, it is to the famous Italian physicist and astronomer, Galileo, that the invention of the first working thermometer is now-a-days ascribed. Whether Galileo's idea was an entirely original one, we have no means of knowing. Certain, however, is it that this famous scientist worker produced the first known thermometer or heat-measurer.

In its earliest form, Galileo's instrument consisted of a long narrow tube with a bulb at the end, when dipped below the level of a quantity of water contained in a glass vessel. On heating the glass bulb, the air therein expanded and pushed the water in its stem downwards.

In his later instruments, Galileo dispensed with the separate vessel of water and employed

simply a tube having a bulb at one end and an open reservoir at the other. This instrument Galileo filled with oil or wine. In principle, of course, it was precisely the same as his previous instrument, the upper glass bulb being heated and the expanding air within it pushing the liquid down along the vertical tube.

As a matter of fact, Galileo's instruments were not thermometers pure and simple. They were barometers as well, for the liquid level in the vertical tube was affected by the external pressure of the atmosphere, although Galileo does not seem to have realised this.

Galileo's instruments were made about the year 1601-2. After this date we have to skip a period of about fifty years until, about 1657, we find that some unknown and possibly very humble genius employed by the Scientific Academy at Florence hit upon the idea of making heat measurements by means of the expansion of a liquid sealed within a tube.

Fahrenheit

Now we have the first germ of our modern thermometer and the prototype of all our present-day liquid-expansion instruments.

At this time, individual owners, it would seem, noted the height of the liquid column on hot summer days and made a mark on the tube accordingly. Another mark was made at the liquid level on a cold winter's day.

Physicians who used these instruments would mark the stems

at places corresponding to the bodily temperature of their patients in various stages of fevers, but there was no standard thermometric scale by means of which accurate readings could be made.

It was Sir Isaac Newton who, in 1701, first introduced the practice of calibrating thermometers; that is to say, of making their stems at the freezing and boiling points of water. Apart from this, however, Newton did little to popularise the use of the thermometer. His thermometric "scale" was clumsy, inadequate and hopelessly impracticable.

The introduction of the mercury thermometer was the next step in the evolution of the instrument. Roemer, the Danish astronomer, who first determined the speed of light, constructed the first mercury-filled thermometer in the year 1709, although Halley, the English Astronomer Royal, is said to have originally suggested the notion. Roemer's thermometers, however, were crudely made and they attained very little popularity.

Undoubtedly the first individual to construct really serviceable thermometers was Gabriel Daniel Fahrenheit of Amsterdam. Fahrenheit is worthy of the title of "Father of the Thermometer," for it was he who raised the thermometer from the status of a mere trifling toy to that of an accurate, reliable and exceedingly useful instrument. Realising that mercury was the best of all liquids for thermometer use on account of its low freezing and high boiling points, its regularity of expansion and its nonlingering properties, Fahrenheit set himself to produce first class instruments of this type.

He took up thermometer manufacture in 1714. At a single stroke he improved upon ther-

mometer construction enormously by making the bulbs of the instruments cylindrical in shape instead of spherical thereby enabling the mercury in the bulb to gain or lose heat more rapidly than was possible with a spherical bulb.

Fahrenheit too, was the first man to provide a scale for his thermometers. He inserted the bulbs of his instruments in a mixture of ice and salt of definite proportions and he marked 0 (zero) at the level to which the mercury columns sank under these conditions.

He next took the temperature of the human body, and marked his thermometer 96 degrees to correspond with this. Then he found that instruments so marked showed a temperature of 32 degrees when immersed in melting ice and 212 degrees when placed on boiling water. This it is that we obtained our present-day Fahrenheit scale on which 32 and 212 degrees represent the freezing and boiling points of water respectively.

The Centigrade Scale

Although the Fahrenheit scale is used in everyday life in the British Commonwealth and in America, the Centigrade scale, introduced by Celsius in the latter part of the eighteenth century, is a much better one and is employed by scientific workers the world over. On the Centigrade thermometer scale the freezing point of water is taken as 0 (zero) degrees, the boiling point of that liquid being 100 degrees.

One seldom comes across the Reaumur scale now-a-days, but at one time it was common. Reaumur shortly after the time of Fahrenheit, marked the freezing point of water on the thermometer as 0 (zero) and the boiling point as 80 degrees. Other "freak" scales

there were also, but they attained very little use.

Fahrenheit's belief in the superiority of the mercury-filled thermometer was amply justified for, towards the end of the eighteenth century, practically every thermometer which was manufactured conformed to this specification.

It is true, of course, that thermometers filled with coloured spirit are still made on the mass scale at the present day. Such instruments, while being amply serviceable for everyday household use, cannot possibly compete in accuracy with the mercury-filled instruments, but they can be produced at a considerably less cost.

Of the many specialised types of thermometers which have been devised and manufactured since the pioneering days of Fahrenheit it is impossible to make mention. Electrical thermometers, which depend for their action upon the increasing resistance of a special electrical element, with increase in temperature, have been much to the fore in recent years for high temperature measurements,

as have also those thermometric instruments which estimate high temperatures by measuring the heat radiations with the aid of a thermo-couple.

Despite, however, all these modern devices, the simple mercury thermometer constructed on lines initiated by Gabriel Fahrenheit, still remains unequalled for absolute reliability and extreme accuracy.

The modern tendency of household thermometers has been in the direction of "mechanical" or "dial" instruments in which the temperature readings are indicated by a pointer moving across a dial. Such instruments work upon the principle of the expansion of a curved strip composed of two dissimilar metals.

Actually, the first of these mechanical thermometers was made as far back to 1800 by a Paris Watchmaker, Abraham Breguet, by name. Breguet's first dial thermometer comprised a sensitive arrangement of gold, silver and platinum strips, in virtue of the expansion of which a pointer was caused to revolve around a circular side.

Station Masters

Ensure your points, and their clamps and locks, are in perfect working order.
Ensure that signal levers are locked when not being operated.

Do today's duty, fight today's temptation, and do not weaken and distract yourself by looking forward to things which you cannot see and could not understand if you saw them. —CHARLES KINGSLEY

Guards and Drivers

Ensure that you give a 'warning whistle' before you start a train.

THE SLOGAN TELLS THE STORY



better biscuits
BRITANNIA



Railwaymen's Forum

Passenger Guide

RECENTLY the Indian Railways have introduced the novel feature of appointing Passenger Guides at important stations in their organisational work. The Hon'ble. Minister for Railways, himself stated, some-time ago "when the scheme to appoint guides was taken up sufficient consideration had not been given to all the implications. They were appointed more or less in a spirit of enthusiasm as temporary staff. They did some good work in some stations; but they had no well defined functions. The Railways had now come to a tentative decision that these guides should be integrated in the Railway system and they should be assigned definite functions with opportunities of promotions." But the sincerity of purpose in introducing the scheme can well be inferred, in the first place, by the selection made for this job. They were selected from among those 'Social workers' recommended by the Social Service Organisations, on the strength of their service rendered.

President Roosevelt once advised a Photographer who was doubtful of the success of a group photo, when interior groups were almost unknown in those days: "Whenever you are asked, if you can do a job, tell them 'Certainly I can.' Then find out how to do it. Then do it." That photographer never forgot that advice and in due course people considered it an honour to be photographed by such a master of his art. This proved to be true more or less in the case of Passenger Guides when they took up this job, not knowing the nature of work clearly, but with the spirit of service, the main qualification for this kind of jobs. They were not completely left in lurch and were soon given an idea of what is expected from them.

Advising passengers when necessary about the probable arrival and departure of trains, delays and the cause of the delay and how long it will last, attending to the needs of passengers in purchasing tickets, finding accommodation for them in trains, preventing over-crowding in compartments and exploitation and deception by the licensed porters, and being ready with any information that a passenger might want, e. g. fares, timings of the connected trains at junction stations with available hotels both for boarding and lodging, important hospitals and temples in the city, bus and bus connections fares and timings relating to them or any other co-ordinated services such as boat, aeroplane etc. are some of the important duties of the passenger guide.

He has to watch carefully that passengers are not subjected to malpractices or inconveniences and to instil in them the queue habit while purchasing tickets at Booking windows, entraining, detraining or while getting into the platform or going out. He renders service to the public irrespective of caste, creed or color, rich or poor always with characteristic politeness, courtesy and patience. Old and the young men, women and children, the illiterate and the weak find a helping hand in him.

Now after the attainment of Swaraj the Railways have become a national asset. The citizens of Free India rightly expect all reasonable facilities in travelling for what they pay and the Railways are trying to provide these facilities under existing circumstances. Keeping in view the past experiences and present demands of the travelling public, the passenger guides have to strive hard first to change the attitude of the public towards the Railway and then to assist the passengers to the possible

extent, to earn their good-will which is essential for the Railway as a commercial undertaking. Only those with experience in the public life can realise the uphill task of dealing with the public and particularly the travelling public at a time when they expect more conveniences and comforts in travelling. Unlike others, the job of a passenger guide places him all the time face to face with the

TRICHINOPOLY

passenger and his impression of the Railway will be determined by the behaviour towards him even more than the assistance given to him. Here is the significance of this job and the employee. They are concerned with the passengers in all spheres. The one who is solely to be of service to the passengers at all time and in all reasonable ways, is the Railway Passenger Guide.

S. VISWANATHAN

(Continued from page 10)

presence of lignite in that district for the generation of electricity.

We publish below some excerpts from a pamphlet issued by the Secretary, Tiruchi Branch, South Indian Railway Employees' Association:

An Appeal

"We welcome in our midst the new-comers to the Railway, we mean, the Coaching and Goods trainees and Pro. S.M.s. who have been recruited in thousands and who are going to take places of pride as Railwaymen and keep the Life-line of our Country—the Railways—going.

Our major problems, such as minimum salary, liberal leave rules and the Adjudication for Traffic Staff and various anomalies of Pay Commission have been met to a major extent for which we should be thankful for our National Government and the A. I. R. F. There are defects still here and there but these we hope will be set right by proper representation. But every right carries an obligation and the time has come for us to make a heart search so that we may with an united voice ask for our rights. Have we discharged our obligations?

New problems face us to-day. These are securing an equitable service weightage, working facilities, knowledge of rules and facilities



Sri V. B. S. Sreenivasan

ties to observe them and facilities to have recreation and other amenities so that after a day's work we may recreate and turn up for better work. Let us face these problems in a concerted manner and build up the *esprit de corps*, the traditional qualities of Railwaymen.

Periodical Meeting

A Committee Meeting of the Trichinopoly Branch of the S. I. Railway Employees' Association was held at the retiring rooms early this month with Mr. G. A. Jaleel, B. A., B. L., in the Chair. The Central Executive Committee President and General Secretary addressed the members present about the major problems facing Railwaymen particularly regrouping in which the latest information available showed that only a

(Continued on next page bottom)

Personalia

Mr. A. G. Head, Officiating Deputy Chief Traffic Manager (Power) returned to duty on 8-11-50 from sick leave.

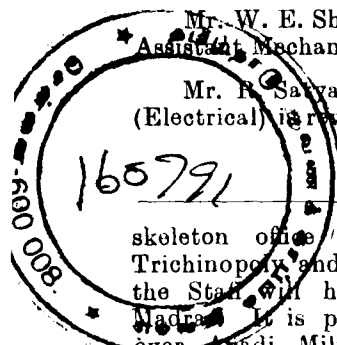
Mr. S. Balasubramaniam, Temporary Asst. Operating Superintendent, returned to duty from leave on 20-11-50 and is posted as Assistant Operating Superintendent (Movement) Madura.

Mr. J. V. K. Rao, Assistant Operating Superintendent (Movement) Madura has been granted leave on average pay for 45 days from 20-11-50.

Mr. K. Srinivasan, Pro. Assistant Mechanical Engineer (Electrical) has been posted to a working post as Assistant Mechanical Engineer (Electrical) from 22-11-50.

Mr. W. E. Shrieves, L. F. Grade I has been promoted to officiate as Assistant Mechanical Engineer, Class II Service from 1-11-50.

Mr. R. Sanyamoorthy Iyer, Officiating Assistant Mechanical Engineer (Electrical) is reverted to Class III Service from 22-11-50.



skeleton office will remain at Trichinopoly and major portion of the Staff will have to move to Madras. It is proposed to hand over Avadi Military Camp for housing the Staff and representative gathering will have to inspect the place prior to regrouping. The General Secretary expressed that the punishments by certain Traffic Officers particularly in Madras District and Podanur District are heavy and he is collecting factual information and is going to represent to the General Manager. The Committee then heard the report of the Secretary and Chairman about the complaint filed by Mr. G. Anbudoss, Clerk, C T M (C) Office and an Ex-Secretary of the Branch against the CEC, President, General Secretary, Trichinopoly Branch Chairman, Secretary and CEC, Member, Trichy Branch in the Stationery Sub-Magistrate's Court and decided to defend the case by public donation. The Central Executive Committee President led the list with Rs. 5/- and in a few minutes Rs. 45 were subscribed by those present. They have engaged Mr. C. Ramanathan, M. A., B. L., Advocate for defending the case and exonerat-

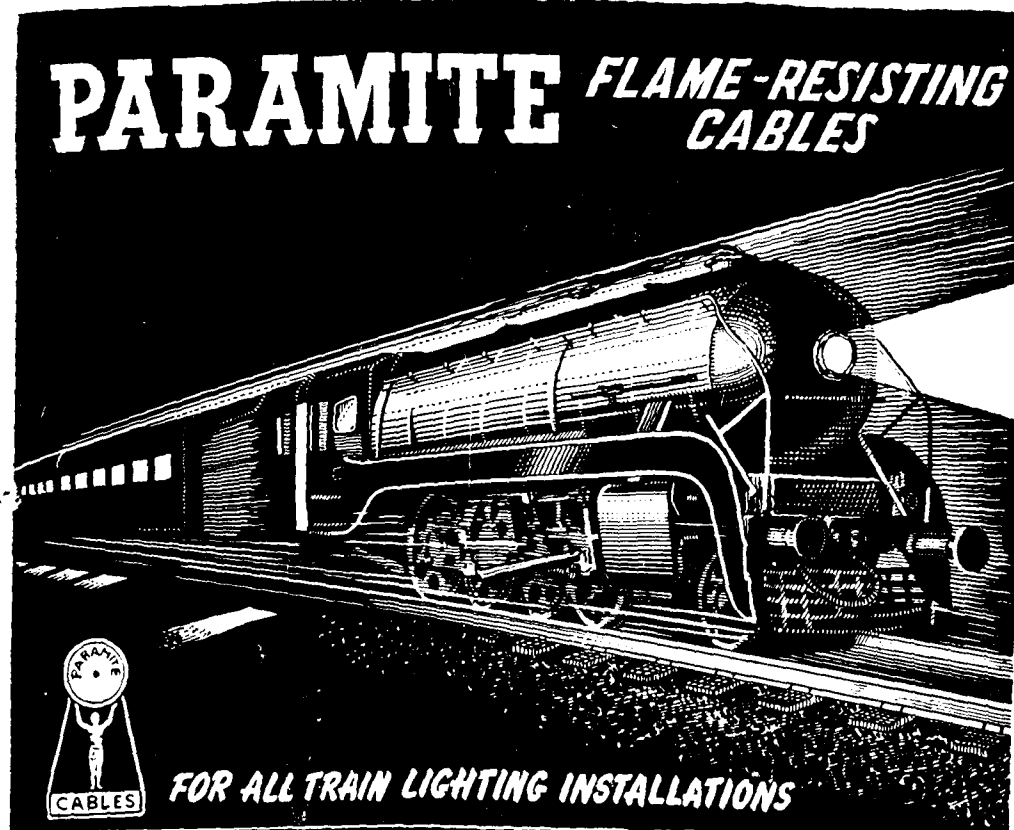
ed the members to protect the Association from the attacks of enemies. The case has been posted for hearing on 19-1-51.

** ** *

Acknowledgments

We have received very nice 1951 Calendars and a few diaries from our various constituents as mentioned below to whom we convey our sincere thanks. (1) Shalimar, Paint, Color & Varnish Co., Ltd., Calcutta. (2) India Tyre & Rubber Co., Ltd., Bombay. (3) Pan American World Airways System, Calcutta. (4) American Express Inc., Bombay. (5) Firestone Tyre & Rubber Co., of India Ltd., Bombay. (6) Dunlop Rubber Co., Ltd. (7) Imperial Chemical Industries (India) Ltd., Madras. (8) Parry & Co., Ltd., Madras. (9) Ciba Pharma (India) Ltd., Bombay. (10) Martin Burn Ltd., Calcutta. (11) Burmah-Shell Oil Storage & Distributing Co. of India, Ltd., Madras. (12) Hoe & Co., Madras. (13) Philips Electrical Co., (India) Ltd. (14) Don Bosco Press, Tanjore. (15) Cement Marketing Co., of India Ltd., Madras. (16) Hindusthan Motors Ltd., Calcutta.

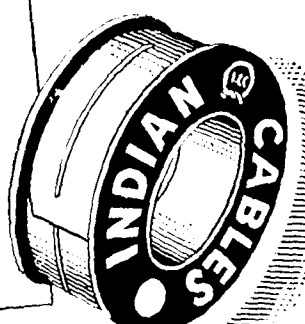
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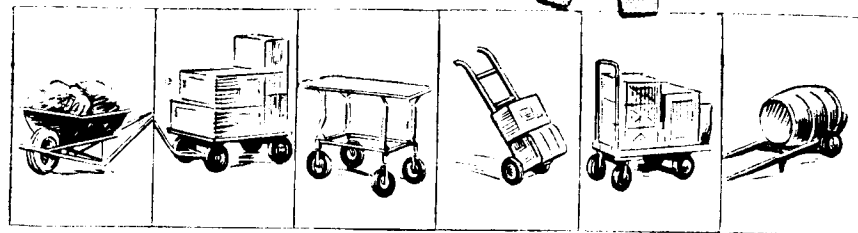
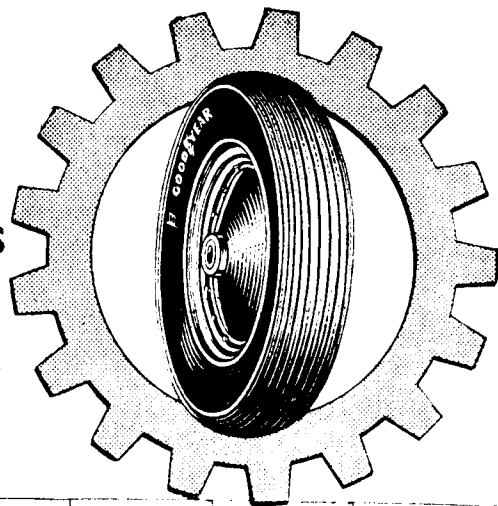
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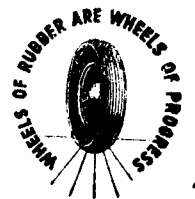


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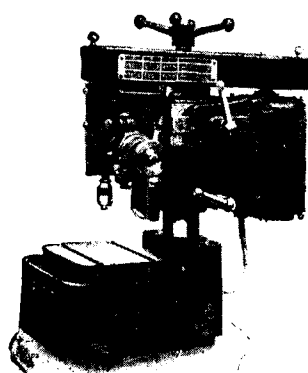
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Distance from Spindle to Column	..	..	48"
Stroke of Spindle	..	..	18"
Vertical Adjustment of Head on Column	..	..	3"
Maximum distance chuck to Table	..	..	4"
Number of Spindle Speeds	..	..	6
Spindle speeds, r. p. m.	..	3,000 to 18,000	
Working surface of Table	..	..	6"×6"



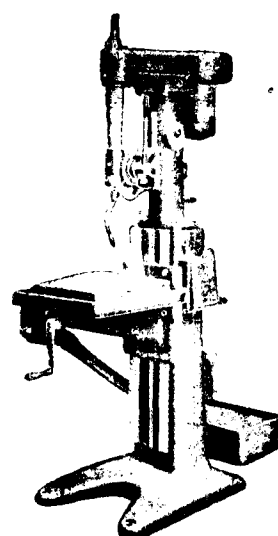
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SINGLE SPINDLE COLUMN MODEL

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Maximum size of Hole Drilled	..	..	1"
Distance from Spindle to Column	..	..	71"
Stroke of Spindle	..	..	31"
Vertical Adjustment of Spindle Head	..	..	6"
Maximum distance chuck to Table	..	..	31"
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Spindle Speeds, r. p. m.	..	2,000 to 5,600	
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Southern Railways Magazine

VOL. II
NO. 8

FEBRUARY 1951

ISSUED
MONTHLY

"Some Record Achievements"

A rapid perusal of the Ministry of Railways Annual Report for the year 1949-50 reveals some interesting and most encouraging facts.

The total earnings of all Railways during the year 1949-50 reached the record-breaking figure of Rs. 258.31 crores. Of this total revenue, goods traffic accounted for Rs. 135.70 crores, passenger traffic Rs. 95.23, and Rs. 27.38 crores from parcels, luggage and other miscellaneous sources of revenue.

The number of passengers carried on all Indian Railways during 1949-50 was 1,254.54 millions as against 1,184.50 in the year 1948-49. Passenger miles increased from 38,317 millions in 1948-49 to 40,021 in 1949-50, and freight ton miles from 22,750 to 25,461 millions. These are the highest figures ever achieved in the history of Indian Railways.

Including lines under construction, the capital at charge at the end of the year 1949-50 was Rs. 812.99 crores on all Indian Railways. This comprised Rs. 736.14 crores of Indian capital and Rs. 76.85 crores of capital raised by Indian States, Companies, District Boards etc.

During the year, on all Railways the capital expenditure was Rs. 37.39 crores, of which Rs. 34.25 crores were incurred by Indian Government Railways. The bulk of the expenditure on the latter was on open line works to the extent of Rs. 0.43 crores, while only Rs. 3.82 crores were spent on new lines.

New lines to the extent of 223.14 miles were opened for traffic, and surveys a number of projects totalling 310 miles were sanctioned.

The Report also revealed another most encouraging feature. Relations between Railway Administrations and Labour continued smoothly and cordially. The number of man-days lost in workshops, running sheds, and similar establishments on account of strikes decreased from the almost negligible figure of 0.2% in 1948-49 to the still more negligible figure of 0.004% in 1949-50.

The achievements of Indian railways during the year 1948-49 showed a marked improvement, but the achievements as reported for the year 1949-50 are not only a marked improvement over the previous year, but highly commendable, for which all ranks of railway personnel deserve just praise. That there is still a certain amount of leeway to be made up in the way of providing more coaching stock,

(Continued on next page bottom)

Notes and Comments

Gudiyattam Railway Station

WE have pleasure in publishing below some extracts from a letter addressed to the General Manager, M. & S. M. Railway, Madras by no less personality than Sri S. Venkatarangam, Member, M. & S. M. Railway Local Advisory Committee and Treasurer, Andhra Chamber of Commerce. We do hope that the General Manager will give his due consideration to the request of mercantile community as they constitute the biggest clientele of Railways:—

"As you are aware Gudiyattam Railway Station is nearly four miles away from the town proper. It is a big business centre; there are two Yarn Mills and one Silk Mill and about a dozen beedi factories. It is a place where business is carried on in tobacco, timber and yarn besides other commodities. The traders have to suffer a lot for an easy communication with the railway station. They have the necessity of contacting the Railway Staff daily in the matter of wagon supply, arrival and despatch of parcels, goods and so forth.

"I learn that Gudiyattam Telephone Exchange (Group III of Madras Circle) which was opened on 19th February 1950 consists of about 40 subscribers and connection for few more subscribers who have paid necessary annual rent is awaited.

and more comfortable standards of travel, cannot be denied, but with these praiseworthy facts before the immense public using the railways for transport of all kinds, they can reasonably expect all their cherished dreams of an almost perfect Railway System to become reality within a few years, provided the achievements now made, can be maintained.

"I also understand that a joint letter was addressed to you on 21st June 1950 requesting the installation of a telephone in Gudiyattam Railway Station to which the General Manager in his W. No. 4709/44 dated 28th August 1950 stated that the Post Master General, Madras has been requested to install a public telephone at the Gudiyattam Railway Station.

"Again I learn that another joint letter was addressed on 29th September, 1950 to you requesting to install a telephone at the expense of Railway Administration. For, the opening of a public call office cannot remove the hardship of the business people and it would be tough job to the public call office as well as the railway staff to answer numerous calls from the towns. It is understood that the cost of maintenance for a telephone is not more than Rs.278/-and considering the revenue derived from Gudiyattam Station, the Railway Authorities can certainly have a telephone at their cost. But unfortunately they have received a letter of regret in your No. W. 4709/55 dated 9th October, 1950.

"I request you to kindly move in the matter either by discussion at the Advisory Committee or in any other manner you may desire and do the needful for the installation of a telephone at Gudiyattam Railway Station at Railway's cost.

* * * * *

Sale of Third Class Seats at Madras Central Station

We are daily receiving complaints from the travelling public about the rude behaviour of certain miscreants who, in order to make an earning at the cost of Railway, are reported to be occupying the luggage space and seats in the mail and express trains while the rakes are kept at the yard on M. and S. M. Railway. As soon as the rake comes to the platform, these unscrupulous persons demand rupees two for the upper berth in third class compartments which is intended for luggage and one rupee per seat for sitting accommodation. Most of the long-distance passengers for fear of congestion and overcrowding, have to accede to their demands. It is also said that such things are done with the connivance of Central Station Railway Police and these unauthorized persons are reported to be their hirelings. Will the Chief Operating Superintendent of M. & S. M. Railway investigate into this matter and root out this evil? We would suggest to the COPS to make a surprise visit to the station especially when the rakes for important mail and express trains, come to the platform from the yard.

* * * * *

M. & S. M. Railway
General Manager
to go on leave

Mr. W. G. W. Reid, General Manager of M. & S. M. Railway who is to retire in October will take leave from April preparatory to retirement. It may be recalled here that Mr. Reid joined Railway Service at the age of twenty six. He had served in several capacities in the railway and was Chief Mechanical Engineer before he was promoted to his present appointment.



Mr. W. G. W. Reid,
General Manager, M. & S. M. Rly.

He had also been the Director of Mechanical Engineering Railway Board, Delhi for some time. As a General Manager he has done well in his post always keeping abreast the prestige of Railways. In his retirement, it is decidedly a loss to the M. & S. M. Railway. Mr. Reid has won the admiration of all who have met him and has nearly twenty nine years of meritorious service to his credit. We wish him all happiness and prosperity in his well-earned rest.

It is said that Mr. Reid will be the last General Manager for M. & S. M. Railway as the inauguration of Southern Railways is to take place with effect from April. It is stated that Sri K. R. Ramanujam, present General Manager of S. I. Railway will be the first General Manager of Southern Railways. We welcome this appointment and hope that he will do a good lot for



*Sri K. R. Ramanujam,
General Manager, Southern Railways.*

the welfare of railwaymen on whose prosperity and happiness, the well-being of Southern Railways depends.

* * * * *

Railway Apprentices' Demands

The Madras and Southern Mahratta Railway Employees' Union Open Line Branch was held last month at Unity House, Perambur. Sri S. Guruswami who presided over the conference, said that apprentices should be treated as Railway Employees as they had already been recognised as such under the Industrial Disputes Act. He criticised the recommendation of the Select Committee of the Labour Relations Bill against treating apprentices as employees. He pointed out that if the Committee's recommendation was accepted they would lose their status as workmen and their allowances would be cut down. He said that their training should be reorganised if necessary,

and a diploma in locomotive engineering should be awarded to them so that they might be recognised all over India. He pleaded that they should be given house rent and compensatory allowances that there should be hostel facilities for them and they should be provided with technical libraries.

Referring to the demands of the General Council of the All-India Railwaymen's Federation which met recently in Madras, Sri Guruswami said that the Railway Board's reply was not satisfactory and did not show any improvement over the position already taken by the Board. The Federation had now asked the Railway Board to agree to a peaceful settlement of the dispute by adjudication and on receipt of their reply, the Working Committee would decide whether a strike ballot should be conducted or not.

Resolutions were passed requesting the authorities to abolish Class II Running Shed Apprentices in the M. & S. M. Railway and to absorb them along with Class I apprentices and to implement the recommendation of the Joint Advisory Committee by treating them as journeymen at the end of their training.

We invite the attention of the General Manager, M. & S. M. Railway to the demands of Open Line Branch Running Shed Apprentices. Problem of Railwaymen is the biggest headache for the Railway Administration to-day. As such it requires closest attention of the General Manager. Contented labour is an asset to the Railway and the Administration should lose no time in realising this basic principle.

* * * * *

Doping Cases on S. I. R.

Since September last there has been an outbreak of doping

cases on the S. I. Railway and inexperienced passengers waiting on Railway platforms are befriended by a pair or group of strangers who after gaining their confidence, persuade them to take coffee or tea mixed with some drug. When the victims become unconscious they are relieved of the cash and jewels in their possession.

The platforms of Dindigul, Lalgudi, Manamadurai and Madura Stations have been chosen for the commission of such offences. The public are warned not to take tea or coffee offered to them free by any one on any Railway platform or in a train. If any suspected individual approaches them they should promptly hand him over to the nearest police. They should also warn their relatives and friends to prevent them from falling a prey to the nefarious activities of these criminals.

It is said that a special staff of the C. I. D. is at work to trace the gang and bring the offenders to book. The public are requested to extend their co-operation by promptly communicating any useful information to the Police and in helping them to eradicate the evil altogether. Persons who secure the arrest of the criminals will be suitably rewarded.

* * * * *

Educational Assistance to Railway Staff

We publish below a letter received from a railway employee who says that under the changed conditions in our country to-day it is necessary that a more liberal interpretation of rules contained in the State Railway Establishment Code should be given so as to make the educational assistance available to as many of the employees as possible especially when the cost of living is soaring every day.

"The Railway Board had announced their decision that Class

III Staff of the Railway should be given assistance for the education of their children from Railway Revenues under the rules contained in the State Railway Establishment Code. According to these rules "the assistance was limited to those cases where an employee is compelled to send his child or children to a boarding school away from the station at which he is posted owing to the absence of a school or schools of the requisite standard at the station at which he is posted." But the fact remains that we do not have Boarding Schools in many of the districts of the Madras State and even those very few that exist cater only to those desiring to have the Western style of education. Thus the assistance granted is availed of only by a very small minority. It is quite reasonable to presume that the intention of the Railway Board at the time of framing this rule should have been to benefit as many employees as possible and not limit the same to a few. It is understood that the M. & S. M. Railway authorities have turned the applications of all those who had sought the benefit of this assistance on the plea that the children are not sent to a boarding school. Even the certificates of the authorities of recognised schools in respect of the tuition fees levied monthly are not taken into consideration for the purpose of granting this assistance on the ground that the institutions are not boarding schools. In the circumstances what was intended to be given as assistance to the employees does not exist in actual practice. Under the changed conditions in our country to-day, it is necessary that a more liberal interpretation of this rule should be given so as to make the assistance available to as many of the employees as possible especially when the cost of living is mounting up every day. Will the Railway Labour Union kindly take up this matter with the Ministry of Railways?

* * * * *

Properties of SIR Labour Union

Mr. Justice Somasundaram passed an order in the High Court last month on a petition filed by Mr. V. Chakkarai Chettiar, President, Madras Provincial Trade Union Congress setting aside an order of the Sub-Divisional Magistrate, Tiruchirapalli under Section 146 (2) Cr. P. C. attaching the office and properties of the South Indian Railway Labour Union, Tiruchi and appointing a Receiver and directing the Magistrate to hand over the office and properties to the petitioner, Mr. Chakkarai Chettiar.

It is stated that with the revival of Labour Union, the existing Workers' Union will be merged with the former so as to be a doughty union of the large number of South Indian Railwaymen. The time has come that the premier Association of S. I. Railway viz. Employees' Association should strengthen their organisation by enlisting more members. We would suggest to the General Secretary that the Association should enroll non-gazetted officers also as their members who, apparently, have no Association or Union to

protect their interests. They are just like a Damocles sword hanging in the air. We believe that the General Secretary will give his deep consideration to this suggestion.

* * * * *

Telecommunications on British Railways

After a four-month study tour sponsored by the United Nations Organisation, Sri M. S. Viswanathan, District Signalling Engineer, South Indian Railway returned to India last month. Sri Viswanathan had been deputed by the Indian Railway Board to study "Rail road construction and operation with special reference to signalling and telecommunications" in the United Kingdom.

He explained that so far as modern development of signalling and telecommunication on Railways was concerned, India was not in any way backward. In England, one found a more intensive application of the principles which was suited to the traffic conditions there. The officers in

NOTICE

We have pleasure in announcing to our advertisers and readers that we are bringing out an Engineering Supplement to our Magazine sometime in April this year. This Supplement will contain articles on all aspects of Engineering such as Electrical, Mechanical, Structural and Civil—contributions being from eminent writers.

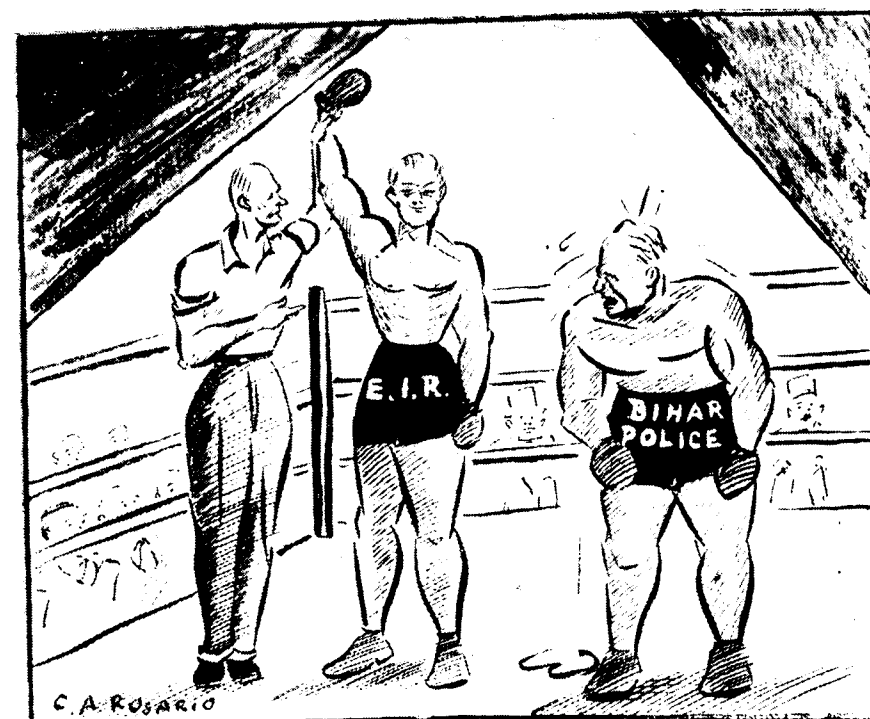
The Supplement is priced at As. 8/- only so as to be within the reach of all the personnel of Indian Railways.

For further particulars write to:—

The Manager,

Southern Railways Magazine,
P. B. NO. 17, TANJORE.

"THE WINNER"



The Judicial enquiry into the cause of the East Indian Railway. 7 up accident has given its verdict in favour of the railway against the Bihar Police, namely that the accident was due to sabotage.

the British Railways, Mr. Viswanathan said, were kind and helpful.

Referring to living conditions in England, Mr. Viswanathan said that throughout his stay of four months, he had had no difficulty in getting good vegetarian meals at reasonable cost, and his stay there had cost him less than what it cost him in Madras City.

Mr. Viswanathan also stated that the British Railways were said to work at a loss, while Indian Railways were paying. *British Railways consider travelling public as human beings whereas Indian Railways do not consider so. Hence total passenger earnings go up year by year. (italic: ours).*

* * * * *

Second Class on more S. I. Rly. Trains

We are glad to note that the South Indian Railway has introduced Second Class accommodation since last month on the following trains on the metre gauge.

Nos. 31 and 32, between Ariyalur and Trichinopoly; No. 55, from Mayavaram to Trichinopoly; No. 56, from Tanjore to Mayavaram; Nos. 75 and 76, between Tanjore and Trichinopoly; Nos. 187 and 170, between Lalgudi and Trichinopoly; Nos. 199 and 186, between Vriddhachalam and Trichinopoly; Nos. 189 and 190 between Lalgudi and Trichinopoly; No. 491, from Nagore to

Tanjore: No. 492, from Trichinopoly to Nagore; and Nos. 498 and 499 between Tanjore and Nagore.

* * * * *

New Diversion on G. I. P. Railway opened

The two-mile long rail-route of the new diversion on the G. I. P. Railway in Bhore Ghat was declared open to traffic on 23rd of last month.

The diversion situated 65 miles from Bombay on 119 miles Bombay—Poona rail track, cost the Railway about Rs. 42 lakhs.

Mr. K. C. Bakhle, Chief Commissioner of Railways addressing the Railway Officers present at the function said that this work had been undertaken for the safety of the public and consisted of re-spacing the double line tracks in the ghats to remove all travel hazards and incidentally, to permit the use of wider rolling stock and movement of oversized loads.

Later, a special train carrying a group of Bombay Pressmen and Officials of the Railway headed by Mr. Bakhle passed through the new route and halted near the "jewel-studded tunnel" on the diversion. A special cavity in the tunnel with iron bars in which the studded "jewels" are treasured attracted the visitors.

* * * * *

Tourist Parties

A party of the Swedish Indian Society of Stockholm consisting of 21 members travelled from Delhi to Agra, Banaras, Manmad—en-route to Aurangabad and back—and Bombay. Two G. I. P. First Class bogies were allotted for the

entire tour of this party which was conducted by Messrs. Cox & Kings Ltd. This is the first tour of its kind after the war, arranged by the G. I. P. Railway and the coaches supplied were specially reconditioned to suit Tourist Traffic from Overseas. A photograph of the interior of one of these coaches will be published in our next issue.

* * * * *

Republic Day Celebrations at Shoranur

The first anniversary of the Indian Republic was celebrated on 26th of last month at Shoranur in a most fitting manner under the joint auspices of all the Railway Departments led by Mr. C. P. Abdullah, B. A., Station Superintendent, at the Institute grounds. With the dawn of the day the entire station premises presented a colourful appearance with decorations and the Nation's tri-colour flag fluttering on the tops of all buildings.

Later, Sri N. Nilakanta Sarma, Assistant Engineer, Trichur, and President of the Institute hoisted the flag. He received the salute of the Watch & Ward Staff. This was followed by National songs, sung by small girls. Sweets were distributed to children and sports in various items were conducted.

In the evening a grand programme was gone through before a huge gathering unprecedented at Shoranur. Mr. Sarma, the President, opened the function with a talk giving a vivid idea of the importance of the Republic Day and laid stress on the responsibility of Railwaymen. Prizes were then distributed to the winners in the morning sports. This was followed by variety entertainments by the Pudukad

(Continued on page 51)

South Indian Railway News Letter

BY G. MOORTHY

First Anniversary of the Republic

ON January 26, of this year our Republican Government has completed one year of existence. For a railwayman working on the South Indian

Railway this one year has been full of significance. The meaning of patriotism has changed. Its warp and woof is judged by the constructive work only for which alround co-operation is needed. Let me, therefore, give a brief review of our achievements and our failures during this year.

Passenger Traffic and Amenities to the Public

The following statistics which are available up to March 1950 show the improvements and progress made in this direction.

	1938—1939	1949—1950
No. of passengers carried in Millions	61.0	150.0
Earnings from Passengers alone in lakhs of Rupees	213.4	794.5
Seating accommodation all classes both the Gauges	99,162 seats	87,813 seats
Average mile a passenger was carried	22.20	22.42

The gross earnings from March to November 1950 for which figures are available show an increase of 109 lakhs over 1948—1949.

These figures illustrate that in spite of the reduced number of coaches available and consequent diminution in seating accommodation the Railways have carried over 2½ times the number of passengers carried during the previous year. People have had to put up with overcrowding as an inevitable evil, but the Railways and Railwaymen have done wonderfully well to help the public to the utmost possible extent.

With regard to passenger amenities, the recommendations of the Raman Committee Report was given effect to wherever feasible. These were among others provision of smokeless ovens in the Refreshment rooms and the provision of stainless steel vessels. Many new stations have been electrified. In short top priority has been given to this item. Silent constructive work and sound financial improvement alround has therefore been noticeable.

Goods Traffic and Earnings

	1938—1939	1949—1950
Freight tons carried in (Millions)	5.18	7.29
Net ton miles	565.87	985.20
Earnings from Goods Traffic in Lakhs of Rupees	284.02	755.23
No. of open and covered wagons available for Traffic	6243	6492

With only a slight increase in the wagon holdings nearly three times the volume of goods traffic handled in 1938—1939 has been carried and this has been possible on account of the efficient performance of the operating staff. Many Yard Station Masters and Cabin Station Masters have done

really well and it is a pity that the Chief Traffic Manager is not sympathetic towards the amelioration of Yard Masters, Cabin Station Masters and Station Masters. We hope that this will be done since safety of several lakhs of passengers rests with these people.

Complaints from the Public

	1948—1949	1949—1950
Total complaints Received	1,373	1,612
Complaints regarding bribery and corruption	240	100
No. of complaints that were substantiated	657	823

It is somewhat disappointing to note that on the South Indian Railway where nearly 50,000 men are working, 1612 complaints for the whole year were received of which only 50% substantiated. This number could be reduced further if not nil, by railwaymen being courteous and attending to the needs of the travelling public. Courtesy costs nothing. This should be their watchword.

The complaints regarding corruption and bribery have fallen from 240 to 100 and it is a matter for consideration for the General Manager to wind up the anti-corruption organisation or take some steps to see that staff are not harassed by them. Further when the case is taken to a court of law and the staff comes out successful whatever expenses incurred by him should be fully reimbursed.

Engine Failures

Year	No. of failures
1938—1939	127
1949—1950	453

Such an increase is really depressing and it is hoped that the Administration will take useful steps to rectify matters. The morale of the Drivers and shed staff requires boosting. Let the Welfare Inspectors who are

supposed to achieve many things look into this and let the President and General Secretary, Loco Transportation Association take active steps to inculcate a sense of responsibility among them.

Publicity—Public Relations

This is the weakest link as reported in my last news letter and the following facts bear this out.

No. of Press Notes issued	112
Propaganda Advertisements issued including the one given to Wednesday Review at Trichinopoly (Italics mine)	40
Letters received from the Public	750
Cuttings taken from the Press	400

Besides the above Radio talks were arranged. Everyone also knows about the fortnightly news letter which was once issued weekly. Better we do not comment on the usefulness of the news letter. The expenses incurred runs into Rs. 5,500 per mensem. This is very stale reading and requires immediate rectification. This department must be placed on a sound footing and Editors of Railway newspapers having the confidence of railwaymen should be allowed to see things by themselves by the issue of Free Passes and report factually. Any official propaganda, however good, cannot replace independent views of journals devoted to staff welfare. The policy of giving advertisement without taking into account the circulation basis and the hold on staff must be changed. If certain journals like *Southern Railways Magazine* is taking an independent stand and is able to have wide circulation in spite of absolutely no help from the Administration it is all the reason that the Admini-

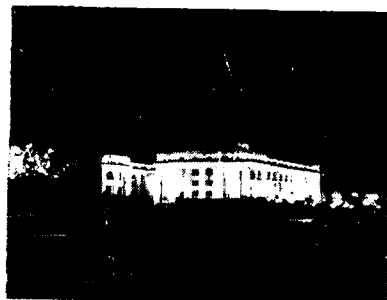
stration should welcome this. In republican India Railwaymen expect this.

Let me conclude this letter with a deep sense of appreciation for the valuable work rendered by the Engineering and Watch and Ward Departments who have done well under most trying circumstances. I have to add that though the relations between the administration and the Staff Unions are cordial, there are certain staff who were in the Labour Union and who due to difference of opinion have preferred other unions. The Administration should welcome this change and inculcate in the officers the new set up and see that the good relationship is maintained so that real *esprit de corps* can be maintained.

The inspiring message given by our General Manager on 26—1—1950 when India was declared a Republican State still rings before us and in his words:—



Gen. Manager delivering the Republic Day Message at Watch and Ward Parade. Superintendent, Watch and Ward (S. I. Rly.) is on the Right.



Republic Day Illumination, Railway Office and Trichinopoly Jn. Buildings

I wish that everyone of you will again take the pledge "I shall be true to God, I shall be true to myself and I shall be true to my country. May the Almighty give us strength to maintain that pledge."

We are aware that our young and old officers have to work and administer things on this Railway under difficult circumstances. There are many, honest, conscientious hard-working and lovable officers while the reverse is also the case. In a national undertaking like the Railway, such things are inevitable and whatever may be the cause, a common patriotism and love of our Republican Government and the sacrifice, our leaders have to make, should unite us in the



G. M. Taking Salute at the Watch and Ward Parade (S. I. Rly.) on Republic Day.



common endeavour and nurse the infant democracy from the attacks of enemies from within and without.

A National Catering Service for the S. I. Railway

In a country like India consisting of mainly the peasant with a very low standard of living a travel by rail is considered as a luxury, even if it be by the lowest class. It is considered as luxury in the sense that even on wayside stations situated in the village surroundings dominated by mud huts, are thronged by the villagers. People come to the railway stations for sight-seeing and if their pocket is filled up, do not fail to take a journey by rail. Festivals conducted by temples attract large crowds, not in the sense that people are crowding there to partake in the festivals, but mainly to have a travel and partake the food and snacks and other sweetmeats provided on the way. Even our middle class folk make a lot of preparations in the way of preserved food for a rail travel as the rail travel puts a keen edge on the appetite. Thus a comfortable rail travel and good refreshments on the way go together, to satisfy the average third class traveller. While the third class traveller is receiving the best possible attention at the hands of our National Government by the way of passenger amenities, it is a mute

(Continued on page 49)

Nizam's State Railway News Letter

BY OUR CORRESPONDENT

BY the end of March this year the N. S. Railway's programme to build 20 TLRs is expected to be completed. The Works Manager, Lallaguda Workshop in his new year message to the Workers appreciated their efforts to keep up efficiency and urged them to carry out the Railway's capital programme to construct coaches and other bodies in time and reach the target of 7000 man hours during the year. He also appealed for all round co-operation in the Workshop—from the Supervisors, Clerks and the Union's Representatives—to help him to set new standards of efficiency and out-turn.

* * * * *

The Road Transport Department has been given the monopoly over the Musheerabad route which connects the twin cities (Hyderabad and Secunderabad) through the industrial centres. The Private bus service hitherto plying over this road has been stopped. The termination of the licence for those private owners was the subject of considerable agitation on the part of the motor owners who led by their Union's President Dr. N. M. Jaisoorya resisted the attempts for sometime and even tried to take legal steps against the Government's action. Their attempts failed with one addition of this route to the RTD services and the dearth for spare parts for the buses, the services suffered a set back for a little time. The department is trying its best to augment the number of buses and the frequency of services between the twin cities by placing more buses on the road with all possible speed. The shortage of buses has naturally resulted in increased trips for those on road and this meant greater strain of work, for the staff. If the drivers and con-

ductors were working two trips per hour, they are now required to make three trips or a total of eight trips more in 7 or 8 hours. The rush of passengers has also been considerably heavy and this has added to their strain.

Activities of the N. S. Railway administration during December 1950 connected with the improvement of amenities for passengers:—

The N. S. Railway has made arrangements to make available complaint books which will be kept with the Station Masters of important stations for the use of the passengers to record complaints of incivility, inattention, bad quality of catering services etc.

The Railway has completed the construction of 14 metre gauge Class III bogies with brake vans and they have been brought into service. These bogies are fitted with transverse seats and their lavatories are provided with wash basins and mirrors. The administration has constructed a bus shelter at Lallaguda for passengers waiting for RTD Buses. Electric fans have been provided on the platform at Secunderabad Station and the administration have in hand an elaborate plan for the electrification of some of the stations on their system.

Flourescent lights have been fitted at some of the local stations and the existing lighting arrangements have been improved at Secunderabad.

* * * * *

On Thursday December 21, 1950 a mass meeting of the Railway Workers and Officials was

held in the Railway Recreation Club grounds at Secunderabad to pay homage to the departed leader Sardar Vallabh Bhai Patel. The meeting was attended by the Hon'ble. Mr. V. B. Raju, Minister for Labour and Industries, Government of Hyderabad. Sri T. M. Jagtiani, General Manager of the N. S. Railway and several other Officers also attended the meeting. Dr. N. M. Jaisoorya son of late Mrs. Sarojini Naidu who is the President of the N. S. Railway Employees Union was also present.

Mr V. B. Raju spoke at length on the great role played by the Sardar during the freedom struggle of the country as an architect of modern India and for the liberation of Hyderabad. Concluding his speech, the Minister exhorted the Railway workers and as a matter of fact every citizen of India, to apply themselves to the great tasks laid by him and other national leaders like Mahatma Gandhi and co-operate with the present government.

Dr. N. M. Jaisoorya, on behalf of the workers of the N.S. Railway, expressed that he has lost a personal friend in Vallabh Bhai Patel and the country a great and able administrator and leader. He spoke at length on his great qualities of love, justice, sincere application to the task he had in view etc. A resolution expressing admiration and appreciation of the work and services rendered by Sardar Patel to the country and paying homage to the departed leader was moved by Sri T. M. Jagtiani, General Manager and was unanimously passed.

* * * * *

The Railway Board have been pleased to decide the benefits of the Hours of Employment Regulations as modified by the Adjudicator's award should be extended

(Continued on next page bottom)

to the N. S. Railway and they have agreed to the proposal made by the General Manager of the N. S. Railway to commence application of the award forthwith.

Mr. T. M. Jagtiani in a statement released says that "instructions have been issued for this work to be taken on hand forthwith."

* * * * *

I reliably understand that the Government of India have decided to offer the following terms to the Staff of the N. S. Railway who have come under control of the Centre as a result of the Federal Financial Integration:—

(1) The staff will be given the option either to elect the CPC scales of pay and be governed by the Indian Government Railway Rules and conditions of service in all matters or remain on their existing scales of pay and be governed by their existing conditions of service in matters of (a) leave (b) dearness, compensatory and house rent allowances (c) educational assistance (d) provident fund benefits and (e) retirement age as long as they continue to hold whether in a permanent or officiating capacity, the posts they were occupying on 1st April 1950. The option once exercised will be final.

(2) On subsequent promotion whether permanent or officiating all staff irrespective of their option shall be brought on to the prescribed scales and Indian Government Railways Rules and Conditions of Service. Option will be given to such an employee to refuse such promotion if he does not desire to come on to the prescribed scales and Indian Government Railways Rules and Conditions of Service. The staff who refuse promotion on one or to

Our London Letter

BY A CORRESPONDENT

BEFORE the war, 11,500 horses were regular employees of the British Railways. These splendid animals were used by the railways for hauling parcel delivery vans in London and other great cities in England. Recently twenty horses filed into the stables at St. Pancras Goods Depot for the last time. They have been replaced by motor vans and mechanical horses.

In the hey-day of their service the horses had their own convalescent home, their own sanatoria, shoe making and harness making shops. To-day their ranks are down to 5,000 and mechanisation continues. For years the stud at St. Pancras was one of the largest in the country with 500 horses. One by one they have been replaced by motor vehicles. Stud at Camden and Broad Street are also being disbanded by June this year and it is planned that all the horses will disappear.

Carters recall the happier days of the horse. They talk of the time not long gone when they were

the pride of parades with hundreds of silver cups, as proof of the public's approval. Only three years ago over 200 cups and prizes were won by L. M. S. horses in public shows. The men recall the valiant work of horses during the war when, in spite of the blitz, the popular Depot alone moved 8,000 tons a week. The heroic gallantry of carters in those days was the high spot of the time. When stables were bombed they dashed through the flames to reach plunging fear crazed animals and bring them to safety. One of them will carry the injury for the rest of his life.

Traffic authorities, struggling with the problem of street congestion, believe that the displacement of horses will be a great help. The old carters are not so sure about it. When the railway horses are "retrenched" further congenial employment is found for them. They are usually sold to farmers. It is interesting to note that in 1895 there were 1,337,965 horses

occasions shall be declared as permanently ineligible for further promotion.

2. The following Indian Government Railways Rules will with effect from 21st October 1950 be applied to staff whether electing the CPC scales or existing scales of pay.

1. Acting allowance rules.
2. Travelling allowance rules.
3. Joining time rules.
4. Discipline and appeal rules.
5. Pass rules.
6. Other matter except leave,

educational assistance, provident fund and retirement age.

3. All non-gazetted staff who were permanent on 1st April 1950 will be required to exercise the option referred to in para 1 above after the equation of posts is completed. Forms in which staff should be asked to exercise their option will be supplied in due course.

4. Staff who were temporary on 1st April 1950 will be governed from that date by the Indian Government Railways rules in all matters, no retrospective effect being given in respect of matters dealt with in para 2 above.

THE OLD AND THE NEW

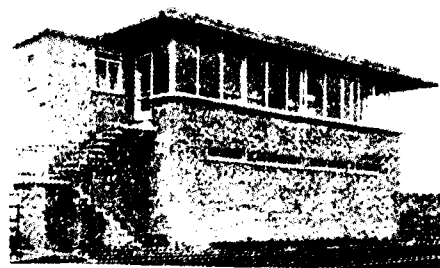


A British Railways Cart Horse and a New Motor Vehicle

working on the farms of Britain. Now there are only 396,000 working on the land.

A modern signal box has recently been opened at Agecroft Junction on the London Midland Region of British Railways. It contains several features of interest both from the architectural and signal engineering point of view. The use of slender steel columns to support the roof has permitted the use of a continuous window with little obstruction to vision while the sliding windows run easily on an overhead roller track.

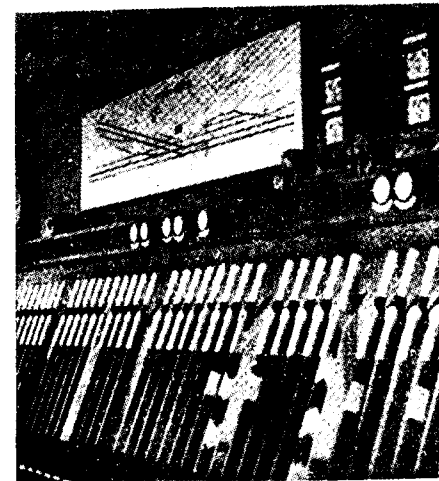
Heating is by means of a gas fired central heating boiler, ther-



Exterior of Agecroft Junction Signal Box

mostatically controlled, while a toilet, cooker, sink and draining board and locker are provided in an annexe. Agecroft Junction box is a block post on the Manchester-Bolton main line at the junction of lines forming an alternative route to and from Manchester via Pendleton Broad Street Station. The working of the existing signals has been transferred to the new box which however will also control the inlet and outlet of a set of three new sidings to serve the new Agecroft power station of the B. E. A.

The new locking frame is positioned at the side of the signal box away from the running lines so that the signalman will have an uninterrupted view of the latter. The frame is arranged for mounting directly on the operating floor with separate counter-balance levers beneath and the tappet interlocking is actuated by the catch handles. An interesting innovation is the use of white plastic covers to the lever handles. These improve the signalman's grip, avoid the difficulty of keeping these handles clean and at night



Interior of Agecroft Junction Signal Box, London Midland Region. British Railways showing plastic covered lever handles

show up any levers which are reversed and therefore partly obstruct the working space.

The use of plastics has also been applied to the illuminated track diagram. This is one of a recently developed type. It



Close up view of Plastic clad lever handles

consists of a thin sheet of non-reflecting nylon finish white plastic on which the track layout or symbols have been printed in black by a process similar to that normally used for the production of engineering drawings. The plastic is then mounted on plywood and edged with metal. Such a diagram has good non-reflective qualities, is more distinctive and easier to keep clean.

In connection with the Festival of Britain, to be held in London this year, British Railways are running five new expresses to be known collectively as Festival of Britain trains. These will operate during the summer when large numbers of visitors from the U. S. A. and other countries are expected. These trains will bear names relative to the routes on which they will run. They will be formed of the new British standard rolling stock built in the workshops this winter and will comprise coaching stock and dining cars. Routes for these trains are being specially selected with a view to showing them to as many parts of the country as possible and also to link towns where the civic authorities are holding industrial exhibitions and displays in conjunction with the Festival. During the time the Festival is running the special trains "Royal Scot" and "Norfolkman" will be made up of the new stock and a modernised "Golden Arrow" including new Pullman cars will operate between London and Dover. The Festival trains will be named "Red Rose," "Heart of Midlothian," "Merchant Venture," "William Shakespeare" and "Royal Wessex."

During the last twelve months or more the British Railways have been experimenting with double decker coaches made up into eight car trains. The idea behind this experiment was to endeavour to accommodate more passengers for the same train length and avoid the expenditure of lengthening



The Royal Border Bridge carrying the British Railways East Coast line across the Tweed at Berwick opened by Queen Victoria on August 19, 1850. It is now over hundred years old.

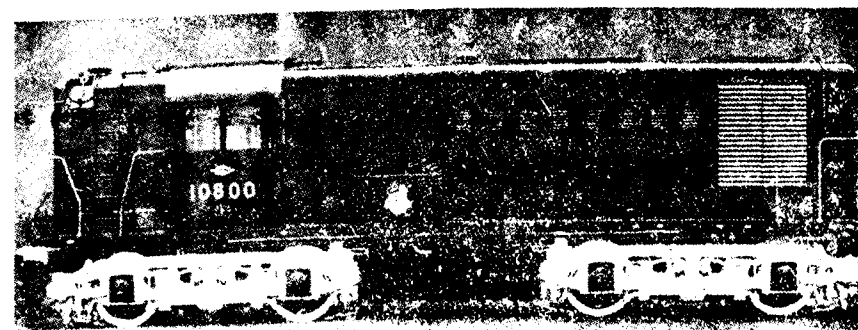
platforms, making extensive permanent way alterations and repositioning structures. Experience has shown that it takes longer to entrain and detrain and there is also ventilation difficulties on the upper deck. Double deck trains can only be used on a limited number of sections owing to structure difficulties. Plans are now in hand for the provision of ten car trains on suburban sections for peak hour service. This will entail the construction of 66 new two car sets and the modernisation of 132 four car trains. Lengthening of platforms at many suburban stations will be necessary.

A new Diesel electric mixed traffic locomotive is the latest addition to British Railways. It has been completed at the Glasgow works of the North British Locomotive Company Ltd. The locomotive is of 827 h. p. and is intended for secondary purposes such as the operation of branch line and local train services and will, together with the Diesel electric shunting and main line locomotives

already in service enable Diesel traction to be investigated over the whole range of railway working. The locomotive has been completed to the design of Mr. H. G. Ivatt, Chief Mechanical Engineer, London Midland Region and was one of the projects which he and the former L. M. S. Railway Co. sponsored.

The structure of the locomotive was built by the North British Locomotive Co. and the electrical equipment arranged by the British Thomson-Houston Co., Ltd., of Rugby. They manufactured the electrical generators, the traction motors and control apparatus and they were responsible for designing the characteristics of the power equipment to suit the varied duties which has to be performed. The Diesel engine was supplied by Messrs. Davy Paxman & Co., Ltd. of Colchester.

The locomotive has two bogies with nose suspended traction motors mounted on each axle



New Diesel Mixed Traffic Locomotive for British Railways

and driving through single reduction gearing. The general layout of the power equipment is similar to the standard 350 h. p. Diesel electric shunting locomotives successfully operated for a number of years. This locomotive, however, has a carriage warming boiler mounted in a separate compartment behind the driver's cab and the main fuel tank is at the front of the locomotive with panel radiators on the bonnet sides through which cooling air is drawn by a vertically arranged engine driven fan.

The power equipment consists of a Davy, Paxman 16 cylinder RPHXL/11 engine rated 827 b.h.p. at 1250 r.p.m. coupled to a British Thomson 6 pole 800 k. w. generator with a continuous current rating of 1600 Amperes at 326 volts. The auxiliary generator and exciter are mounted above the main machine and are chain driven from an extension of the main generator armature shaft.

The main control gear is placed in a cabinet immediately in front of the driver's cab. It can only be opened by the master switch key which in turn can only be withdrawn when the main circuit is isolated. The driver's

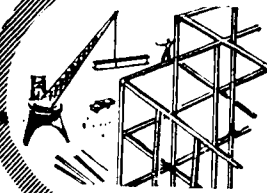
cab has a centrally positioned control desk with all controls duplicated to permit driving from either side. A vernier control is provided for precise regulation of locomotive speed during hump shunting or as required during normal operation. It allows for five engine speeds with load control to prevent overloading of the engine on all speeds except idling.

Compressed air is employed for the operation of certain contactors, sanders, horn and the refuelling equipment but vacuum brakes are fitted to the locomotive. 24 in. brake cylinders apply brakes to all wheels through suitable linkage and slack adjusters. A deadman's pedal operating on the brake system is provided with a changeover cock to vary the action according to whether the locomotive is engaged on freight or passenger working.

The maximum designed speed is 70 m. p. h. and the maximum tractive effort is 34,500 lbs. at 12.3 m. p. h. with a wheel diameter of 3 ft. 6 ins. Provision is made for propulsion starting of the main engine should the battery become discharged. The overall length is 41 ft. 10½ ins. and the weight is 69 tons 16 cwt.

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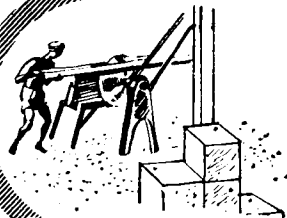
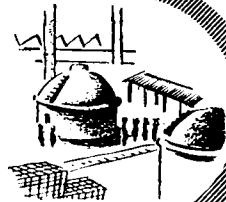


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WEX 20

"YP" India's Newest Metre Gauge Passenger Locomotive

THE YP locomotive for metre gauge track is the latest addition to the new standards introduced to cope with India's post-war traffic requirements. The arrival in India recently of 20 of these locomotives from U. S. A. and 150 more expected shortly, orders for which were placed some time ago with British and Continental firms, will strengthen materially the capacity of Indian Railways for traffic over the metre gauge routes in the country.

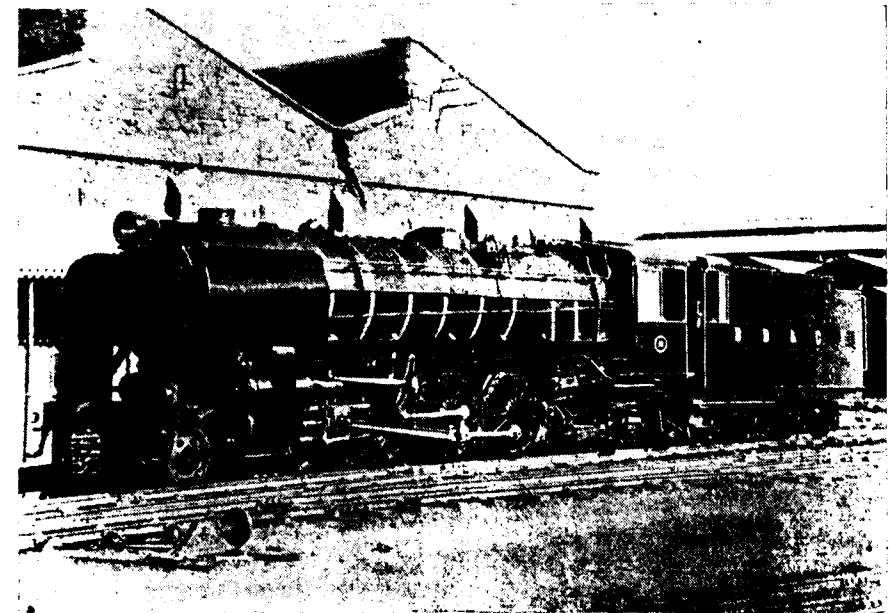
Like the WP locomotive on the broad gauge, the YP locomotive has been designed to burn non-coking coal, for improved riding qualities and for operation on lighter track. The previous heavy metre-gauge passenger

locomotive was the YC which had a 12-ton axle load and required 60 lbs. rails and heavier bridges than the YP will require. The YP has been restricted to a 10.55-ton axle load and has been designed for use on 50 lbs. rails.

Designed with an eye on simplicity, reliability, and low maintenance costs, the YP locomotive incorporates the standard features laid down by the Locomotive Standards Committee, an experienced body of Chief Mechanical Engineers who recommended to the Railway Board the detailed designs for standardisation.

As metre-gauge speeds are generally below 50 miles per hour, there is no technical advantage

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Modern Trains for 1100-Mile Trans-Continental Journey

BY C. SLOCOMBE

BY introducing diesel-powered units, the rail journey across the Australian continent from East to West will be speeded up considerably and made a good deal more comfortable.

The present expresses take 41 hours to cover the 1100 miles separating Port Pirie (South Australia) and Kalgoorlie (Western Australia), the terminals of the Trans-Australia Railway. Diesel coaches are expected to halve this time.

Purchase of diesel trains in the United States was one of the

in streamlining, and it has therefore been decided not to streamline the locomotive so that the full advantage of accessibility for repair purposes could be retained. The YP has a wheel arrangement of 4-6-2 and in working order weighs 97.07 tons including the tender and is 62 ft. and 7½ inches in length.

Superior to "YC"

Designed to burn non-coking Indian coal of the calorific value of 12,000 B. T. U., the YP locomotive is expected to develop 1,030 indicated horse-power or approximately 2.9 horse-power per ton of total train weight. In this respect it is considerably superior to its forerunner, the YC locomotive with heavier axle load which was capable of developing 945 indicated horse-power i. e. 2.65 horse-power per ton of train weight. The improved performance has been obtained by employing a better designed boiler, 2 higher degree of super-heat temperature and an improved valve-gear.

first steps taken by the Australian Government after it was granted a \$100,000,000 loan recently by the International Bank for developmental purposes. The units ordered are the most modern of their kind in the world and they will be the first to operate outside the United States.

Steam drawn trains now on the run, equipped as they are with sleeping berths, showers, diners and parlours, are comfortable by all reasonable standards, while 200-ton locomotives are capable of fast speeds, particularly as there are no hills whatever to

Following the usual practice the initial order for YP locomotives was limited to 20 units and these were subjected to an intensive set of trials, both service and special, to determine their performance and riding characteristics. On the successful completion of these rigorous tests, the Railway Board have placed orders for 150 YPs with manufacturing firms overseas.

An interesting feature of the new locomotives standardised by the Railway Board is that the standard goods and passenger locomotives have inter-changeable boilers and other components both on B. G. and M. G. This arrangement reduces the capital locked up in spare boilers etc., and facilitates a reduction in repair-days in workshops. Thus on the B. G., the WP (Passenger) and WG (Goods) locomotives have a common boiler with a grate area of 46 sq. ft. while on the M. G., YP (Passenger) and YG (Goods) also have a common boiler with a 28 sq. ft. grate area.

slow them. However, the need to maintain supplies of coal and water for the crossing of the Nullarbor Plain Desert puts a brake on steam express times.

To Serve Rocket Range

First service to be introduced when the diesel coaches are delivered will be on a scheduled run between Port Pirie and the rocket-testing range at Woomera, in Central Australia, where guided missiles are being developed in a top-secret defence project of international significance.

Airwise traffic facilities across Australia are up to best world standards, and there is a good highway. But only very small numbers of people can make the full East-West journey by road, so the railway remains to-day a vital part of Australia's transportation system. No doubt it will always be.

Australia's whole railway system—owned by State and Federal Governments—totals about 28,000 miles and carries a yearly average of 500 million passengers.

The East-West railway journey may be begun at Melbourne (population 1,300,000) in thickly populated South-Eastern Australia. After an overnight run the traveller is in Adelaide (400,000). Then he proceeds to Port Pirie, where he changes trains for the long journey across the South-Central part of the continent to Kalgoorlie. At this historic mining town, said to have yielded more gold in a small area than any other place in the world, the passenger crosses the platform to the "Westland" express, which takes him another 370 miles to Perth (300,000).

At Perth—and journey's end—he has travelled 2,100 rail miles, in a more or less direct line, from the Pacific Ocean in the East to the Indian Ocean in the West.

Geological Wonder

West of Adelaide, the Trans-Australia Line crosses that geological wonder the Nullarbor Plain for a distance of about 400 miles. One hundred thousand square miles in area, the Nullarbor is one of the loneliest, strangest plains of the globe. Apart from two or three sheep station owners, the sole inhabitants are the railway maintenance gangs and train crews who live in the settlements erected for them at intervals along the track.

Elsewhere over the length and breadth of the plain there is not one tree, not one stream, not one hill. Around the fringes are to be found such quaint little creatures as "barking" lizards, house-building Jerboa rats and rabbit-eared bandicoots. Along with the owls which inhabit the weird limestone underground caves, they have the Nullarbor, a fair slice of the earth's surface, practically to themselves.

In one section the railway line runs for 330 miles without a curve—the longest stretch of straight track in the world. To the limitless horizon reach only the twin parallel ribbons of steel piercing through the vast expanse of stunted desert vegetation. Against this background the big express trains as they speed through are minute things.

To some people, crossing the Nullarbor is dull, monotonous; to others, an intriguing experience not soon forgotten.

"Train Spotting"—A Boy Makes A Business out of it

BY G. H. GATES-REED, M. I. A. M. A.

ALL over the United Kingdom boys, and sometimes girls, sit on the embankments and bridges run up and down platforms, invade the shunting yards in search of new and rare locomotive numbers. Engine spotting is the rage among the younger generation.....and for Ian Allan, once an enthusiast himself it has become a profitable business. At the age of twenty-two, five years ago, he started a Train Spotters' Club. To-day that club has fifty thousand members, of an average age of twelve, and all happy to pay a shilling each for their badge and membership. Quite a few shillings that!

Allan's youthful enterprise has been well rewarded. With his own natural liking for anything to do with transport—and trains in particular—the business has blossomed out in many directions. His Spotters' Club is really a great way of putting across to members and their friends the many publications he issues on Railway matters—written especially for the youths although he does cater for grown-ups also. Ian Allan Limited, now employs a staff of thirty young train enthusiasts, and since he started his publishing business in 1946 has sold almost three million volumes under a variety of titles—over one hundred and fifty in all.

His "A. B. C." of train numbers and types is issued twice a year to cover the introduction of new engine (numbers) and the scrapping of old timers. It sells to the fans at 2/- a copy (Rs. 1/4/-). For the adult train enthusiasts, and the number grows yearly, "Locomotive Exchanges" sells at 12/6d. His magazine "Trains Illustrated" has a circulation of 21,000—

much larger than many magazines published in India on more general subjects. Last year his Christmas number "Trains Annual" completely sold out. "Sammy the Shunter" is a cartoon character who has become a great favourite with the beginners, the Grade 1 Train spotters, in his especially illustrated magazine for these beginners.

Allan's ingenuity is demonstrated by the fact that his own company now have resident lecturers who give talks to enthusiasts and who organise excursions and rallies for these young train lovers. Incidentally, his own father is one of his employees. Perhaps the most startling ramification of the Allan "Train Spotting" Empire is the fact that he has now three retail shops which sell model locomotives and model Railway equipment of all types.

One of the most gratifying features of this story is that it demonstrates that even in age when private enterprise is being slowly strangled, so the Pandits say, if you have a brain and use it, and if you can give the customers what they want there is still no reason why you should not succeed. Anyone who has seen English school boys engrossed in this pastime will further appreciate how quick off the mark Allan was. True, the fad may die out but at any rate an organisation like Allan's is adaptable enough to cope with whatever the next school boy craze may be. Who knows but he might invent the next craze himself. In London "Bus Spotting" is already gaining ground as an alternative pastime. No doubt Mr. Allan will have an answer to it. Get out your note books, boys.

Presenting Mr. Railwayman

"Inspector of Works"

BY A. H. PEARSON

A heavy rain-squall passes over a Railway Colony. During the brief, but powerful storm, a door or window in a railwayman's quarters has been wrenched off its hinges by the force of the wind. The railwayman swears when the wind and rain rips through one of his rooms. "Damn, I always knew that window would come apart some day. I should have asked the I. O. W. (Inspector of works) to fix it long ago." By way of introducing the Inspector of works, it must be mentioned that the 'fixing' of such fittings in railway quarters is one part of his job. But if this was all, the impression given would be, that it was rather insignificant. But this is a patent understatement. So, one morning let us get up early, accompany the I. O. W. to his office and get a quick glimpse of the multitude of duties that is his share.

At 7 A. M. the Inspector is at his office desk, rapidly looking over the 'work orders' for the day. Some wire fencing around the colony has been damaged or stolen. This has to be repaired. Some furniture in one of the station offices require repair or overhaul. A railwayman's quarters needs white-washing. A water pipe-line somewhere in the colony has sprung a leak, wasting good drinking water, or pipes may have become choked, interrupting the water supply at some point. Odds and ends of masonry jobs on culverts, buildings, walls or floors, need prompt attention. These are only some of the many miscellaneous jobs to be done during the day.

To get these jobs done, the Inspector will then arrange the distribution of his skilled and unskilled labour. Masons, with

their help, draw on the local stores for their materials and are sent out for the masonry assignments. Carpenters are detailed for the wood-working jobs, blacksmiths for metal work jobs, and fitters for defects in water supply piping.

The I. O. W. does not do all his work from his desk, merely giving directional orders. Actually, a considerable part of his work is outside his office. He must be constantly on the move inspecting the various jobs in hand to ensure that they are being done thoroughly. If any structural alterations are to be made in buildings, he, along with his superior officers, the Engineers, have to inspect the jobs to be done.

Where there is a very large railway colony, with a number of office buildings and other structures, the Inspector of Works' jurisdiction lies only within the confines of the colony, but where these Inspectors are posted at smaller stations, their jurisdiction also extends to other stations on the line within certain limits. Within this section of his, the Inspector is responsible for the upkeep and repairs of all structures, roadways in the station colonies, smaller bridges, culverts, station buildings and offices. In order to keep himself posted on the condition of all these, he is required to make frequent and regular inspections, noting defects, and anything which needs attention.

The water supply systems within station colonies and yards is an important aspect of the work entrusted to the Inspector of Works. The railway staff living in station colonies, and the passengers who travel on trains pass-

ing these stations, need water for drinking and other purposes. The locomotives which haul the trains also must have water that provides the steam which is the motive power of the engines. So, from the source of the water supply, be it a tube-well, a river, ground tanks, and throughout pipe-lines carrying the water, the Inspector of Works must ensure that this supply is adequate and clean.

On some railways, part of the sanitation at stations and in railway colonies, is also the responsibility of the Inspector of Works. Wherever railwaymen, or the people who use the railways, are gathered together in large numbers, refuse, garbage and sewage is bound to accumulate. To get rid of this menace to health, adequate drainage systems, and means of refuse disposal have to be provided. The Inspector of Works must therefore, constantly inspect the arrangements provided for this sanitation. Drains must be kept cleaned and flushed, so that matter liable to putrefaction is not allowed to choke up the drainage system.

Where special bridge engineering staff are not provided separately for the maintenance and repair of all bridge structures on railways, this job also devolves on the Inspector of Works and his men. A railway track that is laid across country of uneven physical formation, has to cross not only rivers, but also innumerable little streams and nullahs. The track over these gaps goes over on what are known as culverts, or small bridges, usually of

strong masonry work. The heavy trains constantly passing over these structures set up strains and stresses. The Inspector must therefore constantly keep a probing eye on all these structures, to detect cracks, or any signs of weakness which may develop. As soon as such defects are apparent, prompt action is taken by the Inspector and his staff to make these bridging structures absolutely safe for the passage of all trains.

The Permanent Way Inspector is the man responsible for the laying down of the railway tracks and their maintenance, but before this can be done, a substantial road-bed on which this track is laid, must be prepared. This involves considerable earthworks, piling up of embankments and so on. All this earthwork is the job of the Inspector of Works and his men.

As with most railwaymen, whose jobs keep them in the great outdoors, when the monsoon months come along, it is a period of trial and anxiety for the Inspector of Works and his staff also. Prolonged heavy rain often causes havoc to various structures and the roadbeds on which railway tracks are laid. Little streams become swollen, angry menaces, biting deep into embankments, or the earthworks on which bridges are supported. Along with other Engineering men, the Inspector of works and his staff are out there, cold, clammy and wet to the skin, day and night, constantly on the alert to repair the damage done by these adverse climatic conditions. Wherever a length of track, or a

(Continued on page 39 bottom)

ANNOUNCEMENT

We have pleasure in appointing Messrs. Hind Advertising Service, 107, Tollington Way, London, N.7 as our London Representatives with effect from 1st February, 1951.

Manager

Traffic on Southern Railways

Plantains—Green and Gold

BY AN AGRICULTURIST

PLANTAINS form one of the principal traffics of the Southern Railways of India, and it is essential that we know some of the important facts pertaining to this commodity.

Banana or plantain is one of the earliest crops cultivated by man and one of the multi-valued food products of the tropics. It is essentially a hot climate plant and its original home is said to be the tropical forests of Asia. Some authorities speak of India as its home. It travelled from the Eastern to the Western Hemisphere and became a principal item of trade in the Western Countries. The fruit was introduced in Tropical America including West Indies about three centuries ago and the banana industry has developed enormously in those parts now. It is known to scientists as *Musa sapientum* or *Musa Paradisiaca*. The terms *plantain* and *banana* are synonymous. The former term is applied to the culinary varieties, and the latter to the table varieties. Some of its various regional Indian names are *Kela*, *Kach-kula*, *Muz*, *Vazhai Kai* or *Vazhai Pazham*, *Anati*, *Ariti*, *Bale*, *Vazha*, etc. It is a fruit that does manifold service to mankind, but to which much attention has not been given either by the scientific agriculturists, commercial magnates or transporters. It has been referred to in the oldest literature of our country. At the time of Alexander's invasion in 327 B. C. it was grown abundantly in the valley of the great river *Sindhu*, whence it travelled westward and found its new home in the Holyland of the Arabs by the 7th Century A. D., where it is referred to as the *Paradise Tree* in the Koran. In the 15th Century A. D. the Portuguese found it growing along the African Coasts, from

where it was introduced to the Canary Islands. The Spanish Missionary, Friar Thomas de Berlonga, attracted by the golden fruits, delicious and wholesome, introduced it into Santa Domingo in 1516 A. D. and it finally reached the Americas, where it was given a warm reception. Thus it has had a bon voyage. The natives of Africa called it *Bonnana* and evidently it has derived its name *Banana* from its African name.

There are numerous varieties of the banana grown in different regions, some varieties mere delicious for the table and some more suited for cooking. In South India alone there are about a hundred varieties and the more important of them are: *Rasthali*, *Poovan*, *Virupakshi*, *Sirumalai*, *Monthan*, *Kunnan*, *Palayangodan*, *Padar* and *Nenthuran*. The first four are esteemed as fruits for the table, and the rest generally preferred for cooking. These plants do not merely yield the delicious fruits, but all parts of the plants have some service or other, just like the coconut tree. The kernel is long thick and cylindrical in shape, and is by nature packed in a tight fitting skin most hygienically sealed. The kernel is the fruit proper. The ripe kai is dark green on the skin, and the ripe fruit is golden and very attractive and tasty. No auspicious occasion or ceremony in a Hindu household is complete without the fruit; so sacred it is held. *Chakkarakeli*, the variety grown in the Andhra Districts is the sweetest, and next come for sweetness the Tamilian *Rasthali*, *Virupakshi* and *Sirumalai* varieties grown on the Hills and known for their best keeping quality, owing to which there is an appreciable trade in it in South India. The *Virupakshi* has the best keeping quality, for which reason it forms an essential constituent of the



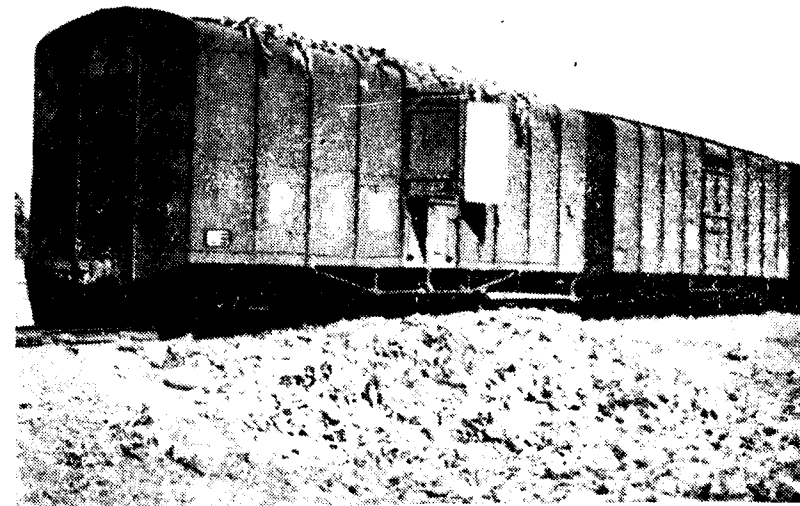
A bunch of Basrai Variety, Bombay



Packed banana baskets

famous *Pancha-Amirtham* (five nectars) of the Palni Temple, said to be the favourite edible of God Subramania. Malabar, Cochin and Travancore are noted for their *Nenthans*, even as the Tamilnad is noted for its *Monthan* variety, both of which are used as vegetables for cooking. Even the void flower bud left after the formation of the fruiting bunch, and the white stem enclosed within the trunk formed by the concentric sheathing leaves are used as vegetables. Indeed they are palatable and much relished when

properly prepared. Certain medicinal virtues are claimed for the bud and the stem. The white stem is supposed to dissolve stone in the bladder or kidneys and also to eject strips of hair accidentally swallowed. The outermost sheaths of the trunk are stitched at the edges and used as plantain leaves for plates from which to eat. Thus almost every part of the plantain tree is useful to man. The plantain has come to be known as the poor man's food, and yet it is one of the most healthful and nourishing of foods. Its purity is



Wagon used for banana traffic on Pachora Jamner Railway

guaranteed by nature's own hygienically sealed container — why every fruit or vegetable that nature

gives man is securely packed and hygienically sealed, so that contamination is impossible.

The nutritive value of this important food crop, as given by the Nutrition Research Laboratory, Coonoor, is as follows :

Moisture	...	61 to 90 per cent.
Protein	...	0.5 to 1.6 per cent.
Fat	...	0.1 to 0.2 per cent.
Mineral Matter	...	0.5 to 1.2 ...
Carbo-hydrate	...	5.0 to 36.4 ...
Calcium	...	0.01 to 0.03 ...
Phosphorous	...	0.01 to 0.05 ...
Iron	...	0.1 to 1.1 ...
Calorific Value per 100 g.	...	28 to 153 cal.
Vitamin A per 100 g.	...	50 to 350 units.
Vitamin C per 100 g.	...	1 to 24 mgs.

Modern industrial search has led to the manufacture of *Banana Figs* and *Banana Flour* on a commercial scale, which are known to keep well for a long time and hence capable of being sent overseas as preserved foods. Both these forms were in limited use in India from very ancient times. The flour of one variety, *Adakka-Kunnan*, was from time immemorial used as the food for invalids and babies six months and more old; the custom is in

vogue even at the present day.

The area under banana cultivation in India is estimated at about 4 lakhs of acres, or 20 per cent of the total area of 2 million acres under all fruits in the country. The principal plantain-growing provinces and states are Madras, Bengal, Bombay, Assam, Bihar, Travancore—Cochin and Mysore, which together account for 96 per cent of the total area under plantains :



A bunch of Tambadi variety, Bombay

	Acres.
Madras State (including Malabar) ...	137,000 or 34%
Travancore cum Cochin ...	50,000 or 12%

In Madras, the largest area under bananas is in the Malabar District (56,000 acres), forming about 41 per cent of the area in the State. Next in order of importance are Madura District (16,400 acres), Tanjore District (11,800 acres), Trichinopoly District (8,000 acres) and Tirunelveli District (6,200 acres). The areas have been steadily increasing through the years.

The variety occupying the premier position is *Poovan* or *Karpura Chakrakeli*, forming about 54 per cent of the total acreage under all varieties in the state of Madras. It is chiefly grown in the Trichinopoly District, and occupies 75 to 80 per cent of the acreage in the District. The

Poovan bunch contains a large number of fingers. Next to *Poovan* comes the *Nenthiran* variety, largely grown in Malabar, which represents about 10 per cent of the total banana area in the state. *Monthan*, the vegetable or curry variety forms about 9 per cent and occupies the third place. The Coimbatore District is noted for it. In fact the areas growing plantains in the Trichinopoly and Coimbatore Districts lie on the banks of the *Cauvery*. The other varieties are of little commercial importance.

The yield per acre varies not only from state to state, but also from locality to another in the same state. Such factors as soil,



Carrying Banana Bunches on the Kavoo

variety, time of planting, cultural methods, rainfall, irrigation facilities, damage by frost, etc. are mainly responsible for the wide

variations. The estimated average annual yield per acre of the important varieties in the principal areas in Madras is thus:

Variety	Yield per Acre Maunds
Poovan	272
Chakrakeli	190
Rasthali	218
Pachanadan	204
Monthan	218
Hill Plantains	68
Nenthiran	163
Vannan, Kunnan, etc.	163

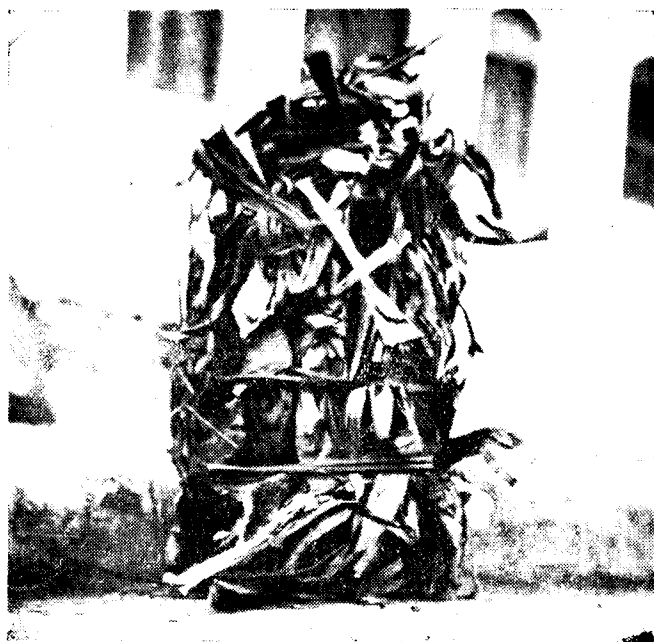
The total production of bananas for the whole of India has been estimated at 110 million maunds, of which Bengal tops the list with 65 millions, or 59%. Madras comes next with 32 millions, or 28.5% and Travancore-Cochin is sixth in the list with 2.5 millions, or 2.1%.

Generally speaking, plantain trees bear fruit all the year round. There are, however, periods when the yields are heavy, which are called their seasons. In some districts, e.g., the Trichinopoly and Coimbatore Districts, there are three harvesting seasons, but in several parts there are only one or two main seasons. In the Madras

State bananas are despatched throughout the year. The months of October to April are, however, the months of highest supply, and the despatches during this period account for about 74 per cent of the total supplies. The banana is sent to the market soon after the harvest; it is perishable and cannot be preserved long after cutting from the tree. In fact most sales are affected even while the bunches are ripening on the trees.

Almost the entire quantity produced is consumed within India itself. The export is negligible, being only about 4000 maunds to Iraq and Bahrein Islands, from Bombay, out of a total of 110 million maunds. The movement

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A bunch of Bananas wrapped in dry plantain leaves

of this traffic is entirely internal. In Malabar the consumption is mostly local and in the neighbouring towns. So also in Cochin-

Travancore. The principal centres of production, despatching stations and consuming centres are given below:

District	Producing Centres	Despatching Stations	Consuming Centres
Trichinopoly	Kattuputtur	Mayanur	Madras
	Kulitalai	Trichinopoly	Bangalore
	Vangal	Perugumani	Mysore
	Lalgudi	Kulitalai	Pondicherry
	Lalapet	Lalapet	Coimbatore
		Pugalur	Palghat
		Karur	Vellore
Salem	Mohanur	Sankaridrug	Bangalore
	Velur		Mysore
			Madras
Coimbatore	Coimbatore	Erode	Tiruppathur
	Erode		Coimbatore
	Pollachi		Ootacamund
Madura	Kodaikanal Hills	Kodaikanal Road	Madura
	Palni Hills	Ambaturai	Madras
		Dindigul	Trichinopoly
			Tanjore
			Kumbakonam
			Tinnevelly
			Palni
			Coimbatore

It will be seen that the principal consuming centres are within the province itself. The Trichinopoly District occupies the most important place in the intra-provincial movement of plantains. Nearly 5½ lakhs of maunds are despatched annually by rail alone from this district. This is about 60 per cent of the plantain traffic on the South Indian Railway. Ten lakhs of maunds is a good slice of traffic for the Railway, which its administration and staff must preserve and protect, if not augment, for it means no less than a sum of 6 to 7 lakhs of rupees by way of revenue, year after year. The railway built up this traffic at great pains and at reduced freight rates and certain other inducements, such as quick despatch, delivery at destination in time for marketing, wooden wagons for transport as far as available, night transshipment at break of gauge points, etc. For some years specially low rates of freight were in force for a minimum maundage of a lakh of maunds per consignee at one and the same destination, the higher rate being charged at first, and on the conditions being fulfilled a rebate equal to the difference in freight being paid to the consignee at the end of the year. These rebate rates ceased to be in force when the war of 1939 came on, and there was dearth of power and rolling stock over the railway, and the railway itself had to tell the

people "Travel light," "Travel if you must," "Move goods if you must," and so on. Plantains are transported over long distances by the railways, both by goods trains and by parcel or passenger trains. Some railways attach special vans, often wooden, or even the goods wagons to the passenger or parcel trains. Most of this traffic goes in steel wagons without proper ventilation necessary for carrying fresh fruits. These wagons get heated on the way, especially during summer months—you know the summer in India—and a fairly large portion of the *kais* become *pazhams* and *pazhams* get over-ripened and even damaged. It is therefore highly desirable that wooden vans with suitable arrangements for ventilation are provided by the railways, so that that the transport to longer distances and in larger volumes may be encouraged.

The rate of freight for fresh fruits by passenger and parcel trains on all the railways is half the parcel rate. The freight has to be prepaid by the consignor and the fruits are carried at Owner's Risk. Special point-to-point parcel rates and goods rates had been offered by certain railways for this traffic. Comparatively the rates of freight per parcel and per goods trains for certain distances usually covered by this traffic stand thus:—

Rate Per Maund						
Distance of miles	Parcel Train			Goods Train		Conditions
	Quarter parcel Rate			WL/F Rate		
	Rs.	A.	P.	Rs.	A. P.	
100	0	9	8	0	4 7	* * * * *
200	0	15	11	0	8 2	
300	1	4	1	0	11 9	
400	1	8	3	0	14 5	
500	1	12	5	1	1 1	
1000	2	14	2	1	10 9	

* * * * * In minimum wagon loads of 270 maunds over the Broad Gauge, and 220 maunds over the Metre Gauge, at Owners' Risk, and owners to load and unload.

More important than freight rates is the air-conditioning inside the vehicles of transport by rail. This traffic in such volumes if it were in any of the western countries, would have been treated better. To-day Britain is building special type of wagons even for the transport of cycles; they have already got special type of vans for the transport of milk and milk

products, vegetables, beef and mutton, etc. not to speak of those intended for poultry, livestock, etc. In Britain or America they would have given the traffic at least insulated vans, if not frigidairied ones. If these facilities are provided, it may be possible to export plantains to more distant parts of India and even overseas.

IMPORTANT NOTICE

Our March issue will contain an article on "PERSONNEL BRANCH" suggesting certain measures to the S. I. Railway Administration for improving the tone of working of the Personnel Branch and creating an atmosphere of greater confidence in that among the Staff.

Editor.

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The Theory of Railway Rates-IV

BY MAJOR B. L. KAPUR

This is the fourth 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. This month the application of laws of increasing returns and diminishing returns to railways is discussed. Next month the author will examine other elements in rate making.

WHILE discussing the question of joint costs, we have shown that so far both to railwaymen and to economists no scientific method is known whereby the general expenses of a railway can be allocated amongst different categories and items of traffic carried. We have also shown that the operations of a railway are in a great measure conducted under the system of joint costs, that the capital invested in the plant and the undertaking is irrevocable and that the majority of expenses must be incurred in order that any traffic may be secured for the line, and lastly that a great portion of the expenditure is incurred on the undertaking as a whole and is independent of variations and fluctuations in traffic.

Closely connected with the large plant and the joint costs incurred for running it, we observed

a tendency to decreasing cost per unit as the traffic grows.

When Traffic Increases

An increase of traffic, though it means an insignificantly small increase in operating expenses ordinarily results in increased earnings and diminution of cost per unit. With continuing augmentation of traffic without proportionate increase in its expenses in the shape of new plant, sidings and station platforms, etc. a stage is sooner or later reached when extra items of traffic cannot be carried without corresponding increase in expenses.

At this stage, the law of Increasing Returns ceases to operate and the operation of the law of Diminishing Returns sets in, until more capital is spent in the shape of extra sidings, yards, platforms, etc. when again the

(Continued from page 30)

structure is in danger, there is no let-up until the job is done so thoroughly, that safety, both first and always, is ensured for the thousands of passengers travelling on the trains that have to pass over the dangerous spots. When the dry weather comes around again, the Inspector of Works, feels relieved.

The tap in the quarters of a railwayman goes out of order, the plumbing system in a large railway office building needs attention, the

waiting room furniture of a station is looking shabby and needs smartening up, the drainage somewhere in a colony gets choked, the water supply to the locomotive shed is giving trouble and the engines are panting for water that is not coming fast enough, the masonry work on a culvert way out in the blue on the line is crumbling—well, reach for the telephone and ring up the Inspector of Works. He is the railwayman to do these, and the other thousand and one jobs of a similar nature.

law of Increasing Returns begins to operate and with greater force than ever.

The operation of the law of Increasing Returns is usually discernible in the working of a train. Every train mile means a particular amount of expense for wages, coal, oil, wear and tear of the rolling stock, etc. etc. Now a train may have 30 wagons or 10 wagons, and the train miles and the immediate expenses will be the same whether trains be full, half-full or empty. Every extra ton of goods loaded into a wagon of half empty train means that the additional quantity can be carried without incurring any extra expenditure. Therefore, up to the stage the fullest and the maximum utilization of the rolling-stock and hauling capacity of the engine of a train are not secured, additional loads can be carried without incurring any additional cost thereon and as such the operation of this particular train service is subject to the law of Increasing Returns. Soon, as this stage of the maximum utilization is reached, no extra load can be carried without incurring extra expenditure thereon or in other words, the law of Diminishing Returns sets in with all its rigour.

The applicability, therefore, of the principles of joint cost and the laws of Increasing Returns and Diminishing cost to a railway industry depend upon and arise out of the existence of plant and capacity not fully utilized, and so long as the plant and capacity are not fully utilized the railway will, under the pressure of inexorable economic laws, try to secure as much more traffic as it possibly can for any more traffic secured even though it does not pay more than the actual cost of moving it, will be profitable to the concern, in that the plant will otherwise lie idle whereas expenses are being incurred. This set of economic

forces therefore brought about partly by the capacity and the plant not fully utilized and partly by the applicability of the laws of Increasing Returns and Diminishing Costs to a Railway compel a railway to quote a system of rates, whereby different items of traffic will contribute in varying degrees to the total expenditure according to the inherent paying capacity of each.

We draw four further corollaries from this maxim—
1. A railway should try to get as much traffic as it possibly can. The more the traffic moved, the less it costs to carry it. 2. A railway should not fix a rate so high as to impede the natural flow of traffic. 3. A railway should not fix a rate so low as not to cover the cost of moving the traffic to which the rate applies. 4. A railway should fix the general structure of rates in such a manner as will be conducive to bring to a railway at least the working expenses plus the interest on the capital invested in the concern.

Demand

Once more, looking at the system of differential charging from the standpoint of abstract economics we see that, commodities being produced by a railway at joint costs, demand must play a conspicuous part in determining the prices of various commodities. This demand is of two kinds which in its turn gives two distinct meanings to the phrase "Charging what traffic can bear." On one hand, the adaptation of rates to demand which results from joint costs on the other hand the adaptation of rates to demand which result from monopoly. As Professor Hadley remarks, "wherever there is an industrial monopoly of any kind, there is a liability to discrimination."

Every railway has a monopoly in regard to some traffic or other or between some points served by it. "To the extent to which the elements of monopoly enter, rates are again permanently affected by demand or by what the traffic will bear. Any particular rate may be the result of the working of the two factors of monopoly and joint costs." To be brief, on each item of traffic a railway will charge what the conditions of demand make it possible for it to charge.

The local rates on any railway, for instance, may be determined on the monopoly principle of getting the maximum net returns. "The apportionment of these charges among the rates for different places must be affected by the circumstances that all the transportation is produced more or less, at joint costs. The traffic is charged what it will bear in distinct senses" (Taussing).

It might be added here that railways are more monopolistic in character when they pass through industrially solidified and thickly populated areas than those having industrial development in stages of its infancy. In the former case the more or less maximum utilization of the plant and equipment has taken place and as such the monopolistic character of a railway is relatively a more significant factor for the elucidation of the nature of railway rates. But there are factors which exercise a check on the monopolistic tendency of a railway in fixing rates, e. g. Government control, fear of public opinion and the possibility of retarding the development of industries etc.

To conclude, it might be remembered that charging what the traffic will bear under conditions of monopoly is against the public interest, whereas to charge what it will bear as a result of demand under the system of joint costs favours the public interest.

Another feature which goes to justify on an economic basis the practice of differential charging is the non-transferability of railway services. A merchant who buys transportation for coal cannot resell it with a little margin of profit to himself to another merchant. But a buyer of coal can sell it at any moment to another party. This feature differentiating as it does the purchase of coal and purchase of transportation for coal by a merchant enables the railway to introduce a system of differential charges, e. g. by fixing low rate for coal and high rate for medicines. The railway need not fear that the sender of medicines will escape payment of higher freight charges by purchasing his transportation from the sender of coal.

Railway rates are fixed partly by a set of factors on the side of supply and partly by the conditions on the side of demand—the former mean and include "(i) the minimum charge in any particular case (ii) the general level of charges on traffic as a whole, as this must be sufficient to cover all expenses and (iii) to some extent the difference in the charge made for various services; the latter govern (a) the minimum charge in any particular case and (b) to a large extent the fixing of differential charges. The conditions operating on the side of demand and on the side of supply, act at the same time, and every rate and fare is fixed by the interplay of these conflicting conditions, though it is permissible in particular cases to regard the one set of conditions or the other as exercising the predominant influence."

(Douglas Knapp)

To conclude the summaries, we might say that in the foregoing paragraphs we have been able to elucidate that an "indestructible link" exists between ethics and economics so far as the system of differential charging is concerned,

and that apart from the practice being based upon the canons of propriety and justice it possesses sound economic justification (though to demarcate the boundary line between economics and ethics in this connection will be a pretty stiff task).

Economic Significance

Now we will show how the system of differential charging is trenchant in operation and unmistakable in its economic significance in commercial and industrial life.

To devise a system of charging in every day business life where by a trader or producer can charge each customer according to its capacity to pay or willingness to pay is well nigh impracticable as it is impossible to ascertain how much everybody is capable of paying or willing to pay. The utmost that can be done is for a trader to roughly classify different customers into different groups according to their respective capacity to pay—charging customers roughly in proportion to their income. Take the cost of a dentist and a doctor. A rich man or a high class officer pays Rs. 16 per visit to the physician or dentist whereas a man of average means pays Rs. 10 and a man in the lower stratum of society is let off only on the payment of Rs. 5/ per visit. If the doctor's or dentist's fees were averaged he would have got very few patients who were willing

to pay him at the rate of Rs. 16/ per visit with the result that his income would have been curtailed. Under the system of charging, all the three parties are benefited. The doctor gains by distributing his charges in a variable manner over his different patients according to their respective capacities to pay and as such he gets almost the maximum return for the display of his professional skill, which if the charges had been uniform he would have never hoped to get. The rich patients are benefited as their burden of paying heavy charges and thus keeping the doctor in business unaided, is relieved to some extent, however small, by the meagre contributions to his (doctor's) income from the poorer patients; and finally the poorer patients receive the benefit of exceptional skill and advice for which they could never have hoped.

We have amply elucidated that this system of charging is in no sense peculiar to a railway; that it provides all branches of business and commerce and different professions and that local and national taxation is also imposed in accordance with its underlying features.

We have been able to show that the system of charging what traffic can bear underlies the fundamental principle of classification of freight rates in railway. Next month we will proceed to examine other elements in rate making.

(To be continued)

There is, indeed, one true and original law, conformable to reason and to nature, diffused over all, invariable, eternal, which calls to the fulfilment of duty and to abstinence from injustice, and which calls with that irresistible voice which is felt in all its authority wherever it is heard. This law cannot be abolished or curtailed nor affected in its sanctions by any law of man.

Where Hindu Gods Sanctify Buddha's Shrine

At Ceylon's Abode of Peace

BY V. SUBRAMANIAN, M. A.

WITHIN a few miles of the crowded city of Colombo lies a beautiful little village or country town, which contains some of the finest pieces of Buddhist architecture in all the world. The day after the Commonwealth Conference was over, I escaped in a motor bus to this lovely spot to forget the hectic week, I had run through.

It is one of the excellent qualities of Ceylonese landscape that it changes imperceptibly, within a two-mile distance of Colombo, into that of a lovely country side. The bus left me exactly opposite the famous Kelaniya Vihara. It was difficult for me as I entered, to believe that I was in Ceylon. So entirely did this edifice resemble Hindu temple. Only the large white pagoda by the side of it reminded one of the facts that it is a Buddhist Temple.

I bought some flowers at the gate, to offer to the Buddha, and was happy to get a variety of wonderfully coloured flowers all at very cheap rates. I offered the flowers at the outer Pita, since the temple was locked. The temple supervisor, asked me to wait for some time till he got the key. He then led me to the monastery attached to it.

I expressed my wish to see the abbot of the monastery. He is called Dhamma Rakkita. He had just finished his meals, and was glad to meet a Hindu from the land where Buddha was born. He explained to me the position of Buddhism in that land and details about monastery. He also presented me with a volume on Kelaniya containing the history of the place and its description.

The other priests led me into the inner hall of the monastery,

where the relics were kept, relics which have been loaned now to Thakur Nu. I could see varieties of offerings from Burmese devotees there, gold-plated images of Buddha enclosed in marble. There was a bone of Buddha in one casket, and the ashes of another chela in another. As we went on surveying the relics and offerings, we came to the last one, a copper pot. The Bhikku told me it was the one which contained the ashes of the Mahatma before they were dissolved in the Kelaniya River nearby. What aptness, I thought, that the relics of Mahatma Gandhi, should have been placed by the side of Lord Buddha!

The Vihara was open now. As I went in, I was told by my friend, that it was recently rebuilt by Indian architects. So, that explained the resemblance to Indian Temples. Inside, are two halls, which are parts of the old temple, now renovated, and two new Halls, parts of the new one added to the old.

The Big Central Hall contains a lot of old-time images and mural paintings and in short it summarises the history of this important place. There like a giant stands an image of Maniakkika, the Naga King who first built this Vihara and Dagoba. The story is told that this Naga King became a Buddhist, when he heard Buddha on his first visit to Ceylon, in Mahiyangana, and invited him to his place. When Buddha came with 500 Arahats, he was made to sit on a gold and gem-studded throne and worshipped. There is a bend in Kelaniya River nearby where Buddha is said to have bathed. At the place where Buddha sat and was worshipped, Maniakkika

built the Dagoba (pagoda) and the Vihar nearby.

One is again reminded of the glorious past of this place when he



The above is one of the finest pieces of Buddhist Architecture in Ceylon

sees a statue of Vibishana, King of Lanka, here. Kelaniya or Kalyani, was the capital of Vibishana where Rama crowned him. There are references to this great city in Valmiki's great epic.

There are old time mural paintings closely resembling those of Ajanta on the walls. The most striking of them is that of the Buddha resisting the advances of the demon king Mara. There are paintings of Jataka stories also on the walls, of Navagrahas, and some Hindu Gods as well.

On the right of this Central Hall (old Vihara) is the shrine of the reclining Buddha, for which Kelaniya is world famous. The Holy one lies there with his right hand supporting his head, and his left stretched over the body, like Sri Ranganatha. The statue is 27 feet long, and tinted in gold colour. With half-closed eyes, it is a most impressive figure which sets the mind in deep meditation. There are Hindu Gods behind and at the foot of Buddha. Two sitting Buddhas in stone are at the head of this huge image. At the feet are images of Siva, Vishnu and Skanda. There are also coloured representations of Hanuman and Vibishana. My Buddhist friend told me that all these Hindu Gods are on the way to attaining Buddhahood.

Now we go to the newly-added portions of this famous Vihara. The first narrow Hall has a number of new paintings. There is painting of Mankind, son of Asoka, bringing the Bo sapling to Ceylon in a ship, and King Devanampiya Tissa going into the sea in his joy, to receive it. There is another painting of Lord Buddha on his death-bed, ordering Indra to protect Sri Vijaya, the founder of the Sinhalese race, on his way to Ceylon.

The inner sanctuary of this new portion contains a beautiful image in brass of Buddha seated, a

gift from Burma. In the background is painted the Himalayas. I heard it was done by Nicholas Roerich, himself.

Let us now take a peep at the history of this Vihara. As already told, the Naga King Maniakkika built it in commemoration of Buddha's third visit to Ceylon. Later Buddhist kings of Ceylon endowed this Vihara with plenty of lands. Kelaniya was for some time even the capital. But in the 16th century it fell on evil days, when the Portuguese came. King Buvaikabahu ordered out the Portuguese for misbehaviour, and the incensed viceroy plotted with a traitor to take the life of the old king. A Roman Catholic puppet succeeded him, and the Vihara was destroyed. Centuries after, it was restored in this century by Helena Wijewardane.

As we go round the Vihara, we have on its right a Bo Tree, grown from a sapling of the original one. The outer wall of the Temple has nearly a dozen niches all for Hindu Gods, who are intended as guardians of the temple. There is a niche for Ganesa, one for Saraswati, one for Kartikeya, Gangadevi, and Vishnu protector of Ceylon, showing the close relation between Hinduism and Buddhism in Ceylon. The workmanship is cent per cent Indian style.

On the left of the Vihara is the Dagoba, within which is enshrined the golden throne on which Buddha sat.

One could dream and meditate for days in this beautiful and holy place, so full of history, art, architecture, both past and present, and an enveloping atmosphere of peace, presided over by the recumbent Buddha in the sanctum. No wonder the Buddhists who come, offer flowers, and take back the richer flowers of peace and happiness.

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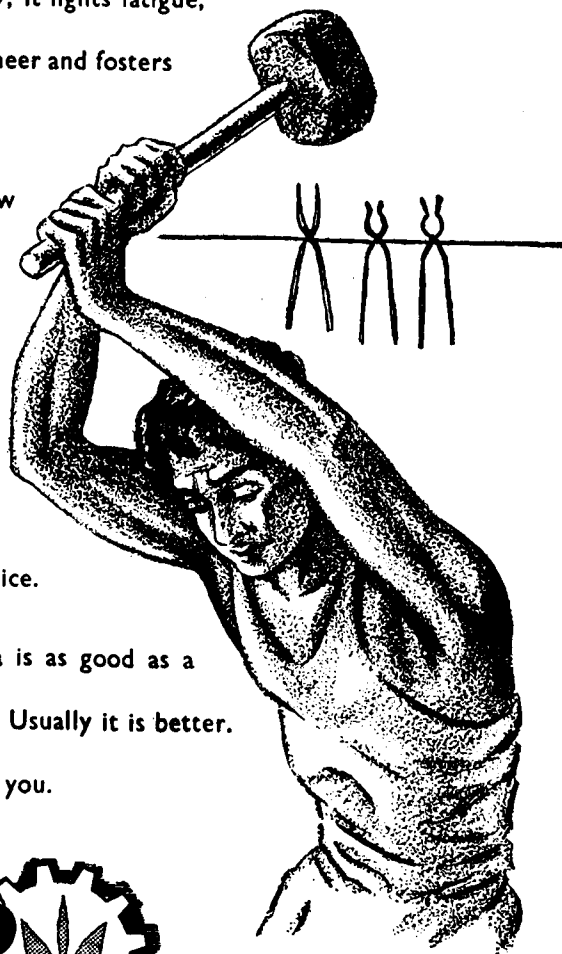
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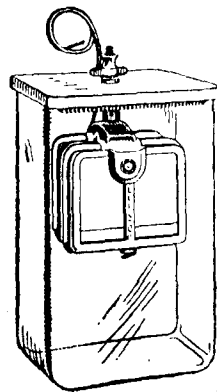
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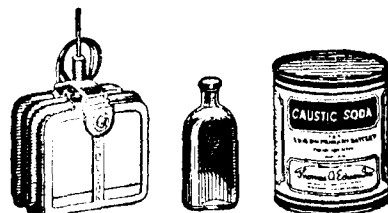


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(Continued from page 16)

question whether his food problem during the journey does receive the same attention. Unless the latter question is also solved properly to the satisfaction, all other improvements may not be appreciated much.

On the South Indian Railway which is depending on its earnings more on passenger traffic, this is very important. At a time like

the present when foodgrains are scarce and South India is undergoing a lot of difficulties in procuring good food, the problem of providing cheap and wholesome food to suit the pocket of the average third class traveller bristles with difficulties. But yet a solution is necessary if we are to maintain the present increase in third class travel which has grown phenomenally as will be seen under:—

	1938—1939	1949—1950
1. No. of passengers carried in millions	61	150
2. Earnings from passengers in millions	213	794
3. Average mile a passenger is carried	22	22
4. Seating accommodation	99,162	89,813

What do the above figures indicate? It indicates unequivocally that in spite of the increase in the passengers travel by nearly 2½ times the average mile a passenger was carried only 22. We have to cater to the needs of the short distance passengers and whatever arrangements we make for catering, should be done to serve the needs of the short distance passengers. Let us now see what are the catering services provided by the South Indian Railway and do they meet with the requirements.

Throughout the length and breadth of the South Indian Railway there are only about 11 Vegetarian Refreshment Rooms managed by the Railway Administration departmentally under a branch known as "CATERING." At these rooms railwaymen do the cooking, serving, cleaning etc. and supervised by a number of Catering Inspectors. The quality of food and refreshments provided by these rooms are supposed to be of a high standard. Under the policy of the national government, these rooms are ex-

pected to make no profits. In practice, it is seen that these rooms bring out loss to the tune of about 2½ lakhs per year not on account of the very best service rendered to the travelling public but due to unbusiness-like management like all government concerns. But compared to outside hotels where the standard is low, these refreshment rooms had earned a reputation on which they are banking and living upon to cover up the present service which cannot be considered as the best. Apart from these, there are other kinds of refreshment rooms some light, some heavy, some very very light—managed by outsiders i. e. contractors on a rental basis scattered all over the Railway. These latter categories of refreshment rooms have grown up in such a large number of late without any place which in turn has resulted in an uneven service to the public. As regards the quality of service rendered to the travelling public they are not praiseworthy and bear no comparison with the Refreshment Rooms under Railway Management.

revenue to the Railway and are tolerated and encouraged solely with a view to bring more money rather than a better service for the passengers. This "CATERING BRANCH" has also other multifarious duties such as licensing of Fruit Stalls, Tea Stalls, Passenger Stalls, Ice Cream Stalls etc. and lastly Vendors etc. to perform.

It is a known fact that when an average middle class family or a peasant family say five in number who spend Rupees five by the way of purchasing tickets, also spend an equal amount to eat all and sundry from plantains to *bajjis*, *vadais*, *briyanis* and food packets etc. etc. Taking the earnings derived from passengers in 1949-1950 as 794 lakhs we can at a

very conservative estimate say that another 794 lakhs have been spent by these passengers for purchasing food and refreshments. To whose pockets this nearly eight crores of rupees go? Undoubtedly to those famous Vegetarian and Non-Vegetarian Refreshment Room Contractors, Restaurant Contractors, Fruit and Tea Stall Contractors and Ice Cream Stall Contractors etc. etc. Of course the departmentally managed refreshment rooms are not excepted. While we can count the numbers, the fact remains that such huge amount of eight crores of rupees are shared amongst them. In return, they pay a nominal rent for the Railway. The following three examples will bear this out:—

Sl. No.	Stations	Refreshment Rooms	Approximate Rent per mensem	Sales per day
1.	Trichinopoly Junction	Non-Vegetarian Refreshment Room	Rs. 30/-	Rs. 200/-
2.	Do.	Restaurant (Spencer's)	Rs. 250/-	Rs. 250/-
3.	Manamadurai Junction	Vegetarian Refreshment Room	Rs. 60/-	Rs. 300/-

It is understood that the present national policy appears to be to get the maximum earnings consistently with an efficient service. If this is given effect to, naturally the present low rental should be enhanced proportionately and suitable contractors selected to run them efficiently. At the present moment, the system of licensing stalls, refreshment rooms etc. are done by Commercial Department by a single Head. In a huge concern like the "CATERING" service for which third class passengers shell out nearly eight crores of rupees, it is inevitable that contractors will vie with one another in getting a licence for a refreshment room and see that no competition is

created for this. We do not know the policy pursued in issuing licences but we do know there is no tender system in vogue on this Railway. People expect that they get a better food for the money they spend. Unscrupulous contractors there are who will resort to any means to get a licence. But then what should be the policy for the South Indian Railway?

(1) A committee of at least three officers from three departments should select the licensees by calling for tenders.

(2) The licence fee should be increased considerably to meet the nationalistic policy.

(3) A senior-most Officer of the Assistant rank should be posted as a Catering Officer to administer the department.

We hope that the South Indian Railway administration will, in the interest of the third

class rail travellers, implement this before long, so that we may feel that the Railway is charging a fair rate for the journey and is providing him with good food at cheap rates. This and this alone will usher in a national catering service for the South Indian Railway.

(Continued from page 12)

Dramatic Club. Sri N. Krishnakutty of the Kerala Varma College selected an interesting piece in Malayalam for his *Katha prasangam* which was appreciated by one and all. Next was an item of violin play by Miss Narayanaswami, daughter of Section Controller Sri Narayanaswami. She was at her best in vocal music as well capable of adding pride to her special talents. Sri Kalamandalam Gangadharan gave beautiful expositions in Manipuri Dance and other performances.

In conclusion Mr. Sarma touching the unstinted co-operation that the Secretary Mr. A. M. Achuthan Nair and the Committee of Management of the Institute had at the hands of Shoranur public in successfully conducting the function of the day and similar functions ere this, thanked one and all present and all the Railway Officials whose sincere efforts had contributed to it. He also thanked the performers of the entertainments individually.

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Personalia

Mr. J. V. Karunakara Rao, Assistant District Operating Superintendent, returned to duty from leave on 4-1-1951.

Mr. S. Balasubramaniam, Assistant District Operating Superintendent has been granted leave on average pay for sixty days from 4-1-1951.

Mr. R. Gopalakrishna Iyer, Senior Accounts Officer (Offg.) retired from service on 5-1-1951.

Mr. P. N. Bhaskaran Nair, Temporary Assistant District Engineer, granted leave on average pay for 46 days from 5-1-1951.

Mr. B. P. Shenoy, Assistant District Engineer, has been granted leave on average pay for 46 days from 9-1-1951.

Mr. C. Ramachandra Iyer, Head Draftsman in class III service, has been promoted to officiate as Assistant Engineer Class II service from 8-1-1951.

Mr. M. S. Viswanathan, District Signal Engineer (S. S.) returned to duty on 18-1-1951 from deputation.

Mr. R. D. Stephenson, officiating District Signal Engineer reverted as Assistant District Signal Engineer from 18-1-1951 and granted leave for 30 days from the same date.

Mr. R. S. Kuppusami Iyengar, District Engineer died on the afternoon of 21-1-1951.

Mr. Syed Sirajuddin Gasudraz, officiating Executive Engineer/G, has been posted as officiating District Engineer, Tanjore from 29-1-1951.

Mr. P. Vikraman Kuttan Achan, Assistant Engineer, Erode has been promoted to officiate in Senior Scale and posted as Executive Engineer (G) Headquarters with effect from the afternoon of 25-1-1951.

Mr. R. C. Das Gupta, Assistant Engineer, Salem Junction has been promoted to officiate in Senior Scale and posted as District Engineer, Cannanore from 17-1-1951.

Mr. A. K. Sankara Iyer, officiating Assistant Engineer, Erode has been posted as officiating Assistant Engineer, Salem Junction from 16-1-1951.

Mr. K. R. Sampath Iyengar, officiating Assistant Engineer, Quilon—Ernakulam Survey, has been posted as officiating Assistant Engineer Sivaganga from 8-1-1951.

Mr. C. D. Mirchandaney, Mechanical Engineer (Planning) S S, returned to duty on 16-1-1951.

Mr. C. H. Sadarangam, District Mechanical Engineer (S S) returned to duty on 13-1-1951.

HINTS TO ENGINE DRIVERS IN GENERAL

A Driver must never start his train until he is in possession of a 'Line Clear' and he must also ensure that the 'Line Clear' belongs to the correct section. Remember it costs 50 times more to the Public Exchequer to introduce 'Token Line Clearer System' than to work trains on 'Paper Line Clear System.' Our country can ill-afford this huge expenditure unless the drivers do their duty.

A driver must never disobey a Signal. Remember that disobedience to signals may not only cost you your own life, but you are also answerable to your conscience for the hundreds of lives travelling in your train. Remember also that the success of providing inter-locking at any station depends on your implicit obedience to the Signals and the huge expenditure incurred over it may be entirely defeated, if ever once you disobey a Signal.

HINTS FOR STATION MASTERS

A Station Master must never allow the Token instrument to be handled by any unauthorised staff. Remember it is a great facility to you and you should not abuse it. Never hand over a Line Clear to a Driver till you are satisfied that all is safe for the despatch of the Train.

A Station Master must never lower a signal till he is satisfied that all the conditions for lowering a signal are fully satisfied. Remember always that the signals impart a lot of information to a Driver and that on the correctness of this information depends the safety of the travelling public.

HINTS FOR THE TRAVELLING PUBLIC

It has often been noticed that the Public crowd round the Station Master in and outside his office making anxious enquiries about the train running or other personal matters. Remember that your safety depends on the efficient working of the Station Master. Please, therefore, do not make his task more difficult by worrying him with your queries. Either go to the Enquiry Office or if there is none, consult the Station Master only when he is free from Train Passing Duties. You will help the Administration and you will help yourself.

(Inserted in the interests of our Railwaymen and the Public.)

Malanism at Aurangabad State Hotel

Managed by N. S. Railway

(FROM OUR CORRESPONDENT)

(We invite the attention of the N. S. Railway Authorities to the following paragraphs pertaining to Aurangabad State Hotel and suggest an early remedial of the disease before it comes chronic. Ed. S. R. M.)

IT has come to my knowledge that a sort of 'Malanism' is being practised at State Hotel in Aurangabad, the centre of world tourists who flock to this ancient city for seeing the famous Ajanta frescoes and Ellora caves. The follower of the cult is its present Manageress. It is alleged that preferential treatment is accorded to the "Whites" and Indians, particularly in Dhoties, are neglected and at times even denied admittance to the hotel, barring influential Indians who happen to occupy high positions in the Government.

While the rooms are vacant in the hotel, Indians in dhoties, are turned away, on the plea of "no vacancy" and the poor visitors who are strangers to the city have to go in search of other hotels. The Correspondent of this article had himself the opportunity of knowing such "incidents" at first hand while he was in Aurangabad and the Staff at the hotel had complained about them, although they dare not tell such things to their departmental heads, on grounds of discipline.

The latest incident which the Correspondent has come across is one that occurred last month. A batch of four Indian visitors from Bombay had come and were given rooms in the hotel. After a couple of hours of the occupation of the Rooms some Englishmen came and the Manageress had the guts to ask the Indians to vacate the rooms in order to allot them to the "Whites." The princi-

ple of "first come first served" did not appeal to the incumbent, to whose care this nice hotel has been entrusted for management and she wanted to assert a sort of "white superiority." But she could not do this blatantly and so put forth the plea that the room was previously reserved for the "whites" and was mistakenly allotted to them. But in reality there was no such reservation and this time the Indian visitors stood up to assert the right and refused to vacate.

She then, it is understood, prevented them through the staff from playing Indian music on the radiogram and insisted on playing only English music. It is always the practice at this hotel to play only English music even though at times the hotel was filled with only Indian visitors and Indian music was denied to them by this Manageress. The staff at the hotel are keen on not playing the Indian music and even if any of the guests tunes in, they come promptly and change the wavelength saving that "it is memsaheb's hukum."

Similarly there are other instances wherein discrimination is shown by the Manageress in the matter of treatment as between the Indians and the "whites". The discretion to charge half rates for boys below 12 years, the hours of calculating the occupation of rooms, are all done in one way, on the favourable side for the "white guests" while the same privilege is denied to "Indian guests."

(Continued on page 56)

HINTS TO GUARDS IN GENERAL

- Guard against theft by always being alert on duty.
- Outgoing Guards should see that they receive a copy of the invoice for each sealed loaded wagon on their train.
- Observe the rules which prohibit rough shunting, especially wagons containing explosives, oil, live-stock and fragile goods.
- Don't start your train without seeing that loads on open trucks are properly secured.
- See that all wagons loaded with merchandise on your train are correctly sealed and rivetted and check your couplings.
- Accidents can be minimised by being vigilant and careful in your work.
- Never neglect to see that the last Vehicle on your train has a tail lamp, is clear of the fouling mark and that signals in rear have been returned to the 'ON' position.
- Don't forget to protect your train by using detonators, especially the adjacent line when accident occurs where double line working is in force.
- Passengers should be treated with civility and tactfulness to gain their confidence.
- Alarm chain when pulled should be investigated immediately.
- See that the third class ladies' compartment is next to the upper class carriage.
- Special attention should be paid to security bolts and catches in ladies' compartments.
- Ensure that all passengers are entrained before giving the starting signal.
- No parcels or luggage should be accepted unless clearly and legibly labelled, and accompanied with P. W. Bill or L. Ticket.
- Guards should lock their Brake Van and Dog-Box doors to prevent theft.
- Especially see the tape and seal of the cash bag is correct before dropping it into the cash safe.
- Remember your duty when a passenger is suffering from an infectious or contagious disease.
- Give the required attention to your equipment and see that it is properly kept.
- Use your commonsense in an emergency.
- Advise the yard staff by memo, on arrival at destination, of wagons containing perishables, live stock and dangerous goods to avoid rough shunting and detention in yards.
- Remove causes giving rise to payment of claims by careful handling, correct loading and unloading and repacking.
- Duty done well is always appreciated.
- Service to the public first, last and at all times.

(Inserted in the interests of our Railwaymen)

It may be always difficult to prove satisfactorily to the higher authorities the methods of discrimination followed by this "White Manageress" because there are rules and rules for her to take shelter under some pretext but it is essential for the authorities to get at the intention. If they take the Hotel staff into confidence and record individual statements setting aside discipline for a moment, it may be the authorities will get several other facts, worthy of further investigation.

A secular Republican India of to-day should not have such advocates of "racial discrimination." It is because a few officers in the N. S. Railway happen to give encouragement to the present chief of the Hotel, she is still at the job even in the face of such incidents. It is for the General Manager of the N. S. Railway to effect an immediate change in the managerial post, at this hotel, if the fundamental principles guaranteed to India's citizens in the Republican Constitution are to be respected.

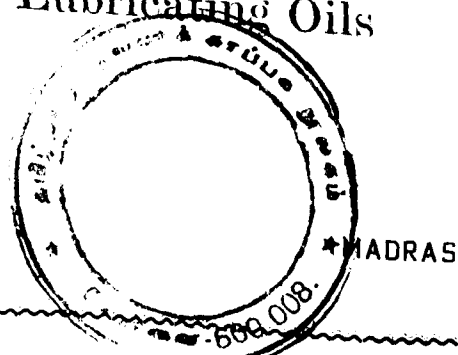
There cannot be work without motive. Some people work for fame. Others for money. Others for power. Others want to get to heaven, and they work for the same. Others want to leave a name when they die, as they do in China, where no man gets a title until he is dead; and that is a better way, after all, than with us.—VIVEKANANDA.


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Southern Railways—Regrouping Officers Changes on S. I. Railway

BY the time our Magazine reaches our readers' hands, the Hon'ble. Minister for Transport and Railways would have presented the Railway Budget and also announced the proposals of the SOUTHERN RAILWAYS regrouping as approved of by the Central Advisory Council. While we reserve our comments later, as a first off-shoot of this regrouping, a Committee of three Officers headed by Sri L. R. Natarajan, DGM(P) assisted by Sri R. Nagarajan and Sri S. Sambamoorti are reported to be touring the Mysore State Railway to fix the seniority of Senior Subordinates and other Staff in the new set-up. Consequently a vacancy for the post of the Deputy General Manager (Personnel) has arisen and it is reliably understood that Mr. Chakko, Officer-in-Charge of Drawing, Chief Engineer's Office has been posted to act as Deputy General Manager (Personnel). It is rumoured that this has created a lot of heart burnings against Senior Traffic Officers like Mr. K. Basheer Ahmed, B. A., B. L., Personnel Officer, Golden Rock, Sri N. Krishna Moorthy, M. A., District Operating Superintendent, Trichinopoly and others. It is also stated that Mr. Basheer

Ahmed has represented to the Railway Board for redressal. One of the reasons for making this appointment it is stated, is that the vacancy of the Deputy General Manager (Personnel) is only for a short duration of two months and hence they did not want to disturb others. It is also stated that the vacancy may be of a longer duration as the work allotted to the Committee is arduous and hence it is not clear why a junior Engineering Department man is posted to Personnel Branch when Mr. Basheer Ahmed himself has been working as a Personnel Officer. Ofcourse, the Railway Board must approve these changes and it is hoped that the Board would take all these things into consideration and do the proper thing. One thing which is not clear is, why Engineers are chosen for the Personnel Officers' Job when they are needed elsewhere and why it has become the monopoly of the Engineering Department when Senior Traffic Officers are available. If the fundamental rights guaranteed in our Democratic Republican Constitution to the Indian Citizens are to be respected, the Railway Board should give deep consideration to this.

United Amrita-Arunachalam



On 15-2-1951 Sri B. L. Kapur, Joint Public Relations Officer, Bombay Railways celebrated his daughter's marriage. Squadron Leader Arunachalam, I. A. F., married Miss Amrita Kapur. This wedding was attended by all the Officers of G. I. P. and B. B. & C. I. Railway besides several representatives of Bombay Press. Among the distinguished lady guests was Mrs. K. P. Mushran, wife of General Manager, B. B. & C. I. Railway. We extend our good wishes to the bride and the bridegroom.

It is better to be an outspoken atheist than a hypocrite. Man wants truth, wants to experience truth for himself; when he has grasped it, realized it, felt it within his heart of hearts, then alone would all doubts vanish, all darkness be scattered, all crookedness be made straight.—VIVEKANANDA.

Proverbs, words, and grammar inflections convey the public sense with more purity and precision than the wisest individual. —EMERSON.

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Journal of Management Inquiry

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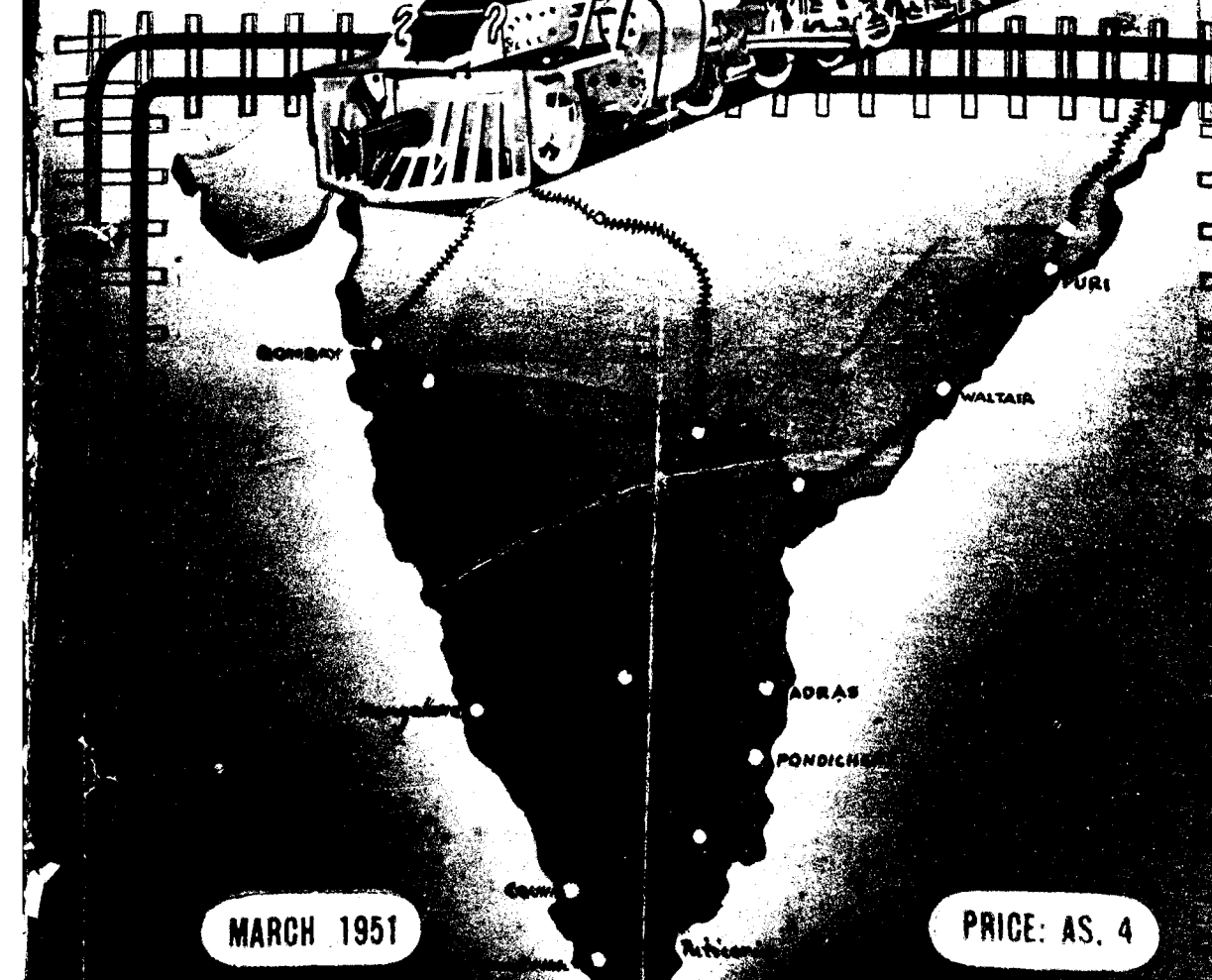
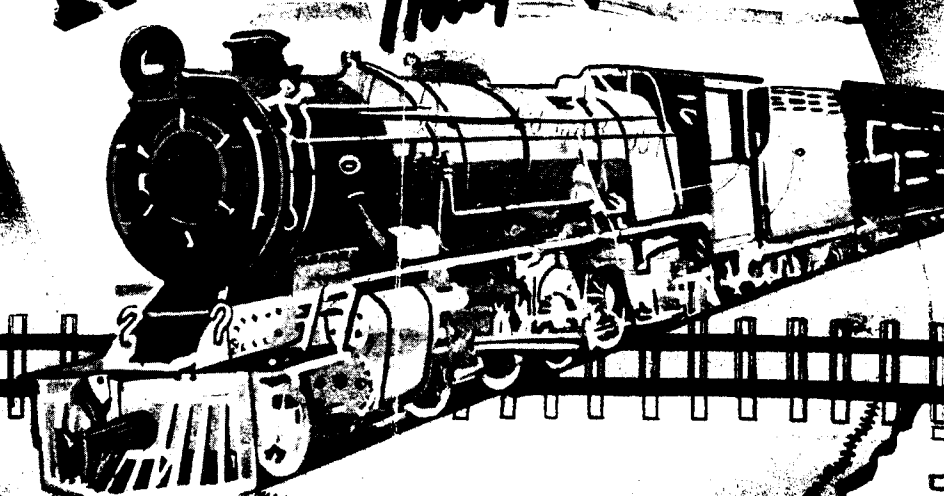
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S. T. SADASIVAN

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SOUTHERN RAILWAYS

Magazine



MARCH 1951

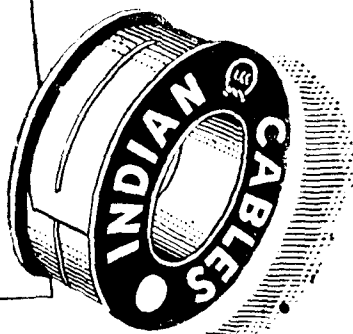
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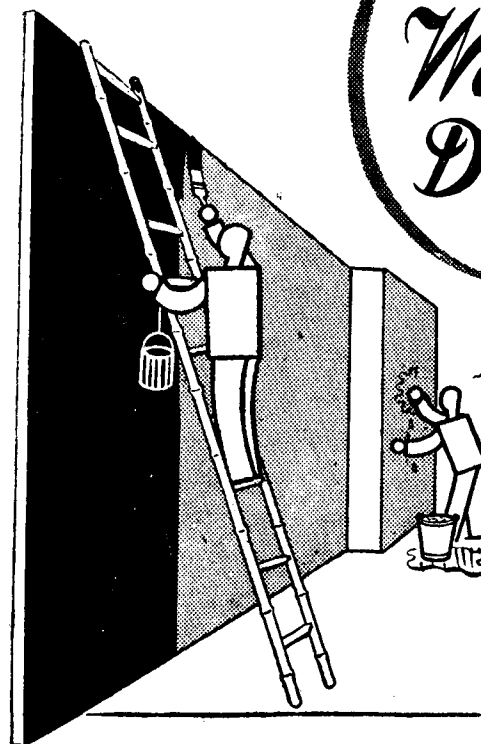
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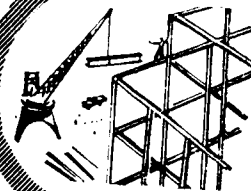
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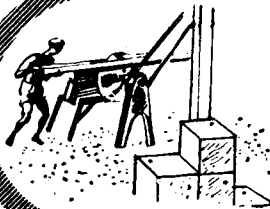
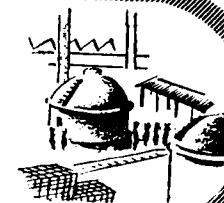


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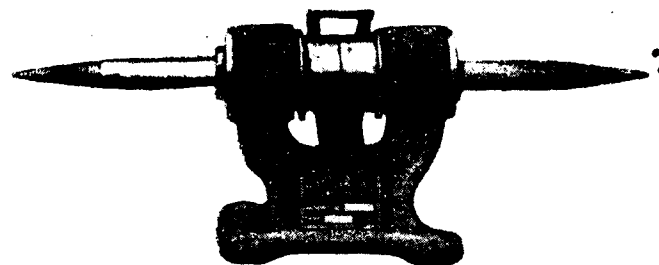


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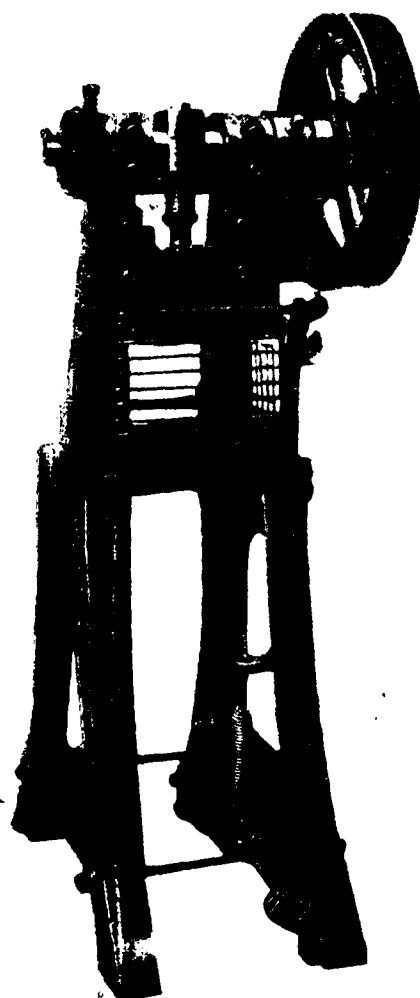
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Southern Railways Magazine

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NO. 9

MARCH 1951

ISSUED
MONTHLY

The Railway Budget 1951-'52

THE Railway Minister, the Hon'ble. Gopalaswami Ayyangar, presenting the Railway Budget for 1951-52 in Parliament on the 22nd February, gave the nation an encouraging and optimistic future for Indian Railways. The high-lights of this Railway Budget were all on an ascending scale-increasing gross revenues, increased expenditure, more and more passengers and goods carried, a higher standard of efficiency, improved labour relations, an extensive rehabilitation programme, which is to include more and better amenities for travel-weary passengers. And then came what the Railway Minister termed as a 'mild shock,'—an increase in passenger fares for all classes. This increase in passenger fares is expected to yield an additional revenue of Rs. 19 crores, and this enhancement, as explained by the Railway Minister, is intended for the stabilisation and expansion of the Railway undertaking.

Public reaction to this 'mild shock' was what was to be expected, but the public dissatisfaction was far from mild. Although this increase was for all classes of travel, the burden on the humble third class passenger will be felt most. With the general trend of even a 'hand-to-mouth' mode of living still rising, those in the lowest income group who have to perform journeys by rail out of sheer necessity, and rarely if ever on pleasure, will have to this additional expense to meet.

Parliamentary debates on the Railway Budget subsequent to its presentation have more or less championed the cause of the third class passenger, and it can almost be said, they have cried 'shame,' but it appears that the 'mild shock' has been absorbed as evidenced by the general approval in Parliament of the Budget proposals. The nation's general economy no doubt needs more revenue, and all, even the poorest, must contribute their 'widow's mite,' by denial perhaps of something essential merely to exist.

Over a period of many years what the third class passenger has hoped and hoped for his some mitigation of the huddled and packed-up discomfort of travelling that he has had to bear. No doubt, more trains have been provided, and some amenities in the carriages too, but this mitigation has been too slow a process. The Railway Minister has mentioned an accelerated progress in this direction, and if this can be achieved, especially in relieving the congestion in overcrowded lower class compartments by providing still more trains and coaches, the 'mild shock' of increased fares will be accepted more happily, as the public would have to admit that they are getting something for the increased burden they are to bear.

But for this increase in passenger fares, the overall Railway Budget would have been an achievement for the country to laud.

Notes and Comments

SIREA Public Meeting

LAST month's public meeting under the auspices of the South Indian Railway Employees' Association, Erode Branch was held as directed by the Federation, Mr. Edward Raj presiding. We publish some of the important resolutions passed at the meeting for the benefit of our Railwaymen:—

This meeting demands that full dearness allowance relief as recommended by the Central Pay Commission be given to all Railway Employees viz. Rs. 5/- for every 20 point rise in the cost of living index.

This meeting regrets to note that the usual travelling allowance rules are not being applied to artizan staff of DSIs and ITPs as in the case of other staff. As the starting salary of these employees is the same as others it is requested that the same rules should also be applied to them.

It is requested that the Commercial Staff such as Booking Clerks, Goods Clerks, Parcels Clerks are also to be allotted at least 5% of Railway Quarters at important places after due provisions had been made for essential Staff.

Though "Mitra" "A" type quarters are to be built for class IV staff, new buildings that are now being constructed are quite inadequate as the "A" type quarters are divided into compartments.

In view of the increased daily batta and joining time allowed to employees who had opted out both for CPC scales of pay and new leave rules, it is requested that permission to opt out again for new leave rules to such of the staff who desire be given.

Though orders have been communicated to General Manager

by the Railway Board approving the recommendations of the Joint Advisory Committee, in many cases, considerable delay is noticed in giving effect to them. This meeting requests General Manager to issue orders giving effect to those recommendations as early as possible. It is feared that this delay may affect the seniority of staff if effect is not given before regrouping is done.

It is noted that promotions to Class II cadre for non-technical posts such as Personnel Officers, Officers-in-Charge of Grainshops, Complaints, Anti-Corruption and Catering are mostly given from amongst senior subordinates of the Engineering and Traffic departments. It is requested that suitable senior subordinates from Accounts and Mechanical Departments should also be given the same opportunities for promotions to the above-mentioned Class II cadre by allowing them to appear before Selection Boards.

The Secretary was requested to include the following subjects in the Agenda for discussion with District Officers.

1. DME, Podanur: Hours Specials should be treated as booked trains in the matter of privileges.
2. Tonnage (Hauling capacity) has to be reduced for all goods trains ex Erode to Podanur on account of the observance of caution near Perundurai on a heavy upgradient.
3. Firemen should be booked to drivers according to seniority and a list is to be put up on the notice board.
4. Chargemen are to be given facilities for training in pooling of engines.
5. Only two washout drivers and one fireman are provided with

quarters at Erode. The remaining one more driver and three more firemen also should have quarters.

We hope that the administration will give serious thought to the above resolutions.

Railwaymen's Federation

Sri S. Guruswami, General Secretary of the All-India Railwaymen's Federation, has received a communication from Sri K. Santhanam, Minister of State for Railways, Government of India conveying a tentative proposal for creating a sole representative negotiating body on behalf of Railway workers for discussing questions of All-India importance with the Ministry of Railways and

for avoiding bickerings among rival unions.

Separate Waiting Rooms for Women

The Local Advisory Committee of the M. & S. M. Railway for Madras State at its 132nd meeting held at Bangalore last month, recommended the retention of separate waiting rooms for third class women passengers at stations where they were provided. The Chairman agreed to the status quo being maintained.

In the absence of Mr. W. G. W. Reid, General Manager, Mr. K. L. Crawford, Chief Commercial Manager, presided.



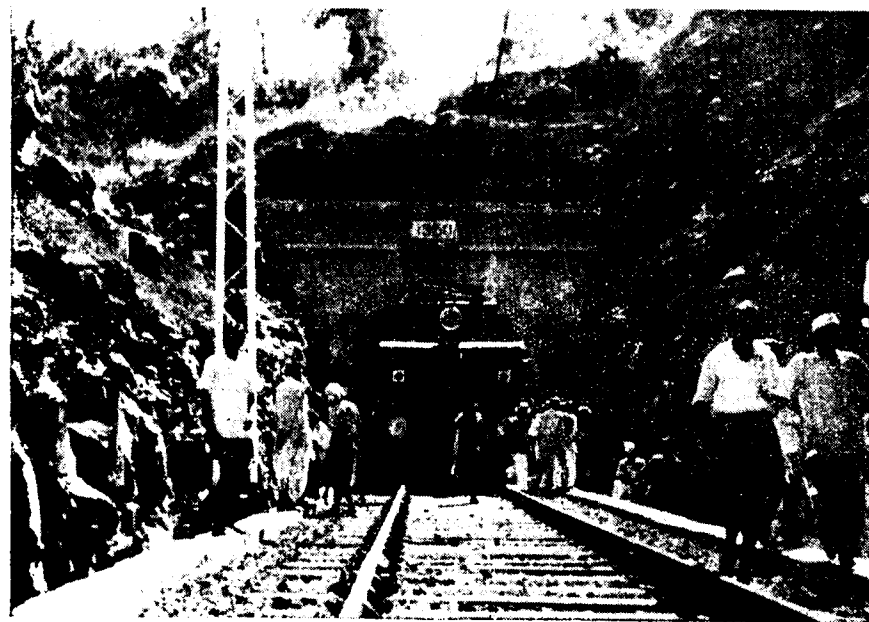
"THE INDIAN RAILWAYS" Pavilion set up by the Ministry of Transport and Railways, Government of India in the Indian International Engineering Exhibition, being held in New Delhi since January, 10, 1951. One of the most attractive pavilion in the Exhibition, it contains model of a section of the Assam Rail Link (Assam Railway). The Chittaranjan Locomotive Works, working model of Electric Signalling (E. P. Railway). Models of Bhore and Thull Ghats (G. I. P. Railway). The Air Conditioned Coach (B. B. & C. I. Railway). The Malviya Bridge (E. I. Railway). Electrified Suburban Section between Madras Beach and Tambaram (S. I. Railway) and the Spring Coiling Machine. (Photo By K. N. Mehrotra)

Regarding the revised procedure for the allotment of catering contracts the Committee was told that the Union Advisory Council for Railways had now decided that contracts should not be awarded on the basis of tenders, and the Railway Administration should give contracts on the basis of providing the best quality of service to the travelling public. Therefore, the existing arrangements would not be changed.

Owing to the sharp rise in prices of eggs and other ingredients used in egg preparations, the Railway Administration had agreed to raise the prices of cooked eggs served in restaurants from annas 3½ to annas 4 each.

Tourist Traffic

The Committee was told that as a part of the drive to promote tourist traffic it was proposed to reopen the Western Style Refreshment Rooms at a number of stations which had been closed recently.



First train passing over the Diversion after opening

A through service with Second, Inter and Third Class accommodation had been introduced between Madras and Guntur on Nos. 1 and 2 Mails and 333 and 346 Passengers. In addition to the bogie reserved for long-distance passengers on the Bombay Express and Mail, and Grand Trunk Express Trains a third class compartment was also being reserved on these trains exclusively for passengers proceeding to Bombay and Delhi respectively.

It was stated that concreting of station and goods shed approach roads at Adoni might be taken up early in the next financial year. At this station, two shelters for passengers were also being provided at the ends of the platform. Arrangements would soon be made to extend the covering of the platform, at the Northern end of Vijayawada.

At the meeting, it was stated that the authorities had provided various amenities for the travelling public.

* * * * *

E. I. R.'s New Chief

On Thursday the 1st March 1951 Sri Kailash Behari Mathur assumed charge as General Manager of the East Indian Railway vice Sri B. B. Varma, who has proceeded on leave.

Born April 4, 1904, Sri K. B. Mathur was educated at Kanpur and Muir Central College, Allahabad. After taking his Master of Science Degree in Physics, he was Professor of Physics at the Ewing Christian College, Allahabad for two years. He then joined the East Indian Railway



Sri Kailash Behari Mathur, E. I. Rly.'s new General Manager.

in March 1928 as Probationary Assistant Superintendent (Transportation) earning his confirmation in a short time. From 1936 to 1942 he served as Superintendent (Senior Scale) in various capacities in the Transportation and Commercial Departments. In November 1942, his services were loaned to the Defence Department where he was controlling all rail movements in the Eastern Army Zone.

On being released from the Defence Department, he returned to the East Indian Railway as Superintendent (Transportation) Howrah. In 1946, he was promoted as Divisional Superintendent (Transportation), Dhanbad. In the next year he held the post of Deputy Chief Commercial Manager (Goods) at the East Indian Railway Headquarters, and in the same year took over as Divisional Superintendent, Allahabad. In January 1948 he was promoted as Chief Operating

Superintendent, which post he held until he took over as General Manager. We welcome the appointment of Mr. K. B. Mathur as General Manager of East Indian Railway and hope he will continue to show his sympathetic consideration to the Railwaymen in their multifarious problems.

* * * * *

Bombay Wedding

The Marriage took place according to vedic rites on 15th February 1951 at the residence of Sri B. L. Kapur, our Public Relations Officer, of his daughter Amrita with Squadron Leader Arunachalam of the Indian Air Force.

A number of friends of Sri B. L. Kapur with their families witnessed the marriage ceremony. Two American Lady Journalists who are on a visit to India prolonged their stay at Bombay to witness the marriage ceremonies.



Left to Right:—Squadron Leader Arunachalam (Bridegroom) Miss Amrita Kapur (Bride) Mrs B. L. Kapur (Bride's mother) Mr. B. L. Kapur (Bride's Father)

FOR THE OVERSEAS TOURIST



Specially reconditioned coaches to suit tourist traffic from overseas were provided for a party of the Swedish Indian Society of Stockholm who recently visited India. A news item about this has appeared in our February issue.

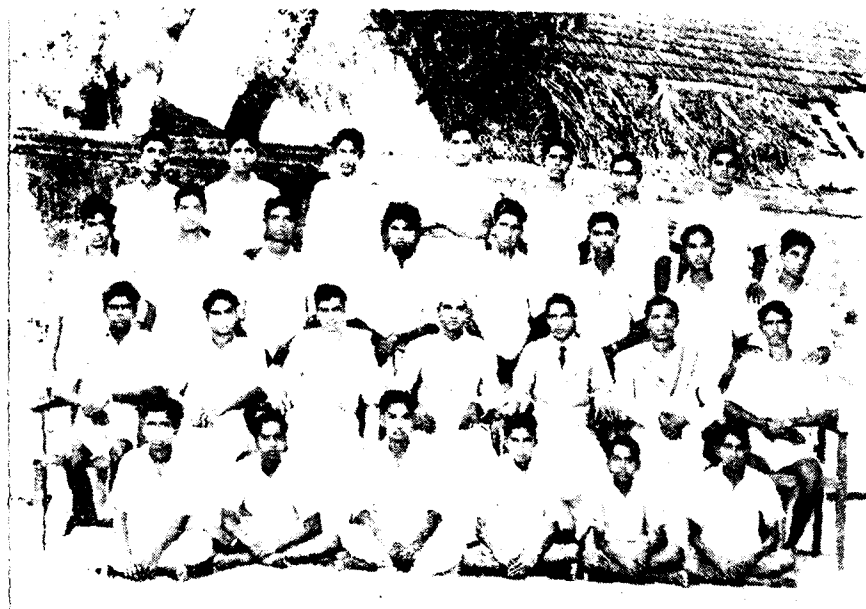
In the evening a reception was held at the lawns of the Administrative Offices of the B. B. & C. I. Railway which was attended by a large and distinguished gathering prominent amongst them being Sri H. P. Hira, General Manager of the GIP, Sri N. S. Sen, Member, Central Railway Service Commission, Mrs. Mushran, wife of the General Manager, BB&CI, Sri Krishna Rao, FA&CAO, BB&CI, Sri Sabikhi, Chief Electrical Engineer, BB&CI, Sri N. C. Kapoor, Chief Transportation Superintendent, GIP and Sri M. G. Iyer, Chief Traffic Manager, GIP, Sri Seshagari Rao, Director of Audit, Railway Board, Sri Mirohandani and Austen, Deputy General Managers, BB&CI, Sri Thadani, Deputy General Manager, GIP, Sri Swaminathan and Sri Gore, Deputy Chief Account Officers, BB&CI, Sri P. L. Verma, Traction Superin-

tendent, GIP, Sri Dara Behangir, TS., BB&CI and Sri Sanjana, Secretary to General Manager, BB&CI Railway.

In addition Major General D. S. Brar, General Officer Commanding, Bombay Area, Mr. Chordia, Managing Director and Mr. Jain, General Manager, Times of India, the Sheriff of Bombay, Sri Rahimtolla, Sri G. G. Morarji, Raja Rana and Rani Sahib of Jubbal, Maharajkumars of Banskwada and Sailana, and a host of other persons prominent in all walks of life attended the function.

The lawn presented a picturesque appearance with multi-coloured lights glimmering amidst the trees. The band of 1st Travancore Infantry was in attendance.

* * * * *



Here is a photo of a High School Excursion Party which did a Broad Gauge tour on South Indian Railway very satisfactorily and successfully. Excursions by students of Schools and Colleges to places of historical, Engineering, Archaeological and other kinds of interests will serve to elevate not only the individual students but through them the School or College they belong to, and ultimately the nation itself. The Railway can contribute very largely towards this kind of national elevation and uplift, for, a more enlightened younger generation today is the surest way of building up an enlightened Nation of tomorrow.

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South Indian Railway News Letter

BY G. MOORTHY

A National Railway Budget

THE long expected Railway Budget was presented by the Hon'ble Sri N. Gopalswamy Iyengar, Minister for Transport and Railways in the Parliament on 22nd of last month. From a Railwayman's point of view, this budget can be truly called as national budget but to be a peoples'

revealing feature to note that our Railways have been serving our infant Republic as the economic centre to build up its constructive activities. The Minister has spoken on the ways and means of the present Government which have to depend on the accrued balances of the reserve fund which were 129.63 crores in 1949-50, 150.94 crores in 1950-51 and 160.88 crores in 1951-52. This reflects to the



budget in a Republican Government much lee-way has to be made. It is a definite break over the past in the sense drastic changes have been introduced in the matter of organisation and finance. But yet, the needs for a really Republican budget have been sown and it is for the younger generation to nurse it and protect it. It is a

credit of one million Railwaymen who by their hardwork and patriotic spirit enabled the Railways to achieve this. The Railway workers have also contributed to the extent of 101.35 lakhs voluntarily under the compulsory Savings Scheme and this has strengthened the ways and means of the Government.

High, lights of the Budget

- | | | |
|---|----------------------|--------|
| (i) Gross Earnings in 1950-51 | Rs. 263.40 | crores |
| Working Expenses | Rs. 180.31 | " |
| Balance | Rs. 83.09 | " |
| (ii) Anticipated Gross Earnings for 1951-52 | Rs. 260.40 | " |
| Working Expenses | Rs. 186.75 | " |
| Balance | Rs. 73.65 | " |
| (iii) Chittaranjan Locomotive Works starting production and the first locomotive steaming out on 15th November, 1950. Thirtysix locomotives are expected to be turned out in the coming financial year. | | |
| (iv) The Tata Locomotive Engineering Company Limited is expected to commence production in the course of the budget year. | | |
| (v) Regrouping of Railways into Zones. | | |
| (vi) Reorganisation of the Railway Board, Abolishing the post of the Chief Commissioner. | | |
| (vii) Increase of Passenger Fares as under. | | |
| I Class | 24 to 27 pies | |
| II " | 14 to 16 pies | |
| Inter " | 9/7.5 to 10.5/9 pies | |
| III " | 5/4 to 6/5 pies | |
| (viii) Appointment of a Committee under the Chairmanship of Mr. A. D. Shroff to look into the Railway Store holdings purchases which come to Rs. 70 crores annually. | | |
| (ix) A heavy capital programme of 69.31 crores have been executed in the current year while a provision has been made for Rs. 66.5 crores for 1951-52. | | |

The Budget

The only criticism the Minister feared was in respect of enhancement of Passenger fares. Of course he was shrewd enough to call this as a "mild shock" he was going to administer but also took the members into his confidence by telling them that it will be absorbed quickly "by a patriotic, intelligent and understanding House." The Hon'ble Minister has made out a clear case for the increase of passenger fares both by the increased level of prices around and also has stated that the Rehabilitation of the Railways vis-a-vis the National Government can only be done by tapping this source. He has also given a direct lie to the statement that this is a policy of the British Government by stating that on the advent of independence the amelioration and the condition of

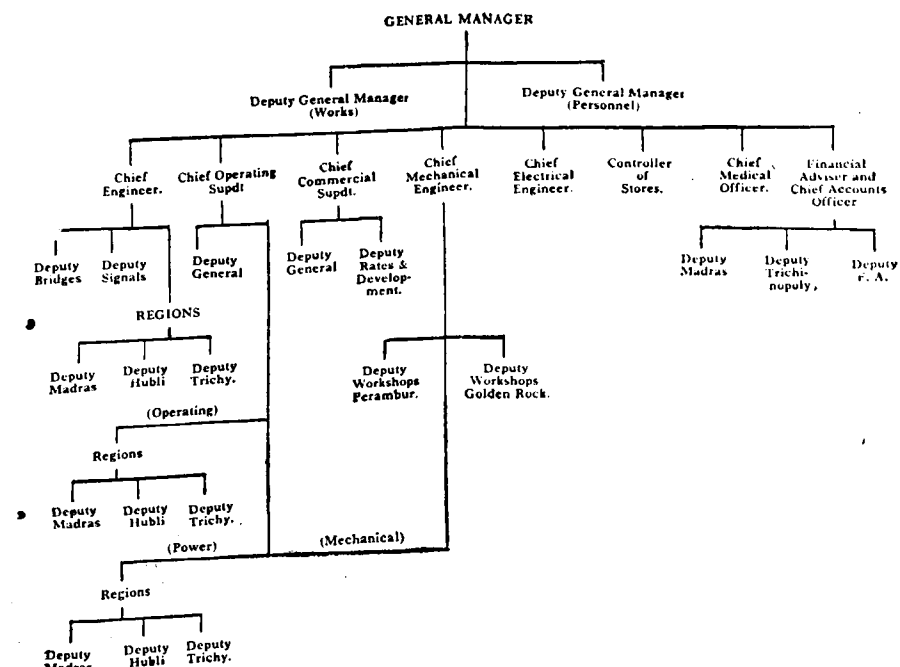
the third class passengers are at its safe hands. What is not clear is that when the average third class traveller takes only 30 miles of travel, the increase for long distance traffic will certainly affect the middle class. While the peasants who form the backbone of the short distance travel can afford to bear the increase as the prices of food-stuffs have increased, by pegging the increase to long distance traffic, it will affect the politically conscious but economically unemancipated middle class to whom ultimately the Government must look up for approbation or censure. Further, the middle class remain the core of our political and Social system. Instead of giving additional burdens to this middle class the Hon'ble Minister could have fixed the increased rate up to 50 miles and continued the old rate above this distance. This

would have not only brought in additional revenue but at the same time helped the middle class who need all the help that could be given.

As regards the Regrouping, the proposals are very sound, but in actual implementation of the proposals difficulties will arise. It is unwise to have chosen the Southern Railway for the reason that all these were company managed Railways and the standard of efficiency was very very low. The cadre of officers require much to be desired while the labour set up is confusing. Some State Railways like the G. I. P. Railway should have been chosen. But having chosen the Southern Railways, it is very essential that proper men are placed at the proper place, if the Hon'ble Minister wants efficiency in operation and economy in management to be attained. The Minister expects duplication of work, un-

necessary correspondence etc. will be avoided by this Regrouping, but this cannot be achieved unless intelligent officers trained to take initiative are posted at the proper place. It is a known fact that all the officers especially the older ones, who by virtue of their seniority will occupy key places, are not trained to take initiative by the centralised administration. By the present policy of decentralisation, it is proposed to give the Regional Deputies adequate financial and other powers to enable them to deal effectively with most of the work arising in the Region. The delegation of enhanced powers, it is expected will lead to a more efficient and expeditious disposal of the work in the Region and also relieve Head of Departments for a large volume of work which is now referred to Headquarters, thus freeing them for more intensive inspection work and for concentrating on major problems of policy. We hope that

Distribution of Senior and Junior Administrative Posts



the Railway Board will pay particular attention in selecting proper Regional Departments particularly in the Traffic Department engaging intelligentsia so that a real national experiment may not be a failure.

The Reorganisation of the Railway Board is a welcome measure and a most appropriate one. We cannot dispense with an efficient machinery built up since a long time and the Hon'ble Minister has done well to continue this. The present reorganisation with three functional members for Traffic, Engineering, Staff with a Financial Commissioner and the Secretary of the Transport Ministry, as other members and the Chairman continuing as Secretary of the Railway Ministry is the right step in the right direction. All this go to the credit of the inventive genius of the Railway Minister. His vast administrative experience and his patriotic spirit has helped him to achieve this in spite of his age. We agree with the Minister's statement that "Indian Railways have since I made my last budget speech done definitely better and will do better and better in future." But regarding status of Railwaymen, the Minister has not done all he could do. While his arguments regarding the non-enhancement of Dearness Allowance is convincing and Railwaymen are patriotic enough to accept them, there are many ways which middle class Railwaymen like Station Masters, Coaching and Goods Clerks and Office Assistants and other Class III staff who are on the verge of the economical collapse, could be helped by giving them educational assistance liberally, by procuring and giving them grains liberally by providing liberal Hospital facilities and also provision of quarters in a liberal manner and thus he can enlist their sympathies.

It goes to the credit of Mr. Nalini Ranjan Sarcar, the Finance Minister of West Bengal to do the

good job of introducing in his budget speech about the sufferings of the middle class and their very low standard. If the whole classes find that they have not the means to maintain their accustomed standards, they may suffer more damage and in the process inflict more damage in Society, than those who have never had to bother about such standards. Unless the economical emancipation of the middle class of Railwaymen is tackled here and now the prospects are gloomy and any amount of spending on huge capital works and reorganisation of Railways will not be fruitful. We earnestly hope that the National Budget which is good in all aspects will be made better by doing something for the middle class Railwaymen who are the worst hit in the present economical crisis.

AIRF Protest Day Meeting

In accordance with the decisions of the Working Committee of the AIRF held on 19-2-51 at Madras, protest meetings were held on 27-2-1951 at Trichinopoly Junction and Golden Rock under the auspices of the S. I. Railway Workers' Union and at Trichinopoly Goods Yard under the auspices of the S. I. Railway Employees' Association both of which are affiliated with the AIRF. Mr. S. Guruswamy, General Secretary of the AIRF addressed all the three Meetings, while the President and General Secretary of the respective Unions participated in the meetings. Resolutions were passed.

- (1) Condemning the 25% cut in cereal rations.
- (2) Condemning the increase in the prices of food-stuffs and other necessities of life.
- (3) Condemning the abolition of rural rationing.

- (4) Demanding full dearness relief according to CPC recommendations viz. Rs. 5/- for every 20 point rise in the cost of living index.

The general reaction of the Railwaymen after hearing Mr. S. Guruswami's speech is that after reading the budget speech of Hon'ble Sri N. G. Iyengar, it is not proper to ask for increase in dearness allowance and allow more inflation rather than that, he could ask for more facilities such as Education, Hospital etc. for middle class Railwaymen and could have got them easily. It is hoped that the General Secretary will look into this when he meets the Hon'ble Minister on 9th March.

FA&CAO's Letter to Staff

For the first time in the annals of the South Indian Railway, the Head of the Accounts and Financial Department has issued appeal to all his staff in the Railway Gazette. Simple worded, the appeal has touched the heart of every Railway man and it is hoped that the other Accounts Officers will respond to this. The appeal is published in full below for the benefit of Railwaymen throughout India:—

"Railways are a great utility concern of modern times. We cannot do without them. Every utility concern must have a commercial basis if it is to succeed in rendering the best service to Society. Indian Railways have now been nationalised and brought under direct control and management of the Government, and Railwaymen are directly responsible to the tax-payer for their efficiency and solvency. If they are to continue to fulfil the roll assigned to them in the national economy, they must keep abreast of the progress—with an eye on the future—of the developments of transport in the rival fields.

To whatever Department you may belong, you are directly or indirectly connected with either the Receipts or Income, or Withdrawals from the purse of our business undertaking. All Railwaymen, howsoever humble their part, contribute in no small degree either in the building up of the pile of income or avoiding waste and leakage of revenue, which forms part of the great national exchequer. Everyone of you should be proud of even the most humble contribution you are capable of making, by your zeal and endeavour, in the discharge of your day-to-day obligations.

While it is the duty of the Traffic Staff to sell transport to the satisfaction of its clients the public, it has been made the pious duty of the Accounts Staff to see that every sum due is systematically collected, promptly remitted and accounted for in the books of the Railway, and also to see that what is spent serves the best interests of the Railway and the public whom we serve.

To the Accounts Staff in particular, I would like to say that while it is your unenviable duty to be the watch dogs of economy in relation to the spending Departments, which your well-directed efforts must necessarily ensure, you also play no mean part in ensuring contentment amongst Railway personnel whose private purse is also controlled by you. This can be achieved by your making honest endeavours to disburse the correct claims due to them promptly, and by your taking suitable steps to ensure speedy settlement of employees' assets on retirement. Your timely rectification of errors of omission and commission would tend to protect the interest of the individual as well as of the Railway. The implementation of the Pay Commission Scales of pay and the Adjudicators' Award, the Liberalisation of the

Leave Rules, the extension of provident Fund benefits to temporary staff, the introduction of Schemes of Savings Provident Fund have all added to a great extent to the volume of work of the various branches of the Accounts Office. You have, I am glad, spared no pains to cope with the heavy pressure of work.

I have every reason to believe that you are fully conscious of your obligations and having made sincere efforts to improve upon your best performances. Some directions in which this has been achieved, or is hoped to be achieved in the near future, are given below:—

- (i) Arrears in respect of Station Inspections have been reduced from 558 man-days on 30-6-50 to 88½ man-days on 31-12-50.
- (ii) The advice slips showing the balances in the State Railway Provident Fund Account at the end of March, 1950 have been issued in January, 1951 to all staff two months earlier than in the previous year and in the next preceding year, in spite of the considerable increase in the number of subscribers to the Fund. This performance will, it is hoped, be

further improved upon in the next year.

- (iii) Endeavours are being made to reduce the time lag in the collection of claims against Provident Fund assets of retired or deceased employees causing delays in settlement of accounts by collecting details of claims well in advance of the actual date of retirement. It is also desired to give earnest and prompt attention to all legitimate complaints from staff in regard to delays in payment of their Provident Fund dues on retirement.

I have every hope that you will strive further to develop both speed and harmony, the two factors, which would go a long way to crown your efforts with success. Your honest endeavours are bound to be reflected in all spheres of this great undertaking.

* * * * *

Labour Welfare Schemes

In accordance with the policy of the progressive role of the Government of India, to associate the Labour representatives in the welfare scheme, a consultative committee for South Indian Railway has been formed with the following persons:—

- | | |
|--|---|
| (a) Deputy General Manager (Works) Chairman. | |
| (b) (i) Sri P. A. Ramakrishnan, Electric Fitter, T. L. Shops, Golden Rock. | Representatives of Workers' Union |
| (ii) Sri M. Narayanan, Clerk, Coaching Accounts, Trichy. | |
| (iii) Mr. D. Edward Raj, Senior Inspector of Station Accounts, Erode. | Representative of S. I. Railway Employees' Association. |
| (iv) Mr. M. A. Basith, Driver, Erode. | Representative of S. I. Rly. Loco Transportation Association. |

- | | |
|---|--|
| (c) (i) Dr. N. Govindarajulu, Assistant Surgeon, Trichy Jn. | Nominated by G. M. |
| (ii) Mr. N. Seshachalam, Hony. Secretary of S. I. Rly. Officers' Association. | Nominated by the G.M. on the recommendation of the Chairman. |

Janata Express

The Committee will be consulted in formulating proposals and determining priorities of approved Labour Schemes such as (i) Hospitals and Dispensaries—establishment of new ones or expansion of the existing one. (ii) Institutes (iii) Canteens (iv) Schools and Hospitals—building of new ones or expansion of existing ones (v) Staff quarters—building of new ones.

The Railway Staff generally welcome the nomination of Dr. N. Govindarajulu who is an Eye Specialist and who is doing the greatest possible service to Trichinopoly Junction Staff under the most trying circumstances. Long queues of Railway workers at Trichinopoly Junction Hospital testify to his notable service. He is a great sportsman and is a member of S. I. A. A. The other nomination viz. Mr. N. Seshachalam, B. Sc., B. L., at present D. T. M. (Rates) is also welcomed by Staff for his progressive role. The Staff Associations hence been given full opportunities to do good to Railwaymen by giving them representations and it is here they must show their spirit of service to Railwaymen. There is no good of always blaming our Government and Railway Administration without discharging our duties and it is hoped that all will co-operate to bring this really good scheme a great success.

It is well known that "Janata Express" is being run in commemoration of Mahatma Gandhi's practice of identifying his human personality with the masses by travelling all through his life III Class. The service was meant to recognise the importance of the common man and to serve them by providing for them exclusive service. Janata Express found the popular favour as soon as it was inaugurated by the East Indian Railway and is now extended all over the Railway systems. While so, to-day, in South India, the Janata Express Service is a travesty of fact; for invariably, it is a saloon service. Officials, who by some reason or other get hold of a saloon seldom think of other day trains to get attached; it is known what this extra coach means—curtailment of a useful third class coach and way-side delays to suit the official convenience. That this should be permitted by the Railway Board which refuses popular request for the inclusion of Inter and II Class coaches in the service is beyond comprehension. The persistent action of the Officials looks rather abuse of privilege and conversion of miles of exigencies into regular prerogatives. Will the Railway Board look into this matter?

* * * * *

ANNOUNCEMENT

We have pleasure in appointing Messrs. Hind Advertising Service, 107, Tollington Way, London, N. 7 as our London Representatives with effect from 1st February, 1951.

Manager

M. S. M. Railway News Letter

BY OUR CORRESPONDENT

IN retrospect, M. S. M. had a year of smooth running, fair achievement of programmes, cordial labour management relations and a considerable amount of maintenance work, extensions to Railway Stations, better accommodation to passengers and larger enclosures for storing parcels etc. to relieve congestion at main and overcrowded mofussil stations. On the whole the Railway Officials charged with the supervisory duties are satisfied at the performance of their staff and contractors in speedily executing job assignments. If more has not been done by way of improvement or expansion programmes, the reason is to be found in the impending amalgamation scheme and the consequent uncertainties in the personnel placement on current jobs. It may also be ascribed to the wave of curtailment in expenditure all over the Government establishments with a view to secure economy. Towards the end of the financial year, generally works slow down.

Routine work of maintenance in the permanent way, tuning up of engines and periodical overhauling and replacing worn out parts have all had a marked regularity and higher percentage of efficiency than before assisting the Railway in keeping to schedule their activities and the running of the passenger trains; movement of goods have been fairly brisk consistent with the supply of wagons, seasonal pressures and Government needs. Officials are hoping to show a better record of work when the regrouping takes place which according to informed circles will enable better supervision of the working and management of the Railway system. Nevertheless, opinion appears to be divided in official circles.

Currently, the atmosphere is surcharged with the reactions to the budgetary proposals of increased rates for passenger traffic. Criticism is sharp and carping. Since the outbreak of War there has been a steady increase and the rates that have been in force since the inauguration of the New Classification and subsequent reverting back to the old classification of four classes, the Lower class of travel, the third class has been hard hit. In these schemes, the classes that benefited were the higher classes; it is amusing to note a section of the public has come out with their grievance that the fare increase of 3 pies for First Class is very prohibitive and will be diverting the traffic to the Air. Apparently, they are forgetful of the fact Air travel space is limited and besides sentiment limits the scope of expansion in that direction. More, even when the fares were reduced in the recent but abandoned reclassification of classes in the Railway accommodation a reduction in fares for higher classes had no appreciable effect. The communities using modes of travel are fixed especially in the higher groups. The press and public reaction to the fare enhancement appears to be rather lukewarm. Of the official reaction there can be no two opinions; for the Government have to find ways and means of finding the wherewithal to meet the growing expenditure incurred in operating the system, to keep the labour and low paid staff in good humour by at least a modicum of betterment in their earnings and they generally amount to Crores. Not only that, they have to cope with increased traffic consequent on the expansion in industries and the progress in development programmes of the Government entailing heavy capital expenditure. More, they have to make a contri-

bution to the general revenues. Where and how can they find all the revenue for these? Freight rates are already high. There is a clamour for reduction of these rates especially from the food and raw material producing areas—M. S. M. Railway system covers a good portion of this area. And the existing rates cannot stand any increase. All things point out that they have to look only to the milch cow, the third class passengers. More people have become travel minded and business has to run and therefore cannot be avoided. A small increase will not touch the pocket of travellers who necessarily travel; but will definitely yield a good and adequate revenue for the people are now travel conscious. Such an increase officials seem to view is justified for the authorities have already embarked on providing these greater amenities—new amenities, amenities which for years the public did not enjoy.

Legislators, however, have to protest against the levy in championing the Cause of the people on whose vote they have henceforth to get into the assembly; they appear to be a little perturbed. For the rise in the rate will be cited against them when they seek their vote. Already, the people are annoyed and in some places have lost hope in their representatives in the legislatures; they hold them responsible for the severe conditions they have been experiencing since the freedom day. Prices are on the upswing; scarcity is daily heralded everywhere in every conceivable article; the rich man bulges his pile balloon big and moves about in his motor car, or First Class travel or the air; he seems to get everything he wants done by the Government and the Police and Magistracy seem to exist only to protect the rich; the poor man is left poorer, more harassed and less accommo-

dated or listened to. Against this economic background and discontent, the fare raise which has been announced is being debated. They have to face the electorate and work up for their return to the house. They now know what it is to be a legislator. Thus, the "mild shock" administered by the Transport Minister has to be made big by them; they appear, however, to groan under the inevitability of the levy and therefore whatever their protest against the enhancement, it looks half-hearted and unconvincing. The protests, they know, will not avail in the one party Government and this knowledge whittles down the vehemence of their opposition further.

The public has been for the last ten years so used to increases in the cost of commodities and services they utilise—increases thrust on them—increases made and later justified, that they have grown to take things coolly and succumb to the laws of inevitability. They only know too well, they do not count in this democracy and that democracy means for them sacrifice and more sacrifice and less rights tending towards total negating of them. They have been paying more and more to get less and less from the market and the Government. In short their confidence in the present price economy is shaken and if they yet keep law abiding it is because of the spirit of suffering inherent in them a traditional heritage of the Country.

Overcrowding in trains and corruption legacies from the war days still persist. The Minister of State would state however, it is under control—one wonders how commendable of the authorities it is to be satisfied and complacent. In another sector, no doubt, they have been able to collect a large revenue from ticketless travel and

to educate people to travel "if you must" to relieve congestion in traffic. These have, no doubt, brought some relief. The "Janata" Expresses, too, have contributed to an extent to the thinning of crowds in Mail Trains. The allocation of coaches for long distance passengers and the limiting of journeys on mail trains to such as travel beyond a minimum of 250 miles have likewise contributed to the relief. M. S. M. both in the broad and metre gauge sections have to carry heavy loads all along being the connecting link between the North and the South. More than any other system, that fed an area, M. S. M. has to be stoic and educating the people of the area to realise the helplessness of the situation. The Officials have to be very diplomatic and in these days of linguism and clamour for separate provinces, it has been a very taxing job for the officers to satisfy the Telugu, Tamil and Kanarese speaking areas. But how far corruption has been put down is a subject for speculation. In spite of all that is publicised, the claims of the authorities regarding their achievements the day-to-day experiences of the traveller discounts the claim to a large extent.

* * * * *

The regrouping and amalgamation scheme which has been hanging fire for a year is fast seeing its shape. Sometime ago, it was announced that the M. S. M., S. I. R. and Mysore State Railways will be amalgamated as the Southern Zone and the broad and metre gauge sections in this Zone divided with more central headquarters. From reports, it is learnt, that the first step in the regrouping scheme will be the establishment of the Southern Zone from 1st of April 1951. This scheme has been hotly debated in the Parliament during the Railway Budget

(Continued on next page bottom)

debate recently and of those who have spiritedly attacked the proposal is Mr. Frank Anthony who considers the amalgamation at this juncture "not only gratuitous but ill-conceived." According to Mr. Frank Anthony, even senior Railway Officials opine that the scheme bristles with insoluble difficulties. But Mr. Gopalaswami Iyengar perturbed by the effect of such statement says it will be a travesty of faith to impose an impression "that the senior officials as a whole are opposed to the scheme." The general opinion of the house appeared to be in favour of the amalgamation; it sounds reasonable, when the entire Railway of the country is now managed by the Government there should be uniformity in administration; a preliminary step to such a course is logically a division into Zones and splitting up of the Zones into convenient Districts facilitating better supervision and control. Administration is bound to improve and control more effectively. Mr. Anthony's stand sounds bizarre and out of a bias; probably as suggestively put by Mr. Santhanam, it is backed up by "vested interests." But all this appear to be needless controversy and the Zonal scheme is well nigh a *fait accompli*. It will go into operation from the first of April 1951.

* * * * *

The M. S. M. Railway Employees' Union met and took advantage of the presence of Sri J. P. Narayan to have him address them. Likewise, Sri Guruswami was also called to address. The leaders while stressing the need for unity among the employees in pressing their demands insisted on the adoption of constitutional methods. Sri J. P. Narayan, who stood for the cause of the labour, promised his willing co-operation and assistance to help them realise their claims for betterment. The

"FOR BETTER OR FOR WORSE"



The Pre-1931 Railway Staff by opting for the new scales of pay have given their irrevocable decision to accept all the other rules pertaining to the Pay Commission Award.

meetings were well attended and evidence of appreciation of the labours' responsibility in maintaining order was perceptible. However, they expressed a great disappointment in the continuance of the deplorable economic condition of the Railway labour and exhorted the leaders to do their most to obtain their amelioration.

* * * * *

The Transport Minister Sri N. Gopalaswami Iyengar deserves congratulation so the people of the parts fed by M. S. M. Railway say, in which, I readily concur, for this system feeds the main raw material

producing area of the country and has to carry food-stuffs to a third of the country from the Southern Granary of India. How severely will the Industrial Community be hit, if there was a freight increase. How much more will everyman be hit by the freight increase, will be reflected in the price of all that he consumes. For averting such a step, which if it had been adopted, will not have been illogical, the Minister deserves indeed praise. Of course, he has all along earned a merited aplomb for his yeoman service to the country. It is really a matter for concern when he says he will be compelled to lay down office by his age.

Nizam's State Railway News Letter

BY OUR CORRESPONDENT

CONSEQUENT upon the revision of the timings of the G. T. Express on N. S. Railway, the Couriers have been deputed to work on the G. T. Express to look after the conveniences of the travelling public.

A temporary Railway Parcels Office has been opened from 15-1-51 at the Exhibition Grounds of the All India Industrial Exhibition at Hyderabad. Parcels meant for exhibition will be booked to and from Hyderabad and delivered at the Exhibition Grounds to the stall holders in the same manner as ordinary parcels. This has been found to be a great facility for a good number of exhibitors.

This year N. S. Railway has not partaken in the exhibition. Its stall has been permitted to be used by the Cottage Industries Department for their exhibits.

Application forms for employment on Indian Railways for posts advertised by the Central Railway Service Commission will hereafter be sold at the following stations on the N. S. Railway.

Secunderabad	Bhadrachellam
Bhongir	Nizamabad
Warangal	Parbhani
Khammameth	Aurangabad
Mancheria	Mahbubnagar
Bidar	Kurnool Town
	Adilabad.

The annual sports conducted by the Railway Recreation Club were held on 27th January 1951. A large variety of events were included in the sports. The Traffic Department carried away the largest number of points and the individual championship also went to the Traffic Department, its representative being Mr. Kotiswar Rao (Ticket Inspector). A large

gathering of officials and other staff attended the sports and were entertained to Tea. Mrs. T. M. Jagtiani, wife of the General Manager gave away the prizes.

The Republic Day was celebrated all over the Railway. At Lallaguda the Workmen's Benefit Fund Committee organised sports for the children of the Railway Schools and workmen distributed attractive prizes. Mrs T. M. Jagtiani, wife of the General Manager, gave away the prizes. Tea was also served at the close of the function. Shri Hydari hoisted the National Flag at the statue of Mahatma Gandhi. The General Manager Mr. T. M. Jagtiani and other officers of the Railway attended the function.

The Staff working in various departments of the Railway, celebrated the day at a separate function presided over by Mr. V. B. Raju, Hyderabad's Labour Minister who spoke to the staff in Telugu at length on the Railwaymen's responsibilities to the Government as well as the public. The guests were later entertained to tea.

The N. S. Railway Employees' Union is briskly preparing for its Annual General Body Meeting which is to be held on 24th and 25th of February 1951. The election of office bearers for the coming year will be conducted at this meeting. About 500 delegates from all over the Railway including R. T. D. Depots in the interior of the state are expected to attend this meeting.

The Union has elected the following members to represent the workers on the Welfare Committee proposed to be set up by the N. S. Railway.

Mr. K. V. Naidu	R. T. D.
„ Laxminarayana	Loco
„ Seetharam	Loco
„ Shanker Rao	Traffic

This Committee is being set up by the administration in compliance with the instructions of the Railway Board. The Committee will advise the N. S. Railway Administration on various welfare measures undertaken on the Railway system including housing, canteens, hospitals, schools etc.

Mr. Mallikarjuna Rao, General Secretary of the Union has been elected as the Representative of the workers to serve on the State Transport Board, set up by the Supply Department of the Government of Hyderabad.

Sri N. Gopalaswamy Iyengar, Union Transport Minister, visited the N. S. Railway Offices, Workshops and RFD Workshops during his six-day-visit to Hyderabad State. He is reported to have said that Secunderabad might be made the Headquarters of the Eastern Railway zone and therefore suggested construction of more buildings to accommodate more offices and staff.

The boiler of Engine No. 5513 Lallaguda burst on 27-1-1951 between Seram and Malkher Road at 8.35 hours on the N. S. Railway. The engine cleaner Mr. M. David died two days later i. e. on 29-1-51 as a result of the injuries sustained by him in this accident, while the Driver and the Fireman are gradually progressing in the hospital.

A preliminary departmental enquiry was held over the incident and the usual drab report was recorded.

The Railway Police, who, it seemed got an inkling into the real cause of the accident did not rest content and pursued the matter after ascertaining fuller details.

Coupled with this the N. S. Railway Employees' Union have been making determined efforts to bring the persons responsible for the accident to book and do justice to the victims who had to man the ill-fated engine on the day of the accident.

The Union at a mass meeting held on 30-1-51 after deliberations at great length passed the following resolutions:—

1. " This mass meeting of the Running and Shed Staff deeply mourns the death of the co-worker Mr. M. David, Engine Cleaner on 29-1-51 forenoon under tragic circumstances as a result of the injury sustained while on duty due to the bursting of the boiler of the said Engine on Wadi section. The Staff convey their sympathies to the bereaved family."

2. " This mass meeting of Running and Shed Staff while deploring the circumstances under which the boiler of the above engine had burst between Seram and Malkher Road while sending their sympathies to the Engine Crew and their families for the suffering they are put to demands an open and impartial Enquiry into the accident with Senior Government Inspector of Railways as the Chairman of the Committee which should consist of at least two Union Representatives. The findings of the Committee should be concluded within a fortnight failing which the findings of any other committee set up by the Administration *all by itself and for itself shall not be binding on the staff* and they will be at liberty to take any steps to get justice done in the case."

As a result of the persistent agitation by the Union, the Government of India have moved in the matter and have deputed the Senior Government Inspector of Railways to hold an enquiry into the matter. The enquiry is due to be held here shortly as soon as the Railway dignitary arrives.

While we do not want to comment upon the circumstances under which the accident took place, enquiries made in Union Circles reveal that the engine had not been in good order for some time past and that there were certain technical defects. We were also told that the crew had drawn the attention of the Officers concerned to this State of the engine. Perhaps the enquiry of the Senior Government Inspector for Railways would throw more light and would also enable us to assess the negligence of the Administration, if there was negligence, or the other way about.

* * * * *

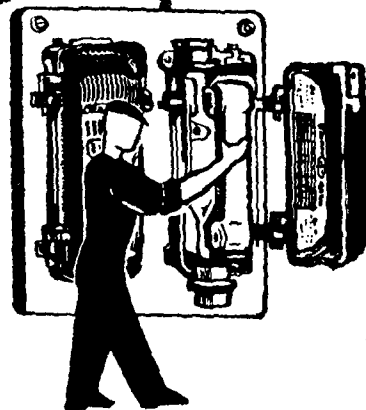
The N. S. Railway Employees' Union has been doing several things for the past few months for the amelioration of the conditions of the staff working on the Railway and to put forth their grievances before the Authorities concerned.

The latest act of the Union in this direction is the formulation of a novel scheme to determine the cost of living index from the viewpoint of Railway Staff, and for this purpose a "Research Section" has been opened in the Union Office. The idea is a novel one and is worthy of emulation by other Railway Unions in the State.

To start with the staff of the research section will work out the cost of living of average families of Railway employees at various stations on this Railway and prepare family budget. Sample surveys will be conducted at selected centres over the system which would enable the Union to arrive

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at the average cost of living index and thus know the precise rise in the living costs over stipulated periods. This would of course enable the Union to agitate for corresponding increase in the emoluments by way of extra dearness allowance or other compensatory allowances.

This scheme will be a success only with the co-operation of the Railway Staff particularly working at several stations.

Employees have been requested by the Union to send details of their family budget for each month. Particulars requested to be furnished include names, designation, family members, dependents, salary (including all allowances) and their monthly expenses under different heads and whether they have incurred debts etc.

The stations selected for this sample survey are:—

Kazipet, Dornakal, Warangal, Belampalli, Vijayawada, Vikarabad, Tandur, Wadi, Medchal, Bolarum, Kacheguda (Hyderabad) Balharshah, Nizamabad, Purna, Parbhani, Jalna, Aurangabad, Manmad, Hingoli, Purli, Mahbubnagar, Kurnool Town, Dronachellam, Sedundarabad and Lallaguda.

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Adjudicator's Award

The N. S. Railway Administration is coming in for more and more criticisms every day and the level of inefficiency has not come down. There has been persistent agitation on the part of the staff for the implementation of the Adjudicator's award in the adjustment of pay scales, sanctioned by the Railway Board long long ago. The suggestions made in the staff circles are the usual inefficiency, indifference and lack of co-ordination between various departments in rushing through the work.

The Railway Board it is learnt while sanctioning the implementation of the Adjudicator's award also fixed target dates for the speedy implementation by the N. S. Railway of all its recommendations but the N. S. Railway Administration after a great deal of delay, it is learnt, has just now started the work with a meagre skeleton staff and a weak machinery for working out certain statistical details. Only one clerk has been appointed to look into this job!

Here is a short passage from the "Railway Worker"—the one and the only effective medium of the N. S. Railway Staff to ventilate their grievances—which has chastised the Administration for the gross negligence, indifference and inefficiency in the implementation of this Award:—

"It is the degeneration, the inefficiency, the non-co-operation and indifference of the Administration that has been contributing ever since independence to the fall in output, efficiency and standards. It is difficult to attribute this slackness to any specified reasons. But the facts are there for all to see. There is a tendency to grow lazy and enjoy an easy life. If instances are to be quoted in support of these statements there will be many. Officers just do not want to exert themselves and feel that whatever delay may be caused either due to inefficiency or indifference they will be protected by the Administration which also unfortunately has developed a sort of suspicion and indifference to whatever the labour says. The Administration has found it convenient to evil its own defects under the general policy of its hostility towards the labour. This is a very regrettable position for the country and does not augur well for the Industrial Development and greater production."

Our London Letter

(BY A CORRESPONDENT)

SIR Eustace Missenden has resigned from the Chairmanship of the Railway Executive of British Railways. For three years now since the Railways passed under national ownership Sir Eustace has been at the head of the Railway Executive and has had all the burden of constructing the organisation, on a national basis, to unify the four main line Railways as required by the Transport Act of 1947 as well as to bring back Railway services and other facilities to pre-war levels.

He undertook the task after being eight years General Manager of the Southern Railway and he only took it on the condition that it should not be for a fixed period but that he should be free to retire when he wished to do so. It was understood at the inception of the Railway Executive that after a period of three years it might be necessary to review the organisation in the light of the progress then made. It is therefore clear that Sir Eustace Missenden now considers that this first stage has been accomplished and that he has completed the work which he undertook. There is no doubt that his resignation from his high office on the Railway Executive will leave a gap difficult to fill. He was the last of the main line General Managers still on active service.

Sir Eustace was born in 1886 and entered the service of the South Eastern Railway in 1899. After several years' experience in station working he was transferred to the office of the Superintendent of the Line in 1906. In 1912 he was appointed assistant to the District Superintendent, Eastern Division and in 1914 was transferred as Assistant to the London District Traffic Superintendent. After acting as London District Traffic

Superintendent in 1919 he was confirmed in that appointment in 1920. On the grouping of Railways in 1923 he became London (East) Divisional Operating Superintendent, Southern Railway and thereafter became Assistant Superintendent of Operation in 1930. In 1933 he became Docks and Marine Manager. In 1926 he was appointed Traffic Manager, an appointment he continued to hold after he had assumed, at the outbreak of war, the responsibilities of General Manager in the absence of Mr. Gilbert Szlumper on Government Service. Sir Eustace was appointed substantive General Manager as from April 1942.

* * * * *

550,000 Tourists came to Great Britain last year which showed an increase of 10% on the previous twelve months. They spent £13 million paying £21 million more to British carriers. Lord Jowitt pointed out to the Annual General Meeting of the British Travel & Holidays Association that there was still a wide field of opportunity as only 60% of the Americans travelling to Europe in 1949 visited the U. K. Sir Alexander Maxwell, Chairman, said that the Association hoped to persuade Festival of Britain visitors to use seaside towns and resorts as dormitories.

The Great Northern Railway of Ireland have abolished second class. There is no change in the cost of third class travel but the existing first and second class fares will be withdrawn. The new first class fare will be 12½% higher than the existing second class. Second class season ticket holders will be permitted to travel first class without extra charge, until their tickets have expired,

The decision to abolish second class travel was made some years ago because of the programme to build improved rolling stock with first and third class accommodation only.

Of interest to Railwaymen is news from the United States of a new treatment to render timber impervious to the attacks of termites. This has been developed by the United States Department of Agriculture as a result of research which has been going on for the past five years. The method consists of a single treatment of No. 2 fuel oil containing 5% of D. D. T. applied to soil surrounding any timber. The mixture must be applied at the rate of one quart per cu. ft. of soil. Soil treated five years ago is still resistant and seems likely to continue to be so for some time. The entomologists hope to establish that D. D. T. is better

for this purpose than Sodium Arsenite which, though cheaper, is poisonous.

The British Railways rolling stock programme for 1951 will produce the first of the new standard type locomotives, carriages and wagons. This comprises 400 locomotives, 2440 carriages and 39,975 wagons. Shortage of materials and workshop capacity restricted output for 1950 but this year it is hoped that the position will have improved thereby helping to overcome the acute shortage of modern carriages and certain types of freight vehicles. In addition to steam locomotives of the 2-6-9 and 2-6-2 types the programme includes 51 0-6-0 350 h. p. Diesel electric shunting locos. and four 0-6-0 200 h. p. Diesel mechanical shunting locomotives.



Main entrance to Waterloo Station, Southern Region British Railways. This is the largest of the London termini with 25 platforms with 1185 trains arriving and departing in 24 hours.—(PHOTO—BRITISH RAILWAYS)

The 2440 carriages include 1189 of the new standard type and 21 sleeping cars, 587 non-corridor vehicles, 455 vans, 124 motor third class brakes and 64 trailers third class for electric services. To provide for increase in steel production 2005 steel carrying wagons are being produced. Also 1500 27 ton iron ore wagons designed for tipping.

All possible parts will be standardised and a high percentage will be fitted with vacuum brakes to permit increase in express freight services. • Brake vans will be of a new design drawn up in consultation with the trade unions with improved amenities such as small projecting windows giving a view ahead and to the rear.

When science is learned in love, and its powers are wielded by love, they will appear the supplements and continuations of the material creation.—
EMERSON.

An oath is that whereby we call God to witness the truth of what we say; with a curse upon ourselves, either implied or expressed, should it prove false.—
MILTON.

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Wooden Sleepers

BY AN ENGINEER

WOODEN sleepers have been in use for several years past in Railways all over the world. But owing to shortage of wood in the Western countries, Railway Technicians have for a long time past been endeavouring to replace the wood sleeper by concrete or metal sleepers. Certain systems of concrete and metal sleeping have successfully stood up in practice to the requirements of the Railways of different gauges and of different soil-strength and of different poundage, but none of them have taken the place of the wood sleeper, which because of its superior and redeeming qualities is still preferred on nearly all the Railways of the world.

The wooden sleeper is not, however, always the perfect solution. All varieties of timber do not suit the purpose; all climates do not suit the same timber. In tropical countries for instance it is destroyed by termites or white ants. In the Western countries the renewal of the permanent way means several millions of sleepers a year. Five millions a year used to be the normal requirements of France before the war, an equal number of England and about three millions those of Italy, let alone the requirements of the other countries. The acute shortage of wood in those countries has created a very grave problem for them.

The supply of suitable timber in India was very abundant up to the twenties of this century. But during the few years before the war, came such a heavy demand on India for timber from various foreign countries, especially Germany and Japan, and the prices offered were so attractive that we shaved many forests wholesale and exported a good bulk of the available timber. South India has that

still green in her memory—the huge volume of Teak, Rosewood, and the other harder varieties sold for export. Deforestation is a very easy and quick process; afforestation is a long and tedious process. The Vana-Mahotsava started to-day will bear fruit only in the course of about twenty years. The lesson for us is that we should conserve our timber for our own purposes, and not allow any portion thereof to be exported. Demands will be made of us by certain countries, for the full effects of the fact that maintenance operations could not be carried out during the war, but had to be relegated to the post-war reconstruction period on the European Railways, are now being felt over there, and the number of sleepers required for replacement must have reached a very impressive figure. The small amount of timber available in Europe must have been by this time distributed to the various industries and to the various branches of the Transport Industry, and they have no hope of sufficient supplies being available for several years to come.

They are therefore vigorously considering and experimenting with other materials. Just before the war certain kinds of concrete had aroused considerable interest amongst the Railway Engineers. They have at the present time developed new techniques, and the question of concrete sleepers has again come to the forefront, and production on a mass scale is considered feasible. War time emergencies dictated the need to explore substitutes made of synthetic materials in several industries, and they were found more satisfactory in meeting certain requirements than the materials usually employed up till then. In the field of sleepers also the possibility of using synthetic materials exists.

But as Mon. J. Delvaux, a great French Engineer, has said "the problem to be solved is rather complicated." The dynamic loading of the sleeper, the effect of the joint, the variable and often indeterminate mechanical value of the ballast, the results of a thaw, the influence of tamping, and the removal of the ballast are so many factors, which it is difficult to define exactly, and this lack of precision makes it impossible in practice to make any strictly organic calculations for a sleeper. However it is possible from actual experience to define the characteristics of a satisfactory wood sleeper as proved by the classical investigations into its mechanical strength, flexibility and endurance.

Characteristics of a Wooden Sleeper

1. The wooden sleeper maintains the correct gauge of the track.
2. Prevents creep of the track as a whole, owing to the way it is bound in with the ballast.
3. It can be easily transported and put into place.

4. It does not involve any alteration in the current practice as regards laying the track, maintaining it, and the equipment involved.

A wooden sleeper is often of oak in England, and of Bent oak, or Pillamarudu in India. Both varieties have more or less the same modulus of elasticity, viz., (1,425,000 lbs. per sq. in.), their resistance to traction in the direction of grain is about 10,000 lbs. per sq. in. and their resistance to crushing in the direction perpendicular to the grain is about 5,700 lbs. per sq. in. When laid on the ballast and supported by the two areas of compression of which the rails form the axis, it undergoes deflections either simultaneously or alternately from one or other rail, the deformation of the ballast under heavy passing loads reaching a difference of about 9/32 in.

The characteristics of steel or concrete are very different from those of wood, and so certain preliminary precautions have to be taken to afford the corrections necessary.

NOTICE

We have pleasure in announcing to our advertisers and readers that we are bringing out an Engineering Supplement to our Magazine sometime in April this year. This Supplement will contain articles on all aspects of Engineering such as Electrical, Mechanical, Structural and Civil—contributions being from eminent writers.

The Supplement is priced at As. 8/- only so as to be within the reach of all the personnel of Indian Railways.

For further particulars write to :—

The Manager,
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The Theory of Railway Rates—V

BY MAJOR B. L. KAPUR

This is the final 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. This month the competitive aspect—when two Railway systems serve the would-be consignor of goods—and distance as a factor in rate-fixing are discussed.

A NORMAL human being will spend his money in the way in which he expects to get the best possible return. Similarly a merchant *cateris paribus* will not consign his goods by a route involving payment of higher charges. He will choose the route by road, rail or water by which he can convey his goods at the cheapest rate.

Therefore, the shortest route governs the rate in case two parallel Railway lines compete between two points for any particular item or items of traffic (Bombay, Baroda and Central Indian and Great Indian Peninsula Railway). When originally two lines compete for traffic, a lot of cut-throat competition leading to mutual rate-cutting wars ensues till the final stage is reached when the Railways concerned enter into an agreement of combination.

Perhaps the strongest motive which leads Railways to combinations is to be found in the financial organization of Railway. Owing to the fact that a good deal of expenditure is fixed and the capital invested is irrecoverable, and thus cannot be put to any other use except running Railways, the Railway management find themselves confronted with an extremely reckless competition threatening financial disaster to the Railways concerned. As a solution they are compelled to enter into a mutual agreement designed to secure equal rates between competitive points for the Railways concerned.

Lack of Competition in India

The absence of any real competition in India is attributed to the general non-existence of parallel lines and to the state ownership of Railways. A major portion of the foreign trade of India is carried through the ports of Calcutta, Bombay and Madras and for the shippers, rates are fixed on the basis of a uniform distance from the common market.

Competition between water and land route affects the policy of rate making too (Shalimar to Bombay, Howrah to Bombay).

Competition of facilities may affect the diversion of the traffic with the consequence that the Railway so adversely affected may have to quote lower rates to win back its lost traffic.

Markets provide a striking illustration of a most complex form of composition. The Railways, under the stress of economic forces and industrial conditions, brought about by competition, have to be guided by the competition of markets in determining their rates. The cost of transportation is the chief determining factor in fixing the extent and location of a market. The cheaper the transport the more completely is the element of distance eliminated and the greater is the degree to which the advantages of geographical location are neutralised.

A word might be said here in regard to the effect of rates upon the economic location of industries.

"The influence of freight difference on the movements of traffic, under modern conditions

of transport, naturally varies for different kinds of commodities."

So far as weight alone is concerned, the freight rates do not affect the movement of high class goods but greatly influence



Kind-hearted Kapur

the traffic in low class goods and between these two high and low limits the variations in traffic range.

Taking the element of distance into consideration "medium and low class goods requiring rapid and sage transit are susceptible of diversion of route by a price difference which is capable of exercising only the slightest influence on competition between markets. This is because a merchant will not despise a small profit that may result from the choice of a different route."

To conclude, it may be said that the unequal distribution of advantages in different places tends towards the growth of trade between these points and helps in the concentration of industry and manufacture in places best suited for them by nature. No merchant will send his produce or manufactured articles from one place to another unless the difference in value of the things, which he buys and sells at two places, gives him a margin of profit to remunerate him.

Law of Squares

Thus, the chief obstacle in his way is the cost of transport. "Therefore any improvements in the mechanism or the organization of transport, which increase the distance over which trade in certain goods can be carried at a given expense are *prima facie* likely to increase in the square of that ratio the area over which the trade can be conducted profitably." Alfred (Marshall). This rule is known in economics as

(Concluded)

Lardner's Law of Squares in Transport and Trade.

Distance as a factor in rate making—*Prima facie* and other things being equal, charges should be based on mileage; the principal factor which prevents many charges being made on this basis is competition. Things being as they are, to equal mileage rates universally is impracticable. It is often necessary to charge more for commodities passing over a short distance than for those passing over a long distance, and this is in the interests of both the Railways and the traders (D. S. Burn—Rating and Routing of Traffic).

Distance is a factor which except in case of competition with other Railways, routes or markets cannot be ignored while fixing rates. It is a cardinal maxim in Railway economics that every extra 100 yards a commodity is carried the more it costs to carry it.

Other factors which influence the fixation of rates are as follows:—

(1) Volume of Commodity (2) Cost of Handling (3) Damageability (4) Method of Packing (5) Size or bulk in relation to Weight (6) Risk involved in carriage of goods whether goods are booked at Railway risk or owner's risk.

The main principles which underlie any system of rates are—reasonableness, impartiality and publicity. These principles are so patent in themselves that they do not merit a discussion.

The first condition of success is, that, in striving honestly ourselves, we honestly acknowledge the striving of our neighbour; that, with a Will unwearied in seeking Truth, we have a Sense open for it, wheresoever and howsoever it may arise.—CARLYLE.

A Railway without Passengers

Driverless Tube Trains carry London's Mail

BY A CORRESPONDENT

ON December 3rd, 1927 a new era opened in the history of Postal Transport when the operation of a miniature lever sent the first underground Mail Train, without driver or guard, over the rails of the London Post Office Underground Railway.

This Railway, which is six and a half miles long, stretches from Paddington in the West to the Eastern District Post Office at Whitechapel. There are six intermediate stations. It is used for transferring mail bags from one District Post Office to another. During the peak service these driverless trains follow each other every ninety seconds through cast iron tunnels eighty feet below the surface of the London streets.

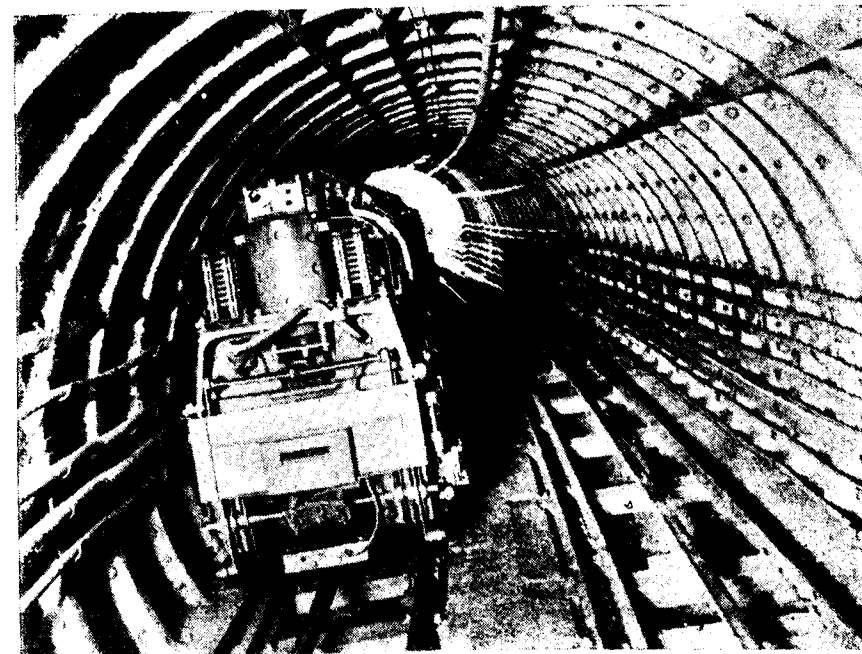
The line was constructed to speed up the delivery of the mails. It has materially assisted in removing some of the congestion from the London streets. Traveling underground, in fast electric trains, it is no longer necessary to use motor delivery vans which were always delayed due to heavy congestion in the London streets. In 1862 a miniature tube was constructed by the Pneumatic Conveyance Company for the carriage of mail bags between Euston Station and the North Western District Post Office, half a mile away. It was worked on the pneumatic system and may be considered a prototype of the present line.

Construction on the Post Office Railway commenced in 1914 but work was stopped due to the 1914-18 war. The tunnels, so far completed, were used for storing art treasures away from the dangers of air raids. The method

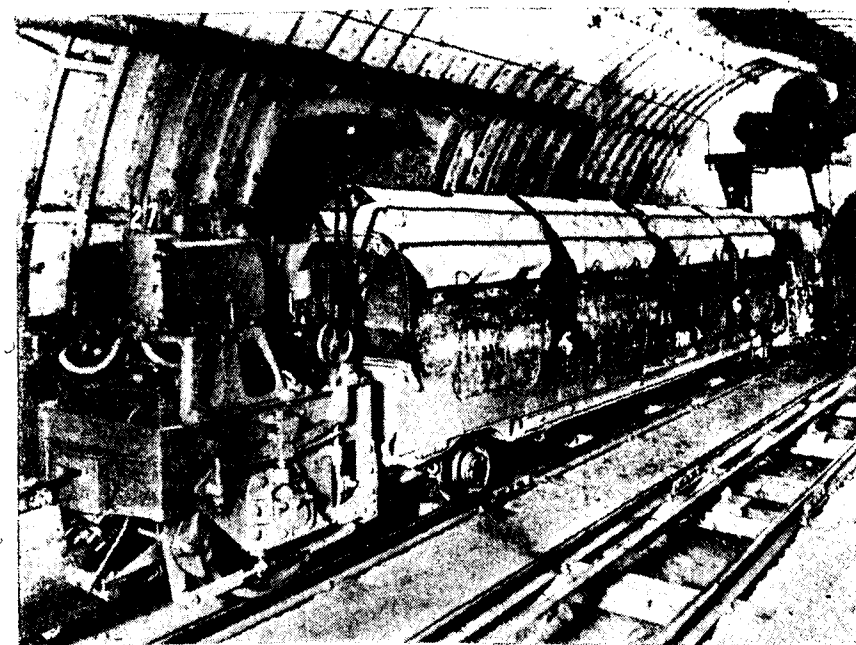
of construction is identical with that of the passenger carrying tube Railways of the London Transport Executive except for dimensions the Post Office Railway being smaller. The gauge of the track is only two feet and the main tunnels, which carry both Eastbound and Westbound tracks, are nine feet in diameter. At the approach to stations it divides into two tunnels, each seven feet in diameter. The East and Westbound platforms are separated but are provided with intercommunicating passages. At stations, the tracks branch into four, two to each station platform. Normally those nearest the platforms are used for stopping strains while the outer ones are reserved for trains running through. Platform lengths vary the shortest being only 90 feet while the longest, 313 feet, is at Mount Pleasant.

The original trains consisted of two or three cars, locomotive and wagon being contained in a single vehicle. They carried a load of three quarters of a ton but it was soon discovered that they were unable to cope with the ever increasing traffic. All the ninety units were withdrawn. There are only fifty vehicles in service to-day but they are more powerful and have a carrying capacity of one ton sixteen hundredweights.

The absence of any drivers or guards makes the operating methods of the Railway unique. The tracks between stations are constantly fed with electrical energy and when the trains come on to these sections they run automatically at a speed of 35 miles an hour. Approaching encounter a dead



Main line running tunnel with driverless train



London Post Office underground train and locomotive



View inside control cabin at Mount Pleasant. The slides by the switchman's right hand control the entrance and dispatch of the miniature trains. The push buttons above work platform signs for the direction of the loading and unloading staff.

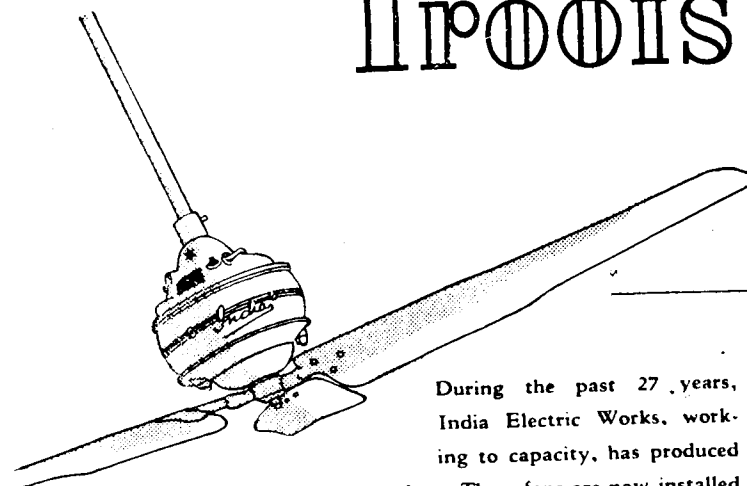
section and the train stops by means of its automatic brakes. If the signalman at the station is ready to receive it he pulls a miniature lever which sets the necessary points and feeds the station section with electrical energy at a reduced voltage which brings the train into the platform at a speed of 8 m. p. h. where it automatically stops.

Each car has four containers taking a load of sixty bags of letter mail and twenty four of parcels. When the train has come to a stand a hinged metal ramp on the vehicle is let down which bridges the gap between car and platform. A system of conveyors and continuous belts takes the mail from the station up to the sorting office. Spiral chutes are also used for descending mail. Everything possible is done to reduce the time required for loading and unloading.

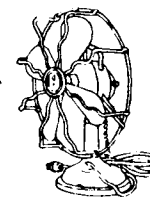
Except for week ends the Post Office Railway works almost twenty four hours a day. From Monday to Friday inclusive it works twenty two hours a day shutting down from 7 a. m. to 9 a. m. to enable the maintenance staff to carry out their inspection and repairs. On Saturday night the service is suspended at 11 p. m. and not re-opened until Sunday midnight thus affording facilities during the week end for heavy repair work. Bare telephone lines run throughout the tunnels to enable the repair staff to converse with stations in case of emergency. Three powerful battery locomotives are maintained to rescue trains in case of breakdown and to take the workmen through the tunnels.

In the first year of service the Railway carried 7,000,000 letters and mail bags. By 1948 the figure

OVER A 1,000,000
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During the past 27 years, India Electric Works, working to capacity, has produced over a 1,000,000 fans. These fans are now installed in homes, and offices, factories, railways, hotels, hospitals, clubs, restaurants etc., both in India and abroad. During these 27 years, the quality and superior performance of each IEW fan has built up a unique user's loyalty. This loyalty has grown with every passing year—
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had risen to 11½ millions. The annual car mileage is 1½ millions and the cost of the line was a million and a half pounds sterling.

A walk down in one of the running tunnels during traffic is a unique sensation. There is room to stand at the side of the miniature track by squeezing between the cast iron tunnel segments. Soon the rumbling of an approaching train can be heard

though there is no head-light to mark its approach. The rumbling increases in intensity until the train passes with a rush of wind and a deafening clatter only a few inches away. The effect is eerie for only the flashes of electricity from the conductor shoes can be seen. Although the speed is only thirty five miles an hour, confined space and the smallness of the vehicles makes it seem much higher.

Dutch Television Transmitter

The construction of the transmitter for the planned television-broadcast in the Netherlands has been completed. The transmitter has now been transported to its future site in the centre of the country.

In addition to the video and audio transmitters, the extensive studio-installation is also ready, complete with television cameras, control desks, film projectors and film cameras and other equipment, necessary for television broadcasts.

(Continued on page 45 bottom)

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"Once A Railwayman....."

BY ALPHA

STATION Porter Pahari pored intently at the grubby, crumpled bit of paper in his hand. He was squatting on his haunches, with his back propped up against the wall of the station building. On his left was a stool, provided for his comfort, which he always ignored. A couple feet further to the left was the door leading to the Station Master's Office.

The soiled paper in Pahari's hand was his notice of retirement from Railway Service. He had been given the notice by the Station Master's Head Clerk six months ago; since then, he had spent innumerable spare moments pulling the notice out of his blue dungaree shirt pocket to study it. Not that he could read it, because he had never had the blessing of an education. But the contents he knew only too well; the notice told him that from midnight of that day he would cease to be a Railwayman.

Throughout his long service of over thirty years, Pahari had never for a moment realised that one day he would have to retire, and when the notice came, it came as a shock. He always thought that he would remain in service until old age made him too feeble to work, or that some day he would be taken off the station platform dead. But the notice was a relentless fact, and Pahari, like all other Railwaymen, had to be retired from service at the age of fifty-five.

The sharp 't-r-r-ing' of the electric call bell jerked Pahari out of his sad musings. With agility worthy of a youth, he sprang to his feet, and appeared before the Station Master alert for orders.

"Mail left...warning bell." The orders came tersely from the

Station Master. Pahari understood what these meant. Turning about, he walked up to metal triangle just outside the office, slipped the iron striker out of its hole, and merrily jangled the bell. The sound rang out clearly with a staccato rhythm that could be heard from one end of the station to the other. The passengers, who had been standing or squatting idly waiting for the train, now bustled into activity. The mail had left the last station and was now approaching.

Pahari completed his clanging melody on the metal bell, slipped the striker back in place, and then nudging his way through knots of passengers, went to the edge of the platform. He now glanced up the track towards the side from which the mail would be approaching. His long-distance glance took in all the familiar sights of the station yard; signal lights winking green, red or yellow, the glare of the powerful overhead yard lights; the hiss and clanking of a pilot engine shunting wagons in the yard. Ah, at last, there in the distance he could now see the headlight of the incoming mail engine. Suddenly the light went off, and within a couple of minutes the huge loco, with its string of coaches behind eased to a stand.

Pahari was satisfied. He felt as though he was personally responsible for bringing the mail safely into the station. He pushed his way back through the crowds of passengers, jostling to find themselves accommodation in the train, to his post near the Station Master's office. Now and again, a passenger would want some information and Pahari would merrily hail out directions. 'Yes, this was the Culeutta bound mail.' "Does it stop at Asansol?" "Why, of course it did. Hurry up and get in,

or the train will be off without you."

Ten minutes of hustle, bustle, sights and sounds all too familiar when a train pulls into a station. Then once again, the warning bell, jangled heartily by Pahari, the guard's shrill whistle, the deeper note from the engine whistle responding, the steam exhausts hissing from the loco, and the huge ponderous train started moving slowly, then faster and faster. Within a minute all that could be seen of the mail, was the twinkling red of the tail light, as she sped on her way into the deep blackness of the night.

Pahari was back at his post again, sitting on his haunches, in a reverie. Tomorrow he would be no more a part of all this. If he came to the station platform, it would be as a visitor and nothing more. Why, he asked himself? He was still active; he could still do the job he had been doing for the last thirty-five years.

A yard pilot with two or three coaches in rear had now nosed its way on the track adjacent to the platform. Pahari had seen the moment. The shunter on the pilot hailed. "Hi, Pahari, how much longer are you keeping me here. I've got to take these coaches to the 'sick' line. How about the yard signal so that I can move on."

Pahari was on his feet again; and before the Station Master almost within a split second. Orders were given; the yard signal winked from red to green, and the pilot clanked on to the 'sick' line.

The hours and minutes ticked on. A few more short minutes to midnight and Pahari's last duty shift would be over, never to be repeated again. There was Lakhan Ram, the porter who had to take over from him at midnight, already

in sight. On any other night, Pahari would have been happy to see Lakhan Ram, as he was then free to go home to his one-room quarter, for a well-earned sleep. But to-night, Lakhan seemed to him an omen of doom. He almost wished Lakhan had not turned up; that he had suddenly taken ill, so that Pahari could have carried on for another duty shift. But Lakhan was there, as large as life. He greeted Pahari, enquired of him if there was any station gossip worth passing on. Pahari engaged him for a few extra minutes telling him what had happened during the past few hours. Then the hour of midnight struck; Pahari had ceased to be a Railwayman. Reluctantly, with slow dragging feet, Pahari sadly walked down the platform, across the rail tracks in the yard, on his way home. When he reached the narrow footpath on the other side of the station yard, he paused, turned and took a long, roving glance at all the familiar sights; the twinkling lights of signals and point indicators, the long string of wagons of a goods train on one of the tracks, the shunting engines busy on their job of marshalling trains, and the bright electric glare of the main station building. All, all of it was finished for him. In the future he could only say that once he was part, even though a very small part, of this beloved gigantic Railway. With a heavy stone of sadness in his heart, at last, he continued his way down the footpath.

The next morning Pahari was back in the Station Master's Office. Perhaps they could offer him some temporary job, even for a few months, so that he would be able to hang around the station premises. But there was nothing for him.

The days passed into weeks; the weeks into months. Throughout these long weary months Pahari

was in one of the Railway Offices, doggedly offering his services for some job. The answer was always the same; no jobs for an old man like him.

Pahari did not give up hope. Deep down in his heart he knew that some day, he would find something to do, which would keep him at least a few hours on that station platform. Then, early one morning, while he was on the platform, the Up Mail Train from Calcutta drew in. Pahari was near the rear end of the train at the time. The brake van doors slid open, and large bundles of newspapers were thrown out. The news-vendors gathered nearby, promptly grabbed the bundles belonging to them, ripped them open, and were off up and down the train yelling the names of the papers they had for sale. It was at this moment that Pahari got his brain-wave. Why couldn't he too be a news-vendor; a job that would keep him on his beloved platform for at least short spells each day.

Pahari had a tidy, but modest sum of money, paid to him as his provident fund when he had retired, so with this he paid a deposit, and bought himself the right to sell newspapers on the station platform.

There was now a new song of peace and joy in old Pahari's heart. Early each morning, long before the Mail arrived, he was there with the other news-vendors waiting for his papers. As the bundle came flying out of the brake-van, Pahari would catch it almost in mid-air, sort it out quickly, tucked it under one arm, and with the other would wave a paper hailing out to the passengers in the train, the head-

lines of the day. With the arrival of every mail and passenger train, Pahari would be there with his bundle of papers, pushing and jostling his way through the crowds of passengers either getting in or out of the trains.

Then came his final triumph. One morning, some weeks later, he was merrily trotting up and down the platform, selling his papers to passengers in the Delhi Express. The fifteen-minute halt had passed all too swiftly, and the train started to move. It was gathering speed when an impetuous, but extremely foolish passenger, tried to board the running train. He made a grab for one of the stanchions of a passing carriage, and at the same time tried to vault on to a running board. His hand missed its hold, he slipped, and would have perhaps fallen to be maimed or killed, when Pahari who had spotted the passenger, yelled out, "Hi, you can't do that, you'll be killed," and at the same time, dropping his bundle of newspapers, rushed towards the passenger, breaking his fall. Pahari and the passenger came down to the hard-paved platform with a thump, with Pahari underneath. When the two had disentangled themselves, Pahari, more indignant than bruised, rose to his feet, berating the unwise passenger for his folly. The passenger took the scolding meekly, realising that but for Pahari, he may have been a dead man.

Pahari's righteous indignation soon cooled. Retrieving his newspaper bundle, he grinned. He now felt that he, who had once been a Railwayman, would always be a Railwayman, if not in official records, but in his heart.

There are three ingredients in a good life : learning, earning and yearning.
—Christopher Morley.

The Railway Budget

BY SRI K. V. IYER.,

Retd. Chief Auditor, M. S. M. Rly.

Funds for Capital Expenditure

THERE is a most important innovation embodied in the Railway Budget Speech for 1951-52 which is likely to be overlooked amidst the varied and interesting fare provided therein.

The recognised principle of finance is to undertake remunerative or productive works out of borrowed or loan funds and non-productive works from revenue as far as possible, expenditure on the latter class of works being charged to loan funds when heavy expenditure is involved as in the case of strategic Railways and works of famine relief. This is the principle on which expenditure on Railways has been regulated in the past; and on the same principle expenditure on irrigation works has been charged to loan funds.

The thin end of the wedge has been introduced in the budget for 1951-52 and it is proposed to augment Railway revenues to the extent of Rs. 20 crores by enhancement of passenger fares, the alleged justification being that the ways and means position of the Government is inadequate and that otherwise the programme or capital expenditure will require to be curtailed. The time-honoured argument has been trotted out that the passenger fares on Indian Railways are the lowest in the world, an argument which when brought forward by the late Foreign Government was invariably met by the counter-argument that the *per capita* income of the Indian was the lowest in the world, judged by any standard, a condition which has not apparently altered for the better.

No one can dispute that the results of Railway working must

bring out an adequate surplus, enough to pay the contribution due to General Revenues in accordance with the Railway Convention and to add to the Railway Reserve Fund as a provision against lean years. Too large a surplus may not only lead to extravagance in expenditure but lend a handle to the staff to demand higher wages and more and more amenities which the Government will find it impossible to provide in respect of their staff in other departments and services.

The provision of funds for capital expenditure on Railways is a responsibility of the Centre and it is a work of supererogation for the Railways Department to take it on its own shoulders whether in whole or in part. The Centre should know the total requirements of all Departments and Services and arrange accordingly, the fact that expenditure on Railways is remunerative receiving due consideration.

Chief Commissioner's Post

Whereas some ten years ago only one half of the Railway Administrations was under direct Government control, now all the Railway Administrations are under Government control and the number of Members in the Railway Board has not increased, though the Home Boards of Company-worked Railways have ceased to exist. It therefore, appears to be open to serious doubt whether the abolition of the appointment of the Chief Commissioner is a wise step, which will be justified by the course of events. For, after all, the Railway Board, is responsible for the executive administration of all the Railways in India and the Minister in charge can only lay

down the policy and enunciate general principles for its guidance. He cannot interfere in the detailed work of administration by the Railway Board and therefore, the relief which he can give to the Railway Board by presiding at its weekly meetings as against the service which is rendered by the Chief Commissioner must be meagre, indeed.

There is another point in the Railway Minister's speech which merits serious attention *viz.*, the position of the Financial Commissioner *vis-a-vis* the Railway Board and the Railway Member. The position of the Financial Commissioner under the old set-up was that he was the *representative* of the Finance Department working in close association with the Finance Member and subject only to his authority. He was in the Railway Board and yet not a part of it so that he enjoyed a detached position which enabled him to obtain a correct appreciation of proposals emanating from the Board and at the same time exercise an independent judgment. To make him therefore "Secretary to the Railway Ministry" (is it the Railway Minister?) "in matters financial" is a curious and undesirable mixing up of responsibilities and to state

that he "is permitted to have direct contact with the Finance Minister" is certainly a retrograde step.

Financial Advisers

Apropos of the above observations regarding the Financial Commissioner of Railways, a word may be said in regard to the position of the corresponding limbs of the Finance Department attached to other Departments and Offices, by whatever designation they may go. The work of the Finance Department is increasing and it is becoming more and more the fashion to attach a Financial Adviser to Offices and Departments. Frequently the rank or standing of some of them is not adequate for the responsibilities thrown on them and we should not be surprised if any of them fail in carrying out their duties or meeting their responsibilities. Whereas they should carry out their duties with an appreciation of the difficulties of the Departments or Offices concerned and in close Co-operation with them, it cannot be too strongly impressed on them that they are independent of the latter and that they can look to the Finance Department for advice and amenable to the control of that Department alone.

(Continued from page 40)

In the transmitting centre of the Netherlands P. T. T. the erection of the 660 foot mast is going ahead. The 70 foot television aerial which is now standing in the grounds of the Philips Factory at Hilversum for measuring purposes will be fitted on top of this structure.

As soon as the studio is ready and when it has been fitted out, the studio-equipment will be installed there. In the meantime the transmitting installation will have been made ready for opera-

tion and the Netherlands will then start their official, experimental, large-scale television broadcasts. It is expected that these will grow out into a permanent broadcasting system, at first with a single transmitting station, and may be later on with a complete network of relay-stations, covering the whole country. It should be pointed out that the Philips Factories in Eindhoven have already been on the air with small-scale television-transmissions of an experimental character, for several years.

Presenting Mr. Railwayman

"The Cabin Signalman"

BY A. H. PEARSON

HAVE you ever noticed when travelling as a passenger in a train, and you are approaching a station, a double-storied building, made usually of red brick, flash by. And if you have looked closely at this building, you will probably have seen a name painted on it like "Dakhinsarai West?" Well, the next time you observe such a building, you will know that it is one of the signal cabins of Dakhinsarai Station. There may be one or more of these cabins at this station, depending on its size and importance.

If you have the further curiosity, and the opportunity, and can climb to the upper storey of this signal cabin, you will see, amongst other objects, a bewildering row of what looks like the large handbrakes of some monster motor vehicle. However, these are not handbrakes, but a row of levers in

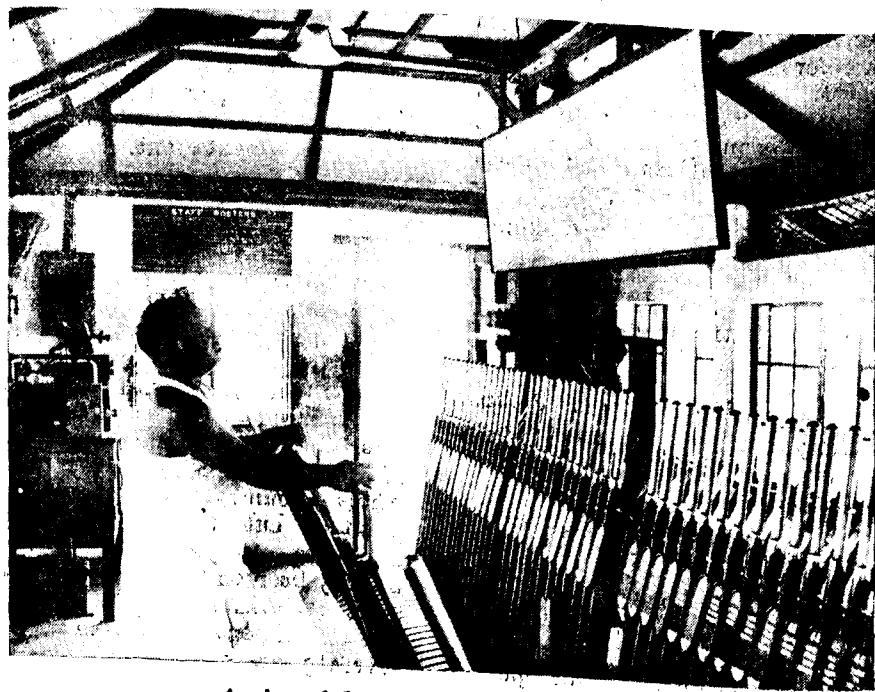
a frame. There may be 30 or more of these levers in a cabin, the functions of each being to set points, lower signals or give slots within the station and yard limits. The levers are painted red or blue, with white or black bands half-way down to indicate the purpose of each. The red levers are for actuating signals and the blue for setting of points.

In a prominent position above the level of a man's head is a large diagram showing that portion of the station yard controlled by the cabin. A close scrutiny of this diagram will disclose a series of black parallel lines, relieved by occasional short curves, grids, black and red circles, squares etc. All these queer symbols are a detailed map indicating to the Cabinman the exact position of every main or loop line, sidings, shunting necks, signals and points, controlled from his

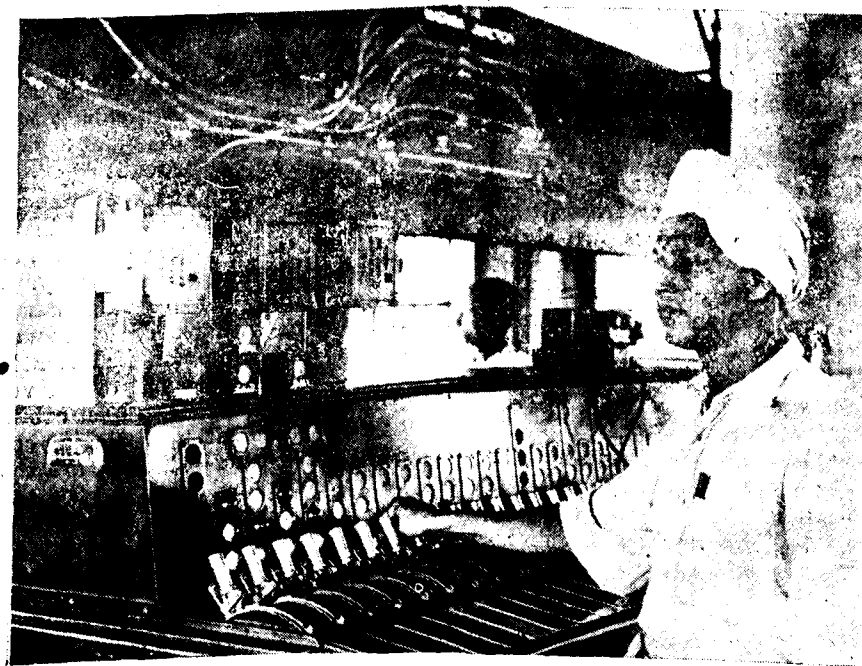
cabin. At one end of the lever frame are also the Block Instruments-box-like arrangements with glass fronts protecting two needle points, one to indicate the condition of the block section ahead, and the other in rear. And in addition, there are the inevitable telephones. Over these telephones, throughout the twenty-fours in a day, the Cabinman on duty gets his orders for train and shunting movements from the Station Master. Now we can watch for a few hours how the Cabin Signalman does his turn of shift duty. As soon as he comes on duty, from the vantage point up there in the cabin, he can get a quick panoramic view of the yard position. He makes a rapid survey of the activities in progress. What lines are blocked or clear; where goods trains are stabled; what shunting movements are in hand; whether signals are lowered, and points set for the reception or despatch of a train. Darkness is no hindrance to the Cabinman, as yards are well-lit, and the red, green

or yellow pin-points of light tell him what is happening.

After taking stock of the yard position, he turns to his train signal register. Every entry in this register is almost a minute-by-minute record of every movement with which his cabin is concerned, such as trains received and despatched, shunting movements starting, in progress or completed, and so on. This train signal register is a vital document and each page contains about 22 columns which have to be filled in for each train movement. The all-important factor is the time record of each movement, which must be exact. There can be no guess-work, or fake time records. The cabinman knows to his cost what it would mean to fake any of these time records, as in the event of an accident, if it is proved that there has been some juggling with the time figure by the cabinman to save his skin, he may not only lose his job, but even go to prison.



A view of the Mechanical Signal Cabin



A view of the Power Signal Cabin

The cabin man usually takes all his orders for lowering of signals, setting of points etc. from the Station Master on duty. These orders are conveyed over the telephone, each order being verified by means of exchanging a 'private number.'

Let us follow the sequence of one of the scores of yard movements that is done in the course of a day. A passenger train has come to a stand on one of the platform lines. The engine has to cut off and go into the running shed. The Station Master on duty will telephone the cabin concerned for the movement to be taken in hand. The Cabin Signaller receives the order and acts promptly. Before, however, the required points are set, and signals lowered, he must assure himself that all the tracks over which the movement is to be performed are clear. When he has thus assured himself, he hails out his orders to the pointsman his colleague in the cabin—who will pull over lever No. 24, set points No. 28 and so on, until the road is set for the free passage of the engine. Each order given, and each movement done is then recorded in the time signal register. When the engine has passed over the various tracks, reached the loco yard goomtie and moved beyond that, then the Cabinman knows that loco has now taken over from traffic, and he then restores all signals and points back to the normal position. The movement is completed, and the Station Master informed, so that the latter will know that all lines blocked for that movement are now free.

The Cabin Signaller must always be on the alert, and with his wits about him. He cannot ease up and doze over his telephones,

because they keep ringing most of the time. Even though he takes his orders from the Station Master for the various yard movements arranged, he is in a more favourable position to appraise the yard operations. Collisions may occur in station yards sometimes due to wrong, or premature orders being passed on to the cabin. It is the duty of the Cabinman to check carefully on these orders, and if he knows that a movement ordered is not safe, due to any lines being partially blocked, he must not blindly execute such orders, but promptly acquaint the Station Master of the position, and tell him why a particular movement may not be safe at the moment. The Station Master in a hurry to get things done may want to argue about the orders given, but the Cabinman can take no risks, as although his superior may be giving the orders, it is up to him to avoid even the slightest risk of an accident taking place in the yard. No chances can be taken, even though on the surface they may look safe, for accidents are costly both in material and in human lives.

The roar of a train rolling past on a track below the cabin; the familiar chuff-chuff of a pilot engine pulling a long line of goods wagons; an impatient engine somewhere in the yard hooting for the cabin to give him signal and line to get ahead to hitch on to a train; a yard gunner hailing out to the Cabinman to hurry on with a shunting movement; the pointsman impatiently asking when he can pull over lever No. 15 to give slot to East cabin, block instrument bells ringing out a jangling tune—all these are the trials and tribulations of the Cabin Signaller doing his turn of duty.

God's great power is in the gentle breeze, not in the storm.—TAGORE.

Publicity and Public Relations

BY ASHWIN

IN our last article we had attempted to indicate the directions in which the Public Relations activities of the Railway could be extended. Let us now examine the lines on which Staff Relations could be promoted. It has in the first instance to be made clear that the organisation set up for fostering Public Relations could very well be utilised for promoting staff relations as well. It might on first thoughts appear rather ridiculous to combine Public Relations and Staff Relations in one organisation. But we need not fight shy of this idea, as there is certainly no inherent conflict of interests between Staff Relations and Public Relations. On the other hand the setting up of a single centralised machinery for directing Public as well as Staff Relations, has much to be said in its favour, especially as co-ordination of efforts as well as uniformity of policy could be secured. What is more, Public and Staff Relations are complementary to one another, and a single organisation set up for this purpose could achieve better success by explaining on the one hand, the responsibilities and difficulties of the Railway Staff to the public (who of late are becoming increasingly critical of Railway Staff, though, we are constrained to remark, without much real justification) and by pointing out on the other hand, the varying needs of the public to the Railwaymen. Apart from all other considerations, there is the paramount question of economy which could be realised, by such centralisation. And last but not least, the centralisation of the staff relations and welfare activities in the General Manager's Office which is at present the case on most of the Railways, detracts from the dignity of the General Manager's Office (who should only function as the highest appellate and administrative authority for

Class III and Class IV staff) and makes him a party to all the shortcomings of the welfare organisation. We confess that by suggesting the centralisation of Publicity, Public Relations, Staff Relations and Staff Welfare activities in one central organisation outside the General Manager's Office, we have raised a debateable issue, especially as this is not at present obtaining on any of the Major Railways. But we would request our readers to give serious consideration to this proposal and examine all its implications. And we are sure the Editor would be only too pleased to publish all criticisms on this proposal, both in its favour and against it.

Next let us examine the machinery that exists on Indian Railways (especially the S. I. Railway) for promoting better relations with the staff and for attending to their welfare activities, and see how far it has been successful in achieving its objective. The Welfare Inspectors immediately come into the picture. The Welfare Inspectors and their Assistants are at present charged with the duties of ascertaining the difficulties of staff and meeting them to the best extent possible. They are also entrusted with the work of publicising among the staff the various welfare measures taken by the Administration. The idea is no doubt very good and if only the Welfare Inspectors could discharge their functions satisfactorily and maintain a close liaison between the staff and the administration, then they would have served their purpose and justified their existence. The staff would not have come to regard the Administration as an inhuman wooden machinery, and the Administration, on their part would not be regarding their staff as a set of undisciplined, dissatisfied wasters. Unfortunate-

ly, however, a good idea has failed on account of bad execution, as there is no doubt that the present set of Welfare Inspectors do not at all meet the crying and urgent need of the Administration. What, then, is this due to? The Welfare Inspectors have failed miserably in their duties primarily because they have failed to inspire confidence among Railwaymen and evoke response from them. Staff in general have merely come to look upon Welfare Inspectors as one more set of Inspecting officials let loose on them by the Administration, to pick holes in their work, to take periodical statements from them and occasionally to regale them with hopes and promises that are never realised. How is this psychology among the staff to be explained? The answer is pretty simple. The Administration has chosen as Welfare Inspectors, not men in whom the majority of the staff have any confidence, not men who have any flair for Welfare Work, but men on whom the Administration wants to confer a favour by giving them accelerated promotions. How then are we justified in hoping for anything better from these men? Let there be no mistake about it? Welfare Activities can thrive only in an atmosphere of mutual confidence, an atmosphere where the Welfare Inspectors can extend broad-based sympathy among all ranks of Railwaymen and evoke hearty response in them, an atmosphere which would draw out the Railwaymen from their shell of reticence and indifference and make them detail their difficulties and grievances. This can be realised only if the Welfare Inspectors are carefully chosen for their suitability, and these posts are not regarded as forming an avenue of promotion outside the regular cadres, for the favourites of individual officers.

Let us next take up the organisation of Staff Councils which

are intended to redress the just grievances of staff, by associating elected representatives of the Railway Staff in the management of the Administration. The executive officers hold periodical discussions with the elected representatives of staff in what are known as Staff Council Meetings. While these meetings have no doubt achieved limited good for the staff, it would be idle to pretend that they meet the entire needs of the Staff. This is primarily because the scope of the Staff Councils has been extremely limited and the resolutions passed therein have never been mandatory, with the result that they are never taken seriously. Another serious draw-back is that these meetings have of late shown a tendency to degenerate into picnic parties, rather than serious meetings. The elected representatives to the Staff Councils have also failed to grasp the vital problems of the Railwaymen as a whole, and are more keen on venting and seeking redress for individual or at best group grievances. And the Administration also considers these meetings as a necessary evil to be gone through periodically as a matter of pure routine. Unless there is a change of heart on the part of both, much good cannot be expected from the deliberations of Staff Councils.

Then comes the role of Trade Unions. We are sure we are now treading delicate and controversial grounds, but we crave the indulgence of our readers for our views which have at least one virtue, namely dispassionateness and freedom from prejudice, if none other. It should be distinctly understood that Trade Unionism can flourish only in a country where staff are as much alive to their responsibilities as to their rights. Indeed rights flow from responsibilities faithfully discharged. In India at the moment, unfortunately, there is a growing

tendency to clamour for more and more rights without realising the responsibilities we owe to the Administration and indirectly to our Masters, the tax-payers. Truth is no doubt unpalatable, but we must face it. A change of outlook is called for in regard to this and the sooner it comes, the better it will be for the country. One more fact that has to be recognised is that it is the primary responsibility of the Trade Unions to seek to bridge the gulf, if any, between the Administration and its employees and foster better relations, instead of revelling in creating differences where none exists, and widening the rift where there is already one. Indeed the Trade Unions will not be promoting the cause they seek to serve, by vilifying the Administration and by creating an atmosphere of distrust and suspicion. And Trade Unions should also bear in mind

the fact that they are not created for promoting individual interests or sponsoring individual representations. It is only in India that we find Trade Unions supporting individual representations. This not only lowers the prestige of the Trade Union and undermines the authority of the executive officers, it also enables unscrupulous staff to capture and run Trade Unions in the hope that they could avoid, by virtue of their position as office bearers or as members of a Trade Union, departmental punishments for offences committed by them. Every one familiar with the conditions on the S. I. Railway will at once recall the growing instances of offending staff joining this Union or that, in a frantic effort to avoid departmental action against them. Representation of individual cases is a pitfall against which the Trade Unions will do well to guard themselves.



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We would also like to say a word of caution to the Administration. Legitimate grievances of staff are not very often redressed in time, in spite of repeated representations, whereas the same grievances find easy and ready redress once they come through a recognised Trade Union. No wonder, staff have come to feel that they could get their grievances redressed only by means of recognised Trade Unions, and never through the normal channels of representation. This is a sorry state of affairs and requires early remedy.

We have attempted to indicate above some of the means by which a 'living contact' is being sought to be established between the Staff and the Administration. Now one might be wondering whether there is really any need for such a 'living contact.' The answer is simple. The Efficiency and Output of the Railwaymen depends a large extent, on the measure of contentment and sense of pride among them. In the interests of efficiency, therefore, it is necessary to have contented staff, deeply devoted to their duties. This contentment amongst them can be secured only by meeting all their legitimate needs from time to time, and by bringing home to them the difficulties and problems that stand in the way of better amenities being provided for them. It is here that the 'living contact' provided through the medium of Welfare Inspectors, Staff Councils and Trade Unions comes in. It is this 'living contact' that should be called into aid for fighting the forces of disruption, false propaganda and corruption. How sadly we are lacking in this 'living contact' was recently demonstrated when some of the Inspecting Officials made tons of money from the substitutes who were confirmed in vacancies against the Adjudication sanctions. If only effective and

timely propaganda had been carried among the substitutes that they would all be absorbed in vacancies against Adjudication sanctions, as a matter of right, some unscrupulous inspecting officials would not have been given the chance of exploiting the poor substitutes and extorting money from them by telling them that they would be absorbed in vacancies. Thanks to the efforts of the Inspecting Officials. Again instances of Establishment Section Clerks making money on the basis of transfer and posting orders passed by officers, are still common. This evil can be eradicated only by intense propaganda among the staff, especially the illiterate ones.

In addition to counteracting false and mischievous propaganda among Railwaymen, efforts have also to be made to foster in them a sense of pride that they are Railway Staff, instead of discouraging them at every stage. It should be realised that once the staff lose their pride in their work, they degenerate into mere drudges from whom no initiative can be expected. It is essential to see that nothing is done to degrade Railwaymen. This can be achieved by better treatment of Railway Staff and judicious care in the infliction of penalties, which are only intended to be corrective. No Railway Administration can progress without an intellectual curiosity and a constant search for improved methods of transportation. This cannot be realised from staff who have merely degenerated into drudges, without any sense of pride in their work. It is a happy augury for the future that the younger officers show greater understanding on this vital problem. They have been able to evoke greater response from the staff without losing grip over them.

Allied to this, is the consideration that there should be plenty of scope for Railwaymen to distin-

guish themselves by hard work. For this purpose the Administration should not swear by seniority, but encourage junior men with plenty of initiative and drive. Every Railwayman should feel that there is ample scope for him to come up if only he works hard and distinguishes himself. Of course this increases the scope for abuses such as nepotism and favouritism, but it is well worth the risk.

And last but not least, it behoves the Administration to cease to be an inhuman, callous automaton, by introducing the 'human touch' and encouraging healthy competition in all spheres. A sad feature of the day is that the human touch is so lacking in Railway Service. On the S. I. Railway provision does exist for the award of prizes to the best maintained stations. But this is the exception rather than the rule. There is great scope for bringing into play healthy forces of rivalry among all ranks of Railway Staff. As an instance, shields, rolling cups and individual cups may be instituted for award periodically to the Travelling Ticket Inspectors' Section which shows the best earnings per Travelling Ticket Examiner. This will no doubt encourage the T. T. Es. to greater

efforts. Similarly medals could be awarded to trainees who distinguish themselves in the Central Training School. There are hundred other ways of promoting a spirit of healthy rivalry among the staff, but what is now lacking is the proper perspective and outlook on the part of the Administration.

Before we conclude this article, we must crave the pardon of our readers for our failure to touch on the many more interesting aspects of Staff Relations. Our only excuse for this is of course the limitations of space and time. But we are sure we shall not be touching off a controversy when we say that the best publicity, Public Relations and Staff Relations organisation at present existing for the Southern Railways, is none other than the Southern Railways Magazine. This magazine has been attempting to interpret the much maligned Railway Staff to the public, and the critical public to the Railway Staff. It has in fact been providing a service which the Railway Administrations have failed to do, and we are sure all our readers will join us in wishing all success to the Magazine in its noble endeavours.

Revised Railway Fares

The M. S. M. & S. I. Railways will, in common with other Indian Railways, adopt the following revised bases of passenger fares for journeys commencing on or after 1st April 1951:

Air-conditioned class 30 pies per mile as at present; I Class 27 pies per mile instead of 24 pies at present; II Class 16 pies per mile instead of 14 pies at present; Inter-Class (Mail) 10½ pies per mile instead of 9 pies at present;

Inter-Class (Ordinary) 9 pies per mile instead of 7½ pies at present; III Class (Mail) 6 pies per mile instead of 5 pies at present; III Class (Ordinary) 5 pies per mile instead of 4 pies at present.

It has, however, been decided not to enhance the existing charges for suburban and non-suburban Season Tickets and Market Vendors' Season Tickets. These will continue to be charged for as at present.

"The Indian Roads Congress"

The fifteenth session of the Indian Roads Congress was held in Calcutta on the 18th February 1951. In his presidential speech, Sri A. C. Mukerjee, opened the session by paying a grateful tribute to the Government of West Bengal for their invitation to hold the Congress in the city of Calcutta, and for affording all delegates the necessary facilities. Sri A. C. Mukerjee also paid a fitting tribute to the loss sustained by the nation in the death of Sardar Vallabhai Patel, who passed away in December last year. The Roads Congress President then read out a message from the Hon'ble Minister of State for Transport.

Sri A. C. Mukerjee then continued by briefly touching on the aims and achievements of this Congress—i. e. "to promote and encourage the science and practice of road building and maintenance by the opportunities it affords its members for pooling their collective experience and ideas on all matters concerning high way engineering problems..." and the service it has been rendering through its sub-committees of experts in preparing specifications and codes for the use of road engineers and the dissemination of up-to-date knowledge through journals etc.

Stressing the importance of the future planning and building of roads, which was vitally essential to the development of the nation's resources in all aspects, Sri A. C. Mukerjee, emphasized that an adequate network of roads in all parts of the country, would provide an easy and cheap means of communication from the sources of power, agricultural products, raw materials, to suitable markets, and for the distribution of food and manufactured products. Roads too would provide the means of communication for education and medical aid for the common man, where

easy means of transport do not now exist.

The Roads Congress President then drew attention to the principal problems of a general nature, which in his opinion, required to be tackled. These were—publicity, planning, finance, research, specification and organization. The main points suggested under each of these headings were:

Publicity—A public Relations Officer for the highway department of every State in the Union, who should keep himself fully posted on all matters regarding personnel, budget allocations for road work, projects sanctioned, in hand, methods and media to be employed in carrying out projects, objectives of the highway programme, programmes for improvements of roads, highway safety, costs of works and general progress in highway programmes in the different districts. It was suggested that this function could be performed at first by the Personal Assistant to the State Chief Engineer.

Planning—Under this heading, mention was made of the Nagpur Plan drawn up by the Chief Engineers of the different Provinces in 1943, which was a scheme for the highway development, indicating a target to be attained for the country to have even a reasonably developed highway system to meet the minimum transport needs for the development of the country's material resources and productive capacity. Even though period of about seven years had already passed since the plan was framed only a small fraction of what was envisaged had been achieved. But the Nagpur Plan was not near enough what was needed for the country in its development of roads, and before more ambitious schemes are suggested, all energies and available resources should be directed

to carry out the Nagpur Plan to an early completion. Other points mentioned were the importance of economic and traffic surveys, traffic flow and the question of segregation of slow traffic from fast traffic, planning improvements on existing roads, the type of data to be studied and collected of roads now in use, and the question of maintenance.

Finance—Ways and means of raising adequate finance for the maintenance of existing roads, and the planning and building of future roads, by utilizing the whole of the revenue derived from taxing the motor vehicle user, tolls, etc. were suggested.

Research—A note of gratification was mentioned that road research laboratories have been or are being set up in the States and at the Centre, to carry out the essential research needed not only for engineering efficiency by tests and quality controls, but also to provide the basic knowledge on which future research work must be built for the solution of design and construction problems that exist and will keep cropping up. But for this research to be of any value, adequate funds must be found and provided to continue this branch of the work, and

disseminate the results by means of publications.

Specifications—The importance of devising signs and specifications for roads that can be constructed cheaply in such a manner that they are able to stand up to light traffic of say less than 500 tons in all weathers, was stressed; also the increasing use of mechanized units both for the construction and maintenance of roads. The development of rural communications, with a high priority, was also emphasized.

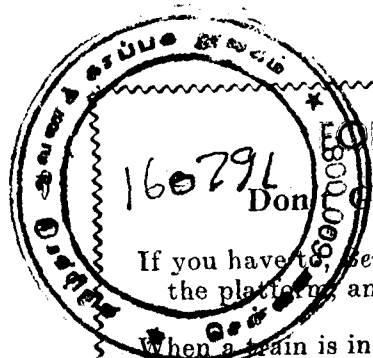
Organization—The difficulties of highway engineers responsible for the construction and maintenance of roads in persuading government of the need for adequate staff for carrying out the work to be done, was mentioned. It was therefore essential for highway engineers to lay down rough guides on the performance expected of different staff so that the demands of the engineer may find authoritative support.

In concluding, Sri A. C. Mukerjee, said that all civil and highway engineers must be prepared to do things rather than write about them, and that their motto should be "First Deserve, then Desire."

NOTICE

We have pleasure in appointing Mr. D. P. Mazumdar, 30/27, Radha Madhav Dutta Garden Lane, Belegghata, Calcutta as our Representative in Calcutta for canvassing advertisements to our Magazine with effect from 15th March, 1951.

Manager



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Getting Off a Train

When you jump on to the platform from the running train, your feet contact the platform first. On contacting, the feet are suddenly brought to rest, whilst the rest of the body continues in motion. The result is, you fall like a stick in the direction of the motion.

How, therefore, should you get off a moving train? Of course, by reducing the speed gradually, not suddenly. On alighting, run a few feet in the direction of motion, gradually slackening the speed and eventually to rest. Can a man do so with all speeds? Surely Not, but only with the maximum speed naturally gifted to man, say up to 5 or 6 miles per hour. At no higher speed of the train should you attempt this.

Getting On a Train

When you jump from the platform on to the running train, your feet contact the floor of the moving train first. On contacting, your feet are suddenly put at a speed, whilst the rest of the body continues to be at rest. The result is, you fall like a stick away from the direction of motion.

How, therefore, should you get into a train in motion? Of course by first raising the speed of your body to that of the train, and then boarding the train. So, run a few feet in the direction of motion, alongside the train but not too close to it; when the speeds are equal or nearly equal, (that is, when the RELATIVE MOTION is zero, in the language of Physics), get the sure grip and then board. Can a man do so with all speeds? Surely Not, but only with the maximum locomotion that God has given to man, say 5 or 6 miles per hour. At no higher speed of the train should you attempt this.

This KNOWLEDGE will SAVE YOU FROM ACCIDENTS—
LOSS of LIFE or LIMB.

(Issued in the interests of the Travelling Public)

