

Southern Railways

Magazine

1-3

NO. 4.5.6

Oct. to Dec. 1951

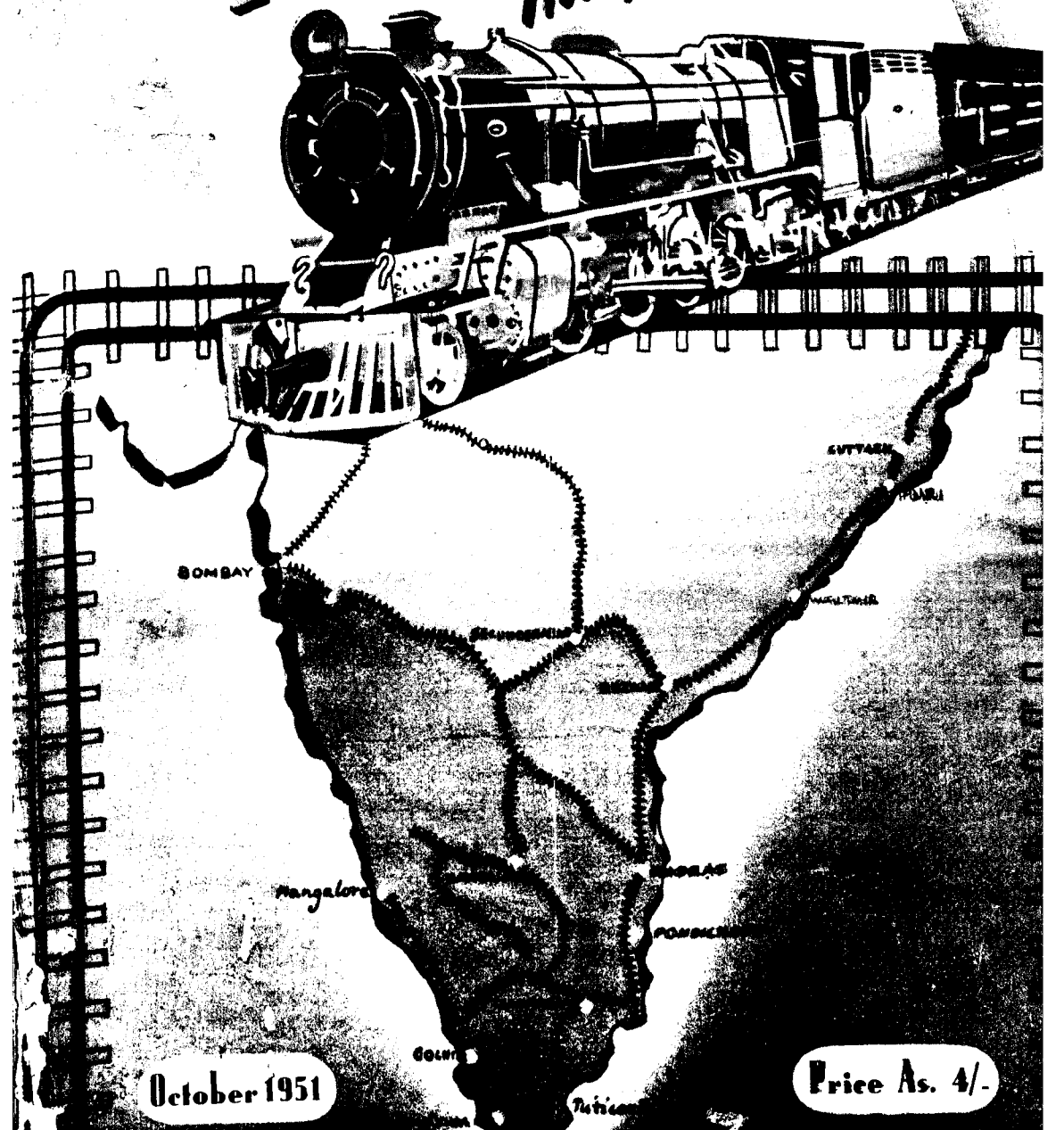


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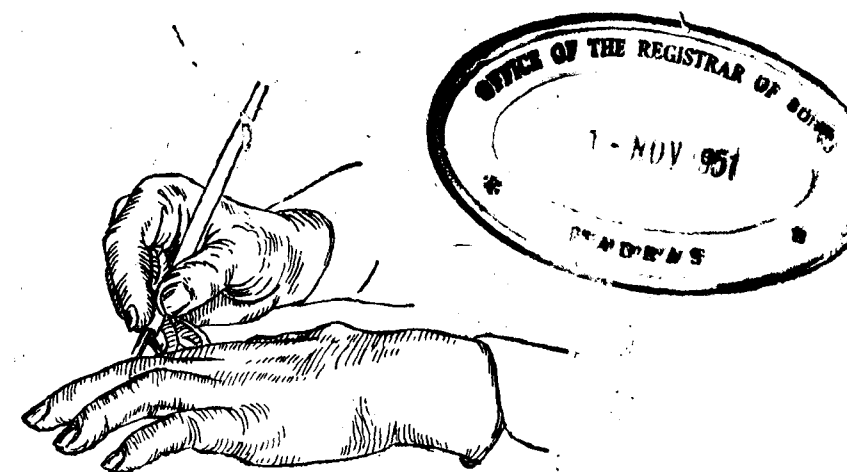
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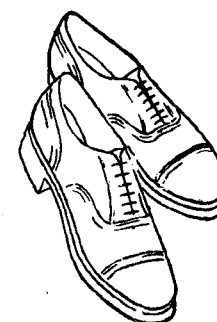
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SOUTHERN RAILWAYS MAGAZINE, OCTOBER 1951



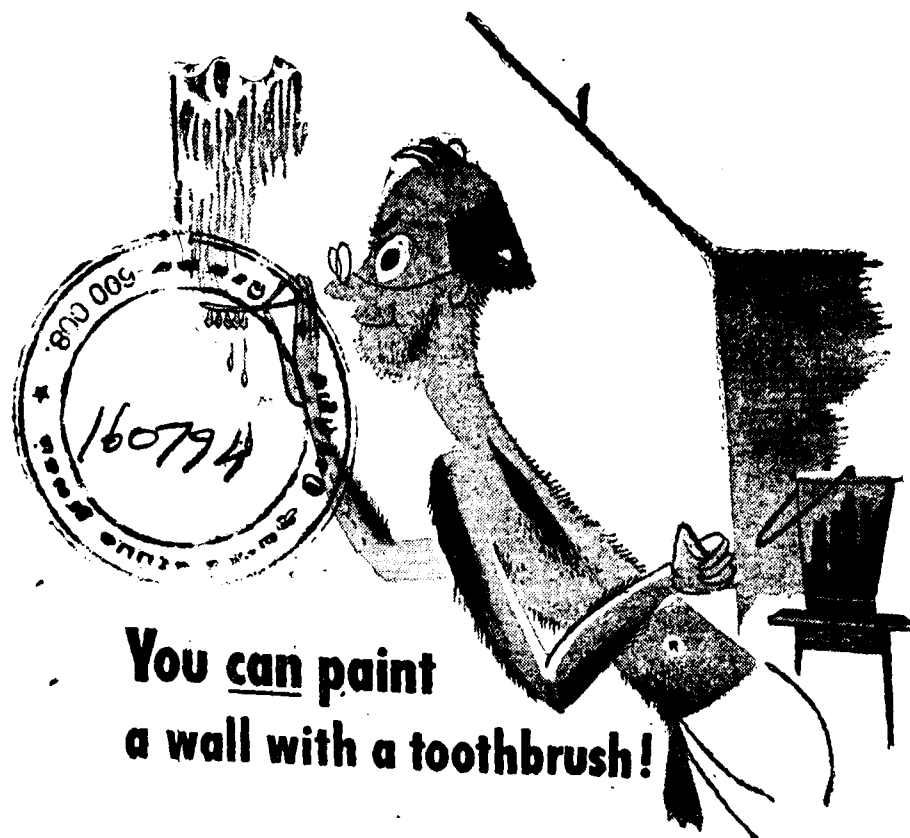
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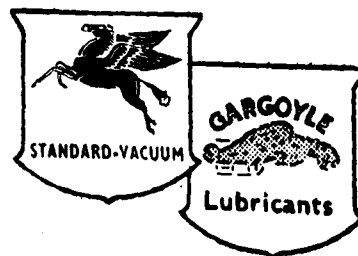
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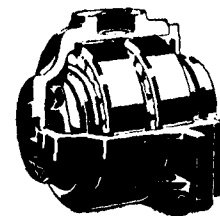
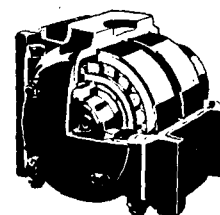
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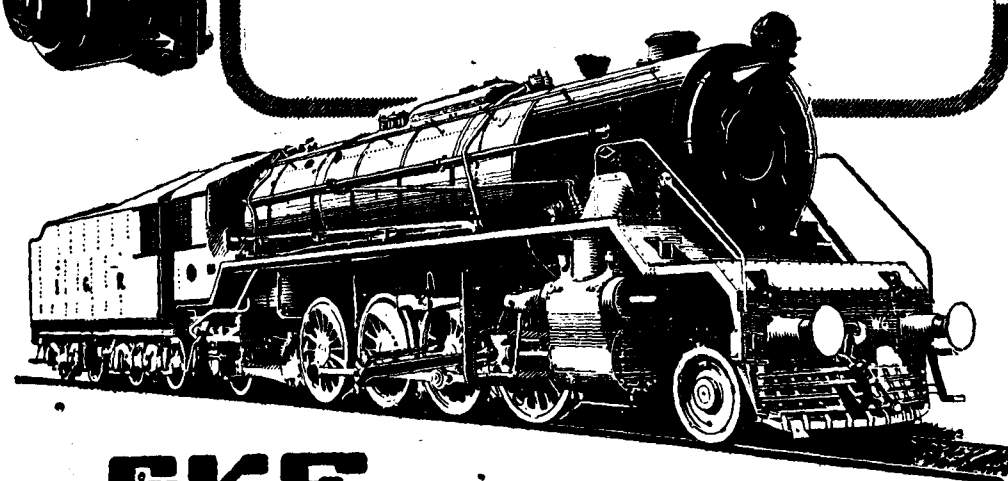


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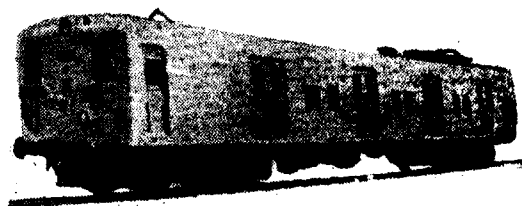
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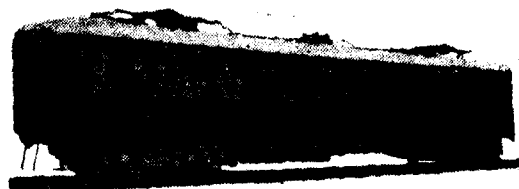
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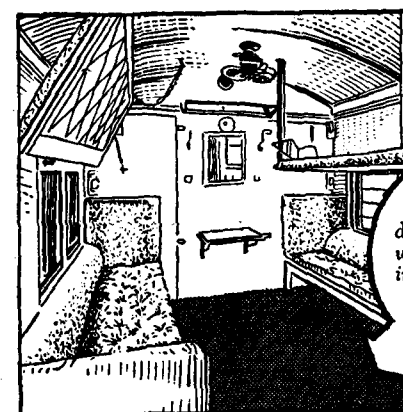
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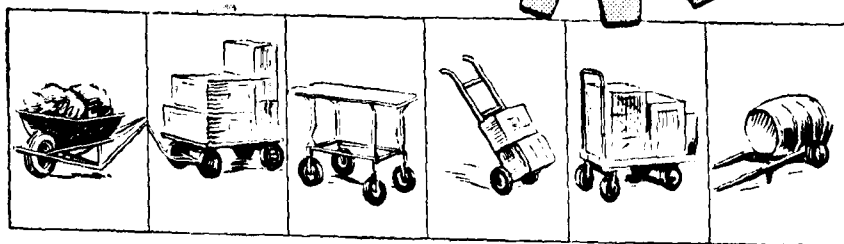
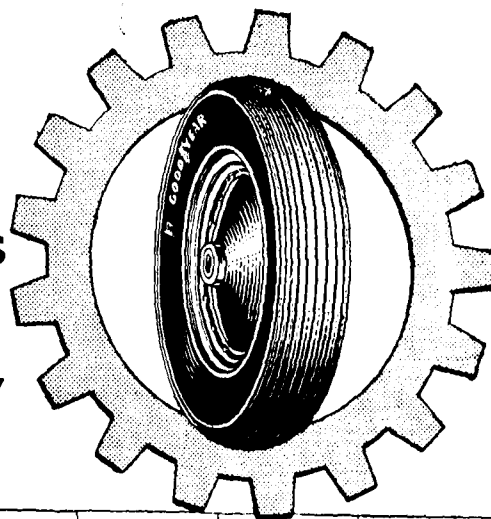
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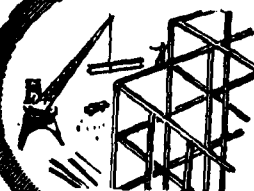


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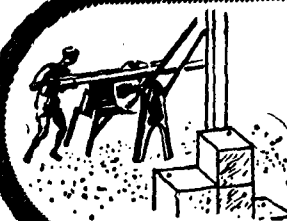
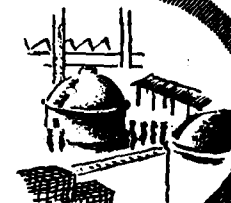


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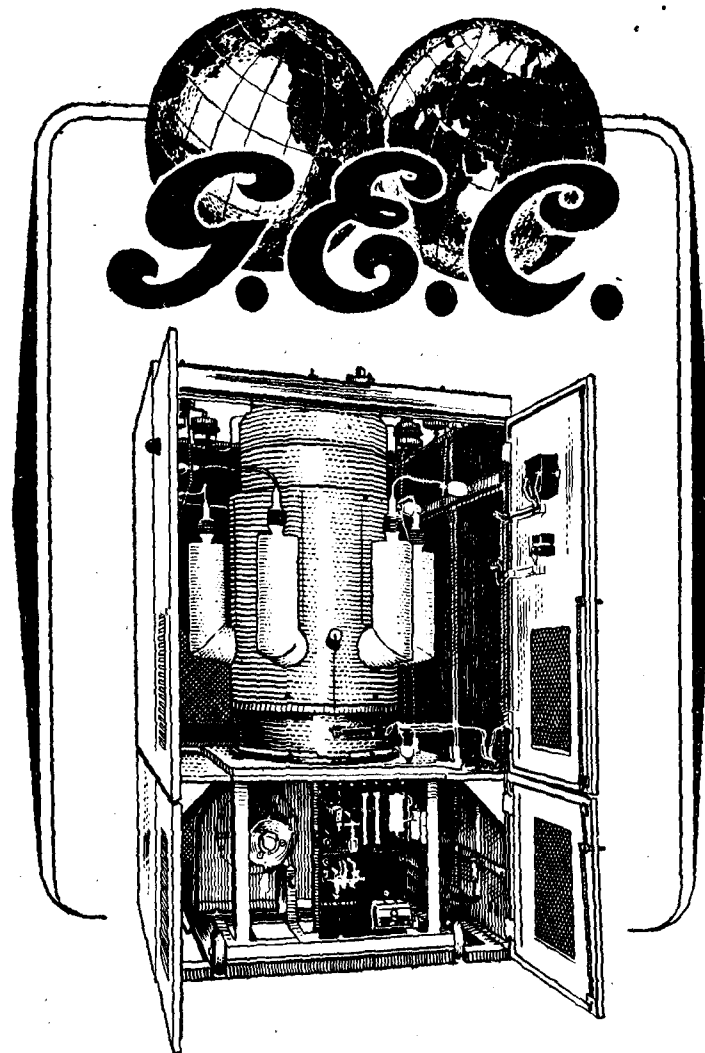
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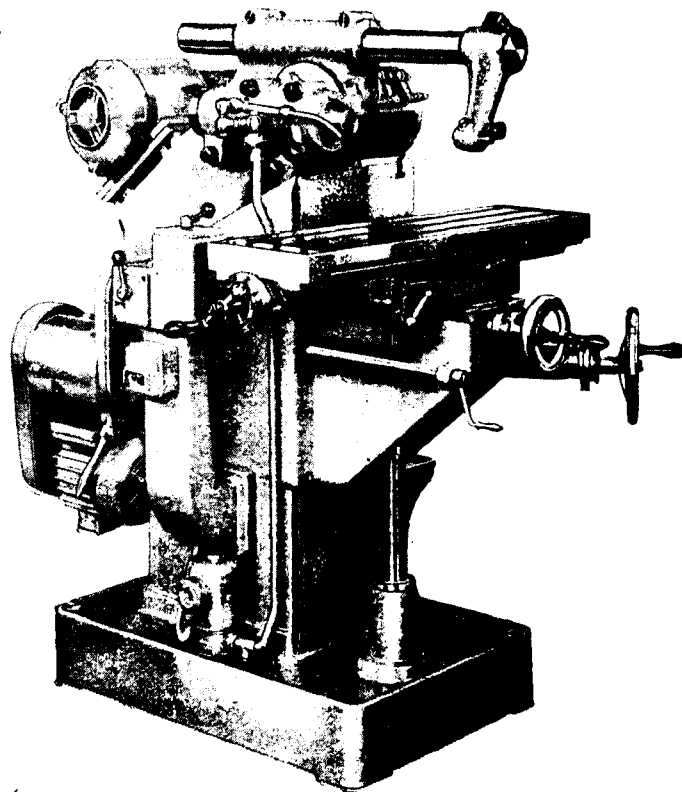
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SPECIFICATION

Maximum longitudinal movement of table (Hand and Automatic) ...	21 3/4"	Spindle bored, Morse taper ...	No. 4
Maximum transverse movement of table ...	7 1/4"	Number of spindle speeds ...	12
Maximum vertical movement of table ...	19 3/4"	Range of spindle speeds, r.p.m. ...	60 to 1250
Centre of spindle nose to face of column (when set for vertical milling) ...	7 1/4"	Number of longitudinal feeds ...	12
Working surface of table ...	35 1/2" x 9 1/2"	Range of longitudinal feeds, inches per min. ...	1/8" to 9 1/2"
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SOUTHERN RAILWAYS MAGAZINE

VOL. III
NO. 4

OCTOBER 1951

ISSUED
MONTHLY

"Talks and More Talks"

TALKS on the outstanding issues of contention between the Railway Ministry and the All-India Railwaymen's Federation appear to be still in an inconclusive stage. A Railway Ministry press note issued at the end of September said that "certain tentative conclusions were reached" and "these were expected to be finalised at a further meeting" to be held sometime in October.

The 'tentative conclusions' particularly embraced such issues as Passes to Railwaymen, Weightage for Ex-State Railway Employees and Confirmation of Temporary Employees.

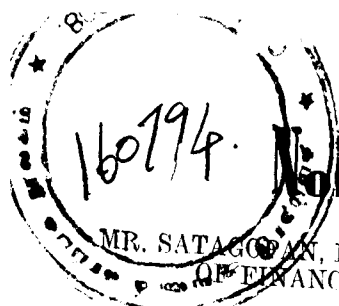
Commenting on these tentative conclusions, Sri Guruswamy, General Secretary of the A. I. R. F., said that he was not satisfied with the procedure adopted, the subjects discussed being less important than the fundamental issues raised by the Federation, and that Federation sources felt that even on matters on which tentative conclusions had been reached, the Government's offer did not go far enough. The Board had also asked the Federation not only to accept the tentative offers made, but also to give an undertaking that none of the 18 points discussed would be raised against for at least another year.

Early this month Sri Guruswamy had also stated that the A. I. R. F. had been asked by the Railway Ministry to give a 'no strike' undertaking till next March, which the Federation had declined, so the Government was proceeding with the Strike Prohibition Bill during the Parliamentary session.

These Talks and More Talks apparently reveal that the Railway Ministry and the Federation are still at variance on the major points at issue. The results of the negotiations so far held will be discussed at a meeting between the Railway Minister and the Federation in the third week of this month.

Once again we can ask, will the next meeting be able to resolve the points in contention, or will there be a further protracted period of tentative conclusions and suggestions for further discussions?

The decision to defer the strike for two months will be up by the first week in November. If no common ground for agreement is found, will the Federation again rear up the tension to strike on a certain date? We hope not, and that at the next meeting the problems at issue will be solved realistically.



Notes and Comments

MR. SATAGOPAN, DIRECTOR
OF FINANCE (BUDGET)

In the new national set up the Accounts and Finance Departments are the eyes and ears of the Administration. The Financial Adviser must be an administrator also for without an administrative capacity he is reduced to the role of a book-keeper. We have few such Administrators on the Railway and after the retirement of the capable Financial Commissioner Mr. T. S. Sankara Iyer, there was a vacuum. The public will be happy to learn that by the appointment of Mr. Satagopan, as Director of Finance, the vacuum is being filled up. Mr. Satagopan was a very bright student even in College and when he entered the Ex-S. I. Railway service he was the first in the field to pass the All-India Accounts Examination. By sheer merit and administrative capacity he rose to the position of the Financial



Mr. Satagopan
...brilliant administrator...

Adviser and Chief Accounts Officer at a very young age on the Ex-S. I. Railway and his administrative talent took him to the Railway Board. He recently visited the Continent to make important purchases for our National Railways. He has pleasing manners and has earned the respect and love of the Staff work under him. While wishing him all success, we can boldly say that yet a brighter future holds in store for Mr. Satagopan.

** ** *

DELHI-VIJAYAWADA JANATA EXPRESS

It is reliably learnt that the proposed weekly Delhi-Vijayawada Janata Express will begin running from November 1, 1951. The new Railway time-tables will also come into force on that date. Ordinarily time-table changes are made effective from October 1. This year, in view of the adjustments that have to be made consequent on regrouping of the Western and Central Railways the effective date for changing the time-table has been postponed by one month.

We hope that the introduction of Janata Express between Delhi and Vijayawada thus fills the long-felt need of the travelling public in those areas. In this the administration deserves all praise from the public.

** ** *

AMENITIES TO RAILWAY PASSENGERS

A meeting of the Local Advisory Committee of the former M. & S. M. Railway for Madras State was held at Madras in the General Offices of the Southern Railway on sixteenth of this month with Mr. K. R. Ramanujam, General Manager, in the chair.

The Committee was informed of the various amenities which had been provided for the travelling public during the last few months, which included the opening of a vegetarian refreshment room at Tirupati East Station, provision of electric lights and fans at Pakala, Tiruttani, Dronachellam, Madanapalle Road, Venkatagiri and Kadiri, opening of platform refreshment stalls at Yerraguntla, Rayalcheruvu, Dronachellam, Madanapalle, Venkatagiri and Kadiri, installation of water-coolers at Arkonam, provision of electric fans in III class coaches, particularly in ladies' compartments and fitting of window-bars in all upper class coaches and in ladies' compartments in III class coaches. A train halt has been opened at Kothakota between Putalapattu and Pakala while sanction has been accorded for the opening of a halt at mile 555.5 between Nadikude and Gurzala, another near Halakunti between Bellary and Oblapuram, and a third between Uppaluru and Tarigoppula.

The Committee agreed to the location of a halt between Rentachintala and Macherla at mile 567/11-12 and they suggested that the location of a halt between Moturu and Putlacheruvu might be decided after consulting the Revenue authorities.

The Chairman explained to the members that the provision of additional halts caused in slowing up of train service which was not desirable under the present traffic conditions and, unless there was very strong justification for doing so, no fresh halts could be opened.

** ** *

WORKS PROGRAMME

In regard to the works programme of the Railway, the members were advised that the

conversion of Pullampet halt into a station had been decided on. The proposal to extend the covered platform at the north end of Bezwada Station has not yet been taken up owing to delay in receipt of roofing materials. Improvements to the station building at Chirala, including the provision of a Parcel Office, at a cost of over Rs. 2½ lakhs, has been sanctioned and the work is expected to be taken up shortly. A priority list of stations where station buildings require reconstruction to improve the existing amenities has been drawn up, but owing to the paucity of funds and the difficulty in obtaining materials some of the items had to be unavoidably postponed.

It was explained to the Committee that, consequent on the formation of the Southern Railway, the different scales of charges allowed for licensed porters on the three individual Railways were proposed to be made uniform. It was agreed that at Madras Central, Madras Egmore, Tiruchirapalli, Bezwada, Bangalore City, Mysore, Hubli, Madurai, Coimbatore, Coonoor and Ootacamund, the authorised charges would be four annas per head-load of approximately one maund or part thereof, while at all other stations it would be two annas per head-load. In regard to the provision of waiting room accommodation for Inter Class passengers the Committee was informed that the present instructions were that where the traffic justified a separate waiting room should be provided, while at other stations, where upper class traffic was not heavy, Inter Class passengers also should be allowed to use these rooms.

Messrs. Spencer & Company had asked for an enhancement of the price of aerated waters sold in trains by half an anna a bottle. This was agreed to. It was

further decided that coffee be sold uniformly at 2½ annas a cup in all refreshment rooms.

* * * * *

ELECTRIFICATION OF KURLA MANKHURD BRANCH ON G. I. P. RAILWAY

An impressive ceremony marked the inauguration of the new Electric Stock by Dr. Jivraj Mehta, Minister for the P. W. D., Government of Bombay, on 3-9-51 at Victoria Terminus in the presence of a large and distinguished gathering of Railway Officials and leading citizens. Later Mrs. Hansa Mehta wife of Dr. Mehta opened a new five mile electric service by cutting a ribbon across the track at Kurla to let the inaugural train pass.

In welcoming the guests at Victoria Terminus, Mr. Hira, the

General Manager said that the new coaches would be divided into two 8-car units. One of them would provide an additional service while the other would be utilised in replacement of an old unit which would go for repair. Other units would be introduced on the main suburban section as they were received and got ready for service. He said that the new stock was lighter in weight than the existing stock and had a faster acceleration and higher cruising speed of 65 miles per hour as against the 50 to 52 miles per hour done by the existing trains.

Stressing the measure of safety which these coaches afforded by elimination of footboard travel, the General Manager pointed out that the new coaches had no footboards or handle holds and it would not longer be possible for passengers to travel by hanging on



Dr. Jivraj Mehta, Minister for the P. W. D., Govt. of Bombay, addressing the gathering at Victoria Terminus on the occasion of the inauguration of the new Electric Stock

to the outside of coaches, which had resulted in the loss of many lives in the past. He further mentioned that the coaches are 68 feet long and each four car unit will seat 415 passengers, 76 upper class and 339 lower. The new stock is specially designed to run through flood water eight inches above the rails at 5 miles per hour, the traction gear being waterproof to a height of 30 inches above the rails.

Addressing the gathering, Dr. Jivraj Mehta expressed satisfaction that at least a section of the travelling public of Greater Bombay would now travel comparatively comfortably as the new coaches were of modern design with electric fans and fluorescent lighting. While warmly appreciating the several amenities afforded by the Railway during the last five years, Dr. Mehta expressed the hope that as the Power

Supply in the Bombay-Poona-Igatpuri section improved, the Railway would put into use the new coaches ordered by them from abroad and thus substantially mitigate the difficulties of the suburban travellers.

Commenting that Government was giving active attention to power-shortage, Dr. Mehta referred to Government plans for the increased generation electrical energy throughout the Bombay State and referred to the North Gujarat Electric Grid, the South Gujarat Electric Grid, the Tapi River Valley Scheme, the Kakrapara scheme and other projects.

At the termination of the function a large number of Railway Officials and leading citizens were taken for a special ride on the new train from Victoria Terminus to Mankhurd and back.

* * * * *



"CUTTING THE RIBBON."—Mrs. Hansa Mehta, wife of Dr. Jivraj Mehta, opened the new five mile Electric Service between Kurla and Mankhurd

OTHER DETAILS

The two Bombay Railways have ordered a total number of 112 coaches i. e. 56 Motor Coaches and 56 Trailer Coaches. Sixtyfour of these are for the G. I. P. Railway and fortyeight for the B. B. & C. I. Railway. Sixteen Motor Coaches and fourteen Trailer Coaches have been delivered to date to G. I. P. Railway.

The manufacturers of the Motor Coaches are Messrs. Metropolitan Cammell Carriage and Wagon Company Limited, of Saltley, Birmingham, whose Associates in India are Messrs. Vickers (Eastern) Ltd. Trailer Coaches are manufactured by Messrs. Birmingham Carriage and Wagon Company Ltd. Electrical equipment is being supplied by the English Electric Company and British Thomson Houston Company Ltd.

All these coaches are fitted with the electro-pneumatic braking which is being supplied by the

Westinghouse Brake & Signal Company.

Lighting and Fan equipment are supplied by Messrs. J. Stone & Co.

The units are designed for coupling up into eight and twelve Coach trains. Particular attention has been paid to the weight, the Coaches being of light alloy steel construction with a consequent saving in weight of over 18.3 tons in the the Motor Coaches, the new coaches weighing 51.3 tons each. The weight of the new 4-Car unit is 158½ tons as against 197½ tons of the old stock, resulting in a twenty per cent saving in weight.

In spite of this saving in weight the new stock is of most modern design both in performance and appearance. Special attention has been paid to providing the utmost possible comfort for all passengers, and particularly third class passengers.



An interior view of the New 1st Class Coach

Special Rotomatic fans, which revolve at the same time as the fan is rotating, and which also draw in air through the ceiling, have been fitted in all Third Class Compartments. Ultra modern fluorescent lighting has replaced the old incandescent type and makes a remarkable difference inside the coaches, the intensity of lighting being six to eight feet candles as against two feet candles for the incandescent type. A special type of hard wearing flooring has been supplied, and the third class seats are of a new type plastic design, whilst the first class seats are beautifully upholstered in rexine.

A special insulation has been inserted between the panelling, which, along with the improved arrangements, should keep the cooling interiors comparatively very cool indeed.

Access to the coaches, which are of the open saloon type is by means of double sliding doors.

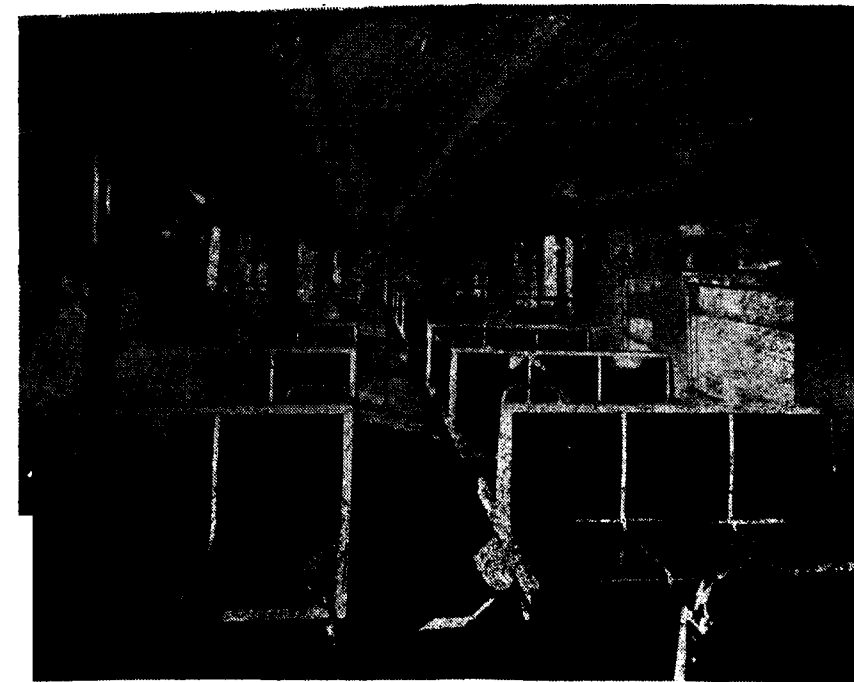
These will be manually operated in the first place but provision has been made in conversion to power operation.

The coaches are 68 ft. long, have an acceleration of 1.3 miles per hour per second and a maximum cruising speed of 65 m. p. h., against an acceleration of .75 m. p. h./sec. and a maximum cruising speed of 50 m. p. h. on the old twelve feet wide stock.

One four car unit will seat 415 passengers, 76 upper class and 339 lower. In crush periods with passengers sitting and standing the total number is increased to 772.

For Monsoon running the stock is specially designed to run through flood water eight inches above the rails at 5 m. p. h. The traction gear is waterproof to a height of 30 inches above the rails.

Since the introduction of the electric trains on the G. I. P. Railway, the number of passengers carried on the Suburban trains has



An interior view of the New Third Class Coach

NO EASY TRICK



Firing the seniority of Staff will prove a delicate problem in the re-constituted zones as the re-grouping of railways proceeds

been ever on the increase, especially since the end of World War II. The following figures indicate the growth of traffic since the electrification started.

Year	Total No. of passengers carried
1925	25,605,771
1930	32,924,395
1935	29,267,143
1940	33,842,078
1945	81,557,031
1950	137,532,718

Unfortunately, due to the shortage of electric power in Bombay now it will not be possible to augment the services to the

fullest extent with the arrival of the new coaches in Bombay. However, full advantage will be taken of these replacements to rehabilitate the old stock, which has been overworked during the past four or five years, so that full advantage may be taken later as the power supply situation eases.

Two new eight-car rakes have been put into service on the 3rd September 1951 which is an additional service and the other will release an old 8-car rake for repairs and rehabilitation. Other rakes will gradually be brought into service on arrival.

Who is Who on Indian Railways

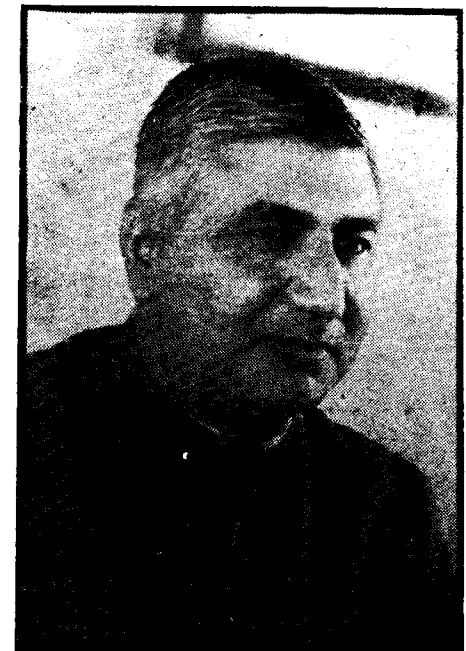
By Our Special Correspondent

GENERAL MANAGER, SAURASHTRA RAILWAY

Tall, medium-built, chubby faced fifty-three year old Sri Jayashanker Morarji Pandya is the present General Manager of Saurashtra Railway. Before this issue reaches our readers' hands, the Saurashtra Railway would have been integrated with B. B. & C. I., to form Western Zone. Hence it is necessary to introduce the present General Manager of Saurashtra Railway to our readers and the public alike.

Sri Pandya soon after his School Education in Saurashtra, joined Wilson College at Bombay and the Engineering College at Poona wherefrom he proceeded to United Kingdom for higher studies. At the age of twenty-four Sri Pandya obtained his B. Sc. (Engineering) degree in first class honours in all courses from the Edinburg University and also a gold medal and prize in senior courses in Civil Engineering.

After his return to India in August 1922, he joined the Bombay Development Department and was appointed as Assistant Engineer-in-charge, Construction of Service Reservoir at Badlapur for Water Supply Scheme of Ambarnath Industrial Area. In 1923, he joined Braithwaite & Company and was in charge of construction of Power House at Ambarnath. The next year was a turning point in Sri Pandya's career. In this year he joined the Morvi State Railway as Resident Engineer and converted Morvi-Wankaner N. G. Railway into M. G. Railway. He served Morvi State Railway from 1924-1934 and rose to the post of Chief Engineer of that Railway. During this period, he constructed new M. G. Railway from Than to



*Sri B. M. Pandya,
General Manager, Saurashtra Railway
... an intellectual giant ...*

Chotila, N. G. Tramways from Jetpur to Khakherachi and Sanala to Khanpur. He was also appointed Port Engineer-in-Charge of the development of Navlakhi Port in addition to his other duties in 1926.

He was deputed by the Morvi State in 1929 to study various developments of Posts and Railways in Great Britain and on the continent.

In 1934, he was appointed as Manager and Engineer-in-Chief in Gondal Railway where he served in that capacity up to 1943 when he was taken up by the Junagadh State Railway as Manager and Traffic Superintendent from 1943 to 1948. During this period he did various Railway Constructions and was associated in negotiation for taking over Porbandar State

Railway for working by Gondal Railway in 1936. In the same period he was also associated as an arbitrator in dispute over collapse of cement concrete arch bridge over Daman Ganga River by Portuguese authorities and he was mentioned in the High Court at Lisbon, where the case was decided in favour of the Daman Municipality. He worked in an advisory capacity to Morvi State in their dispute over Machhu Irrigation Project with Wankaner State which involved principles of riparian rights.

During his twenty-five years of service in various branches of Railways and Port Engineering in Saurashtra he had served and constructed various branches of Railways and developed Navlakhi Port and had put forward a scheme of modern harbour for Veraval Port including construction of break-water wharf walls etc.

On integration of old five Kathiawar Railways into one Saurashtra Railway in 1948, Sri Pandya was absorbed as Deputy General Manager (Railways, Ports and Road Transport) wherein he laid down scheme for development of Road Transport Service for the Saurashtra Government in coordi-

nation with the Railways and also worked out scheme for development of Ports in Saurashtra. He had represented Saurashtra Government in the West Coast Major Ports Committee appointed to select an all-weather port on the West Coast of India as a substitute for port of Karachi and to relieve congestion in Bombay.

In April 1949, he was appointed as General Manager, Saurashtra Railway. The following year the Government of India took over the Saurashtra Railway and Sri Pandya has been working as General Manager of this Railway directly under the control of Railway Board. Sri Pandya had to do all the pioneer work in integration of all the five Kathiawar Railways including fixation of grades and new scales of pay, seniority etc. of the integrated staff. The integration of old five Kathiawar Railways was carried out smoothly and now Saurashtra Railway has taken its place in Government of India Railways with a mileage of 1340 miles and income of about four crores with 282 stations and six important ports like Okha, Bedi, Bhavnagar, Veraval and Porbandar. Saurashtra Railway will now form Saurashtra Region of the Western Railway.

DO YOU ?

Do you throw empty bottles or tins from a moving train? A Gangman or other Railway employee working on the line may receive serious injuries if you do.

Do you light a methylated spirit stove in your compartment or throw a burning match on the floor? Fires often result when you do.

Do you lean out of a window or rest with an arm or leg protruding out of the window? Serious accidents have happened to passengers who do.

Do you attempt to board or alight from a moving train? If you do, please don't; for many fatal accidents have resulted to people who do.

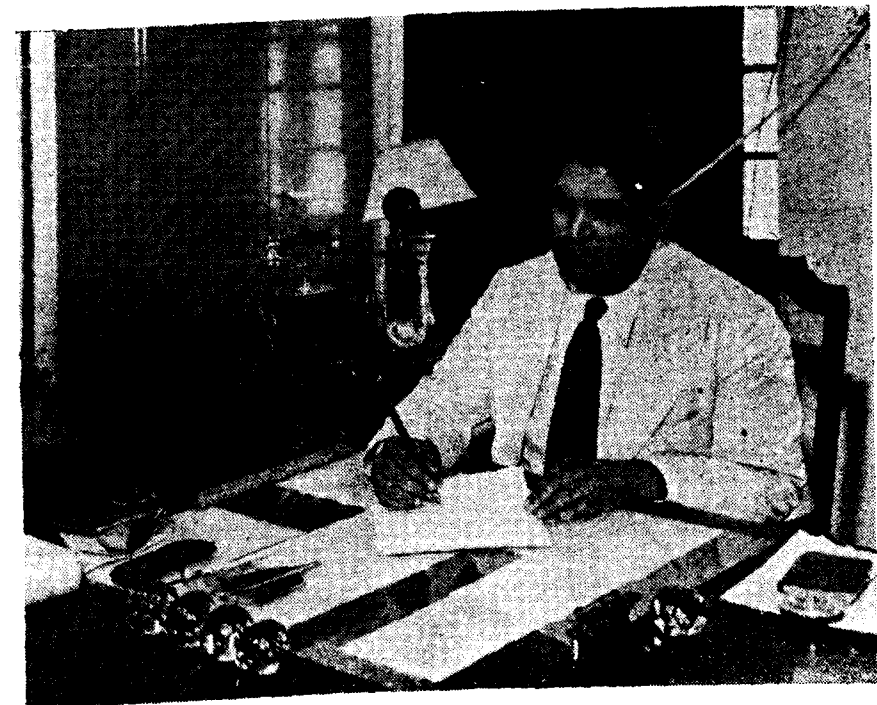
We hope that the Ministry of Railways will utilise the services of an experienced, all round Railwayman of Sri J. M. Pandya's standing in the national interests.

* * * * *

GENERAL MANAGER, BIKANER STATE RAILWAY

Tall, bulky fiftyone-year old Sri J. L. Capoor, the present General Manager of Bikaner State Rail-

way graduated from the University of Allahabad at the age of nineteen only! Soon after his graduation, Sri Capoor proceeded to United Kingdom where he took the degree of Bachelor of Engineering from the University of Glasgow in March 1922. Sri Capoor was awarded distinction in Mathematics and the Faraday Medal in Applied Physics. During his stay in England, he underwent training for a year in the Engineering Department of



*Sri J. L. Capoor, General Manager, Bikaner State Railway
...unassuming and unostentatious...*

the London Midland & Scottish Railway.

Soon after his return to India early in 1924, he joined the Jodhpur-Bikaner Railway as Assistant Engineer. On this Railway he held the posts of Construction Engineer and Executive Engineer till 1936 when he left the Railway service and joined Messrs Karamchand Thapar & Brothers Ltd., as

Director of their Group of Mills in Punjab. He was serving this firm for nearly seven years. Again after a lapse of seven years, Sri Capoor rejoined the Bikaner State Railway in June 1943 as Chief Engineer. After having served as Chief Engineer for nearly three years, he was promoted as Deputy General Manager in 1946. The next year he was promoted as General Manager of this Railway.

(Continued on next page bottom)

Southern Railways News Letter

By G. Moorthy

SENIORITY COMMITTEE FOR SOUTHERN RAILWAY

In accordance with the promise made by the Hon'ble Minister of Railways and Transport at the inauguration of the Southern Railway, the Railway Board have formed a Seniority Committee for the Southern Railways to examine and report on the most equitable method of regulating the seniority of Class III and Class IV Staff. The Committee has been sanctioned for a period of six months and has started functioning from 28-9-51 and is having their offices at the upstairs of the Madras Egmore Railway Station.

The following are the Personnel of the Committee :—

- | | |
|---|-----------------|
| (1) Mr. P. M. Srinivasa Iyengar,
<i>Retired District and Sessions Judge.</i> | <i>Chairman</i> |
| (2) Mr. R. Nagarajan,
<i>Personnel Officer.</i> | <i>Member</i> |
| (3) Mr. F. F. D'Cruz
<i>Senior Accounts Officer,</i> | <i>"</i> |
| (4) Mr. P. R. Krishnaswami,
<i>District Traffic Superintendent</i> | <i>"</i> |

The terms of reference to the Committee are as follows :—

"To examine the question of the most equitable method of regulating the seniority of Class III and Class IV Staff on the Southern Railway and make recommendations regarding :—

- (a) The grades and categories of Class III Staff whose seniority and promotions will be dealt with :—
 - (i) On a District Basis
 - (ii) On a Regional Basis
 - (iii) On a Railway Basis
- (b) The principles on which the seniority in each category and grade of staff should be determined.
- (c) The avenues of promotion to posts included in items (ii) and (iii) of (a) above."

The Committee will also consider a suggestion which has been made that for Staff in service on the date of amalgamation, the existing chances of promotion in the three individual integrating units should first be determined and thereafter the promotions to the higher grades should be made in the same proportion, the staff in each unit being given the vacancies in an equitably devised rotation order.

(Continued on page 45)

Sri Capoor is a perfect gentleman inch by inch. He possesses broader outlook on men and matters. He rose to his present position by dint of his hard work and merits only. We take this

opportunity of wishing him all success in his life and boldly say that his services to the country in general and Railways in particular are of paramount national importance.

Our London Letter

By A Correspondent

DETAILS have now been received of the largest relay interlocking scheme in the world. This was opened at York, on the North Eastern Region of British Railways, on 17th May this year.

York Station, and its approaches, is on an intensely busy section. Here not only does the main north and south traffic pass through but the cross country traffic from the Midlands, Leeds and Lancashire, Scarborough, Bridlington, Hull and the eastern countries all runs through this stretch of route.

The new power signal cabin at York, which is air conditioned, operates all the signalling on the eight miles of railway from Skelton Junction to the north and Naburn and Copmanthorpe to the south. The new cabin replaces seven manual cabins and a ground frame which totals up to some 700 odd levers. It controls 825 routes which in turn operates 79 main running signals, 214 subsidiary signals and approximately 300 point layouts. The latter are worked electro-pneumatically while the signals are of the colour light type. The writer had the opportunity of inspecting the installation in May 1950 when the work was approaching completion. It is certainly an outstanding route scheme. One cannot fail but be impressed, if not a trifle awed, at the size of the cabin, the control panel and the enormous illuminated diagram.

Work started as far back as 1938. The outbreak of war slowed up the progress of the job and it finally came to a halt. It was re-started after the war. The Control Room, or signal cabin proper, is entirely occupied with

the large illuminated diagram and the control panel. The new signal box is on No. 14 platform. The illuminated diagram is 49 feet long and is mounted on pillars 3 ft. 8 ins. high while the diagram itself is 5 feet deep.

There are other panel interlocking schemes in operation on the North Eastern Region with thumb switches on a desk or console beneath the diagram. The writer had the opportunity of inspecting such an installation at Hull Paragon. On these earlier installations, the diagram is normally dark and the position of a train is shown by a row of red lights. In the York diagram, when a thumb switch is operated, the route set up is immediately shown on the diagram by a line of white lights. The signalman can see the route he has set up and whether it is the correct one or not. The passage of a train is indicated on the route by the appearance of a line of red lights mingled with the white. It is understood that this type of diagram is now standard for the North Eastern area and that Newcastle-on Tyne, the next panel interlocking job after York, will be of the same pattern.

The control panel beneath it has over a thousand thumb switches. There are 825 route switches, 155 point switches with 10 % spare for contingencies. One of the most important factors in this enormous electrical interlocking was the facility of being able to test the important electrical circuits inside the cabin before the actual system was brought into work and the outside functions connected. A special test panel was made set up in the control room in front of the control panel. By the means of switches on this test panel, track circuit, point

detection and other relays could be electrically energised, as though actually connected to functions outside the room, enabling all circuits to be thoroughly tested. This testing panel will be subsequently used on the installation at Newcastle-on-Tyne which will be started soon.

The relay room adjoins the control room on the same floor. It measures 150 feet by 32 feet and is probably the largest relay room in the world. There is a gangway down the centre each side of which are racks housing the interlocking relays and on the other side the track, point detection and signal control relays. There are over a thousand interlocking relays, one for each route or point switch. The wires connecting these relays are labelled at each end and at the time of inspection over half a million labels had been used. The wire is specially flame proof, rubber insulated, which will not ignite. Over 400 miles of this cable was used, all in short pieces. Another precaution against fire in the relay room is the complete absence of timber in its construction.

The main switchboard is situated at one end of the relay room. It takes its supply in two cables from the Power House, to duplicate switches at 660 volts. Power is therefore distributed to the installation in duplicate so that maximum care is taken to provide against possible failure of cables and apparatus.

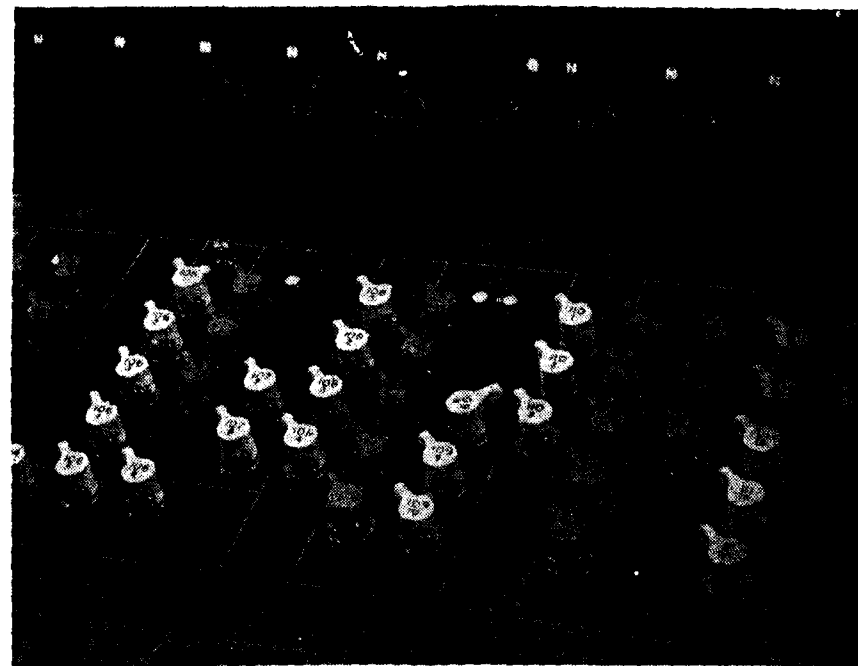
Underneath the control room and the relay room is the disconnection chamber. Here terminal boards run the whole length of the room and provide the connection between the Control room upstairs and the apparatus outside. The wires are bunched together like tree trunks with 44 wires to each tree. These form 44 core cables twenty six of which

run from the signal box to the north and thirty six to the south.

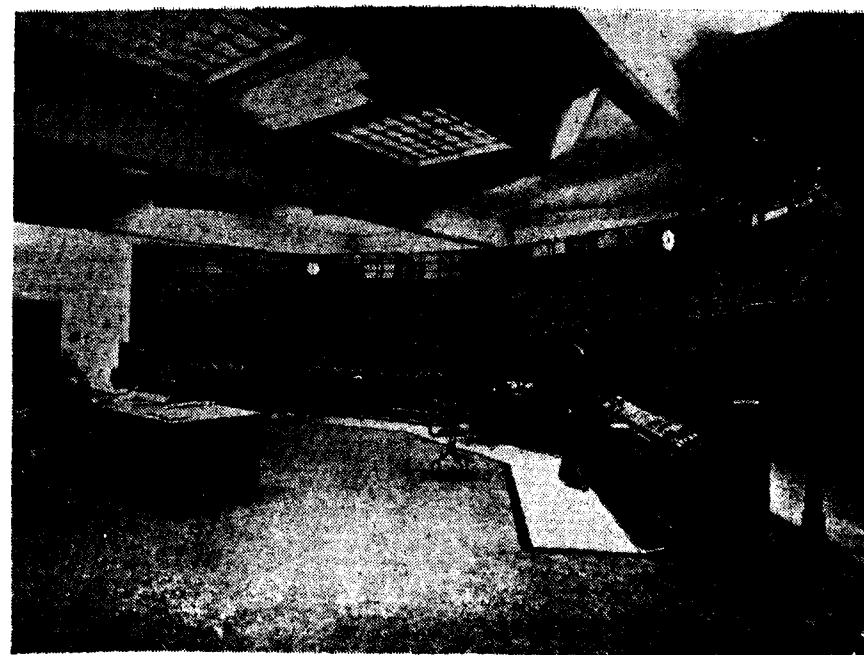
The Power House equipment was installed by the contractors and takes its supply from the British Railways sub-station at York. To supplement the mains supply, in case of failure, there is a standby 100 h. p. 6 cylinder Diesel Generator set with solid fuel injection which, if the mains supply fails, automatically generates current and supplies the whole system. This standby installation can take over the whole load in nine seconds in the event of a mains supply failure. Two electric air compressors are also included, one for the normal supply and one as a standby with a still further standby in a small Diesel compressor. The air mains consist of two inch piping which take off from the Power House and run around the whole installation.

The delay in bringing in the York installation, like many others, was occasioned by the war. It is interesting to note that much of the apparatus originally manufactured for the installation such as relays, point machines, relay racks, etc. was diverted to urgently needed installations elsewhere, for the signalling of additional lines, access to Ordnance Factories and for repair work damaged by enemy action.

Two new through platforms have been provided at York the full utility of which has been gained by the new installation being brought into use since there was no access from the south and in one case and in the other only a temporary connection was provided. During the war period and after, the maintenance of the previous mechanical installation had presented many difficulties and it was due for total renewal over 15 years ago. The rodding



Portion of console showing route setting thumb switches



Interior of control room at York new signal box

and point equipment, the semaphore signals and the 196 lever frame in the Locomotive Yard signal box were suffering from old age and were only being kept in service by patching and patient maintenance.

A step towards the final change over was to convert the manually operated points to power working operating them from the then existing mechanical cabins. Apart from eliminating worn out apparatus and rodding it enabled the maintenance staff to accustom itself to the new equipment and made the ultimate changeover easier.

The French National Railways have introduced a fourth ferry boat on the train ferry service between Dover and Dunkirk. This is the *Saint-Germain* and it will work the service jointly with the three existing British Railways vessels. Besides the three sleeping cars of the night ferry service, between London and Paris, and many accompanied motor cars during the tourist season, there is heavy freight traffic in through wagons which has increased 50% during the past three years. The vessel can carry some 35 wagons and also has apparatus for charging sleeping car batteries and heating the cars from the ships heating system. She also has provision for passenger traffic carried by the ordinary channel steamer. This accommodation is luxurious and decorated in modern style. It includes a large lounge extending right across the vessel, a cocktail bar and a large proportion of cabin accommodation. Motor cars can be driven from the quayside into the garage on the promenade deck and the train deck is limbered to provide extra space for motor cars when required.

Hunmanby Station, on the main Bridlington—Scarborough

ANNOUNCEMENT

We have pleasure in informing all our Readers and Advertisers that we propose to bring out a special supplement to our Magazine entitled "*Indian Railways Loco. Carriage and Wagon Workshops*" sometime in April 1952. For the first time in the history of Indian Railways such a splendid supplement is being published by us. We are thankful to the Ministry of Railways, General Managers and Chief Mechanical Engineers of Indian Railways for their so kind assurance to extend to us their full support and co-operation.

Editor.

line, was invaded recently by hundreds of small frogs, barely half an inch long, which came from a nearby pond. They were in the booking offices, waiting room, and in the station master's house. They covered the platforms and track. Before a train was due to stop, the frogs were swept away to prevent passengers slipping when entering the carriages.

The Festival of Britain's famous Railway, the Far Tottering & Oystercreek Railway, has just issued its returns. It was built by S & S Miniature Railways Ltd. to the designs of the cartoonist Rowland Emmett. The single track Railway, about 500 yards in extent, runs round the Southern perimeter of London's Battersea Park and has one short tunnel and two terminal stations. During the 13 weeks of its existence it has carried 724,082 passengers and has successfully resisted nationalisation!

Scotchliting

By A Correspondent

THE use of "cat's eyes" or reflecting studs for centre lines on roads and highway legends are accepted practice the world over. Recently a new product known as "Scotchlite" has appeared on the market.

"Scotchlite" is a product of high reflective quality, versatility and durability. It gives high nighttime visibility to high roads, dangerous curves, traffic islands, etc. making after dark travel safer and more enjoyable.

The idea originally came from Czechoslovakia but was later developed and perfected in the U. S. A. During the war the armed forces of the U. S. A. requisitioned the entire production of "Scotchlite" and millions of dollars were spent in bringing it up to the rigid requirements of the Defence Department.

The State of Connecticut, U. S. A. converted all road signs, auto number plates etc. and reduced the road accidents to 1.5% when the National average was 10%. Following this "Scotchliting" was used in other important American cities, Switzerland, Sweden, Belgium, Luxemburg, France, Italy, Canada, Central and South America, Australia, New Zealand and South Africa.

Scotchlite is a thin, flexible, weatherproof light reflecting film that can be mounted on any smooth surface for a durable period. The reflecting surface is spread with microscopic glass lenses each of which is a perfectly formed sphere. There are roughly 77 million of these spheres per 40 sq. ins. space. When light strikes Scotchlite these glass lenses break

up the light into thousands of small beams and reflect it back with multiplied brilliance. During darkness a Scotchlited sign appears to leap out of the darkness as much as half a mile ahead of the car, many times beyond the apparent range of its headlights.

There are three main types of Scotchlite, film, fabric and paint. It has been extensively used on Highways, Railways, mines, harbours, car number plates, buses, tramcars, trucks, agricultural machines and for the uniforms of policemen, garments, life jackets and for advertising and service stations.

"Centerlite" paint is a reflective pavement marking material formed of microscopic glass spheres premixed in a white or yellow compound. It bonds to the road surface in a uniform coating that actually increases in brilliance with wear. At night, it reflects a car's headlights and gives motorists a brilliant ribbon of guiding light. The brightness lasts for over a year without being renovated and considerably reduces expenses and continuous labour.

Experiments with "Scotchlite" are being carried out in Bombay for road signs, level crossing gates and rail signs fixed alongside the track. In India, as elsewhere, the high accident rate shows that extra caution is needed after dark to avoid accidents. Cities like Calcutta, Bombay and Madras are over populated, pedestrians have distracted movements and no regard for road sense or the loss of human life. The use of "Scotchliting" in such conditions will materially assist in reducing accidents.

Reorganisation and Improvement of Railways Working (III)

By "Railwayman"

SCALES OF PAY OF WORK- SHOP FOREMEN

THE scales of pay for Foremen have been reduced under the Prescribed Scales from Rs. (575 to Rs. 675) and Rs. (625 to Rs. 700) to Rs. 360-500. To ensure efficiency, Shops which are independently controlled by Foremen with more than 300 men should be allotted special grades. Otherwise there would be a tendency for those in Foundry, Smithy etc., who have gained experience in such special work to leave the Railway to better their prospects in outside firms. The overlapping grades in the Prescribed Scales are not conducive to develop a competitive spirit amongst staff as with

increased responsibilities the amount of financial benefit is considerably little. For instance an Assistant Foreman after 10 years of service would be called upon to take increased responsibility of a Shop with nearly 600 to 800 men on a paltry increase in emoluments of Rs. 35/- only per mensem. The same principle applies to Chargemen and Supervisors etc. At least for Workshops where outturn from staff are to be obtained and technical knowledge and skill are essential and the control of staff in maintaining discipline and extracting work is an art by itself and the number of hours of working are regularly longer from 7-00 to 16-30, the scales of pay are revised as follows :—

Works Manager	—	Rs. 200	P. M. (Charge Allowance).
Foremen, Gr. I.	—	Rs. 475—600	(For shops with more than 300 men).
Foremen, Gr. II.	—	Rs. 375—450	(For shops or section in shops with less than 300 men).
Assistant Foremen	—	Rs. 300—350	
Chargemen	—	Rs. 200—275	
"	—	Rs. 160—220	
Supervisors	—	Rs. 100—185	
Master Craftsmen	—	Rs. 80—160	
Artizans	—	Rs. 60—100	
Semi-skilled	—	Rs. 40—60	
Unskilled	—	Rs. 30—40	

Note :—The scales are not to be over-lapping, to develop competitive spirit.

A Committee of say two Workshop Officers not below the rank of Deputy Chief Mechanical Engineer, may be formed to lay down uniformity in regard to work and emoluments in workshop. It shall lay down uniform grades for all the Railways for similar cate-

gories of staff. Designations of Workshops should also be standardised so that uniform pay is paid to all. For instance a Planner in one Railway gets 100-185 grade whereas they are in 80-160 and 55-130 grades in some other Railways. Standard designations with

duties they are called upon to do should therefore be brought about for all the Indian Government Railways and Scales of Pay standardised.

The Committee shall work out percentage of distribution of staff shopwise under various grades viz., Unskilled, Semi-skilled, Skilled, Master Craftsmen, Supervisors and Chargemen.

The Committee shall make recommendation to bring about uniformity in regard to clerical sanctions and grades in all Indian Railway Workshops.

The Committee shall recommend staff rules and regulations which are at variance in the various Railways re: absenteeism etc. For instance a worker on a paid holiday in E. I. Railway gets double pay whereas in some other Railways it is debited to the leave account of the employee and given an off only later.

The Committee shall report on the various bonus and other "incentive to work" systems in vogue on various Railway Workshops and make recommendations. If a uniform system for all Indian Railways is not considered desirable, at least one system should be standardised for each Railway and progress in extending this system should be controlled by the Board which is the only way to ensure advancement in this respect. Outturn by staff will increase and maximum use of equipment, plant and machines is ensured. If India is to become industrialised, the rate of output per man must increase and the Indian Railways which is the biggest national industry should lead the way.

The Committee shall report on the machinery of the Costing System so that the Works Managers can have "live" figures before

incurring further expenditure and thus work well within budget allotment.

SPORTS

It is the duty of the Railways as a National undertaking to encourage sports. The allotment of Rs. 3/- per head to the Staff Benefit Fund in the Company-Managed periods should be restored. India as an independent country, will have to spend far more than even before to encouraging sports etc. To go back on previous allotments especially with increased cost of sports equipment, batta etc. is indeed an unwise step. The sports organisations are completely depleted of finance and gradual deterioration is occurring in regard to the competitive spirit in Sports etc.

The rule prohibiting combining of Special Casual Leave on Sports account with any other leave is working to the detriment of Staff and many are put to the difficulty of visiting the same place for the second time on their own leave etc. Further when sportsmen wish to attend special tournaments etc., in continuation of tournaments which they had attended on their own leave, they are unable to do so withdrawing available man-capacity at work-spot. For instance, the Railway Athletes were denied the opportunity of witnessing the Asian Games as they had to attend Inter Railway Sports in New Delhi in a week's time and leave on the employees' account for the former could not be combined with Special Casual Leave for the latter. Such questions should also be gone into by the Committee.

AMENITIES FOR STAFF

Amenities at Institutes should be increased and encouragement should be made by giving grants etc. to form study circles including technical classes etc. If furniture,

accommodation, library etc. can be provided, the staff themselves would pay for the recurring expenditure by organising themselves.

The use of loud-speaker arrangements in Workshops for announcements, for interpretations of rules, for mid-day music, would be well appreciated by Staff. Due to ignorance, Rules are broken especially regarding medical certificates etc. and disciplinary action is taken against Staff which can be avoided if they are educated through the loud-speaker etc. It would also help Administration to keep Staff posted with latest rules, regulations and other matters connected with Staff requirements and benefits.

Each department must have a monthly bulletin giving all

statistics departmentwise, shedwise, districtwise etc. Rewards for best performances of individuals and shields for the Shed etc. should be offered to develop a competitive spirit each year. In the Company-Managed Railways, when the Locomotives were allotted to individual drivers, special awards were made for keeping engines clean.

Special awards should also be made to Watch & Ward Staff who do conscientious duty in catching offenders taking Railway Property, such awards are to be made only in cases resulting in punishment of culprits. This will go a long-way in preventing railway materials being lost or pilfered. The practice is in vogue in Police Department.

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Provision of multi-hearing telephone arrangements for Workshops will considerably cut out wasteful time in having to call Foremen from the various Shops for issuing specific instructions etc. These are available at small cost. Orders etc. to be given to one or more Shops can be given if a special Telephone System within Shops for Foremen's use is provided for. Loud speaker arrangements for 3 or 4 Shops would also assist in advising the various Shops of delays in regard to feeding various sections with repaired fittings, as experience has shown that the men and the supervisory staff are not able to keep constant pace with the progress of work. Avoidable delays occurring in one section can be effectively prevented by speaking to sections. If the loud-speaker arrangements in the Shops are thus provided, delays that hold up progress can be announced to be readily taken up not only by the Supervisors but by the Staff actually working on them. This will considerably save a lot of personal chasing done by Staff which is not very effective and causes considerable delay. Even a few hours' loss cumulates to a delay of an engine being turned out by one day. More delay in one section causes successive sections to be delayed and the cumulative effect is such that the arrears of work can't be picked up.

SOUTHERN RAILWAYS

With the amalgamation of the three Railways action is to be taken to rationalise capacity of workshops on the following principles:—

i. To bring about uniformity in staff rules and regulations etc. pay for same work etc. especially in Workshop.

ii. To increase capacity by small expansions of Workshops.

iii. Central organisation for maintenance and repairs to all outstation equipment and machinery including pumps and boilers under a separate organisation to work under each of the Zonal Deputy Chief Mechanical Engineers.

iv. Amalgamation of Loco & Carr: Shops in Perambur under unitary control of a Works Manager and rationalise capacity. For instance Blacksmith work is done in three shops (Smithy Shop in Loco Works, Spring Shop and Wagon Shop in Carr: Works). Similarly Welding is to be brought under the control of a separate Foreman. Also a Sheet Metal Shop to do all jobs done in Carr: Building Shop (Carr: Works), Boiler Shop (Loco) and in Millwright Shops is to be organised.

Far better co-ordination and efficiency would be obtained if immediately Loco and Carr: Works are combined as in South Indian Railway under unitary control.

v. Uniformity of pay for the same job. For instance Planners are paid Rs. 80/160 in South Indian Railway, and Rs. 55/130 in Madras and Southern Mahratta Railway.

vi. Re-organisation of Production Department etc. is imperative to ensure greater efficiency.

vii. Enlargement of the activities of the Chemist and Metallurgist to cover requirements for all the three Railways.

viii. To bring the working of Engineering Workshop under the control of a Mechanical Department. To control outturn and quality of work in this Workshop by a Civil Engineer is not quite

(Continued on next page bottom)

Principles of Railway Accounting

By P. H. S. Rao

PRINCIPLES OF DEBIT AND CREDIT

What is meant by the principles of debit and credit? When an account is debited it is entered on the left side and when credited, on the right side.

Suppose you purchase certain articles from a provision shop, on credit to the extent of Rs. 100-0-0. When you bought goods on September 1, valued at Rs. 100/- the shop would immediately open a personal account with you and charge or debit you with Rs. 100. The reason why you are debited is because you have received certain values from the shop for which you have given nothing in return. You are held responsible for this until it is paid for. When you pay the amount your account is credited. Suppose you pay Rs. 75/- on September 30 your account will be credited to that extent. The above illustrates the principles of debit and credit as applied to personal accounts. The same principles apply in the case of property and service accounts also.

efficient. Workshop trained officers would bring about better outturn and economic working and perhaps capacity can be increased. The South Indian Railway Engineering requirements are supplied by Golden Rock Workshop under the control of Mechanical Department.

ix. Formation of a Machine Tool Reconditioning section under a separate Foreman with tools, machinery and equipment and a building would go a long-way to cut down expenditure on renewals of machinery and keeping them in good fettle to give a greater per-

If a cash account is opened, all cash received would be entered on the left or debit side and all cash paid would be entered on the right or credit side.

Let us set up a cash account of the Southern Railway.

On 10th September the Station Master, Mysore, remitted Rs. 1000/- to the Cahier. This amount will be debited to cash or entered on the left hand side of the cash account. Suppose the cashier paid Rs. 500/- of this amount to office staff as their monthly salary, the amount would be credited to the cash account or entered on the right hand side. The difference between the debit and credit entries viz. Rs. 500/- remains charged in the cash account and represents the cash on hand.

Let us study a number of cash transactions to see how they are entered in the cash account.

A Company is formed to construct a Railway. A number of persons invest Rs. 10,00,000/-

centage service without frequent breakdowns etc.

x. Expanding existing Workshop capacity in Carr: Works (Perambur) and Golden Rock to build more carriages and start building wagons.

xi. To provide necessary extension of building and minimum additional equipment and plant to build boilers in Loco Works, Perambur.

All the above are possible with little additional expenditure under "Capital Works" or "Improvements." (Concluded).

n cash, Rs. 50,000/- is borrowed from a Bank, Rs. 2,00,000 is realised from the sale of property that the company owned. During the same month the following payments are made.

Rent	Rs. 500
Salaries	Rs. 5,000
Stores	Rs. 100,000
Stationery	Rs. 50
Furniture	Rs. 2,000

In this case the cash account will be debited with all cash received and credited with all cash paid out. In other words cash received will be entered on the left hand side and cash paid out on the right hand side of the cash account as shown in the form below.

CASH ACCOUNT

Date	Particulars	Folio	Debits	Date	Particulars	Folio	Credits
S. 1	Investors		10,00,000	S. 3	Rent		500
9	Mysore Bank		50,000	15	Stores		100,000
15	Sale of property		200,000	6	Stationery		50
				10	Furniture		2,000
				30	Salaries		5,000
					Balance		11,42,450
			1,250,000				1,250,000

Totalling both sides of the account it will be found that it leaves a debit balance of Rs. 11,42,450/- which will be added to the credit side to balance the amount, that is, to make the total of the credit or payment items equal to the total of the debit or receipt items.

ADVANTAGES OF THE ACCOUNT FORM

The principle of debit and credit and the advantage of the account form can be better understood by recording the same transactions without the use of the account form. The transactions would therefore appear somewhat as follows:—

September	1. Received from investors	Rs. 10,00,000
	2. Paid rent	500
	Balance on hand	9,99,500
	5. Purchased stores	1,00,000
	Balance on hand	8,99,500
	6. Purchased stationery	50
	Balance on hand	8,99,450
	9. Borrowed from Mysore Bank	50,000
	Balance on hand	9,49,450
	10. Purchased furniture	2,000
	Balance on hand	9,47,450
	15. Sale of property	2,00,000
	Balance on hand	11,47,450
	30. Paid salaries	5,000
	Balance on hand	11,42,450

It is quite clear how cumbersome this method is in keeping the cash account of the company and arriving at the balance of cash on hand. The account form wherein all the amounts received are entered on the left hand side and the amounts paid on the right side, then totalled to get a balance is far more convenient to record these transactions and requires much less time.

You have seen how the principle of debit and credit is applied to personal and property accounts. Let us now see how it is applied to source accounts.

Let us set up a source account called the "Passenger Revenue." Suppose the Rs. 1000/-remitted by the Station Master, Mysore on September 10 was received from this source, that is paid by the passengers for their transportation. The entry in the passenger account would be as follows:—

Date	Particulars	Folio	Debits	Date	Particulars	Folio	Credits
				Sep. 30	S.M. Mysore		1,000

In other words passenger revenue would be credited with Rs. 1000 received. By crediting this source account it indicates that the amount is the source of the money received.

Let us consider the other source account:— The expenditure amount. This account we will call "Office Staff." The cashier paid out Rs. 500 as their monthly salary. This transaction would be recorded in the account as follows:—

Date	Particulars	Folio	Debit	Date	Particulars	Folio	Credits
Sep. 10	Salary of office staff		500				

Here we have charged or debited out source account with the money spent.

From the last two cases we can deduct the following principle of debit and credit as applied to revenue accounts.

When a revenue account is credited, it indicates the source from which money or other values come into the possession of the business.

When an expenditure account is debited, it indicates that cash or value belonging to the business has been spent at that source or for that purpose.

These cases should help to fix in one's mind the accounting principle of debit and credit.

To prevent confusion when studying the Classifications one important fact has to be remembered. That is, all accounts are not increased by debit entries, nor all accounts decreased by credit entries. Neither do all accounts have credit balances, as in the case of cash account. Many have debit balances.

Revenue accounts, for example, are credited with increases. Thus when a Railway receives money in payment of passenger fares the revenue

account is credited with the amount.

On the other hand expenditure accounts or debited or changed with increases as, for example, when salary is paid to clerical staff the amount is charged to the proper expenditure account—not credited to it.

THE PRINCIPLE OF DOUBLE ENTRY

The principle of double entry is that the receipt of values and the giving of values are entered in equal amounts on the debit and credit side of the books and the totals of the debit must therefore equal the totals of the credits. In other words, every debit entry in the account must be offset by a credit entry in another account and vice versa. For this reason the

total of the debits always equals that of the credits.

Every business transaction has a two-sided aspect—values are given and received. If cash is paid out something is received in return. If a building is sold its value has been exchanged for something else—cash for example. When fares are paid by passenger, the account represents service given by the carrier. When salaries are paid, it represents services received in return by the carrier. This principle is known as the double entry system.

Every entry in a book of account must be offset by another entry. This is done for the purpose of maintaining a balance between the debit and credit entries, which is the governing principle of

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double entry system. Naturally the balance could not be maintained unless a debit entry is offset by a credit entry and vice versa.

The advantage of maintaining this balance is that the changes for errors in accounts is reduced to the minimum and affords numerous checks of the accuracy of the figures.

Let us study a few examples to see how this system operates in Railway accounting practice.

Suppose a passenger buys a ticket for Rs. 50/- the passenger revenue account is credited with Rs. 50/- and the account of the Station Master whose duty it was to collect this amount is debited with Rs. 50/-. The two accounts offsetting each other. When the amount is remitted to the cashier, the Station Master's account is credited and the cash account debited with Rs. 50/-.

Suppose Rs. 50/- is paid to a labourer as his monthly wages, in this case the wages account is debited and the cash account is credited with Rs. 50/-. In each of these transactions a double entry was made and the balance maintained.

BALANCING AN ACCOUNT

The amounts entered on the left hand side of an account are called debit entries and those entered on the right hand side are credit entries. The difference between these two is known as debit balance if the debits are greater than the credits and if the credits exceed the debits it is known as credit balance.

An account does not always balance. Certain accounts never balance, nor are they expected to. For example there will be a credit balance in a revenue account and debit balance in an expenditure account. When it is desired to

(Continued on next page bottom)

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Aspects of Railway Working "The Time Table"

By A. H. Pearson

WHENEVER a rail journey has to be undertaken, whether it be for a short fifty odd miles, or a long-distance trek, say from Madras to Calcutta, one of the first things you do is to consult your railway time table. As you turn over the pages of the time table to ascertain the trains and times to suit your impending trip, a closely printed mass of figures meets your scrutiny. All the information desired about the journey can be found in those pages—the station names, arrival and departure times at each stopping station along the route, and such other information necessary to rail travellers. It is all there, neatly tabulated and described for the convenience of the millions of passengers travelling over the railways. But let us go behind the scenes to get some idea of the careful planning, forethought and meticulous care that has to be given by those railway officers and staff to whom the task of preparing a time table is assigned.

On all railways passenger-carrying trains are usually described as Mail, Express and Passenger trains. The Mails and Expresses are timed at the fastest overall speeds and are mainly intended for long-distance traffic. Passenger trains—known as sectional and branch—are timed slower and provide transport for short-distance passengers; those having to entrain and detrain at the smaller wayside stations, and for the branch line sections connecting with the main and trunk lines.

equalise both sides of an account at the end of any given period, both the debit and credit entries are totalled and whether a debit or credit balance exists is determined. The amount of this

To realise the intricate problems involved in preparing train time-schedules, look over your time table again. Twenty to thirty main line Mail, Express and Passenger trains run each way from the various termini of a system. To this can be added the numerous sectional and branch line passenger trains emanating from and terminating at the various Junction Stations. The time-schedules of each of these trains must be so worked out and accurately dovetailed, to ensure a smooth and safe flow of traffic in both up and down directions. But this is not all. Over the same double or single line tracks the goods trains carrying the freight also run. The timings of each of these Goods Trains also over the various sections must be fitted in, usually between the running of the more important passenger-carrying trains.

In planning out the time schedule of all trains a number of important railway operational and technical factors must always be considered.

First, there is the locomotive that is to haul the train. These locos are of various types and capacities built to pull the fast mail and express services, others for the slower and lighter sectional and branch passenger services, and lastly those for the heavier and long strings of goods wagons, empty or loaded. The loco engineers provide the Operating Department (which is actually responsible for framing time-tables)

balance is then arbitrarily inserted on the lesser side and is known as "BALANCE." In an accounting sense certain amounts, including revenue and expenditure accounts are "closed out" and not balanced.

with all the data necessary on the locomotives available for the various train services.

Next is the question of availability of coaching stock—the bogies to carry the passengers. From the total stock of each class and type available, the number of trains that can be run is decided.

Track and the physical contour of the country over which tracks are laid are also of paramount importance. If the track is laid with a heavy section of rail, trains can move faster; if of a lighter section, speeds must perforce be slower. Land contour may comprise long flat stretches over which fast speeds are permissible, steep gradients on hilly sections over which even the fast trains must slow down. Bridges, of robust and light structure, curves of deep or slight arcs, are all factors to be taken into consideration when working out train speeds. This data is provided by the Way and Works Department.

If a railway system is blessed with long chunks of double line track, the task of working out time schedules is very much easier; but if single line tracks predominate great care has to be taken in working out accurate timings and stoppages of slower trains to give the faster trains a chance of getting ahead to keep on schedule.

The length and frequency of block sections is also an important item. Short block sections facilitate quicker reception and despatch of trains, whereas more time must be allowed for trains on the run where longer block sections predominate.

Yard and line capacity at stations is another factor to be considered. The ability of a station to receive and despatch trains safely, smoothly and with

rapidity, helps a long way in keeping down the overall time involved on train journeys.

When all the relevant mass of data is available with the Operating Department, the stupendous and intricate job of sifting and collating this data to frame a time table is now tackled by the Time Table Officer and his staff. The easiest way in which all this data can be seen at a glance is by means of a master graphic chart. On this chart is plotted the entire journey of each train from start to finish. This graph plotting shows at a glance the stations at which trains stop, where crossings or precedence must be arranged, the time involved on the run from one point to another, where connections can be given for sectional and branch line trains. By trial and experiment on the charts the train schedules of each train slowly but surely emerges.

When all the arduous and intricate spade work has been done and the time schedules have been approved by the departmental Chiefs concerned, the time table is then set up for the printing press, which in due course emerges in pages of galley-proofs, then a final touching up, and corrections where necessary, and back to the press for the final print. And so the time table you buy off a station bookstall or booking office, is now ready and at your service for whatever journey you may like to plan.

It takes months of preliminary hard work to prepare each issue of a Railway's time table, but once it has been done, those Railwaymen responsible for the job can feel happy that they have produced a best-seller at the inexpensive price of about four annas.

Some Suggestions

For Increasing the Efficiency of the Railway Personnel in India

By Kailash Nath, M.Sc., A.M.I. Mech. E., A.M.I. Loco. E.,

District Mechanical Engineer, Oudh Tirhut Railway, Gonda

OUR National Railways, with a capital of more than seven hundred crores of rupees invested by the State and giving employment to more than eight and a half lakhs people, constitute the biggest Industrial Organization in the country and are one of the largest enterprises in the world. Our Railways are undoubtedly the country's life-line, since all the movement of essential commodities like the food grains, sugar, salt, cloth etc., the raw materials for the industries e.g. coal, steel etc., the

transport of machinery and equipment for the industries is being done by the Railways. The efficient functioning of our National transport system is, therefore, of the greatest importance for the economic well-being of the country.

In the post-war years, there has been a serious deterioration and efficiency has gone down. To have an idea of the extent of this deterioration we can make use of the following yard-sticks:—

- The Operating Ratio.
- No. of Staff per 1000 train miles.
- No. of Staff per million net ton miles.
- No. of train accidents.
- Claims paid by the Railways.

Figures for the years 1938-39 and 1948-49 are given below for the purpose of comparison:—

	1938-39	1948-49	Increase %
Operating Ratio	69.4	79.09	14.00
No. of staff per 1000 train miles	3.42	5.70	66.67
No. of staff per millions net ton miles	25.80	38.17	47.90
No. of accident to trains (collisions & derailments)	4021	8807	119.00
Value claims paid.	4.25 lakhs.	230.00 lakhs.	5311.00

From these statistics it will be quite obvious, that there has

been serious deterioration in the efficiency of our Railways.

NECESSITY FOR IMPROVED TRAINING OF OFFICERS AND STAFF.

Efficiency in any organization, whether a Govt. Department or an Industrial concern, depends to a large extent upon the training of staff. This fact has been realized by all enlightened managements and comprehensive training is being given to all staff for higher efficiency with a view to reduce their working costs.

Unfortunately on our Railways in India, training facilities are entirely inadequate. Some Railways do have Staff Training Schools, but the facilities and the scope of training imparted are not adequate. The actual expenditure on Training of Staff in 1948-49 was Rs. 15 lakhs only. The number of staff employed being 8,50,234, the cost of training works out to Rs. 1-12-3 per head per year, while the wages per head per year Rs. 935-9-0. The cost of staff in the same period was Rs. 79 crores 52 lakhs. For every hundred rupees spent on wages, the cost of training of staff comes to 3 annas only! This shows how inadequate the existing facilities for the training of the staff are.

It is very unfortunate that the training of staff has not yet been given much attention on our Railways. On grounds of economy, training schemes for staff have been and are being put in cold storage. It must, however, be realized that money spent on the training of staff is really a financially sound investment. Costly machines have been and are being ruined in no time by untrained staff put to work on these machines. We have installed a large number of new and costly machine tools in our Railway Workshops. We are, however, not getting full value from these machine tools, since

the output actually obtained is much below the capacity of the machines, due to the machinists and the supervisors having been given very little training about the operation of these machines. Same is true about the servicing and the maintenance of these machine tools, which also is far below the standard required. Lack of proper training is, therefore, greatly handicapping production in spite of huge expenditure on new machine tools and equipment.

We may contrast this state of affairs with the well planned comprehensive training provided by progressive industrial managements e.g. the Ford, the General Motors in the U.S.A. and the Tatas in our own country. Expenditure on training, pays large dividends by increasing the output. It is, therefore, a very short-sighted policy to postpone or curtail schemes of staff training on grounds of economy.

To many people, the emphasis on the training of staff appears to have no meaning. They prefer the old method of learning by experience, even though this method proves very costly in the long run and also requires long years of service during which period we do not get the maximum output from our men. It may be pointed out that during war-time, skilled technicians required for the production of aeroplanes, tanks, ships, armaments were trained from unskilled categories like farm labourers, domestic servants etc. after giving them short periods of intensive training. Had the authorities depended on the method of learning by experience, it would have taken years before the skilled technicians would have been available for War Production.

The armed forces provide a very good example before us of



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the excellent results obtained from properly planned and comprehensive training given to the personnel. It is an object lesson to see the Army Engineering Units build a bridge and to contrast with the work of the Railwaymen as regards speed and technique. The main secret of the efficiency of the former lies in the training and drill which the armed forces provide for their personnel for the sake of efficiency.

The time has now come when we must immediately embark on the training of our Railwaymen to eradicate the rot which has set in and also to raise their efficiency. It will be relevant to reproduce extracts from the observations some of the Wedgwood Railway Enquiry Committee of 1937 and the Kunzru Railway Enquiry Committee of 1947 on this subject.

The Railway Enquiry Committee 1937 observed:—

Para 102. "The remedy is to be found in the development, by deliberate educational methods carefully thought out, of a higher sense of professional self-respect and of a more active *esprit-de-corps* than appear to exist at the present time. The good name of his own administration for civility and efficiency should be as important to the railwaymen in India as we believe it to be in Great Britain and in other Western countries."

Para 105. "The organization of a more complete arrangement for the training and education of the staff as a whole should be considered.....It is to be regretted that during years of depression the expenditure on this important feature of railway welfare has been steadily reduced. We regard this section as short-sighted and consider that the policy must be definitely reversed if the quality of the service is not to deteriorate still further."

That was in 1937 and even after 14 years, very little has actually been done so far to implement this sound advice. On grounds of economy, all training schemes have been postponed.

THE RAILWAY ENQUIRY COMMITTEE—1947

Para 79. "Training Facilities for Staff—If the quality and quantity of output from the Mechanical Workshops is to improve, it is *absolutely essential that adequate training facilities be provided for all Railways to train their staff on the right lines so that supervisors of the future could be drawn from a large body of trained mechanics. With the exception of the E. I. Railway the training facilities for the workmen in the mechanical workshops are either totally inadequate or practically non-existent on other railways. This is a sorry state of affairs and requires to be remedied urgently.*"

Para 192. "We consider that a great improvement in working can be effected by providing facilities for training to the non-technical staff. They are appointed fresh from school or college and they pick up the work by experience. This not only makes their training inadequate but also involves a great loss of time. The strength of a chain is measured by its weakest link and in the case of the Ministerial staff the presence of weak members retards the progress of abler ones at every step. Once the process of slowing down of office routine begins, it becomes very difficult to restore efficiency. Besides, the presence of this type of untrained staff puts an undue burden upon the abler and more conscientious members. From every point of view, therefore, an initial period of training, say, for three months, during which a newly appointed clerk would familiarize himself with the Codes, Rules and

Regulations, as well as the practice of preparing office notes and reports, would, we consider, be time well spent.

The training schools should have refresher courses also so as to refresh the knowledge of Rules and Regulations etc. of the subordinate staff from time to time. There should also be promotion courses which would incidentally help in selecting for Selection Posts."

Para 193. "The training of unskilled labour has not been a problem as the man could pick up the work in the course of a week or so. This has encouraged a spirit of complacency and prevented the railways from making any effort to improve the efficiency and skill of such men. We consider that there cannot be a general all round improvement in the working

of Railways unless the general level of intelligence and literacy even among the unskilled workers is raised. For this purpose the most important thing would be the speed of education amongst labourers of every type. This has been realised in the Army where now every soldier has to be literate."

It is to be greatly regretted that the progress in the implementation of the valuable suggestions of the two Railway Enquiry Committee has been disappointingly slow. The result is that the efficiency and the quality of service have deteriorated still further as apprehended by the Railway Enquiry Committee of 1937. If we do want to improve the efficiency of our Railways it is imperative that we lose no further time and make a start right away.

(To be continued)

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(Continued from page 22)

The following are the Personnel of the Labour Advisory Committee:—

- (1) Mr. V. H. Kulkarni, A. S. M., Dharwar
- (2) " A. Anjanayalu, A. T. X. R., Bezwada
- (3) " M. Chandrasekaran, Clerk, F. A. C. A. O.'s Office, Madras
- (4) " V. S. Ramanathan, Motorman, Tambaram
- (5) " J. Almeida, Driver, Erode
- (6) " R. K. Chaturvedi, General Secretary, Mysore State Railway Employees' Association, Bangalore
- (7) " S. Rajoo Mudaliar, Guard, Mysore
- (8) " G. P. Ellore, Station Superintendent, Tanjore
- (9) " G. W. Gallyot, Driver, Bitragunta
- (10) " V. Arumugam, Store and Tool Keeper, Mysore
- (11) " K. Ramachandran, General Secretary, S. I. Railway Workers' Union.

The Seniority Committee has been directed to consult the Labour Advisory Committee at all stages and endeavour to reach agreed conclusions on matters remitted to it. We hope the Labour Advisory Committee Members representing Staff Associations will do useful work and earn the goodwill of railwaymen, who are eagerly looking forward to the completion of work by this Committee.

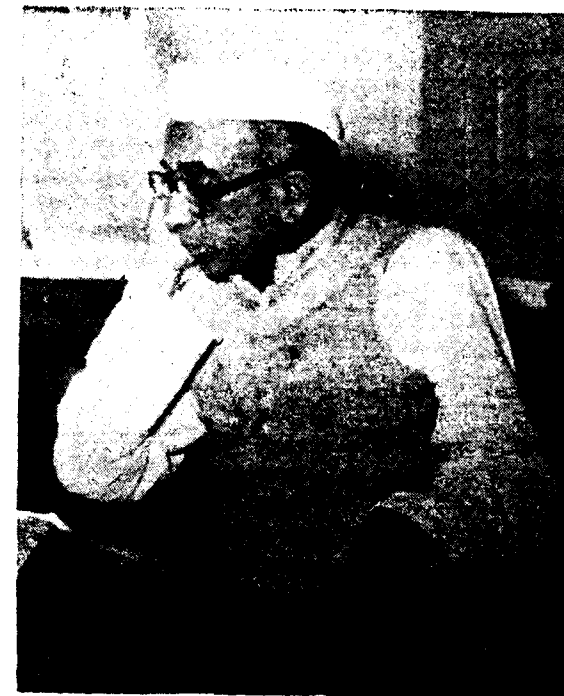
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HON'BLE MINISTER OF STATE SRI K. SANTHANAM VISITS SOUTHERN RAILWAY

The Hon'ble Minister of State for Railways and Transport Sri K. Santhanam visited the Southern Railway and toured the Railway from 7th to 14th of this month to know at first hand the working of the integration and also the progress made on the construction of Arantangi-Karaikudi line. He also visited the Perambur Coach Factory which is expected to produce Broad-Gauge all steel light weight coaches. During his stay at Madras, he held discussions with the Heads of Departments and it



Mr. K. Santhanam
... driving force in the Railway Ministry ...

appears that the Minister was greatly satisfied with the quick progress made in the integration and conveyed his appreciation for the hard work turned out by Heads of Departments and other Officers. It also appears that a Janata Express from Madras to Howrah and from Bezwada to Delhi will be introduced in the winter revision of time-tables. The Janata Express is a very popular train after the advent of our National Government and credit must go to our Hon'ble Minister for Transport Sri Santhanam for taking this step in spite of acute shortage of carriages. The Minister also paid a surprise visit to the Tambaram Colony which is growing very rapidly. Today when elections are approaching, the reaction of the common man is that there are only two efficient organisations and these are Railways and Postal. Imagine wartime Railway transport, engines and carriages sent overseas, large tracks of lines physically removed and whole sections closed, Railway Workshops converted into munition factories and passenger trains cancelled, allowing overcrowding to a figure unimaginable. Our people tolerate them without a murmur because the slave blood in us made us fearful of an alien government. The war ended in 1945 but our leaders took charge only in the end of 1946. Actually our Minister of State Sri Santhanam took charge in 1948. Within three years he has done such good work to place the Railways on a sound footing that one cannot but recall the words of our Prime Minister expressed during the Inauguration of Southern Railway in April 1951. This is what he said:—"Whatever achievements or lack of achievements, our Government have to its credit or discredit, I think, I can say with full assurance that the improvement in the railway system in India is one of the outstanding achievements of the Government."

I can say that without offending my sense of modesty because I have personally had nothing to do with it and I cannot therefore even share the credit. The credit goes to my colleagues, the Minister for Railways and the Minister of State for Railways and Transport."

It should also be noted that in presenting the Railway Budget for 1951-52 on 22-2-51, Hon'ble Sri N. G. Tyengar said "This is my third budget. It will be my last one also, and I look forward to handing over this magnificent national asset and its management to young and capable hands before the budget for 1952-53 becomes due."

Sri Santhanam is not only a great Administrator but an ardent Congressman. He holds a high position in the Congress Party. In his home district, viz., Tanjore he is a powerful force. I remember in 1921 when Mahatmaji gave his clarion call for non-co-operation movement, Sri Santhanam even as a student came out of the College. He discarded a lucrative practice. Ever since he has been a loyal Congressman. The future well-being of railwaymen is safe at his ends. It was late Satyamoorthy who used to say "who lives if India dies." Sri Santhanam's dictum is "can railwaymen live if people of India perish." The prosperity and well-being of railwaymen is closely linked with the prosperity of the nation." So it is almost certain that the progressive men of Tanjore District and railwaymen will certainly elect him from a Tanjore Constituency so that his administrative talent may bear fruit fully to the nation. This will also help him to complete some of the projects undertaken by him in the Railway.

During the tour of the Hon'ble Minister Sri S. R. Sarma.

Chief Operating Superintendent accompanied him in the absence of the General Manager to Mysore as a honoured guest of Mysore Government for the Dasara.

** ** *

IMPROVED COMMUNICATIONS ON SOUTHERN RAILWAY

A great Railway system can function efficiently if only its communication system is as perfect as an Oiled Engine. The communications are now varied. The telephone, the telegram, the wireless and the Radio have all come to stay. With the creation of a separate Signal and Communications Department, the work in improving the communications on the Ex-M. S. M. and Ex-M. S. is being vigorously taken on hand by the Chief Signal and Telecommunications Engineer, Mr. C. A. White and his able assistant Mr. M. S. Viswanathan. Those of us who are accustomed to some of the perfections on the Ex-S. I. Railway may not be able to



Mr. C. A. White
... able CSTE ...

appreciate the backwardness in the communication on Ex-M. S. M. and Ex-Mysore State Railways. The telephone system has been changed and automatic exchange has been installed. To the Operating Department the Communications Engineer is like the butter to the bread and the efficiency of the Operating Department will rise or fall according to the better communication that is provided. In this noble and patriotic work, Mr. M. S. Viswanathan is devoting heart and soul and no work is too great for him. He has the push, a rare quality and a capacity to get things done that endears him to all his subordinates. We are sure that the infant Department will grow from strength to strength and serve our nation in its regeneration.

** ** *

INTELLIGENT INTEREST IN WORK— SUGGESTIONS FROM STAFF

In America the Railways have a system known as "Suggestion System" and in describing its working its Chief stated: "In the last nine years thousands of ideas from employees on all parts of the Rail Roads have helped the Illinois Central in its progress towards providing transportation second to none. The elimination of waste, the abandonment of unnecessary forms, the improvement in the operation of trains, new designs in tools and equipment, the elimination of personal injury and accident hazards, are but a few of the subjects that have been touched by the total suggestions received since the Suggestion system was introduced in 1933."

Railwaymen will be happy to learn that the Chief Operating Superintendent, Mr. S. R. Sarma, M. A., has issued a similar circular



Mr. S. R. Sarma
our COPS

to all Transportation Staff to offer suggestions. He has stated *inter alia* :—

It is one thing to carry on with one's work in a routine manner and a different thing to take an intelligent interest in it, enabling one to think of and to put forward suggestions for more economical methods, increased efficiency and greater safety in working.

We of the Transportation Department help to run trains. We are public servants. The public expect from us excellent service, punctual trains, economical working and most of all, safety. Every engine poorly used, every wagon poorly loaded, every train not running punctually, every case of wastefulness and every accident—these and other such factors damage our reputation. If you think on these lines, you will find ample scope for intelligent ideas and interesting suggestions. Here is an opportunity for you to help the Nation and the Administration. I appeal to you to take advantage of the opportunity."

The effect of this timely appeal from the Head of the Operating Department at a time when we Indians are marching as a Progressive Nation cannot be under-estimated. I always love Englishmen for their greatness and love of their country. English History is full of great men. One such is Captain Scott who by his Antarctic explorations—a supreme achievement of his—touched the imagination of his country as no other man has done during this century. He imposed upon the public his own standard of values—yet not as his own, but as the standard by which England should measure the work of action. Similarly while such progressive ideas of a Head of a Department may appear pre-mature to some one, measured in the larger context of the nation, it touches the imagination of the millions of Railwaymen and makes him feel that he has also a part to play in the national role. We hope Railwaymen will respond to the call in large numbers and build up the *esprit de corps* the traditional qualities of Railwaymen.

* * * * *

S. I. RAILWAY EMPLOYEES' ASSOCIATION'S ANNUAL CONFERENCE

The Fourteenth Annual Conference of the South Indian Railway Employees' Association is proposed to be held on the 24th and 25th of November 1951 at Satur. This Conference will be an eventful one in that many problems facing middle-class Railwaymen are left unsolved. It is understood that the Veteran Congressman and Trade Union Chief Mr. V. V. Giri will be asked to preside over the Conference. It should be noted that at the last Conference the veteran leader Mr. C. R. Srinivasan presided at the Madura Session. It will be interesting to analyse the trend of trade-unionism

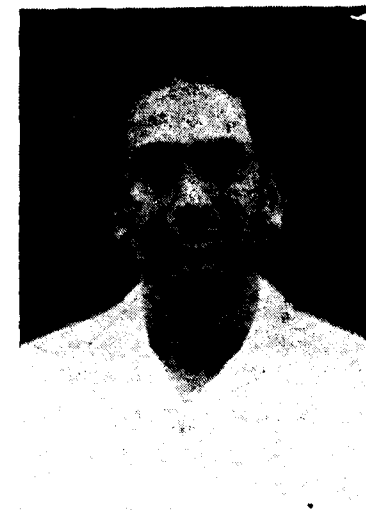
on the Ex-South Indian Railway in this context. The Railwaymen are divided under three unions. The Labour Union holding sway over a large number of workers and gangmen, the Workers' Union holding sway over Middle Class Staff, the Employees' Association, a Sober and Service Motto Spirit Organisation having the confidence of higher-strata of railwaymen. This division in the railway rank played detrimental to railwaymen and at present railwaymen's grievances are not properly represented to the extent railwaymen want them to be done. With the integration new problems arose, but the integration helped also the railwaymen stagnated at Trichinopoly to think afresh and rub shoulders with public. In this context, the decision of the Hon'ble Minister for Transport to abolish special reserved accommodation for railwaymen travelling on duty even though resented by many railwaymen and lot of unjustified propaganda is carried on by interested persons, has at least opened the eyes of the rank and file to the fact that their progress lay with the progress of the Nation.

The able General Secretary and Architect of the Association Mr. V. S. Ramanathan is sparing no efforts to make the Conference a success and give a lead to the country at present through railwaymen.

* * * * *

RAILWAY EMPLOYEES' CO-OPERATIVE STORES AT TAMBARAM

With the integration, the Railway Colony at Tambaram has grown beyond proportions. The high cost of living coupled with the acute suffering of middle class Railwaymen, has brought dissatisfaction all round. Thanks to the able work of the General Secretary, S.I. Railway Employees'



Mr. V. S. Ramanathan

Association, Mr. V. S. Ramanathan, a Railway Employees' Co-operative Stores is being formed at Tambaram. Already share capital to the extent of Rs. 2,000/-has been collected and the registration is pending with the Deputy Registrar at Trivellore. As per conditions to get benefit from the General Manager, the Society must be registered before 31-10-1951 and we hope the Co-operative Department noted for its efficiency will not sleep over this vital issue. It is expected that the new Co-operative Stores will distribute Provisions, Milk, Vegetables and Firewood to railwaymen. Mr. S. Mahalinga Sarma, Head Clerk, Public Relations Officer, Madras has been elected as Chairman for the Society. It should be noted that Mr. Sarma is one of the Congressmen who went to jail in 1921 Non-Co-operation movement has got lands from the Government for his services. Under his chairmanship, we hope the Society will grow from strength to strength and serve the suffering middle class railwaymen at Tambaram.

* * * * *

Experience Pays off !!!

PAN American World Airways, John B. Lindberg, Jr., Aeronautical Engineer, inventor and author, began one of the most successful careers in aviation in 1937 as a mechanic's helper.

Inventor of many engineering improvements, including the Sperry Engine Analyzer—a device that enables engineers to detect the slightest malfunction while a plane is in flight—Lindberg achieved his success in the best tradition of American free enterprise and initiative.

Lindberg set his sights on a carrier in aviation during his High School years and even then was studying mechanical drawing, design and other related subjects. Before entering college he had won valedictorian honors and was elected vice president of his class.

In 1933, Lindberg entered the University of California and his present career began to take shape. In addition to his school work and doing odd jobs, Lindberg was elected secretary of the student branch of the American Society of Engineers. He also found time to invent and do two years of research in the development of a slotted airplane propeller, designed to improve propeller performance and prevent ice formation on the blades. He applied for and won a scholarship to attend the Boeing School of Aeronautics in 1937.

It had then been two years since the Pacific-Alaska Division

of Pan American World Airways began service to the Orient and the South Pacific. Lindberg recognized the possibilities ahead in this expanding company and left the Boeing School to take a job as a mechanic's helper with Pan American. In quick succession he became apprentice engineer (with training in all shops), flight engineer to all bases in the Pacific, instrument and accessory engineer, powerplant engineer and, finally, supervisor of development and standards.

In addition to his regular duties, Lindberg carried on experiments in detonation for the United States Co-ordinating Research Council, invented a capacitance gauge to measure the amount of gasoline in large storage tanks, and also invented an ice detector for use on aircraft engines. A number of his articles on engineering have been printed in engineering journals and in popular magazines.

The development of the engine analyzer, which recently earned for Lindberg the American Aviation Magazine's annual award for the greatest contribution to the aviation industry, represents the latest achievement of Aeronautical Engineering in the field of engine instrumentation.

Today Lindberg divides his time between Pan American World Airways headquarters in San Francisco and Lindberg Instrument Company in Berkeley, California, of which he is president.

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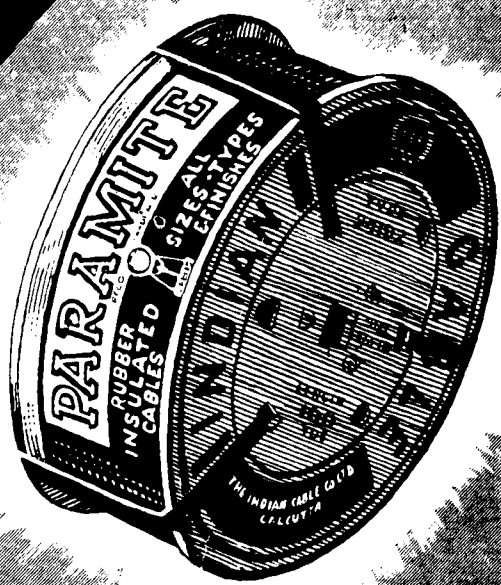
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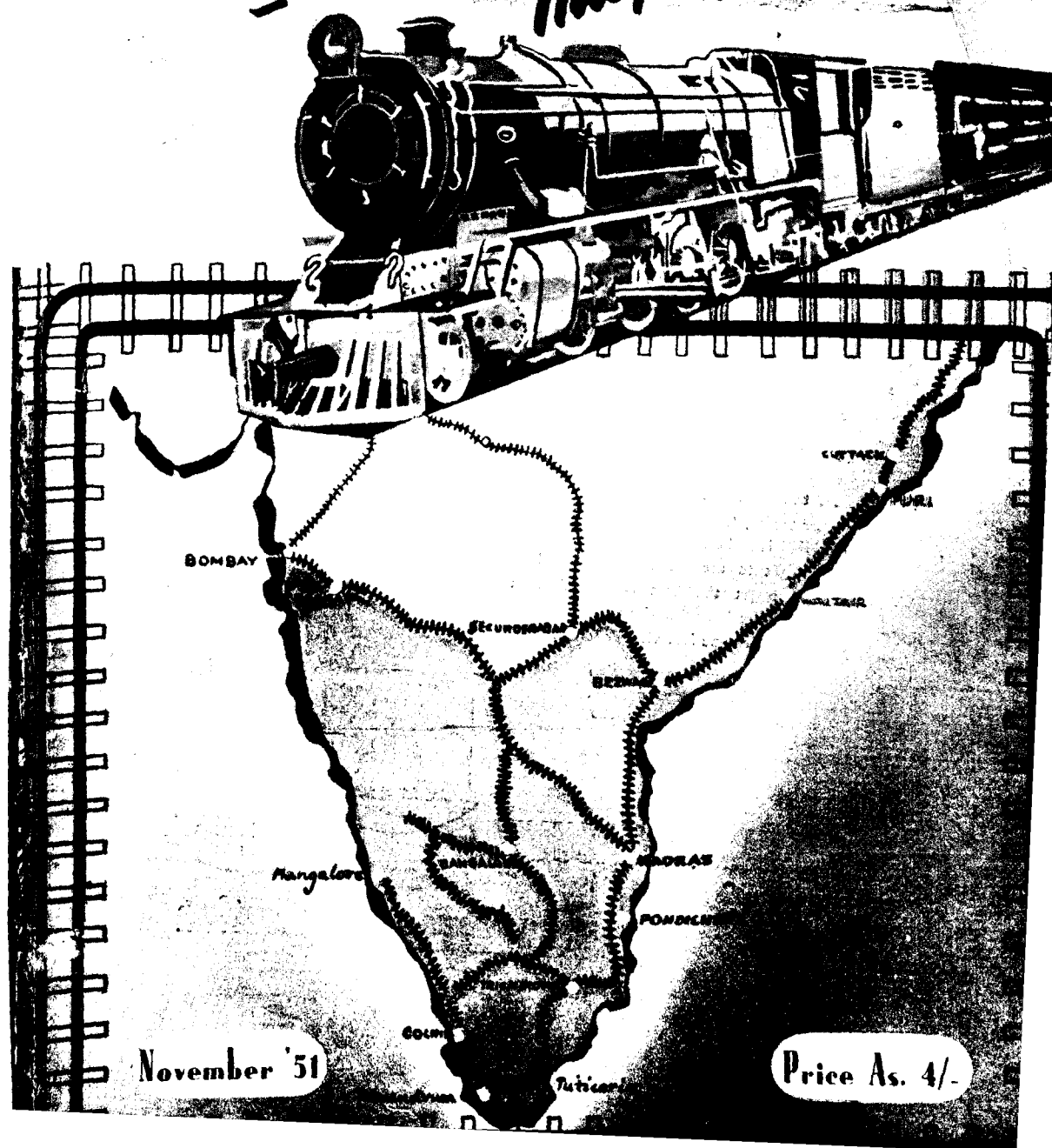


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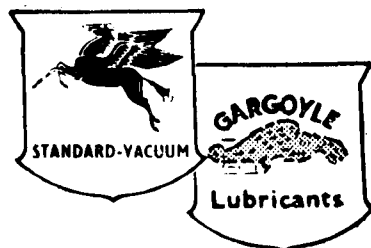


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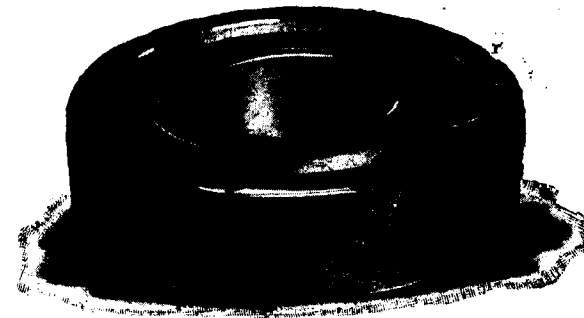


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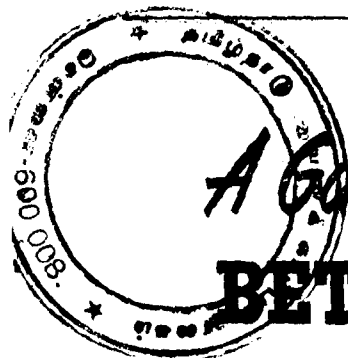
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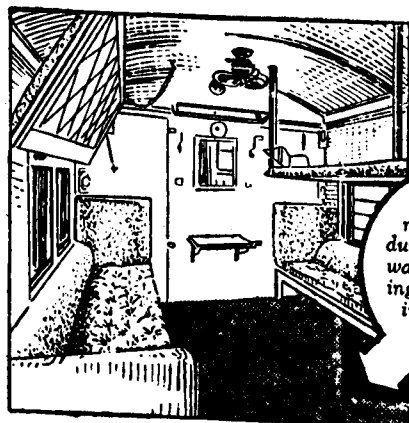
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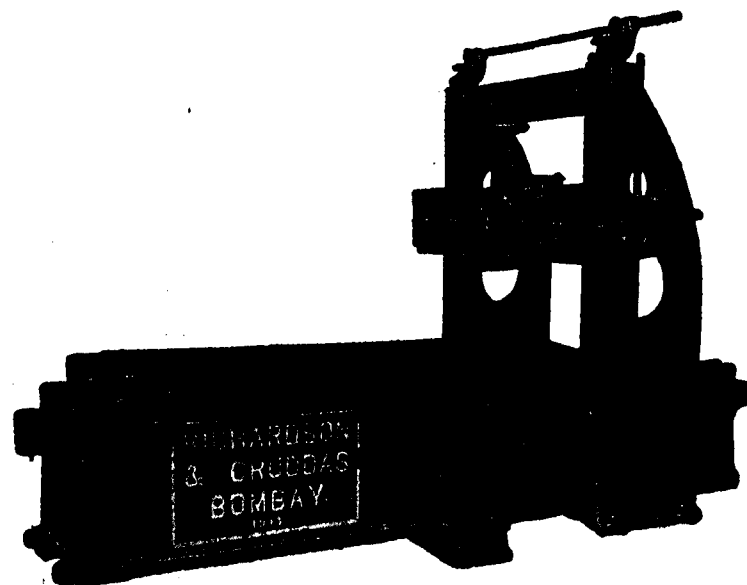
The Editor invites contributions to the Magazine on a variety of topics—short stories, technical features written in simple English understandable to the laymen, Aspects of Railway Working, places of tourist interest, News from home line, activities of Railway Institutes etc. All copy should be brief and typed as far as possible.

Photographs illustrating social functions, sports events, scenic sports etc. are also invited. All contributions should reach the Editor not later than 5th of each month. Rejected Mss. will be returned provided sufficient stamps for postage are enclosed. No responsibility will be borne for copy lost in transit.

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

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SOUTHERN RAILWAYS MAGAZINE

VOL. III
NO. 5

NOVEMBER 1951

ISSUED
MONTHLY

Rapid Regrouping

THE regrouping of the existing Railway systems in India into six zones, after being 'on paper' for some years, is now in the process of almost rapid formation. The Southern Railway group, embracing and merging into one zone; the old Madras and Southern Mahratta, the South Indian and Mysore State Railways, came into being in April this year. Within seven months two more of the proposed six zones, the Western and the Central Railways, with a total route mileage of about 11,373 miles, were inaugurated on November 5, by Sri Gopalaswami Ayyangar, the Railway Minister. The Western Railway comprises the B.B. & C.I., the Rajasthan, Jaipur State and Saurashtra Railways, and the Central takes in the G.I.P., the Nizam's State, the Scindia State and Dholpur State Railways. The headquarters of both these two Railways are at Bombay.

With the Southern, Western and Central Railways now functioning fifty per cent of the task of regrouping has been accomplished. Thus the second stage has been reached in the ideal of the rationalisation and regrouping of the Railways in India. For this remarkable achievement the credit must necessarily go to Hon'ble Sri N. Gopalasamy Iyengar and Hon'ble Sri K. Santhanam for having brought about such an important change within so short a time. The Eastern Punjab, the East Indian, the Bengal-Nagpur, the Oudh and Tirhut and the Assam Railways (including the Darjeeling-Himalayan) now remain to be reshuffled into the Northern, Eastern and North-Eastern Railways.

The benefits to be conferred by regrouping are: elimination of the present disparities in the standards of the smaller individual Railways and the various methods of working; disappearance of the smaller systems which would remove the weak links of the transport system; tightening up of control, application of the increased resources of the enlarged system to the maximum advantage, elimination of duplication and waste. All these should, on the long-term basis, help reduce the overall cost of transportation both to the nation and the individual.

But what will be the public reaction to the experiment of the Railway Ministry to regroup the existing Railways it is too early to say. The results of the working of the first six months after the zoning of the Southern group is not yet known; and perhaps here again, it is too early to expect facts and figures on which to form conclusions. However, if public support is desired, the public would naturally expect, and is entitled to, more information about an experiment of great and far-reaching consequences to the nation, and it is up to the Railway Ministry to provide the information precisely and at frequent intervals of the tangible results being achieved, or otherwise, as each new zoning of Railways starts functioning.

Notes and Comments.

MR. F. C. BADHWAR,
CHAIRMAN OF THE
RAILWAY BOARD

The inauguration of the Central and Western Railways on November 5, is a great landmark in the history of Indian Railways and the common man will remember with glee our Chairman of the Railway Board Mr. F. C. Badhwar. In the past, prior to attainment of freedom, the common Third Class Passenger used to call the Railway Board as the "White Elephant." There was absolutely no common ground between the struggling III Class Passenger and the men manning the high offices of the Board. Now all these have been changed and patriotic Indians like our Badhwar have taken charge and are running the Railways for the benefit of the common man. This has been testified by no less a person than Sir Bertram Stevens, former Premier of New South Wales who said "I am impressed not so much by the 'after glow' of things in India, as the emergence of a new Indian order, and a new Indian revolution."

Truly the reorganisation of the Railway Board by abolishing the post of Chief Commissioner and giving a chance to Mr. Badhwar has really proved successful. I saw Mr. Badhwar for the first time while he addressed the inauguration ceremony of Southern Railway in April last and his enthusiasm really moved the whole audience like an electric current. His undertaking "My colleagues and I on whom has been placed the responsibility of controlling the widespread Indian Railway system, have complete confidence that the regrouping scheme which is about to be implemented here today and elsewhere in the near future will work satisfactorily and render effective Railway service to the public."



Mr. F. C. Badhwar
...great administrator...

This has been proved successful beyond doubt and his speech at the inauguration ceremony at Bombay has evoked still more enthusiasm in his capacity to run the Railways better. This is what he said:— We have had two main objectives before us during the past twelve months. The first has been to unify all Indian Railway system under one control by providing a well equipped central organisation where high calibre experts can be concentrated and can evolve the best and most economic common denominations, such as modern engineering designs, efficient operating and commercial practices, maximum utilisation of our major assets like engines and wagons, nationalisation of our Workshops on All-India basis and other similar measures which will result in the best possible use being made of what we possess.

"The second objective has been to design Zonal Railway system which will be self-sufficient

for all normal purposes of day-to-day operation."

Every Indian can be proud of this analysis and also can be proud that in Mr. Badhwar there is a "gut" in him, that can see to its implementation.

Mr. Badhwar as the head of the Railway Board is responsible for assigning important positions and has followed a good method in this and has succeeded admirably. Mr. Badhwar will never assign an officer to a responsible position unless he believed that the man was an enthusiastic

supporter of the particular project and confident of the outcome. His selection of manning keyposts in the regrouping testifies this amply.

Mr. Badhwar still looks younger for his years and has an abounding enthusiasm for work. He hails from Gujarat the birth place of our architect of freedom and Father of our Nation Mahatmaji and naturally inherits a true nationalistic outlook. The common man, the Third Class Passenger and the Ten-lakhs of Railwaymen who man our Railways and above all our Industria-



Photograph taken at the Santa Cruz Civil Aerodrome prior to our Chairman's Continental Tour. Standing from Right to Left are: Mrs. Badhwar, Mr. Badhwar and Mr. H. P. Hira, General Manager, Central Railway in a hilarious mood.

lists look forward to the day when we get out of this economical distress and we can surely rely upon this great administrator Mr. Badhwar. We pray for his long life and continued good health so that he may serve our cause still better.

* * * * *

RAILWAY LINES UNDER CONSTRUCTION

Mr. K. Santhanam, Minister of State for Transport told in Parliament last month that the Government of India had decided not to accept or press for any guarantee of minimum return of earnings in respect of five Railway lines under construction, namely, Arantangi-Karaikudi; Shoranur-Nilambur; Madura-Bodinayakanur, Nagrota-Jogindernagar; and Bobbili-Selur.

The decision was in accordance with Parliament's resolution in December, 1949 stating that the policy of asking for a guarantee of minimum return was an impediment to the expansion of rail transport if the Railways were to fulfill a complementary role in the economic development of the country.

In this respect, we would urge the Minister of State for Railways and Transport to consider the construction of Tanjore-Pattukottai line at least in 1952-1953 Budget.

* * * * *

COURTESY DRIVE ON RAILWAYS

A sustained courtesy campaign, impressing on the Railway staff their obligations to the travelling public and the necessity of their displaying the utmost tolerance and good-will towards

them, through notices, circulars of instructions and periodical staff bulletins was in force on all the Railways stated Mr. K. Santhanam, Minister of State for Railways in reply to Dr. R. S. Singh in Parliament last month. The Minister added "A courtesy Week" had recently been observed throughout the East Indian Railway and some of the other Railways also proposed to do the same for spotlighting attention on the importance of courteous behaviour on the part of the Railway Staff.

We would invite the attention of Deputy General Manager (Works) to the above "Courtesy Week" as observed by the East Indian Railway and would request him to introduce the same on the "Southern Railway" also by impressing on the Railway Staff for displaying the utmost tolerance and goodwill towards the travelling public through Press and Posters.

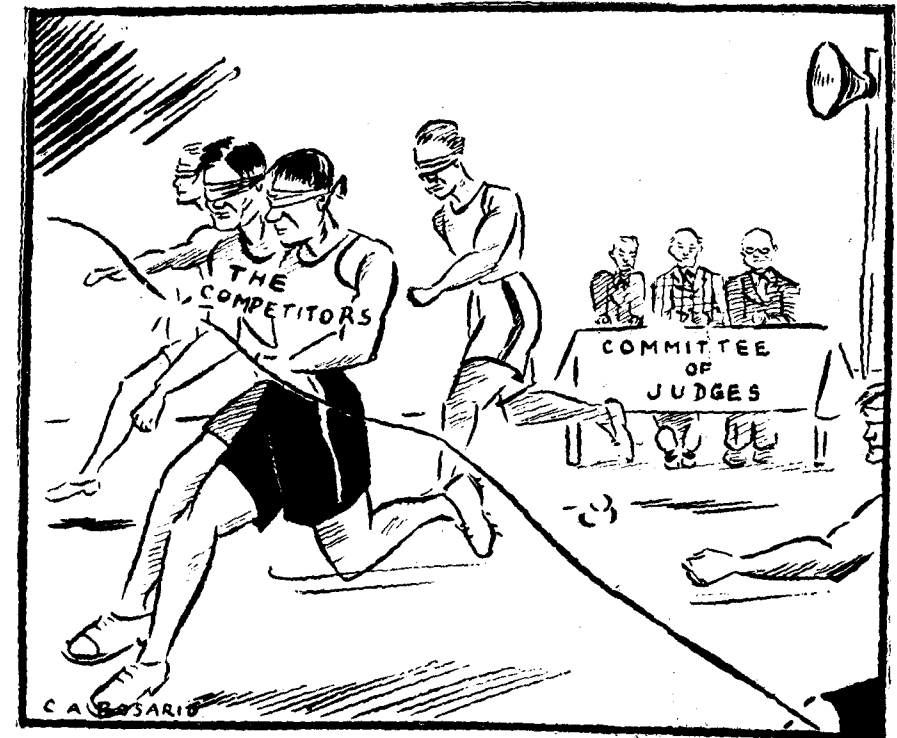
We are sure such sustained campaigns will undoubtedly go a long way in guiding our Railwaymen in all their dealings with the travelling public.

* * * * *

CONSTRUCTION OF RAILWAY OVERBRIDGES

The Railway Board has addressed all State Governments to furnish it with a list of level-crossings in the order of priority which they consider should be replaced by over or under bridges. This information was given by Mr. K. R. Ramanujam, General Manager, Southern Railway and Chairman of the Local Advisory Committee of the former Mysore State Railway, portion of the Southern Railway, at a meeting of the Committee held in Bangalore

"BLINDFOLDED RACE"



The competitors who entered for the Indian Railways Crest Competition are still in the "dark" as to who is the winner.

last month. He said meanwhile instructions had been issued not to keep level-crossings closed for more than the absolute minimum time. The Committee agreed that names of stations on the former Mysore State Railway might be displayed in Hindi, English and Kannada.

* * * * *

B.B & C.I. ANNUAL

We have received a copy of B. B. C. I. Railway Magazine Annual Number. This beautifully got-up Magazine maintaining its past standard has contributions from eminent writers on subjects of varied interest. On the whole the Magazine is nicely produced and well edited. We wish all success to our sister Magazine in its laudable objectives.

* * * * *

The highest wisdom is the science of holy living. If this wisdom be thine, then thou art indeed most learned, even if thou knowest naught besides.—ST. THOMAS OF VILLANOVA.

Who is Who on Indian Railways

By Our Special Correspondent

GENERAL MANAGER, BENGAL NAGPUR RAILWAY

Tall, handsome, chubby faced fifty-year old Shri P. C. Bahl is the present General Manager of Bengal Nagpur Railway, Kidderpore, Calcutta. Shri Bahl graduated from Thomson Civil Engineering College, Roorkee and joined the then North Western Railway as an Apprentice Engineer at the age of twenty two only. It is not an easy thing to become an Engineer at such a young age.

From this it is evident that Shri Bahl is genius and extraordinarily intelligent even during his childhood. The following year saw him as Assistant Executive Engineer. During the period between 1937 and 1940 he officiated as Executive Engineer in which post he was subsequently confirmed in July 1941.

In 1943 he was transferred to the Railway Board as Deputy Director, Civil Engineering.

Later he was put on Special Duty as A. R. P. Officer, Railway Board. During war years Shri Bahl rendered invaluable services to the country. In 1945, he was Joint Director, Civil Engineering and officiated as Director, Civil Engineering in the Railway Board. Later on he was posted as Divisional Superintendent, Lahore just before the North Western Railway was split up in consequence of the partition of the country and the Eastern Punjab Railway which was formed after

partition within the Indian Union had the honour of claiming Shri Bahl as its Chief. During the troubled times which followed the partition, as head of the Eastern Punjab Railway, he was called upon to shoulder the stupendous task of planning and organising the vast movement of refugees into and out of Indian Union and the manner in which Shri Bahl tackled this difficult problem testifies to his organising ability and leadership.



Shri P. C. Bahl

Shri Bahl believes that the continued progress of the Railway depends to a very large extent on meriting the good will of customers and the public in general. A voice with a smile wins is his dictum.

Shri Bahl is loved and respected by every Railwayman of Bengal Nagpur Railway. He has also the highest respects for average Railwaymen.

Shri Bahl took charge from Shri P. C. Mukherjee who is now the present General

Manager of Indian Railways Locomotive Workshops, Chittaranjan, on May 21, 1949 as General Manager of Bengal Nagpur Railway. Since then, there has not been upto now even a single instance of labour trouble or strike on the Railway for Shri Bahl upholds that contended labour is undoubtedly a valuable asset to the Administration. We take this opportunity of extending our good wishes to him and pray for his long life and continued service to the mother country, even after his retirement.

Southern Railway News Letter

By G. Moorthy

RAILWAY TRANSPORT AND THE GENERAL ELECTION

In about a couple of months, the people of India will go to polls to elect representatives to the House of the People and State Legislatures. It is a historic event unparalleled in the history of the nation in that for the first time after the long suffering under foreign rule, responsible government on adult franchise is taking shape. In the modern conditions of the world, a country is measured on its economic achievement and the means of production it has. With India just emerging from feudal economy to National economy, the role, Railway Transport has to play in effecting this change over, cannot be minimised. Thanks to certain historical circumstances, we inherited a nationalised Railway Transport without a vestige of private sector and also thanks to the great patriotic services of our late leader Sardar Vallabhai Patel, the States have been unified and the Railway systems operating in them have been brought under the direct control of the Government of India. But a nationalised Railway Transport will lose all its significance if the Railway Workers who man the services are not patriotic—patriotic in the sense that they are political conscious that their welfare is linked with the welfare of the Nation. Herein also the ten lakhs of Railway Workers who are well-organised under their great organisation the ALL-INDIA RAILWAYMEN'S FEDERATION are politically conscious and always place the interest of their country above their own interests. Hence in this background it is necessary to analyse the future trend of the General Election in reference to Railway Transport.

The Railway Gazette of England—a journal of Railway Management, Engineering and Operation of 116 years standing, wrote in its Editorial on 28-9-51 under the caption "TRANSPORT AND THE GENERAL ELECTION":—

"In the political campaign which will take place during the next few weeks there can be no doubt that the position of the nationalised industries of which one of the most important is Transport will play a major part in the speeches of all parties. Sir David Maxwell Fyfe, in a Conservative Party Political Broadcast delivered on the day after the Prime Minister's announcement touched very briefly on this subject. He used the phrase "We must free road transport from it, (nationalisation)." This was a reference to suggestions which have already been made by his party that if it were returned to power, steps would be taken to return the road haulage industry to private ownership. It has never been clear how this would be achieved. In our view to attempt to unscramble one part of the nationalised transport system, even if it were practicable, would remove any possibility of achieving a successful operation of the remaining parts. There is obviously need for some reorganisation in the present administration of transport in this country. The basic requirement remains as great as ever for the achievement of integration of the two major components—rail and road. To return one part to private enterprise and to leave the other shackled by state ownership and Parliamentary controls would remove any hope of attaining this. To our mind, the reorganisation required is in entirely different directions. A greater consolidation

SOUTHERN RAILWAY

CINEMATOGRAPH FILMS AND OTHER ARTICLES

NOT ACCEPTED

AS LUGGAGE

It is dangerous to carry cinematograph films as luggage in passenger compartments and in brakevans of passenger trains, as such films are inflammable. The attention of the public is invited to Rule 119 of the Indian Railway Conference Association Coaching Tariff No. 15 which specifies that the following articles will not be accepted as luggage :

- (1) Offensive articles, such as wet skins, hides, etc. other than the skins of wild animals securely packed in air-tight boxes at Owner's Risk ;
- (2) Explosives, dangerous and inflammable articles ;
- (3) Bulky articles of any description which, on account of their bulk, would be chargeable on measurement, if accepted as parcels ;
- (4) Oil, grease, ghee, paint, etc. if carried in packages which might by contact, breakage, or leakage, damage other articles.

Inserted by :

PUBLIC RELATIONS OFFICER, SOUTHERN RAILWAY

of interest between road and rail at Regional and District levels might do much to assist in bringing about co-ordination. The time surely must be approaching when it should be possible to think in terms of transport rather than of rail and road. The continued existence of six Executives under the British Transport Commission is an anomaly in view of the declared objectives of the Act. Ultimately a stage must be reached at which the principal officer of a Region will be responsible for Transport by whatever means it is supplied."

This brilliant editorial holds good to India at the present juncture. The road transport must be nationalised and the people particularly the villager to whom every candidate must approach for a vote must be told that the road transport will be taken under Government control and run like Railways efficiently.

The Congress Party which is in power, by achieving the integration of the Southern Railway in April last and also in inaugurating the Central and Western Railways early this month and also arriving at an honourable agreement with the All-India Railwaymen's Federation in setting up a permanent negotiating machinery for dealing with disputes between Railway Labour and Administration is entering the election campaign with a feather in its cap. Not a little is due to the efforts of Mr. Santhanam, Minister of State for Transport and Railways who said at the inauguration of Central and Western Railways:— "All those who desire a peaceful Socialist evolution in India, particularly the railway workers and their leaders, should unite to make the Railways the most efficient and successful industrial enterprise in the country." He also described the railwaymen as the real steel-

frame of India, "physically as well as in terms of economics."

Thus for the first time after attaining independence a national outlook enthusing the Railway Workers, and the people at large has been created and if steps are taken to improve this by creating the necessary machinery, this confidence will be strengthened further. All this has been possible by the re-organisation of the Congress by Mr. Nehru and we hope our people will realise this and strengthen his hands by returning his trusted men to power so that our infant Democracy may grow from strength to strength. After all vigilance is the price for Democracy and a special responsibility lies on Railwaymen who are the spear-head of the Nation and they should exercise this vigilance to the benefit of our Nation in the General Elections and should not be swayed by emotional perorations of platform speakers in the Election campaign.

* * * * *

WINTER REVISION OF TIME-TABLES

On the 5th of November 1951, the Southern Railway winter revision of time-table has been announced. The time-table used to be published on 1st of October have been published a month later with a view to introduce some more through trains particularly the Daily Janata Express from Madras to Howrah and a Weekly Janata Express from Bezwada to Delhi. By the publication of a combined Southern Railway time-table after the integration of the three Railways viz., the South Indian, the M. S. M. and the Mysore, the people at large are able to have the visual indication of the integration and the Railwaymen are also able to feel that they have a loyalty for the whole intergrated group rather

than to the limited area they served. On the Ex-South Indian Railway a great change that was made was to run the Janata Express earlier than the Trivandrum Express. A new train on the Nidamangalam, Mannargudi Branch has been introduced and connections to various branch line trains have been maintained. The standard of service on the Ex-S. I. has definitely improved and the Ex-South Indian Railwaymen and officers must be congratulated for this. On the Ex-M. S. M. Railway efforts are being made to improve the service but this will take some time. Similarly an Express train named "Chamundi Express" has been introduced between Mysore and Bangalore on the Ex-M. S. Railway. It is not such an easy task as would appear to combine all the three Railways into one and prepare a consolidated timetable. It required the careful planning, forethought and meticulous care of the Chief Operating Superintendent, who was the directing hand at every stage and held various conferences with his Assistants. The major handicap that is facing the Operating Department is shortage of Broad Gauge coaches. On the Metre Gauge new engines have been imported but they have to be fitted in for passenger services. The average people now seem to enjoy a rail travel and do not grudge the money spent on the Railway journey as a waste. We hope the Southern Railway Authorities will make the Railway journey a pleasurable one in due course by increasing the overall speed of Express trains and introducing better amenities such as sleeping berths for Third Class Passengers by charging an extra fare in the next revision.

* * * * *

AGREEMENT AT DELHI

The news published in the Daily Newspapers about the

agreement reached between the AIRF and Railway Ministry has been widely welcomed by Railwaymen. This is no small achievement especially when one recalls the bitterness that prevailed at the threat of Strike in August 1951. The high-lights of the agreement are settlements of disputes beginning at District level which means the District Officers cannot shirk responsibilities now and have to face realities. Of course such a course of discussion is already prevalent on the Ex-S. I. Railway but the implementation on all-India basis is a great step forward. The setting up of a Railway-Staff Tribunal with a neutral Chairman and resting revisionary powers in respect of dismissals and removals from service for class III staff with the General Manager and even referring it to Railway Rates Tribunal if the Staff desires it, is a great achievement and credit must go to the Ministry of Railways represented by Hon'ble Sri N. G. Iyengar, Hon'ble Sri. K. Santhanam and Staff Member Railway Board Sri. V. Nilakantan and also to the AIRF leaders Mr. Guruswamy and Jayaprakash Narain for bringing this about. If the question of weightage to pre-1931 is not settled properly we fear, once again they may create the same suspicion in the minds of senior Railwaymen and we hope the sample survey will quickly be finished and early steps are taken to do this. The Unions have a special responsibility and I met some of the Employees' Association leaders and they told me humorously "Railwaymen will now vote for Mr. Santhanam" so that he may implement the agreement when he comes to power in the next Parliament.

* * * * *

S.I.R. EMPLOYEES' ASSOCIATION'S ANNUAL CONFERENCE

As written by me in October the date of the Fourteenth Annual

Conference of the South Indian Railway Employees' Association has been changed to 1st and 2nd of December 1951 at Satur. Besides Mr. V. V. Giri who is presiding over the Conference, Mr. G. D. Naidu, the veteran Industrialist of Coimbatore is opening this Conference. It is quite necessary that Railwaymen should know of this great South Indian as he needs no introduction to the public at large. It is also fitting that Mr. G. D. Naidu opens the Conference of Railwaymen as Mr. Naidu is a pioneer in Motor Transport and any child in Coimbatore District will tell you the efficiency with which the UMS (United Motor Service) is being run. Mr. Naidu has travelled widely in the continent and is a great inventive genius. His palatial bungalow is a rendezvous of all progressive writers, scientists and great men. His help to all progressive causes is too numerous to mention. But still why his name is not mentioned by certain people. We say it is "prejudice" and a refusal to recognise greatness from others. Progressive men all over the world have been subjected to this and Mr. Naidu is no exception. We hope he will advise Railwaymen how to run the Railways efficiently and also put forward a co-ordinated Road-Rail-Transport so that Transport in South India may prosper to the benefit of the people. We have pleasure in publishing below a rapid review of Mr. Naidu's contributions to the Industrial world for the benefit of our Readers—both Railwaymen and businessmen of all nationalities.

* * * * *

MR. G. D. NAIDU— AN ARCHITECT OF INDUSTRY IN SOUTH INDIA

The life of Mr. G. D. Naidu of Coimbatore is, as it were, the history of Industry in South India.

Mr. Naidu, from his early days has developed a genius for original thinking, practical application and discoveries and inventions. He does not earn for this own sake, but whatever he does, is placed at the disposal of the community. His munificences are many.

Mr. Naidu started his real industrial career in 1920 with small beginnings, as is the case with all famous industrialists. The Road Transport Service started by him in that year consisted of a single bus with himself as Driver, Manager, Proprietor and Repairer. In the course of 25 years this service developed into a most efficient transport service with a fleet of about 300 buses, noted for its perfect time-table, reasonable fares, systematic working and utmost safety to the passengers. The accident ratio of this service has been the smallest on record and in fact compares favourably with the advanced countries in the West. Mr. Naidu's personal interest in the concern and his inventive genius in the technique of Road Motor Transport were instrumental in enabling the maintenance costs being kept at the lowest level, efficiency being kept at peak level.

The Electric Motor Factory started by him was the pioneer in its line in India and in this factory it was possible to manufacture the entire electric motor except the ball bearing. The electric motors manufactured have been acknowledged on all hands to be not only more efficient but also cheaper than those manufactured in other industrial countries such as the United States of America, Great Britain etc.

In 1935 when Mr. Naidu was in a German village during his visit to Western countries, he designed an electric razor which became the best in the market.



Mr. G. D. Naidu is seen here in the centre. This photograph was taken during his recent visit to U. K. and States.

Blades were manufactured at Coimbatore with a small motor made in Germany, head made in Switzerland, case made in Belgium and card board and battery in England. The manufactured blades were tested by eminent technicians in Germany, Switzerland and other countries and these were found to be without any technical fault. In the Leipzig Exhibition held in Germany in 1936 prizes were awarded to Mr.

Naidu for the design of this blade. The work did not remain unrecognized in India, for very soon it gained a gold medal, a certificate and a shield in the Exhibition held in Lucknow.

For the Engineering College at Coimbatore, Mr. Naidu gave accommodation, equipment and funds to the extent of two lakhs, thereby indicating his interest in technical education. He even

himself attends to the teaching work. He has also been a special member in the Technological Examination Board of the Madras Government.

Mr. Naidu has made many experiments in the Vegetable Kingdom also. An orange tree was injected by him with the result that the fruits of that tree became very bitter but the addition of a spoonful of sugar and some quantity of water to a spoonful of juice of this orange makes this mixture taste exactly like sweet orange crush. Similarly as a result of injections made in a millet plant, it was observed that this plant which ordinarily grows from 7 to 8 feet, grew to 18½ feet with a number of branches and the yield was also much greater than before.

A further experiment conducted by Mr. Naidu on a cotton plant known as "naden" and grown in the eastern part of Coimbatore District revealed that the yield could be made many times greater in quantity than before.

As an example of his large heartedness it may be stated that sometime ago, he offered his entire fleet of buses as also the ancillary workshops to the Coimbatore District Board free of cost. It is industrial magnates of the type of Mr. Naidu that we are in urgent need of, in the renaissance of INDEPENDENT INDIA.

* * * * *

PERSONNEL BRANCH

As forecast in these columns in September issue, vigorous steps, it is learnt, are being taken by the Deputy General Manager (Personnel) Mr. Kamalakara Rao Naidu to form a Central Personnel Branch for the integrated Southern Railway at Madras and at the three Regions

viz. Royapuram, Trichinopoly and Mysore. Details have been worked out and it is understood that Mr. R. Kerala Varma Raja, M. A., B. L. Personnel Officer is assisting in this. With the arrival of the General Manager from Delhi on the 13th after attending a Conference with the Railway Board in connection with Works Programme, the stage is set up for his final approval and it is now fairly certain that the Personnel Branch will be formed by 1st December the latest. The clerical personnel of the Personnel Branch are the most important cadres and the seniority of these staff, it is learnt have been worked out prior to the formation. While the details and the set up are kept as a closely guarded secret as is usual when matters relating to staff are concerned it appears certain that in each Region a combined Personnel Branch for the Engineering, Operating, Commercial and Mechanical branches will be formed and there will be a Personnel Officer in the District rank assisted by a nucleus of staff. In the Head Office a Central Personnel Organisation under the direct control of the Deputy General Manager (Personnel) for the various departments



...Our D. G. M. (P)...

such as Operating, Commercial, Mechanical, Signal and Communication will be formed. This, in effect, will mean there will be no establishment section for the Operating Heads or other Heads of Departments but this will be done by the Personnel Branch.

The one question that is in every one's lips at this crucial moment is whether the morale of the railwaymen on which depends the whole future well-being of the country will be improved or will go down at the formation. An answer can only be given after sometime but the administration had an intimate knowledge of the working of the Personnel Branch on the Ex-S. I. Railway and hence they must endeavour to set right the defects noticed therein. On the Ex-M. S. M. Railway the common railwayman feels, the system was bad but the Officers were more liberal-minded and the organisation in the establishment section was defective. Take for example the punishments to line staff such as Station Masters, Drivers or Guards. If a guard missed a train and explained sufficiently its cause on the Ex-M. S. M. Railway he is let off taking a human view. On the Ex-S. I. Railway a severe notice is taken. Zonal passes are issued to Relieving Station Masters on the Ex-M. S. M. Railway while on the Ex-S. I. Railway they are left at the mercy of T. T. Es. even if they want to get food. The implementation of the upgrading of

Class III staff and Pay Commission proposals is still pending on the Ex-S. I. Railway in spite of the efficiency of Personnel Branch while with all this draw-backs on the Ex-M. S. M. Railway this has been implemented. One of the reasons, it is talked widely why the extremist movement grew and honest elements were drawn into it, is the attitude of the Officers and Senior Subordinates on the Ex-S. I. Railway. Therefore the remedy appears the Personnel Officers and Senior Subordinates selected must be human, kind but strict. Such Officers who are actuated by a teamspirit and who believe that hope and fear are the main springs of human action as against its counter-part must be selected. It is fairly clear to all of us interested in the welfare of our Nation, that the will to work is inherent in the average decent railwayman and will always show itself if given a reasonable chance. It is for the Personnel Branch to organise and give the chance and how they are going to do this is for them to decide. But we are sure that the intention is good and with the co-operation of staff the Personnel Branch will surely grow from strength to strength. "Staff Research" is in vogue in advanced countries but only on the Railways in India much importance has not been given. We hope by the inauguration of the Personnel Branch a new era will be opened for the welfare of railwaymen on Southern Railway.

There is no principle of artistic discrimination between the mausoleum of the despot and the sepulchre of the saint. What is beautiful, what is historic, what tears the mask off the past and helps us to read its riddles, and to look it in the face—these, and not the dogmas of a combative theology, are the principal criteria to which we must look.—LORD CURZON.

We look at others; think that they are more happy, would find out the cause, grow unreal and imitative. Ignorance makes us think others more happy, others think that we are more happy.—PATANJALI.

Our London Letter

By A Correspondent

MAN power shortage is still troubling the various industries of the United Kingdom and also the Railway Executive. The report of the Select Committee on estimates published at the end of August emphasises the shortage of labour regard to the re-armament programme and the growing insufficiency of skilled and technical man power. The Ministry of Supply has reported great difficulty obtaining even a small number of skilled and unskilled workers. The present general labour position is said to be more difficult due to fewer children reaching the age of 15 in the present year than in 1939. The number of 15 year olds will not increase until 1957 nor those aged 18 until 1960. Even in the motor industry, which has attractive conditions of employment, there is a serious shortage of skilled labour. The outlook for British Railways is therefore not encouraging. If there is a shortage of labour in industries, which have attracted labour away from the Railways, it is unlikely that they will be able to make good wastage by recruiting. No agreement has yet been reached between the Railway Executive and the Unions regarding proposals for economy in man power nor have the Government made any decision regarding the deferment of military service for Railwaymen which would bring some relief to the situation.

There are indications that shortages of Alloy Steel in the Engineering Industry in this country are sometimes as high as 80% and a shortfall of 30% in supplies of mild steel is estimated for the latter half of this year. The consequences of this are felt in two directions: The export industry is handicapped in competition in overseas markets

by having to quote for extended deliveries and basic industries in the U. K., amongst which are those producing plant for coal mines and power stations, are beginning to be starved of what they need. If this situation deteriorates much of the progress made in recent years in increasing productivity may be undone.

The most common cause for loss or damage to goods during transit by Rail is inadequate packing and addressing. A good many of the claims which Railways have to pay for goods lost or damaged could be prevented. The part the consignor can play in safe carriage of goods is brought out in a folder issued by the Rhodesian Railways. The package, which may have to be handled several times during its journey, should be strong enough to stand the weight of its contents. It is pointed out that when designing a standard container for a commodity, the size and weight most suited to easy handling and storing should be kept in mind. Pilfering of packages is discouraged by the use of long nails, wire mesh in crates, steel banding and stitching the mouths of sacks. Old address marks should be obliterated and more than two labels should be attached.

* * * * *

The Ministry of Transport's enquiry into a collision which occurred at Alloa Junction on January 10th this year is of particular interest since it reveals that it was caused by a driver travelling too fast under a caution order. Two persons were killed in this accident. Heavy snow and a fallen telegraph pole had interrupted communications and caused a signal to show "Clear" illegitimately. The driver of an express

train, from Perth to Glasgow, was warned to proceed cautiously and was cautioned at the signal showing a spurious "clear" by a flagman. The driver, however, proceeded with anything but caution and failed to observe a light engine standing at a danger signal ahead of him. His view of this obstruction was obscured by smoke and steam drifting across from a train passing on the other line. The reporting officer finds the driver guilty of failure of preserving proper caution while travelling under Block Regulation No. 25 which applied in this case.

* * *

A passenger using the dining room at Victoria Station recently made a discovery which would delight the heart of any collector of railway antiquities. When coffee was served, it was discovered that the milk jug was one made without a handle and therefore somewhat difficult to manage. It was seen to bear the coat of arms of the "South Eastern Railway" and to bear the name of that company. Since that railway went out of existence when the "South Eastern & Chatham" Company was formed in 1899, that milk jug must have been over 50 years old. More amazing still is that it survived 50 years of washing up unless it was unearthed from some secret store. It would be interesting to know if crested specimens of crockery of the M. & S. M. and the S. I. Railway will be available in 2000 A. D.!

* * *

On the Victoria Embankment in London, a stature has been cleaned and its surroundings replaced with new carved portland stone. This stature is of one of Britain's famous but since forgotten engineers—Isambard Kingdom Brunel. The memorial

merely announces that he was a Civil Engineer and says nothing of his activities. Brunel assisted in the construction of the Thames tunnel and was responsible for the Broad Gauge of the Great Western Railway. He also planned the old Hungerford Bridge at Charing Cross and the Clifton Suspension Bridge at Bristol. He designed the first steamship to make many voyages across the Atlantic, many docks and the water towers at the Crystal Palace.

* * *

The privately owned four miles of single line Railway, linking the fishing port of Seahouses with the main East coast line of British Railways at Chathill, was closed on October 27th. The Directors of the North Sunderland (light) Railway Company have announced that they cannot carry on because of continual financial loss. An approach is being made by the parish council to British Railways to continue the service which is the means of carrying fish catches to the main line. The Railway which was opened in 1895, is also well known to holiday makers.

* * *

A new method for the scientific selection of apprentices is announced by the South African Railways. These candidates will be individually tested in future by trained staff of the new Personological Section, in Pretoria, under the direction of a former University Professor in Psychology. More than 2,000 candidates apply during a year for an average of approximately 1000 apprenticeships. The New method of selection is based upon scientific principles already successfully used in other countries and its object is to avoid the "round peg" in the "square hole." The candidate has



Brunel's stature on Victoria Embankment, London

first to submit a written application. Questionnaires are then sent to him, his parents and his school. From the information gained, classifications are made and the different groups selected undergo efficiency tests aided by specially designed instruments. From these tests, qualities such as initiative, endurance and memory are determined, the results

enabling the Personological Section to make further classification. The Section then makes its recommendations to the Apprentice Selection Committee which will be responsible for the appointments.

* * *

A new type of sleeper berth reservation indicator providing

information about reservations in sleeping cars has been installed at Euston Station by the London Midland Region of British Railways. It was decided to fix the indicator, where intending passengers are most likely to pass, and the site chosen was under the clock, where all taxis and private cars set down their passengers, and close to the stream of traffic from the Underground and Suburban lines. It was considered desirable that the indicator should be in harmony with neighbouring structures and when not in use, which is most of the day—it should serve some other purpose. This has been done by producing a folding case, comprising three hinged panels, which sandwiched together form what appears to be a standard headed traffic board. To bring the indicator into use a catch is slipped and the board then unfolds to form a triptych which displays information on three panels. The panels are constructed of 27½ in. x 49½ in. oak ply with 1 in. oak framing and the interior is polished to a mid oak finish. The fittings comprise 12 bronze frames with spring hinges, size 10 in. x 5½ in. each panel, and the sprung frames hold the standard sleeping berth allocation lists by the edges so that the information thereon is readily available without interfering with the lists. Extra heavy bronze hinges have been used as the structure is very solid. The title plates and the various heading plates describing the trains are made of Permarmet which is a form of covered 16 gauge aluminium.

* * * * *

Correspondence has been going on in Railway Journals published in the United Kingdom as to actually which was the first escalator or moving stairway in England. There is little doubt that the earliest example in that

country of the moving stairway principle was the once famous "sliding staircase" erected in the central transept of the Crystal Palace in 1899. The fare was one penny. The Liverpool Overhead Railway adopted the same device (The Reno inclined elevator) at Seaforth Sands Station in January 1901. This was the second escalator in the country, and the first for Railway purposes. Actually it was an inclined moving platform and not a series of steps but otherwise was very similar to the modern escalator for the longitudinal rubber covered ridges of the tread passed between the prongs of a comb-shaped landing, and a moving handrail was synchronised with the platform. Similar elevators had already proved their value in the United States during the closing years of the 19th century at Brooklyn Bridge in 1896 and shortly afterwards on the Manhattan Elevated Railway, New York. The Seaforth escalator was taken out of service about the end of 1906 when a new station at this point was constructed.

* * * * *

An escalator at Earls Court Exhibition for which a ½ d fare was charged, caused considerable interest in the Coronation year of 1911. After this the London Underground Railways took up its serious adoption. The first one was opened at Earls Court Station on October 4th, 1911. Many members of the travelling public distrusted it and eyed it with considerable suspicion. For this reason the Underground employed a man named "Bumper" Harries who had a wooden leg. His job was to travel up and down the escalator all day to give the passengers confidence in the new device. Today, there are some 180 escalators in the service of

London Transport Railways alone, serving deep level tube stations far below the surface of the London streets. An example of an escalator serving a shallow Underground station was at Sloane Square Station on the District line. It was opened on March 27th 1940 and was almost immediately completely destroyed, with a considerable portion of the station, by a direct hit by a bomb during one of the German air raids. A modern station, with escalators, was opened in May 1951. Escalators are also in use in many departmental stores in London and provincial towns for the benefit of shoppers getting from one floor to another.

ANNOUNCEMENT

We have pleasure in informing all our Readers and advertisers that we propose to bring out a special supplement to our Magazine entitled "*Indian Railways Loco Carriage and Wagon Workshops*" sometime in April 1952. For the first time in the history of Indian Railways such a splendid supplement is being published by us. We are thankful to the Ministry of Railways, General Managers and Chief Mechanical Engineers of Indian Railways for their so kind assurance to extend to us their full support and co-operation.

Editor.

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Some Suggestions

For Increasing the Efficiency of the Railway Personnel in India (II)

By Kailash Nath, M. Sc., A. M. I. Mech. E., A. M. I. Loco. E.,
DME, O. T. Railway

A brief outline of the proposed training for the Officers and the Staff is given below :—

A. OFFICERS

I. AIM OF THE TRAINING :—

- (i) To develop the qualities of leadership among the officers on the pattern of the Armed Forces.
- (ii) To develop *esprit-de-corps* and a tradition amongst officers of the different railways and departments that they are all members of a great National Railway.
- (iii) To stimulate their interest in the development of the business of our Railways, to inculcate a new spirit of enterprise and more active business outlook.
- (iv) To provide opportunities of learning something about the general business of the railway outside their own department.

II. TRAINING FACILITIES REQUIRED

Staff College For Officers

The first two aims stated in the previous paragraph can be

achieved successfully in a Staff College run on the lines of the Army Staff Colleges for Officers.

It is to be regretted that the Staff College for Officers which was proposed to be established at Devalali has not materialized.

COURSE OF LECTURES

To achieve the last two objects, a course of lectures should be organised to deal with such Subjects as :

- (a) Railway Economics (Commercial and Operating)
- (b) Railway Geography.
- (c) Statistics.
- (d) Industrial Administration and Management.
- (e) The working of various Departments of the railway and their inter-relation etc.

These courses can be organised with the co-operation of the Railway Administration and the local universities. Already, Railway Economics is included in the syllabus of almost all the Universities.

A tentative plan indicating the centres where such courses can be started is given below.

Location of Centre	Railway concerned	In co-operation with
1 Calcutta	E. I. R., B. N. R., and Assam Railways	Calcutta University
2 Bombay	G. I. P., & B. B. & C. I. Railways	Bombay "
3 Madras	M. S. M. & S. I. Rlys.	Madras "
4 Delhi	E. P. Railway	Delhi "
5 Lucknow	O. T. Railway	Lucknow "

DETAILS OF THE COURSE

Duration—3 months.

No. of Lectures—10 lectures on each of the five subjects making a total of 50 lectures. Each lecture will be for about one hour. There will be two evening classes per week, each class will be for 2 hours and there will be lectures on two subjects.

Lecturers—Five lecturers will be required. These will be selected from amongst the Railway Officers of experience and the University Professors. Each may be given a honorarium, of say Rs 200/- per course of 10 lectures. The cost of the complete course to the Railway will be Rs. 1000/- only. Each course can easily deal with 20 officers. The cost per officer will, therefore, be Rs. 50/- only.

These courses can be open to senior subordinates also. The officers and the senior subordinates will attend these in their own time and without extra pay.

It may be mentioned that such lectures have been organised in Great Britain and have been found very successful.

B. SUPERVISORY STAFF

The supervisory Staff represent the backbone of the Administration and serve as a link between the directive agency of the officer and the vast body of railwaymen at the bottom. The training of the supervisors is of great importance.

I. AIM OF TRAINING

- (i) To develop the qualities of good supervision and efficient foremanship.
- (ii) To develop the knowledge of the trade.

- (iii) To develop the ability to handle men.
- (iv) To develop the ability to train the men under him.
- (v) To stimulate interest in their work and inculcate in them the spirit of service.

SCHEME OF TRAINING

Training of the supervisors can be sub-divided into the following :—

- (a) Training of Apprentices and probationers.
- (b) Training of Supervisors.
- (c) Refresher Courses.
- (d) Promotion Courses.

For this we require two types of Training Schools :—

- (i) Central Staff Training School &
- (ii) Area Schools.

The syllabus should provide for both theoretical and practical training.

C. MINISTERIAL STAFF

The training of the clerical staff has not received any attention so far on our railways. There has been a marked deterioration in the efficiency of the clerical staff. This is resulting in abnormal delays in the disposal of the cases and abnormal increase in correspondence. A very large proportion of the time of subordinates is taken up in paper work with the result that they are unable to give sufficient time for supervision and guidance. The officers are overburdened with file work and are unable to attend to more important matters. Too much of our energy and initiative are being dissipated in paper work.

It will be instructive to see how correspondence has increased. We can take a typical example—

(Continued on next page bottom)

Modern Railway Engines and Rail Cars in Australian Display

By Charles Lynch

AN exhibition of the latest designs in Australian Railway Rolling-stock, held in Melbourne in August, emphasised the advances in technical construction which have taken place in Australia in recent years.

The Victorian Railways Commissioners are planning to spend a sum of Rs. 80,00,00,000 in modernising their railways, and the Melbourne Exhibition, which was held at the Spencer Street railway station, featured new engines and modern types of passenger cars, each designed to meet the varying requirements of railway conditions in the State of Victoria, and of the interstate services with which the Victorian Railways system connects.

An "R" class passenger main line locomotive on show was built

by the North British Locomotive Company of Glasgow, Scotland, to the design of engineers of the Victorian Railways. Seventy of these engines have been ordered. This locomotive, including its tender, weighs about 187 tons (deadweight) has two cylinders each 21½ inches in diameter, and a 28 inch stroke. It has a tractive effort of 32,080 lbs. Roller bearings are fitted to all its axles. The boiler has a grate area of 42 square feet, and a heating surface, including the super-heater of 2,705 square feet. The working pressure of the boiler is 210 lbs. per square inch.

The tender holds six tons of coal, and 9,000 gallons of water. The locomotive is fitted with a modern mechanical stoker which is steam driven. It operates a feeder screw in a trough in the

Railway 'A' refers a particular problem to the Railway Board for clarification and orders. Data on this is available in the old files, but either due to a faulty filing system or due to the inefficiency and laziness of the ministerial staff, this was overlooked. This original letter is copied and sent to all railways for "remarks if similar difficulties are being experienced etc." This letter is received in the G. M.'s office on Railway 'B'. The G. M.'s office also has sufficient information available in the old files and can send a reply to the Board, but due to similar inefficiency and laziness, the letter from the Board is copied *verbatim*, and sent to all Heads of Departments. 'for remarks etc.'

The same game is played in the offices of the Heads of the Departments and the letter is copied and sent to all the District Officers for remarks. From there the letter is passed on to the offices of the subordinates and senior subordinates. The result is that the P. W. Is. and T. Is., the Station Masters, the Loco Foreman, the Train Examiners etc. have to spend a lot of time firstly in reading through a long letter which has been passed from the Railway Board, downwards through the various offices and secondly they have to scratch their heads and think hard how to give the information, since no one has given any indication of how the information is to be collected.

(To be continued)

bottom of the tender bunker and this injects a stream of small coal into the fire-box.

The locomotive has a maximum speed of 70 miles per hour, and has given most satisfactory performances.

Made by the English Electric Company a type of diesel electric shunting locomotive attracted much interest. It is equipped with a 350 h. p. diesel engine which drives an electric generator. The power is used to drive two conventional tractor locomotives, which are greased to the outer axles.

Another diesel exhibit was a saloon type rail car, which has seating accommodation for 94 passengers. It is of the 280 h. p. type, and is capable of a speed of 60 miles per hour. In addition to its first and second class passenger load the car also carries two tons of van goods. The overall length of the body is 118 ft. 10 ins., and the loaded weight 54 tons 10 cwt. The diesel is powered by two 140 h. p. engines, each of which, through a gear box and fluid fly-wheel, drives an axle independently. The car has fluorescent lighting, central heating, wide observation windows, and toilet.

The Victorian Railways already has seven of these cars, and five more are being built.

An experimental car for use on Melbourne suburban electric railways, was closely inspected by the public. It has seats for 6 passengers, and a crush loading capacity of 180. Features of the new car are its ample stretchers, and stanchions for the convenience of standing passengers, three wide doorways, and an improved system of ventilation.

Also open for inspection to the public were new types of airconditioned sleeping cars. These are now in use on the service between Melbourne and Adelaide, in the "Overlander" express. They include twinette (two berth) and roomette (single berth) designs in the compartments. The roomette car has a shower recess at the rear, but each twinette compartment has a private shower alcove with a water-proof curtain. The sleeping car cabins have hot and cold water, a toilet unit, known as a combolet, a power point for electric shaving, a slot for used razor blades, fluorescent reading lamps, and wide landscape windows. Separate wardrobes are provided for each passenger, and there is room for luggage above the shower alcove and under the lounge seat.

The exhibition was open for three days, and attracted not only keen local interest, but the attention of many visitors from other States.

West African Diesels Supplant Steam

Steam locomotives are to be eliminated by the Dakar-Niger Railway, in French West Africa, because of the success of 16 Sulzer-engined diesel locomotives introduced in 1947-50, and which have now covered 2,000,000 miles in

up-country service. Each runs 6,200 miles a month regularly, and makes round trips of 1,625 miles between visits to the shed, and hauls trains all the way from the Atlantic coast, at Dakar, to Bamako, on the River Niger.

The Principles of Railway Accounting

By Argus

III. THE CASH BOOK:—

Book-keeping started some time during the middle ages because business and trading began to increase at that time in a very marked way. There were no theories or rules as to how the records should be kept or why they should be kept in a certain way.

Recording business transactions just grew. As the process involved was repeated over and over in certain ways did people adopt these ways, justify them and modify them to meet the changing conditions in the business and improve to express business facts.

The first book used to record business transactions was the cash book. The first thing that any business man wants to know is how much cash he has, because his living and his business depend on it. So he makes a record of the cash received and the cash paid out and this record is known as the cash book.

Entering the cash received on the debit or left hand side, and the cash paid out on the credit or right hand side of the book is a practice that has become universal in book-keeping. In modern book-keeping language these practices are described in different terms, for now we say we charge or debit ourselves with moneys received and credit ourselves with moneys paid. The question arises as to why we debit ourselves (that is our business) with cash received and credit with cash disbursed? Because that which we have and which we receive represents a responsibility that we must dis-

charge and as we "discharged" our responsibilities, we reduced the charge, an act which would be to our credit.

The point becomes more clear when we remember that, in a way, we are custodians of moneys for those to whom we owe money and as we pay our obligations, our responsibilities are decreased and our custodianship reduced.

For example, a father gives his son one rupee to buy vegetables to the extent of twelve annas. The son having received the rupee becomes responsible for it. But in his mind and that of his father he is charged or debited with that rupee. The son returns twelve annas in the form of vegetables and four annas in cash and thus relieves himself of the responsibility. He credits himself and his father credits him with twelve annas worth of vegetables and four annas in cash for the rupee he had given him. Now we can see clearly why the following rules have been adopted with reference to cash account:— 1. Charge, debit, or place on the left side of cash account all cash received. 2. Credit or enter on the right side of the cash account all cash disbursed or paid.

If you will remember that all entries on the left side of an account are debits and that entries on the right side of an account are credits, you will never be worried about the terms "debit" and "credit." No matter what the physical form of an account sheet may be.

For instance, all cash books use two pages to record receipts on

one page and payments on the other. Instead, you may come across occasionally a cash book in which all receipts and payments

are recorded on the same page but with two money columns, a debit column and a credit column as in the form below.

CASH BOOK

Date	Explanation	Debit	Credit
Sept. 1	Cash on hand	25 0 0	
5	Sold one ton coal	18 0 0	
10	Bought kerosine oil		20 0 0
20	Bought nails		2 0 0
25	Sold kerosine oil	22 0 0	
30	Balance on hand		43 0 0
		Rs. 65 0 0	65 0 0

You notice that in the above except that the form has changed the principle of debit and credit has not changed, namely that all receipts are entered on the left column and payments on the right column.

Now let us consider the case of a very prosperous business where thousands of rupees are received and paid out daily. In such a business, naturally there will be too much work for one book-keeper. The most convenient way would, therefore be

to keep two distinct sets of books "Cash Receipt Book" and a "Cash Payments Book." One book-keeper keeps the cash receipt book and the other cash disbursement book. Of course, in these books all the pages will record the receipts or payments only.

There is still another way in which cash books may be improved. Suppose the Manager of a big firm wants to know how much he receives and pays out for each department, he would keep the cash book in the following form.

CASH RECEIPTS

Date	Particulars	Debits Cash received	Grocery sales	Credits Dry goods sales	Hardware sales
Sept. 1	Balance on hand ...	500 0 0			
5	Sold merchandise...	100 0 0	25 0 0	15 0 0	60 0 0
10	do.	40 0 0		25 0 0	15 0 0
20	do.	25 0 0	20 0 0	3 0 0	2 0 0
30	Total cash received and beg balance ...	665 0 0	45 0 0	43 0 0	77 0 0

CASH PAYMENTS

Date	Particulars	Grocery purchases		Debits Dry goods purchases		Hardware purchases		Credits Total Cash paid out	
Sept. 1	Bought merchandise...	150	0 0	75	0 0	40	0 0	265	0 0
6	"	40	0 0	25	0 0	75	0 0	140	0 0
25	"	30	0 0	10	0 0	20	0 0	60	0 0
	Total purchases								
	and cash paid	220	0 0	110	0 0	135	0 0	465	0 0

To show how the elementary principles of a cash book are carried out in Railway accounting work, you will find reproduced below a form of cash book maintained at a railway station. A study of the form will show that it confirms in principle, though not in form, to the other cash books, but if the principles

involved are understood any form of cash book will be clear.

The cash book records the different sources from which the revenues are received. It shows the amounts received on consignments despatched, consignments delivered, demurrage and wharfage, etc.

SOUTHERN RAILWAYS

GOODS CASH BOOK OF MYSORE STATION

Date of receipt	Folio of outwards or Inwards Book	Invoice No.	Date	Station from or to	Progressive No. of Entry	Amount received	
						Paid Local Foreign	To pay Local Foreign
1	2	3	4	5	6	7	
Sept. 1	3 15	27-8-51	Bangalore	1	5		
2	10 1	20-8-51	Madras	2	—		50

Demurrage	Wharfage	Sundries	Total	Remarks
8	9	10	11	12
			Rs. 5 0 0	
3 0 0	1 0 0	—	Rs. 54 0 0	

Aspects of Railway Working

"Controlling Traffic"

By A. H. Pearson

WHEN we read about 'traffic control' measures in our newspapers, we promptly conjure up pictures of large policemen standing at a spot where two or three city streets meet, waving their arms in various directions to control and direct the stream of vehicular and pedestrian traffic moving along those streets. Now traffic control on railways bears some slight resemblance to city traffic control in that it does control the trains, or traffic, moving over a railway system; but goes well beyond that in its complicated functioning.

The Traffic, or train, control organization on a railway can be regarded as its central nerve system. From this central point, or points, the movements of all trains, whether they be mail, passenger, express or goods, are controlled and directed. In addition, the Control has other vital functions to perform.

Obviously, it would be difficult and cumbersome to control and direct the numerous train movements over thousands of miles of railway track from one central control office; so each division or district has its own control office, located either at the headquarters station, or at a convenient central place. Each control centre is again split up into various sections, say from two to four, with a section Controller operating each section.

We can now step into a control office and get some idea as to how it functions.

The Section Controller spends a shift of from six to eight hours at

his desk, with a telephone head set hugging his ears and the mouth-piece slung on his chest below his mouth. On his right or left, on top of the desk is the 'Calling Board.' This board is equipped with a series of small double-knobbed keys. Below each key is the code initial of each station on the section. These keys are connected electrically with every station on the section. By twisting a key to the right, the controller conveys the electrical impulse which calls the station he wants at the other end. If a station master wants to call Control, he merely picks up his control telephone and calls out his station name.

On his desk the Controller also has a large chart spread out in front of him. This chart looks like a large sheet of graph paper with numerous coloured lines zig-zagging crazy paths across the page. All this looks puzzling, but to the Controller it is a detailed map showing him the exact position and timing of each train moving over the section.

Control work is not merely calling up a station for the arrival and departure times of each train, and then plotting these on the chart. Numerous complicated problems are posed hour by hour to the Controller. He knows the train capacity of his section, the scheduled times of each train as laid down in the time tables, and he must work out train movements so that he can have the maximum number of trains moving. When the Controller has to plan out the passage of perhaps a dozen up and down mail and passenger trains,

and another fifteen odd goods trains both ways, we can appreciate the complexity of train control. On double line sections the problems may not be so ticklish, but on single line sections, the Controller must proceed warily and wisely to arrange crossings of trains moving in both directions on the same track. A wrong time calculation or an unwise train movement to gain time, may be the cause of a serious accident.

Controlling the movements of trains is only one aspect of 'control' work. This organization is also responsible for other details of railway operation. Each division or district has a few large marshalling or sorting yards within its length. The Control must know the wagon-holding capacity of each such yard, and at certain fixed hours each day, the yard master tells control the number of wagons, empty or loaded on hand, number of trains worked out, and expected to be worked out.

Besides all the data collected from yard masters, each station master on a section also reports to control what wagons are on hand, whether he requires empties for loading merchandise and so on. The information is then co-ordinated by the Chief Controller, who passes on the wagon stock position to his headquarters, and from the latter, comes the orders for loading, train formations, and other operational movements.

Control must also ensure that engine power is not wasted. Engines must not be called out from sheds to work a train hours before departure time.

While trains are moving from station to station, untoward incidents must be promptly reported. A train may be detained for a track or signal defect; Control must be advised, who will in turn pass on the information to the department concerned for action. A locomotive may have developed mechanical defects that need the attention of fitters. The driver rings up Control from a stopping station; Control relays the information to the nearest loco shed for whatever assistance is required. If an engine fails on the run, Control must be informed, who arranges for a relief engine to be sent to get the train moving again.

When a serious accident occurs, the Control office then becomes a more than vital 'information and directional' centre. Every telephone available is sizzling with electrical impulses conveying orders, collecting information every few minutes from the site of the accident, arranging accident relief trains and medical assistance, food, and everything that is needed to relieve pain and distress, and to get the tracks cleared so that traffic is not interrupted for long.

Every minute, every hour, every day, from each control centre, and along the wires stretching by the side of the railway tracks to each station, every movement on a railway system is planned, co-ordinated and watched, and if a Transportation Officer wants to know the 'position' whether it may be during normal office hours, or at the sleepy hour of three A. M., all he need do is to ring up 'Control,' and within a few minutes he will get all the information he wants.

Nothing is easier than to ascribe the blame of an act to the dead.—

CAESAR.

SHORT STORY

Women are Worms

By R. T. Shahani

SITARAMAN sat lolling in his deck chair. Around him were sprawled books, books and more books and then a number of graphs and charts and specimens of different hand-writings on various types of paper and parchment, a few magnifying glasses and so on.

It was a room which was completely in disorder. It seemed a tornado had been the latest visitor and it had rained classics on psycho-graphology.

For the rest, it was clothes lying scattered all over the show, a couple of lungis keeping company with a banyan and a couple of kurtas.

Sitaraman himself seemed to fit in into this atmosphere. He was bare to the waist and he showed a good few hair sticking out from his manly chest. He wore his sacred thread across his chest. His head was almost shaven, save for a small patch towards the end, out of which sprouted forth a tuft of hair like an overgrown black mushroom. He had a white lungi on.

As his eyes fell on the book, they burst forth into a chuckle of glee. Evidently, Sitaraman had made an interesting hit. To say that he was pleased with himself would be an obvious understatement. Promptly, he got up, went to his desk and out of the thirty odd pieces of papers strewn on his table, picked out the one hand-writing which had pleased his fancy. The greatest authority on the subject seemed to confirm his views. But, then let us go back to earlier history.

Sitaraman had reached a stage of life when one could no longer

put off the idea of having a mate around the house. Years of intensive study of his pet hobby had now been bringing its rewards, and Sitaraman was satisfied that a wife will not necessarily mean any extra investment. Of course, it will mean feeding an extra mouth and buying her a meal ticket for the rest of her life, but then she would cook, sew, darn his clothes, sweep the floor, do the washing and thus save him all the money he was so far spending on his cook, tailor, sweeper and washerwoman. Putting the debit and credit sides together on a ledger book, Sitaraman found that he would be saving about Rs. 50/- a month on the transaction. Over a year, this would give Rs. 600/-. In twenty-five years.....well..... the prospect was pleasing!

The method of getting a bride was, however, a little more complicated.

Sitaraman was devoted to his hobby and as he preached, so he intended to practise. To wit, the choice of the mate should, in his opinion be determined by the hand-writing presented by his prospective life-companion. He had given infinite happiness to mankind in this respect through ten years of practice. So many ill-fated matches had never materialised, merely because Sitaraman had correctly gauged character through a study of hand-writing. Maybe, a mere pressure on horizontal and cross strokes or an exaggerated slant, thoughtlessly executed, but for Sitaraman it was a decisive index of personality. Many a marriage just did not come off nor was there a right of appeal against a decision given by Sitaraman.

Incidentally, this dispensed with such items of interest as

heredity and environment, study of horoscopes and the like. Nor did Sitaraman believe in such modern fads as meeting and knowing the maid you intended to marry and then making up your mind about it. That was all new-fangled idealism of the West, to which he did not subscribe. As he proudly proclaimed to his friends:

"Look, where all this has led in the West! In America, for instance, one in every five marriages lands on the bed-rock of divorce. All because they do not study psycho-graphology!"

After considerable deliberation, Sitaraman inserted an advertisement to appear simultaneously both, in the Times of India and the Hindu. He invited correspondence from prospective brides, *in their own hand-writing* and asked for the usual photographs.

Over fifty applications had been received by him and for the last four days Sitaraman, after his professional duties had been satisfactorily concluded, hastened to his den till he saw the hand-writing after his heart. Promptly he opened page 747 of the authoritative and voluminous edition in front of him which stated as under:—

"Even pressure and continuity in handwriting are indications of an honest and logical mind."

There were other characteristics, too, mostly flattering.

Sitaraman did not exclaim: Eureka! nor declaim the revelatory effect of the book. But his face was flooded with a strange light and the triveni mark on his forehead became widened and his eyes were swathed in tears of joy. As he brought his head down, the

tuft of hair caused him a slight annoyance. Nothing daunted, he now scanned the photograph accompanying the handwriting. Her form and face were as graceful as the handwriting but Sitaraman did not wax eloquent over his success. He was a sober man and quickly controlled his emotional outburst.

Three more letters were exchanged.

And then came the actual meeting.

Kamala, his psycho-graphological find, was unattached. Only a distant cousin of sorts was arranging for the marriage formalities to be concluded. For the rest, she only had Leila, a friend from whom she seemed to be as inseparable as a bee from a rose. But then Leila seemed an equally pleasant person and Sitaraman did not mind her presence at all.

Soon, Sitaraman and Kamala were going around the celestial fire seven times and became man and wife.

For the first few days, all went well.

Then by about the third month, Sitaraman was afflicted with a slight but strange stab of doubt.

He found Kamala increasingly petulant. She frequently lost her temper, often with the servants, sometimes with outsiders, during the last one or two occasions, with himself. And in every case, the reason was extremely trivial. Sometimes a spoon will be a little dirty; once or twice, the milkman and the vegetable woman came late; once Sitaraman himself could not come home in time to go to pictures. And in each case, remonstrance proved futile; no, on the contrary, it added to her irritation and annoyed her even more.

Sitaraman was perplexed. Of course, he was a man of the world and he knew that women did sometimes act queer in the first few months of their married life, more so if a happy event was around the corner. As in this case, for instance, Sitaraman had a logical mind. Having linked cause and effect, he buried his head under the warm folds of a blanket and if she chose to rant and talk incessantly, he let her do it.

But then came more frequent quarrels.

His own science, as he endearingly called it, came up for discussion, once.

Sitaraman was sore. A pot of hot tea trickled on his black toe could not have made him sorer. If she could shout, he could give her a mouthful, too. Merely because men spoke less, it did not mean they had very little to talk about, he reminded her. Her point of view was different.

"These books and charts, I hate them," she wailed loudly.

"They are my idli and sambhar," he replied.

"But food is not all. I don't see you for the whole day."

"Only because I am working," and then he added not a little unkindly, "and not wasting my day sleeping as you do!"

This was too much for her.

"Wasting my day? Why... why...you...I cook, I sweep the floors and then scrub them, I dust the furniture and then wash your clothes..."

"But you finish everything by morning."

"Only because I am quick at my job."

"You are also quick with your temper."

Kamala did not have a rolling pin handy, otherwise she may not have hesitated to employ it effectively. He was standing so temptingly near.

They spent a miserable night. A philosopher friend had given Sitaraman a word of advice, on the eve of his marriage:

"Don't let a night fall on your quarrels—or else, the gulf will keep on getting wider."

It became a number of nights.

Sitaraman wasn't feeling quite well. So he asked Kamala to write a few letters to his clients, regretting his inability to keep certain engagements. She made excuses. She was busy. This, said Sitaraman, was important. She had her own work. That could wait, thought Sitaraman. He could send for his assistant from the office, said she.

They argued—finally, he got up and left.

But, the idea persisted in his mind. She was not that busy. After all, it was only her routine household duties. They could all wait. There was more in it.....

That night, he locked himself up in his room and read through her letters carefully. He checked up his bibles on psycho-graphology. No, there was no mistake. Binet and Montgomery could not be wrong. His faith in them remained unshaken.

And yet, it seemed queer to him that in the few months of his married life, he had not seen a single piece of that handwriting being repeated. Kamala never wrote a line.

Of course, she got letters from her cousin. But then he did not see the replies. But he remembered now that Leila usually came soon after Kamala got a letter.....

And that gave him a vicious idea. Could it possibly be.....

The words stuck like parched paper in his throat. He seemed to have swallowed lead. He felt miserable and weak and frustrated. In a split second, the meaning of life seemed to have gone out of his existence. The books and charts before him seemed like empty shadows. Nothing seemed to have much meaning. Except, perhaps Kamala or the fact that she was not really the Kamala of his psycho-graphological dreams.

The dull mood of depression persisted throughout the night, which he spent in his study.

Next morning, he thought the best course would be to have it out. Taking the bull by the horns appeared the course which would be most profitable. There were things which were bound to hurt. The sooner one was sure about them the better.

He asked her to write a few lines with her own hand. She was flabbergasted. Why, he didn't trust her. She put on an act. She cried. She went into hysterics. She clapped her hands across her breasts. Men were such skunks; they worried you, they slept with you for months on end and now a few dots and dashes were going to make all the difference to her life.

She would not budge an inch. She did not write. He could yell for what he was worth. She could cry faster and louder than his yellings.

He got fed up and walked out, banging the door. The house shook.

And then Kamala had her revenge.

She wrote a small note. It was a pitiable scrawl. How significant from the point of view of the professional psycho-graphologist is not known to me, because I think he never analysed it. It said:

"So, you want to know. Well, I will tell you. Leila did all my writing. Now, I am leaving you for good.

Good-bye!

KAMALA.

P. S. By the way, don't go inside your room.

You may feel frightened of the ghosts."

He did go in, after a casual non-professional glance at the handwriting. It had repulsed him already.

Then his heart sank. For here was butchery in cold blood. The books had been systematically assembled, the pages ripped out, then slashed with a bread knife and a pair of scissors. They were hacked out of recognition. The charts were all burnt and only a cold mass of ashes remained behind.

Poor Sitaraman. I felt very sorry for him. I understand it has shaken his faith in psycho-graphology. I am told he has switched over to psycho-therapy.

But he excludes women-patients. He is a confirmed misogynist, and terms women as worms, not fit for human consumption.

TOURIST SERIES-1

If Tourist Interest on Southern Railway

Tanjore—The Royal City of South India

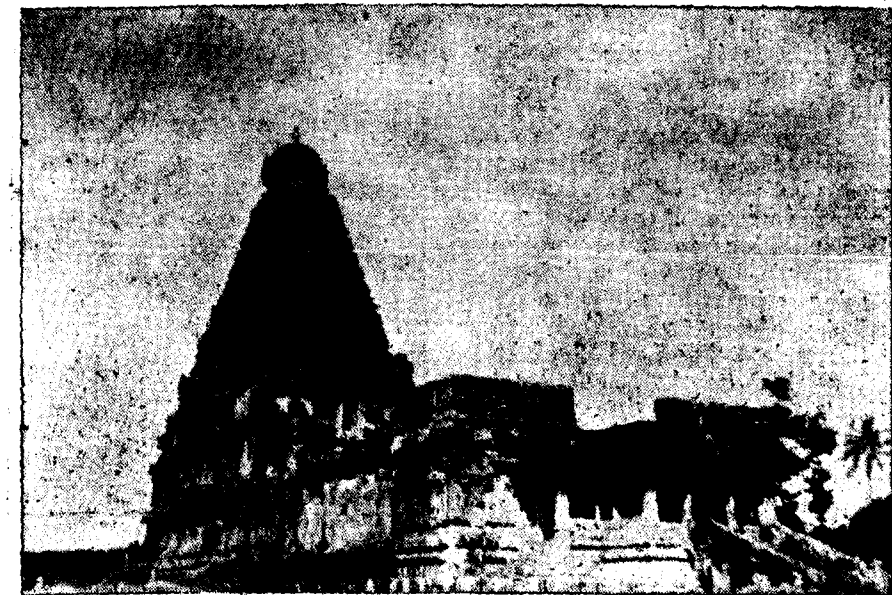
By K. N. MEHROTRA

TANJORE, popularly known as the Garden City of South India, is situated in the fertile delta of river Cauvery with rich rice fields and pleasing coconut groves of Madras State and is served by the South Indian Railway. (now Southern Railway)

Tanjore has behind it, the planning and development of various dynasties of rulers. The District of Tanjore is known as the granary of Tamilnad and like the brassware of Banaras, the silver and copperware of Tanjore is famous all over India.

Tanjore is remembered as the seat of the ancient Chola Dynasty. Most of the city as we see it to-day,

was planned, built and developed by the Chola kings, under whose patronage it was a great centre of political, literary and religious activities. It came under Muslim domination in the fourteenth century and shortly after, came under the Vijayanagar kings. The Mahrattas conquered Tanjore in 1674 and ruled well for a short period. It was in 1750 that the East India Company started taking interest in Tanjore but the Mahrattas successfully beat back all British military expeditions. In 1799, however, the kingdom was ceded to the East India Company, the Rajah retaining only the city and its surroundings. In 1855, the Mahratta Dynasty became extinct, being without an



The Great Temple of Brahadeswara, Tanjore

hair, and the whole of Tanjore finally passed into (British) India.

Among the important monuments and ruins may be mentioned the great temple of Brahadeswara, the Vasant and the Saraswathi Mahal.

The great temple, from the point of view of engineering skill, sculptural achievements, religious and cultural influence, is by far outstanding.

The tower of the temple is unique among all temple towers in India. It is 216 feet high and has fourteen storeys. It has a perfectly square base 96 feet by 96 feet. The 'Kalash' or crown of the tower is another square 25½ feet each side, thus bearing a ratio of one to four with the base, resulting in that the shadow of the 'Kalash' falls within the base and cannot be seen at all at any time of the year. The crown is an octagonal column of a single stone reputed to weigh 80 tons.

The idol of Shiva was brought from the Narbada by Raja Chola. It is 18 feet in height and more than twice this in girth. Raja Chola built this temple with white granite, in plain style. The Vijayanagar rulers gave it lavish ornamentation and the Mahratta kings plastered and painted it. Every generation of each dynasty did something to improve the great temple, by way of sculpture, painting or inscription. There are various pieces of Budhistic sculpture depicting Lord Bhuddha during his enlightenment and Nirvana.

All round the temple there are interesting pieces of sculpture in granite, well polished, and looking almost metallic. There is an exquisite sculpture of Nataraja—the dancing Shiva. Judging from the grace and poise, the felicity and detail, the appeal from different angles, it seems the



The Nandi or the Sacred Bull, Tanjore, carved out of a single stone, is the biggest in India.

sculptor must have been a great dancer himself to have created this masterpiece out of sheer imagination!

The Nandi (Sacred bull), in the great temple, carved out of a single stone, is the biggest in India.



The Main Entrance to the great temple of Tanjore. With various Dancing poses of Shiva and Parvati, it is an attractive piece of Architecture.

The main entrance to the great temple is an attractive piece of architecture with various dancing poses of Shiva and Parvathi, sculptured on it. There are fine fresco paintings done on the inside walls and ceiling of the temple. They look fresh even after centuries.

At a number of places on the walls we find panels of inscriptions in Tamil and Marathi languages.

Tanjore is one of those historic cities in India where fine arts attained perfection under royal patronage. It is the home of 'Bharat Natyam.' In olden days there was something of an open air theatre in the temple compound, and even to-day we see a big platform in the centre of the compound. It is said that it was from here that dancers, musicians and poets used to display, perform and give out their compositions.

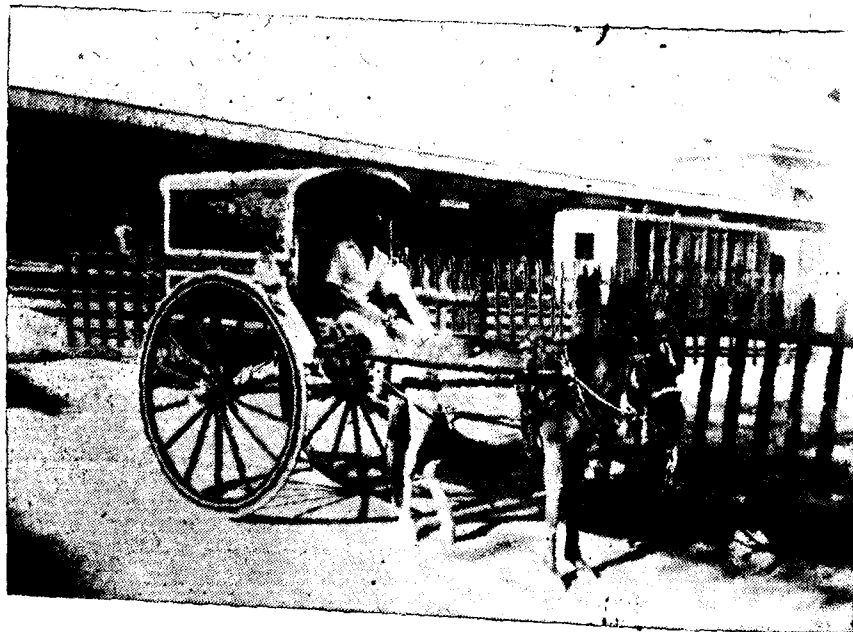
Next in importance to the great temple is the Royal Palace



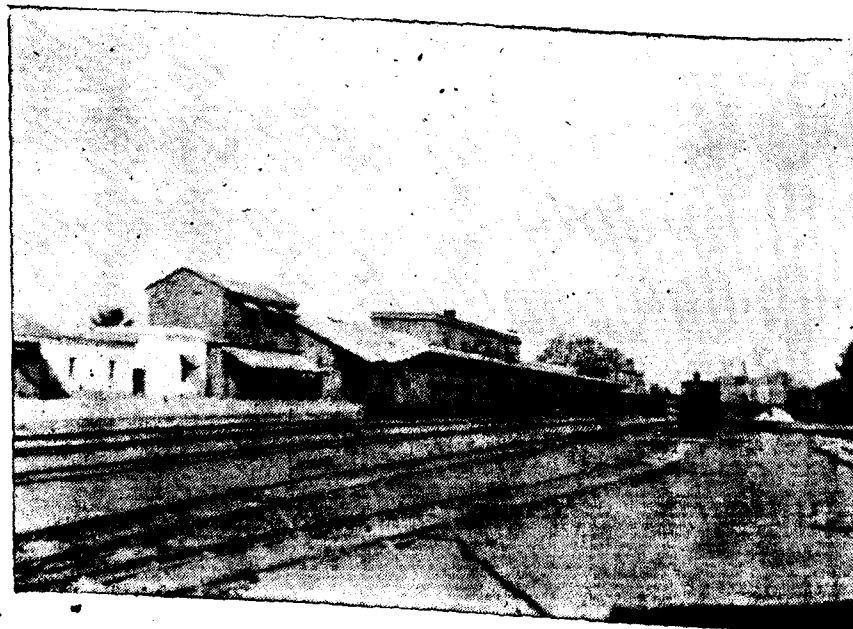
The Palace Watch Tower, Tanjore.

or the Vasant Mahal. Tanjore was ruled by fourteen generations of Cholas, four generations of Naiks and twelve generations of Mahrattas. Nothing is seen or known about the palace of Chola kings but the palace now seen is said to have been built about 1600 A. D. by Vijaya Raghul Naidu, one of the Naik Kings. The Mahrattas who followed the Naiks further developed and extended this palace which was almost a royal town. There were different sections of the palace for various activities and different requirements of administration, residence and amusements, an office room, record room, treasury, armoury, elephant and horse stables, garages, guest-rooms, akhadas and dressing rooms etc. In olden times the palace is said to have been decorated with gold and silver and precious stones. There were a number of underground passages big enough to allow big animals carrying men and a number of things from the palace to the temple and other places inside the city and to towns like Madura etc. Of all the ancillary buildings of the palace, the Durbar Hall attracts the attention. It was built by the Mahrattas. It has on its inside walls and ceiling, very fine fresco paintings which even after more than three hundred years of exposure to wind and dust, heat and moisture look fresh and neat. In this hall there is a statue of the last but one Mahratta king of Tanjore, Sarfojee.

As we move about seeing the palace, our attention is diverted towards a huge eight storeyed solid stone structure. It is a mighty tower of beauty and strength. From the top of the tower, can be seen the whole city of Tanjore, particularly the great temple. It also gives a view of distant and far off temples and places around Tanjore. In olden days it served as a very good



The Jatka or the Tonga, one of the Chief means of Transport in the City of Tanjore.



Railway Station, Tanjore.

watch tower which was part and parcel of all ancient castles.

The next, but more important place of attraction is the Saraswathi Mahal, one of the rare libraries of its kind in India. It was founded in the 16th century by one of the Naik kings, which was greatly developed by all succeeding rulers. It has a very great collection of books both printed and manuscript, mostly the latter. In fact it claims to be one of the foremost manuscript libraries in the world. Besides, there are a fine varied collection of paintings by different people from many places. There are books in many Indian and Foreign languages. They cover almost every branch of our knowledge as art, architecture, astrology, astronomy, geography, history, science, music, law, philosophy, medicine etc.

Among other places of interest around Tanjore is the Thyagarajaswamy temple. This temple is well known because of its huge tank covering over 40

acres, the largest temple tank in India.

Modern Tanjore, possesses amongst official and non-official buildings a beautiful clock-tower in the heart of the city. Tanjore has an ordinary type of Railway Station constructed by the old South Indian Railway Company which needs reconstruction to a most modern Railway Station for the convenience of the travelling public in general and tourists in particular who visit the great city from all parts of the globe.

The other very peculiar thing is the 'Jatka' or Tonga. Its structure seems to be the mixture of the old time chariot and the bullock-cart. In its covered body one has to sit by spreading his legs on its floor.

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Letters to the Editor

160294.

We have pleasure in introducing this new feature from this month in response to numerous requests made by our Readers. This column will only contain suggestions and views expressed by the travelling public in their letters addressed to us. It will not be possible for us to reproduce the whole letter but as far as possible we will endeavour to present to our readers a few salient points from the scores of letters we receive every day. We hope the Southern Railway Administration will give due attention to this.—Ed. SRM.

Sri S. S. Maniam, Madras, writes that businessmen and office-goers living in suburban areas like Villivakkam and Perambur (which are located on the South-west line of the Southern Railway) are handicapped for want of a through train service connecting these places with Beach Station, which is surrounded by important commercial concerns and offices. He requests the Railway Authorities to provide such a service during office hours, and suggests that the No. 88 Royapuram local train, which arrives at Royapuram at 9-57 hours should be allowed to run up to Beach.

Sri S. Meenakshi Sundaram (Mayavaram) urges the Railway Authorities to restore the Janata Express between Madras and Tiruchi on the main line. He points out that, while three express trains are run on the chord line, only one is provided on the main line, and that parity requires that there should be two express trains on the main line considering the traffic potential offering and two on the chord. Further, there is at present no day train between Madras and Tiruchi on the main line and the Shencottah Passenger stops at every station, upsetting timings. He also suggests that the Janata Express may be continued up to Madura, if so desired.

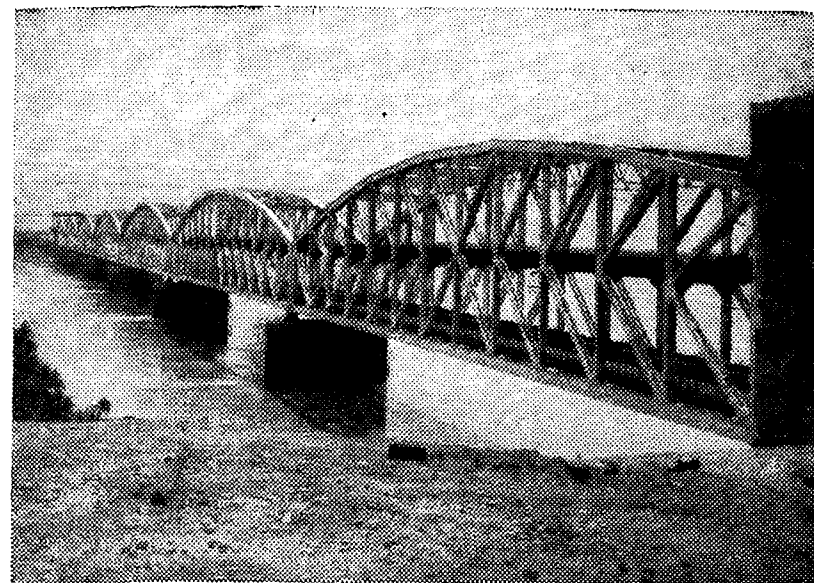
Sri. K. Natarajan (Kuttalam) points out that the train service on the Mayavaram-Tiruvavur line

is inadequate to meet the needs of the travelling public. He suggests that, to cope with the traffic on this line, train timings should be altered so as to enable trains running on this line to connect with trains arriving at Mayavaram from Tiruchirapalli. If this is not possible, he says, trains coming from Tiruchirapalli (Nos. 76 and 22) should be enabled to arrive at Mayavaram earlier than at present.

Sri G. Jagannadha Shastri (Kakinada) invites attention to the lack of Railway Guide-books in Kakinada, an important commercial centre, and stresses the need for them particularly because of the revised timings that have come into force recently. He requests the Railway Authorities to supply the station with at least 500 copies of guides urgently.

Sri Ramgopal (Tanjore) requests Railway Authorities to provide separate accommodation for cycles in the luggage compartment of trains so that they are not damaged, especially by other packages stowed over them.

Sri Mahadevan (Bangalore) refers to the Bangalore-Tiruchirapalli Express and points out that although passengers who travel by this train pay Express fare, the train does not travel at Express speed.



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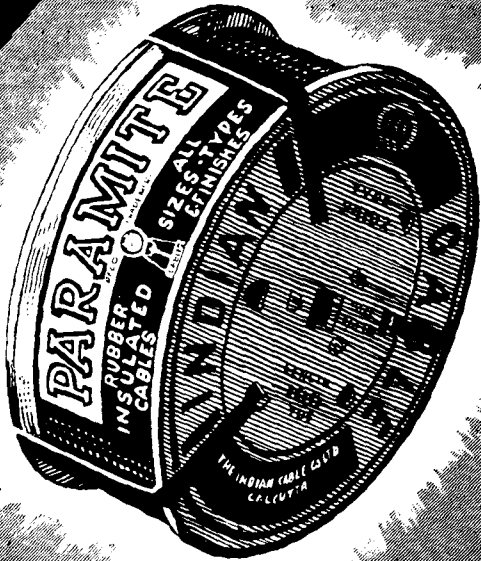
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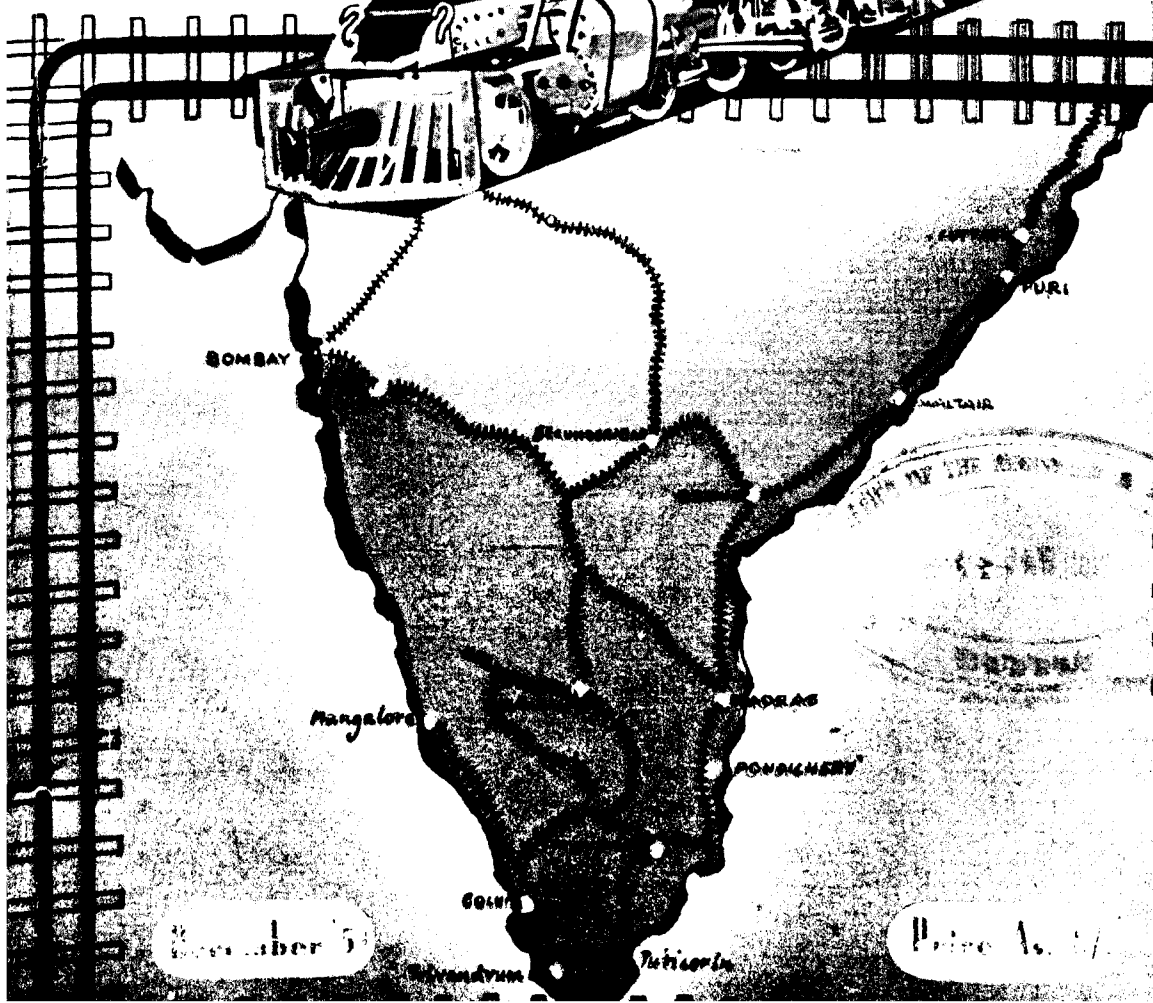
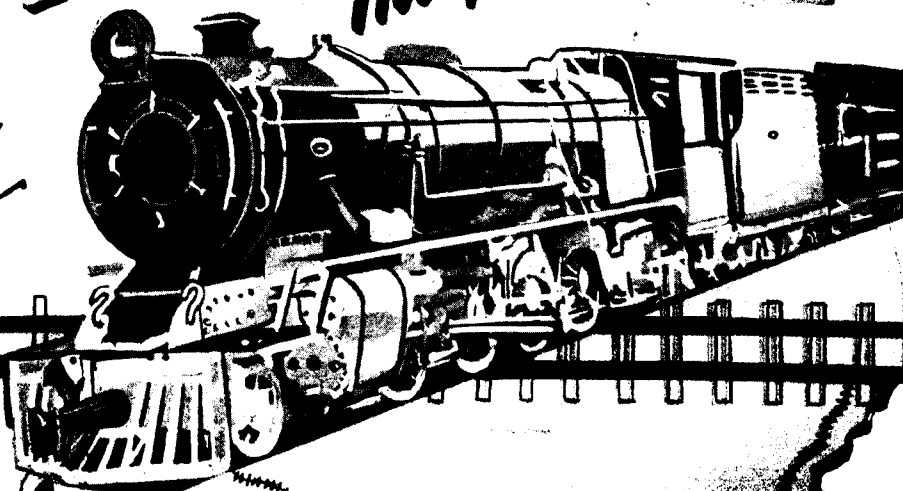
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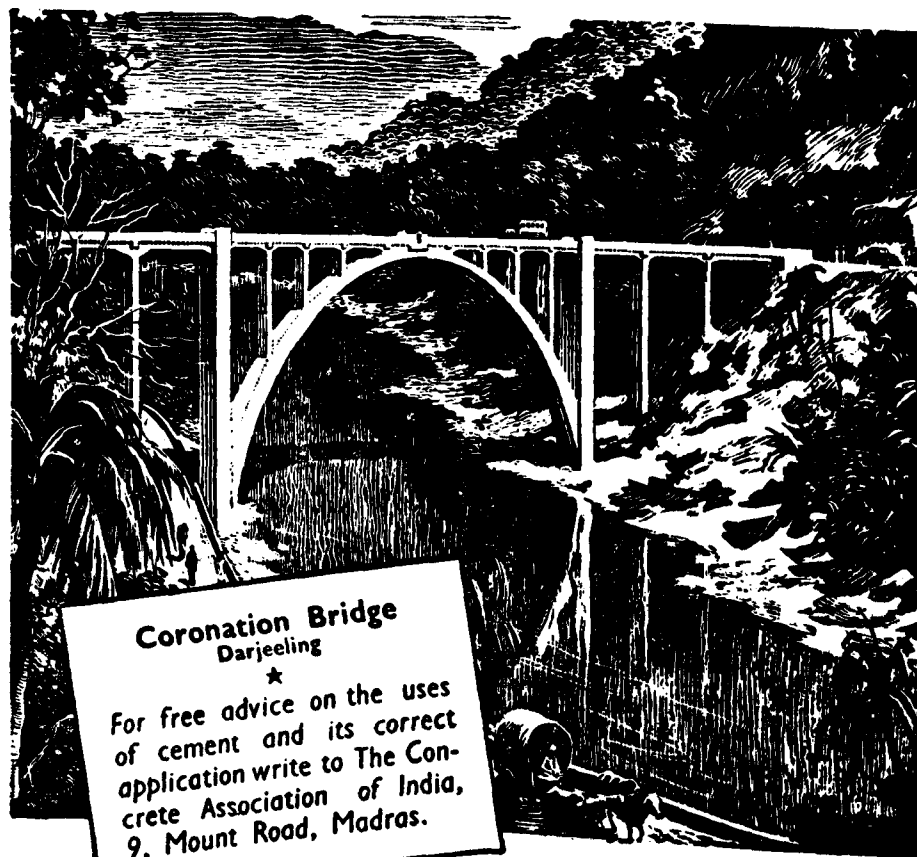
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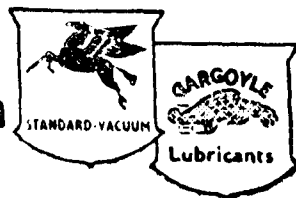
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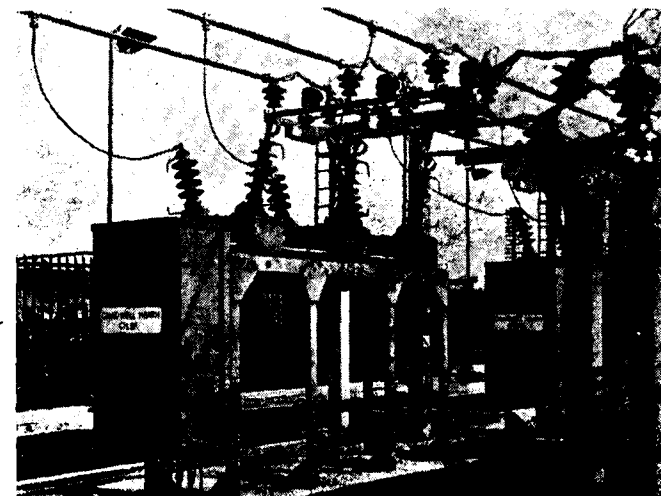
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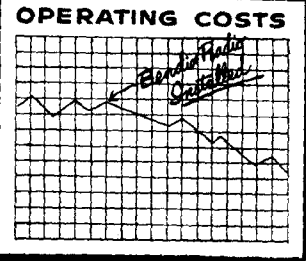
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EDITORIAL NOTICE

The Editor invites contributions to the Magazine on a variety of topics—short stories, technical features written in simple English understandable to the laymen, Aspects of Railway Working, places of tourist interest, News from home line, activities of Railway Institutes etc. All copy should be brief and typed as far as possible.

Photographs illustrating social functions, sports events, scenic sports etc. are also invited. All contributions should reach the Editor not later than 5th of each month. Rejected Mss. will be returned provided sufficient stamps for postage are enclosed. No responsibility will be borne for copy lost in transit.

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

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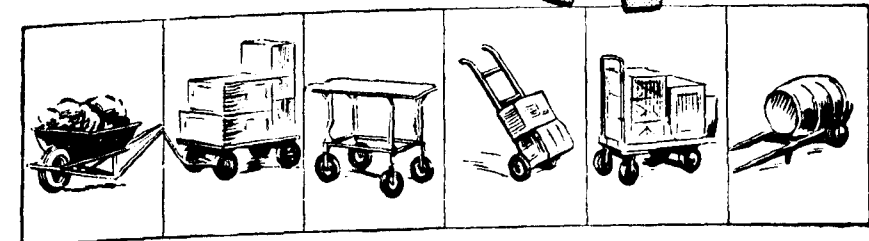
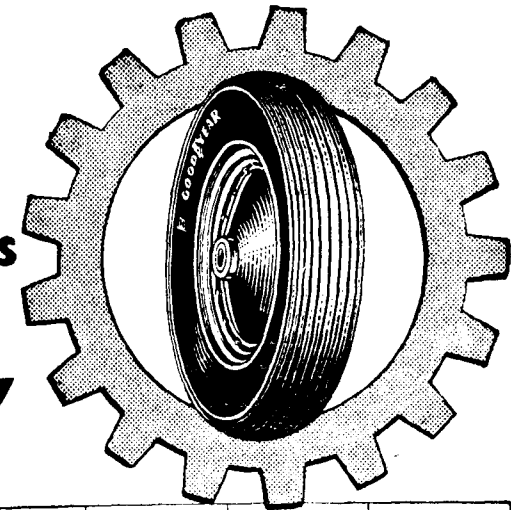
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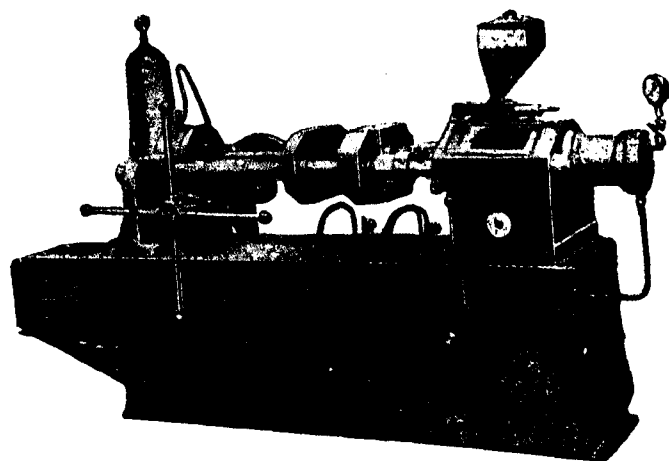
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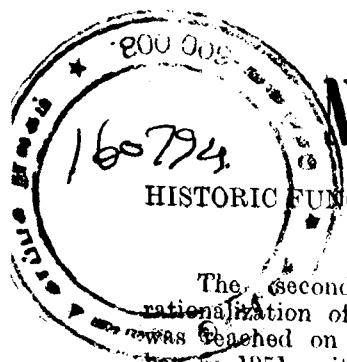
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Railways on the Screen

THE Films Division of the Ministry of Information and Broadcasting have recently released an interesting and highly educative short-feature film on Ticketless Travelling on Railways. This film depicts quite plainly the wiles, dodges, tricks and subterfuges used by the person whose aim is to evade paying for his rail journey, and by doing so, he along with his few million-odd fellow fare-dodgers, deprive his own nation of vast sums of money each year. A film like this is a two-edged weapon—one edge showing what the Railways have to battle against in the war against ticketless travel, and the other, disclosing to potential ticketless travellers how they can go a rail journey without paying fare. But in spite of the latter risk, such films are definitely one of the best ways of apprising the public how their railways work, and the difficulties and snags they are up against, especially when public co-operation is either withheld or extremely tepid.

This is by no means the first film on the problems of railways, or aspects of railway working, produced and released for exhibition by the Information Ministry of the Government of India. There have been others, and there should be many more.

Cinematographic progress now having attained a high standard of audio-visual technique, the Information and Railway Ministries in co-operation should not think it a waste of good money to produce and release more and more films on various aspects of railway working and problems. Such films could be used not only as valuable educative publicity both for those who perforce must use railways to travel and transport their merchandise, and those who do the actual work of railways, but should eventually bring about a better spirit of mutual good-will between the public and the railwaymen. At present, and as it has been in the recent past and will perhaps be in the near future for the next few years, the public has been much too critical of railways and railwaymen. Films showing what Indian Railways are doing, what they intend to do, and various problems that have to be overcome in day-to-day working, when produced and exhibited on a nation-wide cinema network, even to remote villages, will surely be one of the best ways of dispelling from the minds of people, this hyper-critical attitude, induced, more by prejudice rather than by fact.



Notes and Comments

HISTORIC FUNCTION AT BOMBAY

The second stage in the rationalisation of Indian Railways was reached on Monday, November 5, 1951, with the formation, under the Regrouping Plan of the Railway Board, of the Central and Western Railways, with their headquarters at Bombay.

Including the Southern Railway, which started functioning in April last, the inauguration of the Central (Madhya) and Western (Paschim) Railways, as the new unified systems have been now called, will implement 50 per cent of the six zone scheme announced in June 1950. It would not be out of place to call it a land-mark in the history of Railway development in India as the Central and Western Railways have terminated the independent existence of a number of large and small Railways, giving new birth and name to the earliest built Railways in India. The remaining three zones to come into being will be the Northern, the Eastern and the North Eastern Railways.



Hon'ble Minister delivering his
Inaugural Speech

Both these regrouped Railways of the Nation differ somewhat from those contemplated in the Railway Board's original Scheme of June last year which envisaged the Western Railway as an entirely Metre Gauge system and the Central Railway as chiefly combining the Broad Gauge section of the B. B. & C. I. and the G. I. P. Railways. These regrouped Railways will now keep the number of transfers of staff to the minimum and permit the economies of large-scale management, etc. and improvement in working standards.

The inauguration function was arranged at the Victoria Terminus Station of the Great Indian Peninsula (Now Central) Railway from where the first Railway train on the Indian soil steamed out on April 16, 1853.

Shri H. P. Hira, General Manager-designate, Central Railway, on behalf of the audience and Railway Ministry requested His Excellency the Governor of Bombay Shri Raja Maharaj Singh to take the Chair. The Governor was profusely garlanded.

The proceedings commenced with the Band striking the National Anthem. The Chairman next made a short speech in which he thanked the Ministry of Railways and their Officers for the honour done to him in inviting him to preside over such a memorable occasion.

The next speaker was the Hon'ble Minister of State for Transport and Railways Shri K. Santhanam. ... "We are on the eve of the first General Election in India under the new Constitution based on adult franchise. It promises to be the greatest experiment in democracy in the whole world. This is not

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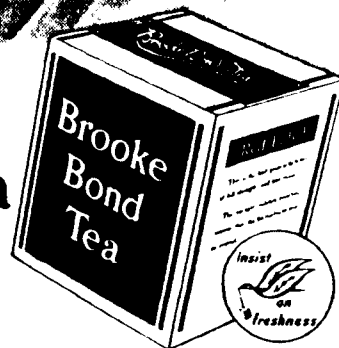
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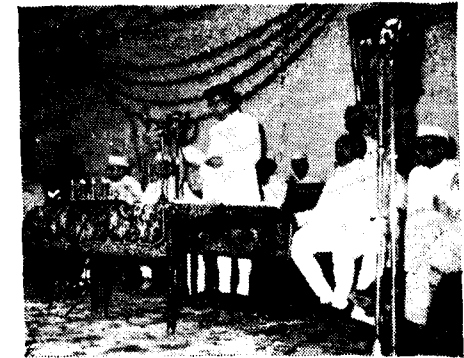
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the proper occasion to make an election speech but I venture to claim that the record of the Railway Ministry under the control of Sri Gopalaswami Iyengar is one of which the Government of India can well be proud. The establishment of a new financial convention and regrouping are among the major achievements in the field of policy. The completion of the Assam Link and the Chittaranjan Locomotive works are concrete contributions to the economic advancement of the country."

Hon'ble Shri N. Gopalaswami Iyengar after delivering his inaugural address pressed two buttons and the Railways shown in variegated colours on the illuminated maps changed to single system thus symbolically indicating the amalgamation of eight Railways. He concluded by saying: "I wish them both all success in their task of serving the transportation requirements of the part of the country they will traverse with progressive efficiency and with increasing satisfaction to more than a fifth of the population of India."

Shri S. S. Vasist, Member, Transportation, Railway Board, then announced the names of some very senior subordinates of the Railways intergrated who were awarded special prizes in recognition of their long and meritorious service ranging from 30 to 52 years in the case of a dispenser.

Shri K. P. Mushran the General Manager-designate Western Railway then wound up the ceremony by offering his grateful thanks on behalf of the audience, the Railway Ministry and the two newly formed Railway administrations to His Excellency the Governor of Bombay who took the trouble of presiding over the function, the Governors of U. P., Madhya Pradesh and Raj Pramukh of Saurashtra and to other distin-



H. E. The Governor of Bombay delivering his address at the inauguration of Western and Central Railways

guished guests at the function for the sacrifice of their valuable time on a working day. The tune of the National Anthem, all standing closed the ceremony.

COAL SUPPLY FOR RAILWAYS

The Railway Fuel Enquiry Committee met the General Manager and the Operating Heads of the Southern Railway last month at the Administration Buildings, Park Town, Madras.

Mr. D. C. Driver, the Chairman of the Committee did not come to Madras. The other Members of the Committee present were Messrs. A. B. Guha, B. S. Marwah, R. A. Massey and M. V. Kamalani (Member-Secretary).

The Committee discussed the problem pertaining to the movement of coal from various coal fields in the country for the Southern Railways as well as for Industries in South India.

It is stated that these are preliminary enquiries to find out the possibilities of regional production as well as distribution to the various centres in the country.

The Fuel Committee paid a visit to the Madras Harbour. At the Chairman's Office the Committee discussed problems relating to increased facilities for unloading coal at Madras and other South Indian ports. Representatives of Madras Government, the Southern Railway and the Port Trust took part in the discussions.

* * * * *

SR EMPLOYEES' CONFERENCE

The Fourteenth Annual Conference of the Southern Railway Employees' Association was held at Sattur early this month under the presidentship of Sri M. Veerasamy Naidu retired Guard of the ex-S. I. Railway.

Mr. S. Ramaswami Naidu M. P. hoisted the National Flag and Mr. V. S. Ramanathan,

General Secretary of the Association hoisted the Association's Flag.

Shri S. Ramaswami Naidu first spoke about the significance of National Flag and Mr. Ramanathan spoke at length the significance of Association's Flag.

After Mr. D. Williams, (Station Master, Sattur) Chairman of the Reception Committee had welcomed the gathering, Mr. G. D. Naidu of Coimbatore opened the Conference. He said that those who were working in essential services should realise that they were serving the public and not working for mere salaries only. He said the transport service which was moving with high speed, if neglected even with regard to minute particulars, would cause a tremendous loss of life and property. Still in this country innocent workers led by the blind theory of Communism were giving room for sabotage, causing great



Hon'ble Minister for States making his Speech

disturbances in the Railway system.

Mr. V. V. Giri, President-elect of the Conference who was unable to preside, sent a message wishing the Conference success. In the absence of Mr. Giri, Shri M. Veerasamy Naidu, President of the Employees' Association presided. He said that it was the paramount duty of the Railway workers to provide a fully satisfactory service to the public who were their paymasters. Any slackness or misconduct on the part of anyone of them, should be regarded as affecting all Railwaymen and the Association.

Mr. Ramanathan then read the Annual Report. Office bearers for the year 1951-52 were elected with Mr. M. Veerasami Naidu as

President unanimously. (We will deal with the important resolutions passed at this Conference in our Next issue. Ed. SRM).

* * * * *

SM'S COUNCIL BRANCH

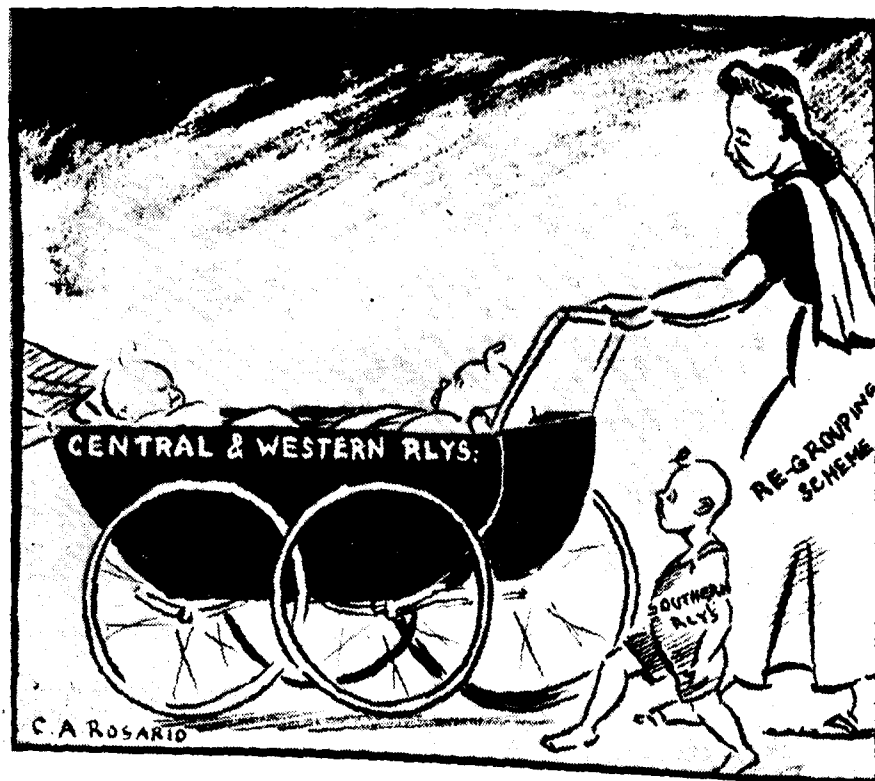
As we go to press we understand that the Station Masters' Council, Srirangam, has opened a Branch at Tanjore with Mr. C. Krishna Unni Menon, S. M. Rest Giver, Tanjore as Branch Secretary, Mr. Chockalingam Pillai, SM2, Tanjore as Branch Chairman and Mr. Audi Kesavalu, SM3 as Assistant Secretary of the Tanjore Branch. First inaugural meeting was held on 1st of last month. Subsequently on 15th November second meeting was also held.

There is a strong feeling of frustration and resentment among



Shri F. C. Badhwar, Chairman, Railway Board requesting H M to inaugurate the Central and Western Railways

NEW ADDITIONS TO THE FAMILY



November 5th, saw the birth of Central and Western Railways

Station Masters for not according recognition to this Council by the Southern Railway Administration. Though they are placed at the crest in the Traffic, Lower Subordinate category of the Subordinates in the Traffic Department subject to their authority have been put above them (for example Guards and some Clerks) in basic salary. All the Rules and Regulations and then day-to-day work bear testimony to the fact that they are the authorities amongst Traffic Subordinates. This is indisputable. Still if one Subordinate to their authority is given higher basic salary in the face of the CPC recommendations

that the pay structure is based on the comparative importance of the job it is only a contradiction in terms and the matter why they are refused recognition in spite of their repeated efforts and loyal approaches to the Southern Railway General Manager, is beyond our comprehension when all the requirements for according recognition are satisfied. We appeal to the General Manager, Southern Railway to give his due consideration to this burning question among the Station Masters. We hope our patriotic General Manager who has endeared himself to the staff will not brush aside this issue.

Who is Who on Indian Railways

By Our Special Correspondent

GENERAL MANAGER, JODHPUR RAILWAY

Fortytwo-year-old, tall, handsome bespectacled Shri M. Anand Rao C. E., M. I. E. (Ind.) Assoc. M. Am. Soc. C. E., is the present General Manager of Jodhpur Railway. He has had a distinguished scholastic career. After taking first classes—with several prizes and scholarships—in the Matric and Intermediate Examinations, he graduated with honours from the renowned Thomson Civil Engineering College, Roorkee, in his twenty-second year standing second in order of merit and carrying away a number of coveted prizes including the Thomson Prize, Harcourt Butler Cup, Olympic Cup, Survey Medal etc.

Sri Rao joined the Jodhpur Railway as an Assistant Engineer in the same year soon after his graduation. He was promoted as Executive Engineer after a lapse of eleven years. In these capacities he served at various Stations on that Railway on the open line as well as on survey and construction and on special works. He carried out the survey and construction of the Khadro-Nawabshah Railway (31 miles), the Jamrao-Jhudo Realignment (23 miles), the Phalodi-Pokaran Railway (35 miles), and the Balotra-Pachpadra Realignment (14 miles), as well as a large number of defence works including airfield and quarry sidings, munitions production works, ARP and security works etc.

In 1944-45 Sri Rao was mainly responsible for the survey, design, construction, maintenance and running of the Metre-Gauge Wagon Assembly Plant at Hyderabad (Sind)—a Plant which,

starting from scratch, reached an output of 50 bogie wagons per day within 10 months of its inception. This record of progress was greatly appreciated by the Railway Board.

After holding the post of Chief Engineer for some time Sri Rao was promoted as General Manager of the Jodhpur Railway in November 1948. During this period, he had to deal with the numerous intricate problems arising out of the handing over of the Sind Section—about 318 miles—of the Jodhpur Railway to the North Western Railway in July 1948, consequent on the partition of India. These involved allocation and sharing of rolling stock; absorption of a considerable number of staff rendered surplus, large scale transfers of personnel and their effects between Pakistan and India etc. The Jodhpur Railway was the only Indian



Shri M. Anand Rao
... popular General Manager ...

Railway which regularly worked train services in West Pakistan until as late as July 1948 and was successful in achieving this without the occurrence of any major incidents. All this was accomplished in spite of the near collapse conditions created by the abnormal state of affairs which existed at the time and in spite of the large scale movements of population over this line between Pakistan and India, there being no other means of transportation in this region.

Since April 1950, with the taking over of the Jodhpur Railway by the Government of India Sri Rao has had to deal with the problems arising out of this viz., bringing policies and procedure in line with other Indian Government Railways, equation of scales of pay of staff, implementation of the Rajadyaksha Award etc. A number of public and staff amenities like new station buildings, waiting rooms and halls, platforms, benches, water taps and improved lighting, additional trains and through coaches, adult literacy classes, improved medical services, additional staff quarters etc. have also been provided during this period.

Sri Rao is a Member of the Institution of Engineers (India) and of the American Society of Civil Engineers and is also connected with other professional institutions. He was one of the Railway Board delegates at the Fourth

International Congress on Large Dams held in January 1951.

In other spheres also Sri Rao is actively interested. As a matter of fact, he has won several tennis and squash tournaments and has been closely associated with the Boy Scout Movement for over two decades. Sri Rao is the President of the Rotary Club of Jodhpur and is also connected with various other social and educational institutions.

Of the officers who have ever held the post of General Manager of a Class I Indian Government Railway, Sri M. Anand Rao is probably the youngest. To become head of a Railway Administration is not an easy joke. It shows his intelligence and administrative capacity. He believes in the old saying "all work and no play makes Jack a dull boy" and is therefore as much interested in seeing that staff are usefully occupied outside their working hours as inside, with the result that staff on the Jodhpur Railway, in spite of the numerous difficulties they have had to face, are today reasonably happy and contented and are giving of their best in the service of the Railways and of their motherland. To this achievement the credit must necessarily go to Sri M. Anand Rao, General Manager. We take this opportunity of wishing him all success in his life and pray for his continued service to our Indian Railways.

We run headlong after all sorts of misery, and are willing to be freed from them. Every day we run after pleasure, and before we reach it, we find it is gone, it has slipped through our fingers. Still we do not cease from our mad pursuit, but on and on we go, blinded fools that we are.—VIVEKANANDA.

New Delhi News Letter

By W. White

FOLLOWING a series of meetings between the Railway Board and General Managers of some Railways on general matters of administration, the Traffic Heads of all Railways met the Railway Board on the 16th and 17th November under the Chairmanship of the Member Transportation at a Conference. At this meeting the question of operating difficulties being met by the various Railways in the matter of Pooled and Non-pooled rolling stock quotas, delays and accountal at interchange junctions and other allied subjects of high policy making, including the ways and means of solving these snags and unification of action in dealing with the traffic offering in the best public interests were discussed and decisions arrived at will be pursued by the Indian Railways in order to make an all out effort to satisfy public demand for efficient transport, and in full. It is to be remembered that the Railways in India are the property of the Nation and the service offered to the community has got to be of the highest quality.

Another Conference of Statistical Officers from the Indian Railways was held on the 19th and 20th November and also on 21st November under the auspices of the Railway Board in the I. R. C. A. Office. The subjects discussed at this Conference also have a similar aim, i. e. to improve upon the methods of compilation of Railway statistics, submission of periodical returns to the controlling authorities in time so as to be of any real use, etc. This Conference has achieved greater importance now as a result of the colossal changes in the administrative set up of the Indian Railways after regrouping. The demands by the Public as a matter of general interest, by the

Parliament and other departments of Central Government, and the use made by the directors of this great National Industry to study the progress or deterioration in various aspects of Railway working are making the role of statistics very important in the management and correct assessment of the effort to produce the quality of service to the owners of the industry—the public. It is in fact the statistician who provides the essential information on which policy has to be evolved and decisions have to be taken. The compilation and processing of statistical information by the Railways has been so far considered to be a routine and uninteresting matter but in this period of revolutionary economic changes, the Railway statistician is to provide the correct information as to when, where and how adjustments are to be made to check a deterioration and to step up standards of working. The role of the Railway Statistician can only then be legitimately filled as a guide to Railway management. In fact, the substantial increase in the operating efficiency during the recent past is definitely due to the correct and intelligent use made of the statistics produced by Railway Statisticians.

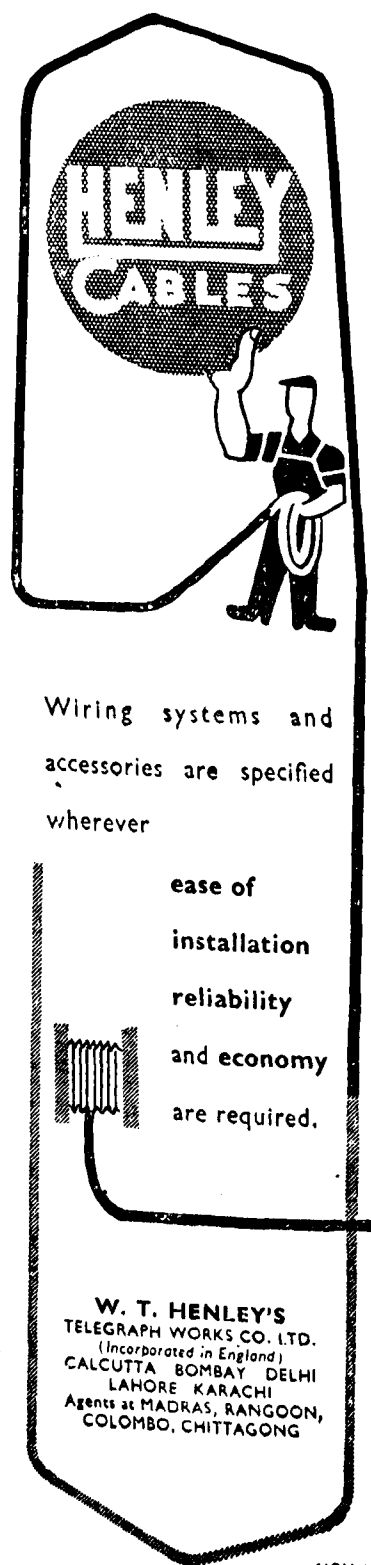
On the whole, real objects of these Conferences are laudable and in the best interests of the country,

* * * * *

The qualities of keen observation, control and guidance by the Railway Board over operation of the Indian Railways fuse enthusiasm and interest among the Railway Officers on the spot who, in turn, develop and associate the Railway worker with the new set-up of things in the country. From results of working as report-

ed by the Railways to the Board it becomes clear as to where constant attention is essential. A number of expert officers on Special Duty are appointed from time to time to carry out detailed investigation and research at the actual place of performance and not only to suggest ways and means to improve matters but to actually put into practice the remedial measures suggested and to overcome the difficulties that may prop up as a result of the introduction of any new scheme or reorganization. At present there are four such special duty officers working with the Board, with headquarters at different stations, in connection with varied subjects. The strength of this special duty organization has now been augmented by the appointment of Mr. A. A. Brown, lately the Director of Traffic, Railway Board, in connection with the investigation into Commercial working on Railways, particularly the high claims figures. He is reputed to be a very senior and sagacious expert of Traffic (Commercial) working of the Railways and has already visited some black spots in his research work. He has been on the Southern Railway also for about a couple of weeks and is expected to contact other Railways in the country.

It is due to such efficient leadership of the Railway Board that the Indian Railways are today reckoned to be not only meeting the demand for transport in the country as expeditiously as possible, and in full, but are considered to be better managed in many respects than some of the Railways in other economically more advanced countries. Such a successful steering of the major transport system is sure to have the most beneficial effect on the economy of the country which is on the path of progress.



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Central Railway News Letter

By Our Correspondent

THE news of integration of NSR with the Central Railway on 5th of November was received in N.S.R. circles with mixed feelings while a section of the public opinion welcomed the new measure, some others had their own doubts about the future of the N.S.R. staff under the new dispensation. A section of the local press was critical and expressed doubts whether talents from Hyderabad State would at all be recognised and given due encouragement. A leading local daily editorially commented that the integration did not augur well for the permanent staff of (N.S.R.) and also would lead to the elimination of Hyderabad State people from playing their due role on the staff of the newly-formed Central Railway.

One paper went to the extent of making an accusation that the Hyderabadis would be swept off their feet under the new dispensation. It added "recruitment to the superior cadre on the Central Railway will be made by the Public Service Commission functioning in Bombay and in this how far Hyderabadis could succeed in getting a few coveted posts remains to be seen. The paper thought it was a terrible loss to the people of the State whose labour and wealth had gone into the making of the old N.S. Railway in the last several years.

Opinion among the staff of the NSR is varied and a majority is labouring under serious doubts as to their future in the new set-up.

* * * * *

The Railway Ministry called for a Conference of the Representatives of all Unions functioning on the integrated Railways at Bombay

soon after the integration was formally completed at a ceremony. About nineteen unions working on the various railways now merged into Central and Western zones were represented at this Conference. Their unanimous grievance was the question of seniority of staff on the merged railways. Whether in future, zonal or divisional or district seniority should be observed, was the question demanding a solution. The Railway Ministry has offered to accept the agreed recommendations of all the Unions concerned on this matter. It was suggested that for the Central Railway, three representatives from the N. S. R. union, two each from the three G. I. P. Unions and one each from the Scindia and Dholpur Railway Unions should form a Committee and examine this matter further, and offer their decision on seniority which will be accepted by the Railway Board. On a complaint made by the N. S. R. delegates that while on the G. I. P. Railway all vacancies were filled up earlier than integration as a permanent measure on the N. S. and other State Railways as per the Railway Board's directive, no vacancy was filled up permanently during the last two or three years as a result of which after the merger the staff on the G. I. P. Railway would be placed in an advantageous position in regard to seniority etc. The Railway Minister is reported to have promised to have this matter examined especially with regard to promotions and confirmations made on the G. I. P. Railway during the last one year and try to set right the position.

Though vague assurances have been given by the Railway authorities that the formation of the Central Zone would not cause any avoidable hardships to the staff who

are actually faced with the results and developments after merger feel that much yet remains to be done to convince that the assurances are meant to be translated into practice. While no large scale shifting of the staff is envisaged, the employees are not happy over the merger. Time alone will reveal and perhaps justify their cause for unhappiness.

Mr. T. M. Jagtiani, former General Manager, N. S. Railway has been appointed as the Operating Director of the Singareni Collieries in Hyderabad State.

The Staff of the N. S. Railway entertained Mr. T. M. Jagtiani to a party on the eve of his laying down the office in N. S. Railway and taking up more important duties in the field of Industrial Administration in the State. The function was well attended by the Officers and Staff of the Administrative Department.

An address presented to Mr. Jagtiani stated that his appointment as the General Manager, N. S. R. after the

"Police action" synchronised with a new era in the history of the Railway and his tenure of Office witnessed a series of great changes having far reaching effects. The most important change was the federal financial integration of the N. S. Railway with the Indian Government and with the G. I. P. Railway system. The address further stated that he had always displayed a sense of justice and fairplay.

Concluding the address they stated that they were happy to record their appreciation of the warm sympathy he always evinced in the welfare of the staff.

Mr. Jagtiani replying thanked the staff for the co-operation they had extended during his tenure of office as General Manager and said that the employees had greater opportunities in the bigger Railway system in the future.

Mr. Jagtiani moved freely and greeted the members of the staff personally and wished them success.

Your Magazine

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Our London Letter

By A Correspondent

ON the British Railways, where the man power shortage is most acute, a bonus is being offered to railway men who bring forward recruits to the service. The scheme is restricted to the motive power, traffic, civil and signals and telecommunications departments. The arrangements had been introduced as a temporary experiment and only remained in force until the end of October this year. A railway man who has to introduce a recruit, receives a sum of ten shillings and a further sum when the recruit has completed two months' service. It was hoped that this scheme would assist in affording relief to the existing man power shortage and also discourage men from leaving after a few months' service.

There are places where certain atmospheric conditions shorten the life of rails more rapidly than normal wear. Such conditions are worst in tunnels especially those in which sulphur from steam locomotives combines with damp to cause a weak sulphuric acid attack. The condition is also prevalent in coastal areas. Recently the Great Northern Railway of the U.S.A., which has a considerable mileage of track bordering the Pacific seaboard, has put in service mobile equipment for applying anti-corrosion treatment to rails. An old motor car has been adapted to carry two oxy-acetylene flame cleaning heads which simultaneously clean both sides of each rail of all mill scale and rust as the car is hand propelled forward. Men follow it to brush away the loosened material. The final operation is that of spraying both rail by means of paint guns carried on a trolley with a corrosion resisting compound.

Over a 1000 yards of single track are treated per day.

The 48th Annual Dinner of the East Indian Railway Officers' Association was held at the Connaught Rooms, London, on September 26, Mr. O. R. Tucker, a former Chief Mechanical Engineer, presiding. There were 53 members and 13 guests present. In proposing the toast of the East Indian Railway, The Chairman first expressed his thanks to the permanent committee of the Association for the honour they had given him in asking him to take the chair. He had received a letter from Mr. K. B. Mathur, General Manager, E. I. R., wishing the Association every success. During his speech he referred to the steady progress made by the E. I. R. in 1950-51 in spite of various serious difficulties which had been ultimately overcome. Sir Hugh Hanny proposed the toast of the guests and referred to Mr. F. C. Badhwar, Chairman, Indian Railway Board, who was present that evening. Mr. Badhwar, in his reply, referred to the steady improvement in the Indian Railway position which had been made during the past six months.

July of this year was the worst month for road accidents in Great Britain since the war. These totalled 21,811 as compared with 21,044 in July last year. There were 22,684 in July 1939. There were 440 persons killed and seriously injured 5,202. More than 70% of these casualties occurred on Sundays and there was an increase in the number of child pedestrians killed.

Fresh fruit by train from Spain is a new feature introduced by British Railways. The first full train-load of fresh fruit direct from Spain arrived at the Southern Region Depot at Gravel Lane, Southwark on October 2. This fruit, consisting of Almerian grapes, was conveyed in nine special wagons fitted with interchangeable axles which enables them to operate on the Spanish Railways whose gauge is 5ft. 6ins. while the French and British gauge is standard 4ft. 8½ins. The service was opened on June 26th when two wagons of apricots arrived at Southwark.

Some Continental countries, of which Germany is the leading one, use point indicators for shunting instead of shunt signals as

understood on the British Railways and elsewhere. This results in a considerable number of point indicators with lamps being required and at Junction stations and large yards, where there is considerable dividing and making up of trains, the cost is heavy. A new type of point indicator has been developed by Herr Otto Wolf in which pyramidal prism type silvered glass reflecting surfaces are used in place of the internally illuminated milk glass screens hitherto generally used. So successful have these new lanterns proved that many large station yards have already been equipped with them and more are to follow. The shunters are provided with electric hand lamps having an additional focus bulb enabling a powerful beam to be

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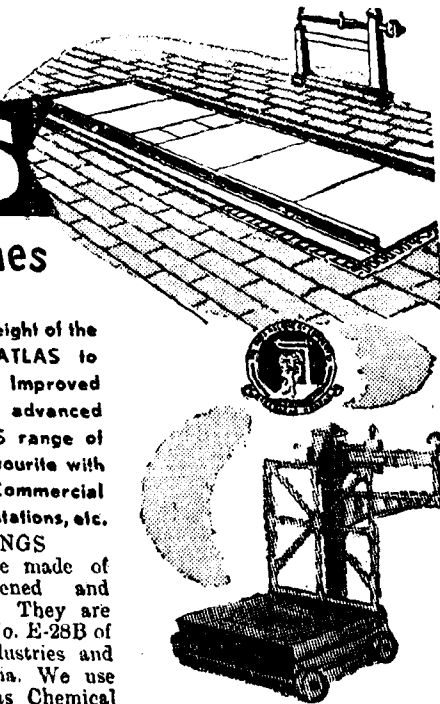
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thrown towards the indicators which reflects back the colour displayed. Engines are also fitted with special lamps for this purpose. The saving in oil fully justifies the change. It is doubtful if this type of indicator could be adopted in India due to heavy trespass and temptation to interfere with and perhaps break anything unusual and attractive. The casualties in ordinary point indicator glasses are heavy though the introduction of perspex is giving some relief.

A unique form of poster has appeared at the entrance of York Station, British Railways. This poster advertises excursions to Blackpool and Morecambe for the illuminations and is on a board 38 feet long and 40 inches deep. In daylight the poster is clear and colourful and shows Blackpool and Morecambe promenades in several colours of phosphorescent paint. During the evening ultra violet lamps are switched on and there is no apparent source of light. Six lamps are in use and they are of less wattage than the six ordinary bulbs formerly used and have resulted in a saving in electric power of 16%.

There is always a class of passenger who considers that the height of comfort is obtained by putting his feet on the seat. There is a story of a young man who was travelling in a third class compartment on British Railways who had his feet on the seat. Another man travelling in the same compartment leaned forward and touched him on the arm. "Excuse me," he said "But would you mind taking your feet from the seat?" The young man regarded him haughtily. "May I ask," he enquired, "What my action has to do with you?"

"You may," said the other. "I am a British Railways travelling Inspector." With an apology the young man instantly transferred his feet to the floor. His girl friend however was not satisfied with this disposal. She spread a newspaper on the opposite seat. "There," she said, "Put your feet on that, dear." She then shot a challenging look at the Inspector. His comment was brief. "I pass," he said. It would be better if some of the passengers using our Indian Railways suburban compartments carried newspapers and used them for the same purpose!

The Railways are required to carry all kinds of loads some as extraordinary as they are bulky. Recently a whale passed through Oslo on its way to Denmark where it was to appear in an exhibiton. Preserved by 14,000 lbs. of formalin, it was loaded on to a special Railway wagon at Bergen and brought to Oslo. Thousands waited patiently at small stations to catch a glimpse of this 120 ton passenger.

British Railways are to build a school for training apprentices at Crewe. The school will be closed to the locomotive works and will supply the locomotive and other technical departments with about 270 apprentices each year. It will be the biggest and best of its kind on British Railways and will accommodate three times as many apprentices as the present school at Derby. The building will have two storeys, on the ground floor of which will be a large workshop around which will be accommodation for the Principal, Lecturers and Administrative Offices. On the first floor will be class rooms,

drawing office and a library. Adjacent to the school will be an assembly hall which can be used as gymnasium or cinema. Boys will join school at the age of 15 and during the year they spend there, they will receive preliminary, practical and theoretical instruction to fit them for the type of work in which they will specialise during the completion of their apprenticeship.

* * * * *

Last week a member of the British Parliament made a lengthy speech in the House protesting

against the action of the British Transport Commission in closing down so many branch lines on the plea that they were no longer remunerative. He said that these branch railways had developed a wealth of local sentiment and were regarded affectionately by all who used them. It must be remembered that when these railways were constructed the horse carriage was then the only form of road transport. At the present time fast motor bus services are available which serve as tributaries to the main lines. The maintenance of these routes is much less than that of a railway with all the attendant works that are required to be maintained.

Principles of Railway Accounting

By Argus

THE JOURNAL

All business is not done on a cash basis. Much is done on a credit basis. It is, therefore, natural that a record should be kept

of what you owe people and what people owe you.

Out of this necessity grew a record called the "Day Book" illustrated below.

DAY BOOK

			Rs.	A.	P.
Oct.	20	Sold Ram Mohan one piece shirting cloth (To be paid January 1)	35	0	0
	23	Bought two pieces coating cloth from Manohar (To be paid January 25)	160	0	0
	24	Sold Raghulal 20 yards coating cloth (To be paid January 25)	50	0	0
	25	Sold Satish 10 yards shirting cloth (To be paid December 5)	10	0	0
	26	Bought Dhoties from Venugopal (To be paid December 10)	100	0	0
	28	Sold two pairs Dhoties to Mohan (To be paid December 25)	20	0	0

This is the book in which all non-cash transactions are recorded. In other words, the day book is a book in which is made a daily record of things sold on credit or trust and of those things which are bought on trust or credit.

If we sell to others on credit, they will be owing us cash; in other words they are withholding cash from us. They are holding some of our cash which they will give us later on.

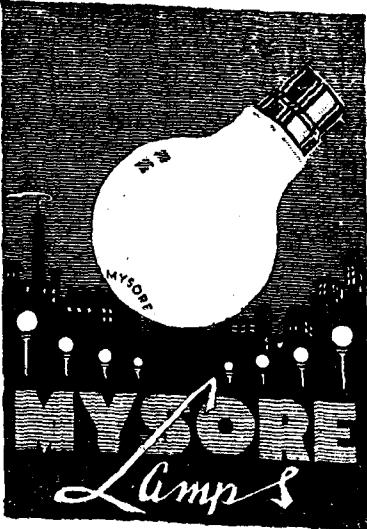
If we are responsible for the cash we have, are not they responsible for the cash they are holding for us or owe us? Hence, if we debit ourselves for the cash on hand, how natural it is that our debtors or "on trust" customers should be debited or charged for the cash (really our cash) which they were holding and for which they were responsible to us?

But how about those to whom we owe money? We must have some money which really belongs to them, so the cash we actually have is not all really our own. We are simply holding it for them, but we will have to pay it and then credit our cash. Why then credit the person or persons to whom we owe money since that fact will later on reduce our cash?

Thus we came to the principle that those who owe us cash should be charged and those to whom we owe cash should be credited.

A general book-keeping rule to follow is noted in the following:

We charge or debit all values received or to be received by us, and we credit all values which go out or which are to go out of our business.



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With the application of this rule, the "Journal" originated in its present form as illustrated below. Compare this with the one above referred to previously and note that both record the same transaction.

It is evident from this that the journal is simply a day book with debit and credit columns. As all transactions are entered daily as they occur, it is called a book of original entry.

Date		JOURNAL	Debit	Credit
Oct.	20	Ram Mohan	Rs. A. P.	Rs. A. P.
	23	Merchandise (Sales cloth) Merchandise (Purchases cloth) Manohar	35 0 0 160 0 0	35 0 0 160 0 0

Date		Explanation	Debit Rs. A. P.	Credit Rs. A. P.
Oct.	24	Raghulal	50 0 0	
	25	Merchandise (Sales cloth) Satish	10 0 0	50 0 0
	26	Merchandise (Sales cloth) Merchandise (Purchase cloth)	100 0 0	10 0 0
	28	Venugopal Mohan Merchandise (Sales cloth)	20 0 0	100 0 0 20 0 0

Note that each transaction is recorded twice. For example on October 20 Ram Mohan bought one piece shirting cloth costing Rs. 35/- on credit. He was debited with this amount and the merchandise amount which gave up the value of the shirting is credited with Rs. 35/-.

THE TWO-FOLD NATURE OF BUSINESS TRANSACTIONS

The journal is a book which tells us what to do. It says for example in case of Satish that he is responsible to us (the entry of October 25) in the sum of Rs. 10 but why? Because he received ten yards of shirting cloth from us for which he agrees to pay Rs. 10/- He has the cloth and we have his promise to pay for them.

Before he bought the shirting we had it and now because we have parted with it our responsibility for it no longer exists and we credit the shirting representing our custodianship, which we call merchandise. In other words, when we part with merchandise (shirting or anything else), it is just the same as when we parted with cash.

When we receive anything or are to receive anything, we also part with an equivalent. Thus Satish owes us money but we have parted with shirting which are worth Rs. 10/- to Satish.

Every business transaction has two phases, expressed in terms of value or money, which represent receiving and disbursing. The

journal expresses the two-fold nature of business transactions.

DOUBLE ENTRY BOOK-KEEPING

This two-fold nature of every business is at the very foundation of modern book-keeping because modern book-keeping is also known as "Double Entry" book-keeping.

In every transaction everybody and every account concerned makes an even trade. For everything that anyone pays out he somehow gets an equal value in return. And for everything that anyone receives he somehow in return, pays out an equivalent. For every debit there is a corresponding credit and vice versa.

Single entry book-keeping on the other hand merely records one phase of an entry. The transactions are, therefore, only memoranda in nature. Every debit does not have a corresponding credit and vice versa.

Now let us study the journal and see just what happened.

On October 20 Ram Mohan buys one piece of shirting cloth for Rs. 35/- but he wants time to pay. He is sold on credit.

We give him the shirting cloth and have reduced the cloth supply. But he owes us money and we have therefore increased the amount of money which will come to us. Like cash received, we debit Ram Mohan in the journal for cash which is to come from him, and, as we have disbursed cloth, we decrease the cloth stock, and like cash disbursed, we credit to merchandise the cash value of the cloth sold.

PRINCIPLES OF DOUBLE ENTRY

In "double entry" book-keeping for every debit there must be an equal credit. This must be so because we always receive an equivalent for the things we part with and we always part with things or values for which we receive an equivalent.

We have now seen clearly that in connection with things we sell or things we buy on credit there is always an equal exchange of value.

That whenever we sell a thing on credit, while we give up the actual thing, in return we receive a certain right which we did not have before, the right to go to the person we sold the thing and to claim the money value for it.

That whenever we buy a thing on credit, while we receive the actual thing and have not paid money for it, in return we have given the person who sold us the thing a claim on us which he did not have before, the right to demand his money from us.

We have also seen that, in every transaction, whether a cash or credit transaction, such accounts become involved and that for each amount there is also an equal exchange of value.

That whenever the cash amount receives cash it goes into debit to the proprietor for the amount received, and whenever the cash amount pays out cash it frees itself from debit to the proprietor to the extent of its payment. That whenever the merchandise account requires additional merchandise, it goes into debit to the proprietor for the money value of the merchandise received and whenever this account gives out merchandise,

it frees itself from debt to the extent of the money already received or to be paid in the future for the goods given up.

These principles you have clearly seen in connection with sales and purchases on credit, and you have seen how the journal makes a double entry of every transaction, debiting the person or the account that receives the thing or the benefit, and crediting the person or the account that

gives the thing or that makes a certain desirable thing possible.

What happens when we receive cash at once for the sale of cloth?

We have more cash and we therefore debit cash, but we have parted with cloth out of our cloth stock and so we credit that merchandise account just as we did when we parted with or sold cloth on credit.

THE STANDARD JOURNAL PAGE

This is a reproduction of the standard journal page.

JOURNAL

Date	Explanation	Fol.	V.	Debits	Credits

There are six columns on the page, on the first the date of the transaction is inserted, the second column is to record the nature of the transaction; the third is to post the number of the ledger page to

which the item has been transferred; the fourth is a check column, while the fifth and sixth columns are to record the amounts of the debits and credits respectively.

Diesel Locomotives Performance

The first of the 48 Sulzer six-wheel shunting and branch-line diesel locomotives of the French National Railways has run 5,600 hours in the initial eleven months of its service. These locomotives are fitted with a 510/570 b. h. p. engine running at 890/950 r. p. m. and the fuel

consumption has averaged 31.6 lbs. per hr. with a lubricating oil consumption of 0.9 lb. per hr. The time required at the initial intermediate overhaul, for dismantling, inspection and reassembly, was 128 man-hours. During the eleven months' service only minor replacements were found necessary.

Aspects of Railway Working

"Information Here"

By A. H. Pearson

THE most common and popular guide to Railway travel is the Time Table. The pages of this book are supposed to contain all that a passenger should know if he wants to undertake a journey by rail—and the time table does provide all the essential information required. But all passengers do not have the tenacity to learn how to dig out the information they want. So how do they get it? Obviously, from the office on the Railway Station marked "Enquiry Office."

Now, it would hardly be feasible to have an Enquiry Office at all Railway Stations, but these are provided at all important junctions, and stations serving large towns, cities, state capitals and industrial centres.

The Railwaymen who do the jobs of providing information are not always 'ten to five' office-hour staff, but at stations where traffic of all kinds moves in and out throughout twentyfour hours in a day, these men are on duty in shifts. What information do these 'Enquiry' men provide, and where do they get it? If one spent a few hours in the Enquiry Office, the trade secret would soon be known.

Take a peep into the office and you will find a couple of telephones—one with connections to all local Railway Offices, and the other, the public telephone connected to the local town telephone exchange. In addition, on the counter, will be a bookstand supporting a number of Railway reference books, such as time tables of all Railways, a coaching guide, alphabetical list

or Railway stations, and a few others, from which the Enquiry man can soon get information he may require.

Most passengers want to know the arrival and departure times of trains. If these timings are desired for that station the Enquiry Clerk can answer the question as soon as asked; but if timings are wanted for other stations, junctions or destinations on other Railways, the relevant time tables are consulted and within almost a couple of minutes the passenger is told all he wants.

Quite frequently a passenger is to go a long journey of about a thousand miles, involving changes at various junctions. Not having the time tables of the various Railways over which he must travel, he does not know how to go about it. The Enquiry Office is merely told his destination station, and within a few minutes the passenger has before him, not one itinerary, but even the alternatives. Although it is not his job, the Enquiry Clerk often works out fares and gives this information to those who ask for it.

Whether an individual has to catch a train, or has come to the station to meet somebody coming by a particular train, the obvious question asked is—"Is the train running on time." A wise Enquiry Clerk keeps a tab on 'train running' by being in frequent touch with the Train Control Office. One can imagine an anxious person coming on to a station platform perhaps twenty minutes before the arrival of a train, getting impatient, worrying the Enquiry Office about the

expected arrival of the train. But the Enquiry man cannot consider him a nuisance, but answer his question each time he comes, even if the answer is to be the same.

Some Enquiry Offices are also responsible for the reservation of upper class accommodation in trains. For this purpose a register is maintained, and demands for reservations noted by priority of request. Quite simple, one may say; but quite often when all available accommodation on a train is fully booked up, more will be demanded, which has to be declined. And this is where doubts and suspicions arise in the mind of the person asking for reservations. So the Enquiry office staff have to use all tact and available evidence to convince the doubter that all accommodation has actually been booked up.

The Enquiry Office Staff must be fully conversant not only with Railway information, but a considerable amount of miscellaneous matter that has nothing to do with Railways. One passenger may want to know about local hotels and their rates of charge; another will ask about the local cinemas and any good pictures showing within the next few days. Some may want to know if the local town has anything of an historical or archeological interest to offer, or topographical beauty

spots in the way of gardens, buildings etc. And of course, the Enquiry men must be able to tell the stranger just arrived all about wiles of the local taxi, gharry, tonga men etc. and how not to pay more than the correct tariff charges. A dandified passenger may even want to know where he can get a haircut before he ventures forth into the city on his business or other appointment. The Enquiry Office will direct him to the nearest barber, or hair-cutting saloon.

The Enquiry Office does not only pass on information required 'over the counter'. There is hardly a minute in the day when the telephones are not tinkling their attention call. Practically the same kind of information is asked for over the wires, and one can hardly tell the person at the other end to wait. The telephone caller must be answered promptly, while the enquirer on the other side of the counter must also be satisfied.

Not all the information, either in person, or over the telephone, is requested with a verbal or implied 'please.' Quite often the request is made in tones of haughty command, peeved annoyance, or patent dissatisfaction. The Enquiry Office Man has to meet all requests with patience, tact and above all courtesy. For these men it is always 'Information, please,' remembering that the information given should always be in the spirit of 'pleasing'.

The greatest curse that can be entailed on mankind is a state of war. All the atrocious crimes committed in years of peace, all that is spent in peace by the secret corruptions, or by the thoughtless extravagance of nations, are mere trifles compared with the gigantic evils which stalk over this world in a state of war. God is forgotten in war; every principle of Christianity is trampled upon.—SYDNEY SMITH

Some Suggestions

For Increasing the Efficiency of the Railway Personnel in India (III)

By Kailash Nath, DME, O. T. Railway

NOW we come to stage two. The Railway Board Office sends a reminder to the Office of the General Manager after a period of a month or so. This reminder is also passed right down to the P. W. Is., the S. Ms., the L. Fs. the TXRS etc. because no one has sent the reply in time. This carries on. Some replies are received in the Head Office. Others need more reminders. There are a few who after the receipt of four or five reminders seem to conveniently lose the original letter and request to be supplied with a copy of the same! This is also complied with.

The replies from the Sub-offices are received in the Dist. Office. Those are copied, (with all the spelling and grammatical mistakes!) and consolidated and sent to the office of the Head of the Department. The same process is repeated there also and the reply passed on to the G. Ms. office and finally a reply is sent to the Board's Office.

It has taken more than a year (in many cases it takes even

I have heard it said that a Railway Engineer,
Spent most of his long and distinguished career
In moving great masses of papers about
From a tray marked 'In' to another marked 'Out'

It should be quite obvious to all that we cannot expect any marked improvement on our Railways unless we are able to appreciably relieve our executive officers, senior, sub-ordinate and supervisors of the overwhelming correspondence and file work as at present, so that they are able to concentrate to their energies on inspections, supervision on the

longer) to receive replies from all the Railways, though the data received is not very helpful to arrive at a decision on the original problem referred by the Railway 'A.' Any way it is no longer of much importance since in all probability it has already been solved by the Railway concerned. The letters are duly filed and kept in the dust-laden Record Room to share the fate of other similar cases.

This is not an imaginary example. It is very typical of the kind of correspondence which has multiplied work and is multiplying and is increasing, day by day, overwhelming us, suffocating us and affecting our efficiency seriously.

Compared to the progressive Railways of the world and other industrial enterprises, we in this country are dissipating too much of our initiative and energy in fruitless correspondence and file work. Our plight is very nicely pictured in the rhyme;

spot, getting the jobs done, and other important matters relating to their duties.

The first step in this direction to give adequate training to our ministerial staff with a view to increase their efficiency and thereby bring about an improvement in office work.

THE AIMS OF TRAINING

- (i) To make them familiar with the Codes, Rules and Regulations.
- (ii) To give them training in modern Office Methods of Filing, Indexing, Correspondence etc.
- (iii) To train them in the correct methods of preparing office notes and reports.
- (iv) To develop in them a lively interest in their work.

SCHEME OF TRAINING

(A) Central Staff Training School

All new entrants should spend three months in the Training school and should be given comprehensive training so that they are made quite familiar with the work they will be called upon to do.

(B) Area Schools

These will have two types of courses:—

- (i) Refresher Course—All ministerial staff will attend these courses after every three years in service. In addition to refreshing their knowledge of the Railway Codes, Rules and Regulations, the new developments and improvements in Modern Office Practice will be dealt with.
- (ii) Promotion Course.

INTERIM ARRANGEMENTS

Till such time that permanent arrangements are made for the training in the staff Training School and the Area Schools, afternoon classes at any convenient time should be started in each and every office employing more than half a dozen clerks. The object of these classes will be:—

1. To impress on all ministerial staff that no progress of our Railways is possible without reducing the burden of overwhelming large amount of correspondence and desk work from the officers and senior subordinates so that their time can be more usefully employed in supervision. This is possible only by increasing the efficiency of our ministerial staff.
2. The examination of the existing office Practice and diagnosis of the defects which delay correspondence, such as defective system of filing and indexing which make it difficult to link papers, too many cross-movements of papers in the office, due to the various sections not being located in proper order and being scattered about, duties and responsibilities of the staff not being defined clearly resulting in confusion as to who should deal with the particular correspondence etc.
3. The imperative necessity to eliminate all unnecessary correspondence. This can be achieved by collecting all the necessary data from our records and indexing it and making use of this data. The present practice of referring others and calling for their

'remarks' on each and every occasion is responsible for the abnormal increase in correspondence.

4. To make every one realize that he has an important job to do and to make the Nation's Railway more efficient.

These are only few suggestions. There will be many other subjects which can be dealt with.

These classes should be conducted by the office Supdt., or the Head Clerk of the office as the case may be, under the guidance of the Officer-in-charge of the office. It is felt that such classes can achieve very good results, if properly conducted.

D. ARTISANS.

- (a) *Training of Trade Apprentices*:—The Training Schools will have courses for the training of apprentices for the various trades. The Training will be both theoretical and practical.
- (b) Refresher Courses for Artisans.
- (c) Promotion Courses—Advanced Courses for the Artisans in various trades e. g. operators for the various machine tools, like Milling Machines, the Grinding Machines etc., Gas and Electric Welders, Tool Room Fitters etc.
- (d) Mutual Improvement Classes—where the artisans can learn more about their work in their spare time.

EXAMINATIONS AND SELECTION

Training courses and classes as envisaged above will be more popular and successful, if opportunities for accelerated promotion and advancement are provided to the promising men. The suggestion made by the Wedgewood Railways Enquiry Committee of 1937 is excellent, and is reproduced below:—

"Courses of this kind should lead up to examinations, and we suggest that the most successful candidates in the examination should be interviewed by a Selection Committee consisting of responsible Railway Officers. Examination is far from being an infallible guide to ability, but is a valuable preliminary and coupled with a personal interview, should enable the Selection Committee to pick out each year a small number of the most promising young men of subordinate grades for special training with a view to eventual promotion. In this way young man of capacity can be lifted out of the rot in which the present system of advancement by incremental scale and seniority is apt to bury them.

We think it desirable to stress this feature of the training as a whole. We believe that the opportunity of improvement offered by the lecture courses will be popular with the staff, but it will be much more effective and will supply a more vigorous incentive if it is known that successful candidates in the Examination receive the reward of special training for higher posts. Again we have to refer to the practice adopted by the British Railways which has been found to be most successful in this particular feature. (To be continued)

Railway Platform Luggage Transport

By A. Jayaram, M. A.

THE other day I was at the City Station to meet my Sister. I was early and the train was late. Finding time hanging on me I sat myself down on one of those Cement Benches and was scanning through that morning's newspaper.

My attention was attracted by a conversation in which two friends sitting beside me were engaged and although I dislike eaves-dropping I lent my ears to it since the subject was of a general nature and of particular interest to me—the topic was 'Transport of Luggage on Railway Platforms.'

The genesis of the topic, I understood was an old Railway Porter carrying a headload—did I say 'a headload'; no it was many a headload—of luggage, comprising all sorts of things, beddings, trunks, baskets, bundles of different sizes and shapes and what not. Poor old man, he was staggering under the weight of the load and the owners of the luggage—a smart young man and his wife (newly married, I presumed) were walking leisurely behind, stopping and looking at every carriage to find room (rather seclusion) and making the porter halt before every carriage, as they looked in.

One of the friends by my side—let me call him Mr. 'X'—remarked: This certainly is cruelty at its acme. Poor chap! If the porter does not die under this load, he is lucky. Something should be done to prevent this."

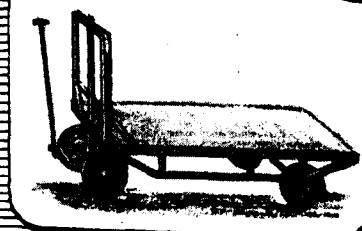
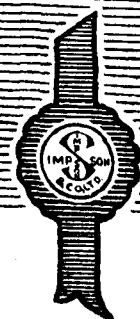
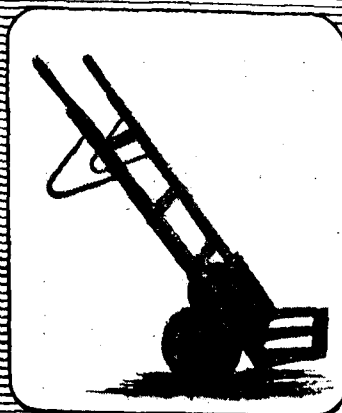
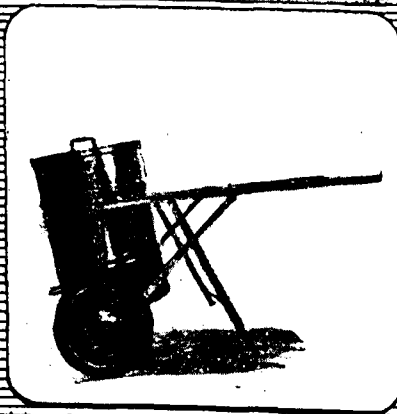
His friend—Mr. 'Y'—said: "You are right, the Railway Authori-

ties should definitely stop this sort of affair. Why should they allow these porters do the work of a Trolley, I wonder."

Mr. 'X':— "What do you mean, Trolley? Do you mean to say that the authorities can dispense with the services of all porters and make trolleys do their job, thus depriving thousands and thousands of porters all over India of their only tried means of livelihood?"

Mr. 'Y':— "No friend! I am not suggesting anything of that sort. I am only saying that a Trolley could be used for carrying luggage up and down the platforms and the porters could be engaged to load the luggage on to the trolley and thence to the carriage. This system will not only save the porter—who after all is a human being like any one of us—from being subjected to carrying heavy loads just for a pittance of a few annas and thus slowly but seriously ruin his health, but will also ensure safe and swift carriage of the luggage. It is high time the Railway Authorities looked into this matter and did something to save these human wrecks of porters."

Mr. 'X':— "You are right. But what about the trolleys? Do you know how many the Authorities have got to procure for use throughout all the stations on the various railways? And what do you think each trolley would cost? These are problems that definitely will confront the



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Railway Authorities, before they do anything of this sort."

Mr. 'Y':— "Now, look here! I wonder how you could be so uninformed as to what is happening under your very nose. Have you ever heard of 'An Indian Industrial Institution since 1840' probably the only one of its kind in South India which manufactures a very smart and wonderful type of Platform Trolley at a very reasonable price. I understand too that it has very many exclusive features and are now being used in certain Railway Stations and replacing other forms of manual transport. I am sorry I do not

know much about the technical specification or the exclusive features but it certainly is the only answer to the problem viz. "Railway Platform Luggage Transport."

I certainly could not contain myself at this stage of their conversation and barged into it with the customary 'I beg your pardon,' and introducing myself as a representative of the Institution referred to by them.

I said: "I am happy indeed that you are well informed on a subject which is not of great personal interest to you and am very proud to hear the high opinion you

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have of our company. I should say with becoming modesty that we are the pioneers in the manufacture of Platform Trolleys in South India and the trolleys manufactured by Indians, for Indians with Indian Capital in one of the most modern workshops of India are the best of their kind. Simpsons Platform Trolleys are manufactured to a very fine standard of perfection and only the best workmanship and finest materials have been employed in this manufacture. We can solve this problem of Railway Platform Luggage Transport.

Mr. 'Y':— (to Mr. 'X') "Did you hear that?" (turning to me) "Well Sir, we have got some time before the train arrives. Will you please tell us how you can solve this problem."

Myself:— "With pleasure. You see, transport of luggage on Railway Platforms by means of porters has many a drawback as you said and to solve this, we manufacture quite a variety of Platform Trucks or Trolleys. Our Standard one is capable of carrying 1000 lbs. load and there are others with smaller carrying capacity of 600 lbs. and 450 lbs."

Mr. 'X':— "That sounds very interesting, carry on friend. Well, answer me this question, What do you think the advantages are of using Trolleys on the Platform?"

Mr. 'Y':— "That is a question."

Myself:— There are decided advantages. You see, the platform trolleys we manufacture are fitted with Solid Rubber Tyred Wheels, and have steerable turntables. You can very easily manoeuvre the trolley even on platforms that are heavily crowded, with the least inconvenience to the passengers. Besides it needs little or no effort on the

part of the porter handling it. I for one personally feel the powers—that—be put an embargo on human beings being converted into beasts of burden and insist on the use of trolleys for transporting luggage on platforms. It will be more efficient, quick, decent and dignified to carry loads on trolleys than on human heads.

Mr. 'X':— "Excellent, Sir, I am very glad to learn that Simpson & Co. Ltd., are certainly trying to do a veritable service to the country and to the class of human beings, whom we so callously call 'coolies.'

Myself:— "Certainly, if we are given sufficient impetus we can manufacture any type of trolley to suit individual requirements. As it is, we also manufacture, besides Platform Trolleys, Sack Trucks in two varieties—Heavy Duty and light type capable of carrying goods. Put together the Platform Trolleys and Sack Trucks can be profitably and advantageously used to carry 'anything and everything'—to use a hackneyed phrase. The operation of these trolleys does not involve any strain on the operator. And I may say positively that these wheeled vehicles will go a long way in successfully solving this problem—'Railway Platform Luggage Transport.'

Mr. 'Y':— "Thank you very much, Sir, for such a pithy and erudite appraisal of Simpson's Service to the Nation. It is a pity we can't have a complete picture of the multifarious activities your company is engaged in as the train is almost on the Platform. However, we hope we will have another opportunity to have the complete story. Nevertheless we are greatly indebted to you for the informa-

(Continued on next page bottom)

British Railway Stations Show Christmas Spirit.

By A Correspondent

RAILWAY stations are usually dismal places, uncomfortable and sordid. Passengers hurry from platform to exit, and vice versa, in their daily journey to and from work without noticing any of the environs except possibly the clock. In other cases, such as exchange of terminals or junction stations a passenger may have to wait several hours. He is either cheered or depressed by what the surroundings offer.

During the past two decades, Railway Administrations have realised the necessity for modern and comfortable facilities. Stations have been redesigned, better lighting has been provided, and modern booking facilities taken care of. Waiting rooms have been attractively furnished and special attention has been given to buffets and restaurants. Loud speakers announce the latest information regarding train departures and arrivals and in between dispense music for passenger's entertainment.

On the British Railways, one of the latest ideas is the decoration of Railway stations at Christmas. Just before Christmas this year, staff of the British Railways will be busy putting up gay

tion you have given us. You see, educating public opinion is the first and right step towards solving any problem and we shall do our best to broadcast this intelligence in our own way."

"The train was on the platform and I bade good-bye to my

displays to greet passengers in the form of Christmas trees, streamers, balloons, bunting, holly and evergreens. Last year seventeen principal stations on the London Midland region were, during Christmas and New Year, decorated with giant Christmas trees, balloons, fairy lights and pictures



Christmas trees and figure of Santa Claus, Euston Station—British Railways.

friends (?) and was looking for my sister when I heard a loud noise. I turned round and found that a porter had dropped a heavy luggage unable to bear its weight. The owners of the luggage were abusing and cursing him. And I said to myself "This can't and won't happen if a Simpson's Platform Trolley had been used."

of Santa Claus. There was an eight foot model of Santa Claus at Euston Station and other stations on the region which included St. Pancras, Liverpool, Manchester, Blackpool, Preston, Stoke, Carlisle, Leicester and Nottingham. This practice of decorating Railway stations is also carried out by other Commonwealth countries. Last Christmas the great hall of Montreal Central Station, Canadian National Railways, displayed tableaux of Christmas celebrations in different countries of the world.

Christmas trees, although not known by that name at that time, were associated with the early Romans who used the tree for decorative purposes at the beginning of a new year. They became popular in Great Britain when the Prince Consort was married to Queen Victoria. They were used as long ago as 1605, by

German priests who decorated them for the festive season. They were introduced into England by Queen Charlotte, the German wife of King George III, who installed them at Buckingham Palace and Kew Palace. They did not find much favour until re-introduced by the Prince Consort.

The Christmas Tree or common spruce, is a native of Europe and grows abundantly on the mountains of Southern Russia. The tree is not a native of England but it has been extensively cultivated since mediaeval times. The country of Cumberland has been devoted to the cultivation of Christmas trees for years now. In 1930 it supplied 3,000 trees and in the year 1929, 10,000 were sold to London, Leeds, Liverpool etc. At that time the prices were £50 to £60 per thousand



Christmas decorations in the Great Hall—Euston Station—British Railways

and were from two to three feet to twenty feet in height.

During the second world war, the U. K. Government gave permission for the importation from North America of ten million Christmas trees. The woodsmen in Ontario and the maritime provinces were busy in cutting down the little trees and stacking them in bundles of 20 alongside the railway tracks. They were then loaded on to slow moving cars with long handled spikes. Each car held between 4000 and 6000 trees and one train alone carried 200,000 trees for the Quebec District.

While trees from a few feet to eight or ten feet are used in homes at Christmas time, larger trees are employed as community trees for public places, similar to Railway stations. Of these, one is placed every year in front of St. Paul's Cathedral in London, and also in Trafalgar Square. The one used for St. Paul's Cathedral comes from Windsor Castle.

The Christmas tree has now become an indispensable part of our Christmas festival which has entered into the lives of all from our earliest age.

The Life Story of Father Christmas

By Nora Secco de Sousa

VERY soon we will be celebrating a most magical, unreal, fairy-tale festival, and perhaps the most delightful dreams of every child are those woven round the charming and generous personality known as Father Christmas that invariably is associated with this season of presents and good things. Father Christmas is so popular that he is known the world over and even in families who do not follow the Christian religion, the children eagerly look forward to having their homes visited by Father Christmas and wake up to find their stockings filled with gifts as a result of his visit. Weeks ahead of Christmas writing to "dear Santa Claus" is also a task laboriously and painstakingly undertaken by every youngster. Yet, nobody as far as we know, has written the life-story of Father Christmas, alias Santa Claus, alias Bonhomme Noel, alias Mikulas etc. Is it that there is insufficient data to work on like a birth certificate showing where he was born, who his parents were, and how he originated? Whether he really stepped into the children's world and his earthly career as the great giver complete with a long white beard, flowing red cloak and hood, reindeers, sledge and a bulging bag of toys?

Now however that we are in the midst of Christmas, lucky stockings and X'mas trees, let us take a peep at the family tree of Father Christmas and find out more about this genial gentleman and his different aliases, as well as how he came to play such an important part in the Yuletide rejoicings. There lived in Russia about the fourth century a young man called Nicholas, who from his earliest years took a keen interest in all human beings and tried his

hardest to make everyone he came into contact with happy. He was particularly fond of children and took a special interest in them. The parents of Nicholas were Christians and very rich; they thought that there was nobody like their boy and indeed he was very wise and good and a most obedient and docile son. While he was still a child, a terrible plague swept over the country and his father and mother were among the many people that died. All their great wealth was left to Nicholas and among other things, he inherited three big bars of gold. These bars of gold were his most cherished possessions.

In the same town where Nicholas lived, was a nobleman who had three daughters. He had lost all his fortune and they became so poor that the girls offered to go into the streets to beg their bread, so that their aged father should at least not starve. Nicholas knew that the nobleman would be too proud to accept a gift of money from him, so he thought of the gold bars. Going to the nobleman's house after dark one day, he was fortunate enough to find a window open, through which he threw one bar inside. He did the same thing the following night but on the third night, he was discovered and over whelmed with thanks by the nobleman. Nicholas declined them, saying that it was God he should thank for having sent him to their help. Incidentally this young man was some time later, made Bishop of Myra and after his death was canonised. He is also known from the miracle of the resurrection of three students slaughtered by an inn-keeper of Myra. St. Nicholas who is the patron saint of Russia is also known as Santa Claus, from the Russian name for him which

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is "Sankt Klaus." It was his infant piety and his acts of kindness for the benefit of young people, that wove the legend of Santa Claus paying all children a visit at Christmas and leaving a present behind.

Saint Nicholas enjoys great popularity among Anglo-Saxon children and the eve of his feast, which falls on the 6th December, is a time of festive stir in Holland and Belgium. The old custom used to be for someone on this day to do episcopal dress with purple gown, a mitre and staff and go from house to house inquiring about the behaviour of the children, so that the good ones could be rewarded and the bad ones punished. The children even now-a-days, on the eve of St. Nicholas' feast, before going to bed, put out on the window-sill their wooden shoes well-filled with hay and carrots for the saint's white horse. The good children when they awake find sweets or toys instead of hay and carrots, while the naughty ones are disappointed and dismayed to see their shoes untouched except for the addition of a big rod! In France, Father Christmas is known as Bonhomme Noel and he does not come alone. Pere Fouettard accompanies him, carrying a birch so that he is not too welcome by wilful children. In Portugal he goes by as Pai Natal, while in the Slavonic countries his name is Mikulas and his assistant is a horrible fellow called Crampus.

It was a much metamorphosed St. Nicholas whom the Dutch settlers took with them to the United States where he is more easily identified by the name of "Santa Claus." Discarding his episcopal robes, his mitre and his pastoral staff, Santa Claus is now dressed in an ermine-trimmed red cap and ample-folded

red suit cut more on the lines of the 'new look' and it is more probable that he is so modernised that he no longer travels by sleigh but comes crossing the skies in a natty plane of his own! In the little Town of Santa Claus, Indiana, U. S., is Santa Claus Castle, reputedly believed by children to be the home of the genial Christmas visitant. In England, Santa is known as Father Christmas and his official appointment as the children's friend, is due to the smiling zeal in which he remembered to bring gifts for all and sundry. There was a time however when Father Christmas did not bother to bring anybody anything and we find him on old engravings among mummers, looking quite imposing with the holly bough and wassail bowl, but in a demanding rather than a giving mood. It is fortunate for all that he underwent a change for the better and became the benevolent bearded gentleman who presides over the festive season and distributes Presents to all. A fact little known however is that St. Nicholas or Santa Claus is also the patron saint and protector of many picaresque vocations and thieves, gangsters, pawn-brokers, pirates, spinsters and sailors, all appeal to him. "The Knights of St. Nicholas" is another name for the light-fingered gentry. Be it as it may, Santa still remains the world's favourite among old gentlemen and the older he gets, the more he is liked both by young and old alike.

Qualifications for the exacting but enjoyable task of applying for the job of Father Christmas, in case you are interested, are not perhaps academic but they are nevertheless vitally important. Wisdom born of long experience blended with snowy beards and bushy eye-brows to produce an aura of ancient benevolence are

TOURIST SERIES—II

Of Tourist Interest on Southern Railway

Kodaikanal—Health Resort

By L. N. GUBIL



As an excellent health resort in India, Kodaikanal in Madura District of South India is famous.

It was in the early part of the nineteenth Century that the American Missionaries, residing in Madura, in their search for a suitable resort for the scorching summer, hit upon the Kodaikanal Hills and they founded a colony for themselves there. The fine climate and the natural scenery around, soon began to attract a constant stream of visitors, especially the Europeans, who required a suitable escape from the severe heat of the plains in Summer.

Though many improvements to the colony were undertaken from time to time, it was not until 1860 that the beautiful lake was planned and several roads were constructed, thanks to the efforts of Mr. Vere Levenge, the then Collector of Madura, in whose

memory a monument has been erected on the Lake Road.

This Hill station stands on an altitude of about 7,000 feet above sea-level, and forms part of the Upper Palni Hills; otherwise known as "Varahagiri" or "Pig Hills." Legend has it that 12 naughty children in these parts who scoffed at a sage got cursed by him to become pigs but they were later on saved by Lord Siva's blessings.

The hill resort can be reached from the railway station, also of the same name, within three hours by motor bus along a first class road through the wooded hills. The annual rainfall is about 65 inches, the heaviest during the months of October and December, while pleasant showers could be enjoyed during May and June. Flowers of various colours and fruits of different varieties are grown in abundance.

necessary. Infallible patience, a national love of children, vivid imagination, the skill of a character actor, a sense of humour, and most important of all so far as children are concerned, knowing all the answers to assorted questions beginning with "Where do you come from?" "How will you know where I live?" "What makes your beard grow so beautifully white?" and "Where is Mr. Christmas must all be answered with details by a professional Santa. A good Father Christmas is quick to cover

blunders too like mixing up X'mas presents and their late arrival sometimes, so he must sound convincing when he talks on faulty trade winds and the unreliability of the postal services. He is expected to have a first class education in geography too and know every town, street, house and chimney in every country in the world as well as he knows the back of his hand. For the sake of the original Santa's reputation here's luck to you and may you deliver the right presents down the right chimneys!

(Continued on next page bottom)



The Lake, Kodaikanal with Perumal Peak

More than any other thing, the lake in the centre of the town which is about 60 acres in extent, attracts the visitor. The road

around invites the visitors to have pleasant walks, while a number of boats are available for cruising in the lake.

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Night Airmail Services in India

By Ghulam Hussain

TO trace out the history of Air Mail, one need not excavate the hoary antiquity. It was only during the early decades of 20th Century that sporadic interest in Air Mail was envisaged by postal administrations of practically all advanced nations. At the close of the first global war, Air Mail service between New York and Washington was inaugurated on 15th May 1918. In Europe the British Royal Air Force began operating Air Mail services between London and Paris during 1918 and 1919.

The development of Air Mail services was severely handicapped by such hurdles as the low capacity of aircraft, hazards of flight, the stagnant state of night-flying in most parts of the world, and extremely high costs of operations. Due to the unflagging efforts of the Universal Postal Union (UPU) the rudimentary character of such services underwent a thorough modification. With improved technical and financial development of air transport, resulting largely from governmental promotional measures—among which arrangements for the carriage of Mail were one of the most important consideration; the third and fourth decades witnessed the triumph over most of the impediments to its use as a regular Mail Service. Since then, there has been an astonishing development of both national and international Air Mail transportation by day and night services. Today the British Overseas Airways Corporation and Pan American Airways are the World's two biggest international Mail carriers with huge income.

The inauguration of Night Air Mail services in India in the year 1949 by Shri Rafi Ahmed

Kidwai, the then Hon'ble Minister for Communications, Government of India, marks an important epoch in the annals of Communications history. The coming into existence of the Night Air Mail services is a sparkling triumph over the hardships conjunct with either late delivery of Mail or excess postage thereon. The all-round progress of civil aviation in general and transportation of Mail in particular bear ample testimony to the fact that Shri Kidwai's regime recorded a triumph over many financial and operational hurdles threatening the very existence of aviation industry in India.

The Night Air Mail Scheme which materialised in India as late as 31st January 1949 proved a success. The Indian Overseas Airlines were the first Operators of the experimental Night Air Mail Services in India. Subsequently Himalayan Aviation Ltd. stepped into the field from 15th October 1949 and the Air Transport Licensing Board permitted carriage of passengers besides Mail and Cargo. Undoubtedly Himalayan handled the service very efficiently with no accidents in the course of their operations. At the expiry of their provisional licence on 31st May 1951, the Government of India construed this favour on Deccan Airways Ltd. They commenced operating Night Air Mail Services on the 1st of June 1951. This will ever be remembered in the annals of Deccan Airways history as an important land mark which in course of time, is sure to give a progressive fillip to this nationalised aviation industry. When Deccan Airways undertook operation of Night Air Mail, there were doubting Thomases who wondered how this Company was going to undertake night operations. But

the General Manager of this Airline on whom rests entire responsibility of managing this show to the full satisfaction of the public as well as the State, belied all the doubters and rose equal to the occasions which were of course numerous.

Today besides passenger and cargo, Deccan Air carry more than six thousand lbs. of Mail daily by her night services from and to the four principal cities of India. The Sonagaum airport at Nagpur which is the hub of Night Air Mail operations provides a pleasant scene when four dakotas land and take off at the brightly lit airport. As travel by Night Mail Service is cheaper and more convenient to the business community, planes fly loaded to their full capacity.

The management can be rightly proud of its achievements. Deccan Airways as expected by the Communications Ministry and public have proved themselves efficient and prompt and have thus justified the virtual monopoly of night Air Mail Services entrusted to them. Efficient service, which is the motto and symbol of this Airline, besides high comfort and convenience to their clients, has earned for them a high reputation and unesteemable good-will.

Under the capable stewardship of their efficient, young, energetic and hard-working General Manager Shri P. M. Reddy, we are confident that the Company shall grow from strength to strength and shall acquire success in all their endeavours. In this connexion we would like to say a few words to our readers about Shri P. M. Reddy, General Manager of Deccan Airways Ltd.

Tall, handsome fortyfour year old Capt. P. M. Reddy hails from Hyderabad State. He had his early education at City High School and St. George's Grammar School Hyderabad (Deccan). Soon



*Capt. P. M. Reddy
...Brilliant Administrator...*

after his graduation from the Leeds University in Mining and Mechanical Engineering as early as 1931, he worked as an Apprentice Engineer in Frederic Krupps at Essen, Magdeburg and Keil in Germany for a period of two years. While he was at the University, Shri Reddy obtained his Pilot's "A" licence as well as his double colours in Hockey and Athletics. Naturally he took a keen interest in Aviation and obtained his "A", "B", "C" and "D" Licences in Gliding.

After spending nearly seven years in Europe, Shri Reddy returned to India with a view to manufacture cycles but due to lack of enthusiasm from the Capitalists, he gave up the project and again proceeded to England for advanced training in Aviation at the Air Services Training, Hamble. On his return to India, he became an Instructor in the Hyderabad State Aero Club. Later, he became Chief Pilot of the Railway Air Transport

Division and was attached as a Civilian Instructor to No. 1, E. F. T. S. at Begumpet, training Pilots during the war for the Royal Indian Air Force. After his release from the E. F. T. A., he was attached to the Railway Road Transport Division for about two and a half years. During the years 1942 to 1944, he was appointed as a part-time Lecturer in the Osmania University Engineering College in Aeronautical Engineering and also acted as External Examiner in Automobile Engineering of the Nagpur University. On the formation of Deccan Airways Limited, he was transferred to the Company as Operations Manager. He took over charge as General Manager, Deccan Airways Limited in September 1947, when Air Commodore H. A. Fenton, the then Managing Director of the Company returned to England.

Shri Reddy is the first Indian to be on the Technical Committee of the International Air Transport Association to which he was appointed as a member for 1948-49 and also for the current year. During the course of his tour of United Kingdom and the continent in the later part of 1949, he visited

Aircraft Factories and Aeronautical Companies and attended the International Air Transport Association Meeting at the Hague, Holland, not only in the capacity as one of the members of the Technical Committee but also as Representative of Deccan Airways Ltd.

On his return to England from the Continent, he took a further course of training in Instrument Rating and has come back fully equipped with up-to-date information for the betterment of Deccan Airways Ltd., and of Civil Aviation in India generally.

We can safely say without the least fear of contradiction that the Deccan Airways Ltd., should be fortunate enough to have a General Manager of high intellect and wide experience of Captain Reddy's standing in the Civil Aviation world. We are sure under his guidance the Deccan Airways will spread its wings throughout the length and breadth of this vast sub-continent. We take this opportunity of conveying our good wishes to Shri Reddy and pray for his long life and continued service to the aviation industry.

CORRECTION

In our October issue on page 47 under the caption "Improved Communications on Southern Railway" we published our Correspondent's news item commenting on the superiority of the ex-S. I. Railway telecommunications over the ex-M. S. M. Railway. Now we are informed by the Chief Signal and Tele-Communications Engineer that the Communications of the M. S. M. are far more complete than on the S. I. R. He says that "the new telephone exchange at the head office was planned by the M. S. M. and various other exchange which have not yet been put in were arranged before amalgamation."

EDITOR.

Letters to the Editor

Sri S. Arangan, Madras, suggests to the Railway Authorities to have the Trivellore Passenger to leave Central Station a few minutes earlier (at present it leaves at 7-58 A. M.) and halt it at the Perambur Loco Works Station for a minute for the convenience of employees at the Works. He says the 6-49 A. M. Pattabhiram Military Siding Local which they have to travel by now is too early and inconvenient for them, as they have to be at the Workshops only at 8-30 A. M.

Sri A. V. L. Narasimhan, Nellore points out that the recent cancellation of the Bitragunta Passenger trains (Up and Down) has inconvenienced the people of Nellore District, who used these trains while going to Nellore on business engagements and returning to their residences from Nellore. In addition, he says many people travel to Madras from Nellore by this train only, since the timings of the Janata Express are not suitable to the needs of the district.

Sri G. D. Krishna, Dornakal pleads for a fair deal to acting Class II Officers on the Nizam's State Railway (Now Central Railway) who have been asked after the Railway's merger in the Central Railway, to choose between their permanent Class III posts with a retiring age of 60 and the CPC scale of pay with a retiring age of 55. In this connection he recalls the promise made at the time of the merger that no employee would be retrenched or reduced.

Sri R. T. Setty, Ponduru, says that Janata Express trains though they stop at smaller stations, do not stop at Ponduru a commercial centre in Srikakulam district. Consequently he says businessmen and others are served only by night trains which are not safe or convenient for persons carrying money etc. to transact business. As mails are also delayed, he requests Railway Authorities to have the Janata Express halt at Ponduru.

Sri S. R. Sastri, Madras and Sri R. Gopal, Trichy complain of the annoyance caused to Railway passengers by the disconcerting habit of urchins standing about outside carriages during meal hours especially at Madras, Trichinopoly, Madurai, Tanjore stations etc. to mention a few. They request the Authorities to look into the matter and stop this nuisance.

Sri N. Ranga Rao, Ambattur complains that the decision of the Southern Railway Administration to cancel the haltings of Central-bound No. 16 Bangalore and No. 42 Renigunta Passenger Trains, is causing great inconvenience to residents of Ambattur. Since the only available Local after 7 P. M. reaches Central at a late hour, he requests that at least the Bangalore Passenger be made to stop at Ambattur.

Christmas-Its Message

By A. Antoni, B. A., L. T.

THE year is drawing to a close and it is winter with its piercing cold. Even the wildest of wild animals think twice before venturing out into the open in search of their prey. But, strange as it may seem, the rough and narrow path to *Bethlehem* is thronged with people, young and old, rich and poor. At great personal inconvenience these natives of *Bethlehem* crowd to their native village in obedience to the edict of their rulers to register themselves in the coming census.

Among this motely crowd is a young virgin, who according to the designs of Providence, expects to be a mother within the next few hours. She is poorly but modestly dressed with a veil covering her from head to foot. A celestial smile is playing on her serene countenance. She is riding an ass, and beside her with a staff in one hand, trudges along an old man, a carpenter by trade her spouse.

The journey is as tiresome and tedious as the way is long and rough. By the time they reach *Bethlehem*, nature has shrouded the place with her mysterious mantle of darkness. Dim lights begin to peep here and there through the shutterless windows in the poor houses.

Joseph, for such is the name of the old carpenter, goes from door to door begging for an humble corner for Mary. There is not a building however modest he has not called, and there is not a person however lowly he has not approached. But people apparently are too busy and too engrossed with their own selfish interests to pay him even

a cursory attention. Yet, cheerful as ever, with never a word of complaint or murmur on his lips, and placing his trust in God, he goes on and on till he comes to what has the appearance of a cave. Fortunately there is nobody to keep them out. Timidly they enter, only to find that it is a stable, sheltering a few heads of cattle. In that foul-smelling, dirty and damp stable, Joseph and Mary find a dark corner which they can occupy without let or hindrance.

The din and glamour of the day and of the early night gradually give place to a silence as of death at the approach of the hour of midnight. Everything is silent and calm. Suddenly, yes all too suddenly, the stable



Birth of Jesus Christ,
the Son of God,
the Prince of Peace

is flooded with a brilliance before which a thousand suns would pale into insignificance. The whole atmosphere is wafted with a fragrance not of this world. Heaven itself seems to have descended on that stable. And simultaneously Jesus Christ, the Son of God and the Prince of Peace, is born of the Virgin Mary and laid on the manger. Joseph and Mary, wrapt in heavenly joy, sink on their knees beside the Babe in profound adoration and contemplation. He, whose advent the prophets and sages had awaited in eager expectation to bring comfort and consolation, peace and order to a world blinded by a thousand factions and torn and mangled by a thousand loyalties that wrench her farther and farther away from the feet of her Creator has become MAN to deliver mankind from the snares of the devil and from the machinations of his agents on earth. An ethereal music fills the place and for such as have ears to hear angelic voices sing "Glory be to God in the highest; and on earth peace to men of good will"

"Peace on earth to men of good will" —Yes, here is in a nutshell the message of Christmas. But alas! who harkens to that divine message? The poor, insignificant shepherds who are the first to rush to the stable and adore

their Saviour. The people that count? these who have it in them to make or mar the world? —they are snug in their warm beds, too preoccupied with mundane things to spare even a few moments to things spiritual.

Today as twenty centuries ago, the Christmas message is the same to a world thirsting for peace. Peace is on every lip that opens in public utterance but that vainly-sought-for peace which Christ came on earth to preach and to establish is as remote from reality as ever it was, for man is as remote from God and as deaf to His teachings as his primitive forefathers though he has advanced almost out of recognition in other spheres. Alas! his very advancement is his bane. It turns him farther and farther away from Bethlehem's Crib. Peace, abiding peace, peace to the individual, to the family among the nations and to the world is founded on mutual trust and good will as announced by the angels and not on mutual suspicion and recrimination. Goodwill alone can secure what the most dreadful atom bombs can never hope to win. A change of heart and not a race of armaments is the real remedy. "Glory be to God in the highest; and on earth peace to men of good will." (Lk. 2, 14.)

Virtue, like a strong and hardy plant, will take root in any place where it can find an ingenuous nature and a mind that has no aversion to labour and discipline: therefore, if our sentiments or conduct fall short of the point they ought to reach, we must not impute it to the obscurity of the place where we were born, but to our little selves.—PLUTARCH.

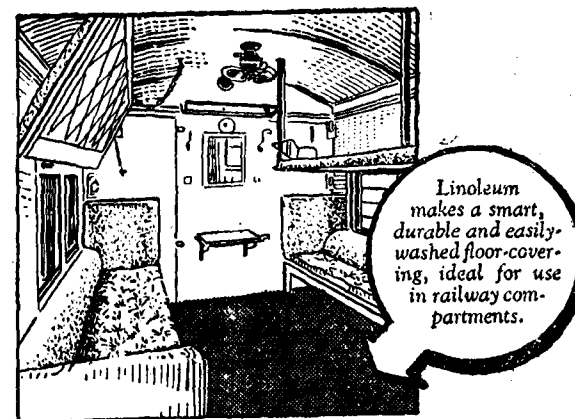
The confounding of all right and wrong in the wild fury of war has averted from us the gracious smile of heaven.—CATULLUS.

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A Text-Book on Railway Transportation

With a view to make the Railwaymen of India more efficient in their jobs it is proposed to add a new feature in this Magazine, viz., to publish in series, chapter by chapter, a TEXT BOOK or an ELEMENTARY TREATISE on *Railway Transportation* embracing all its aspects—Engineering (Civil, Mechanical, Electrical, including Signals and Communications), Operating, Commercial and Accounts—written to a carefully-planned syllabus, maintaining continuity from chapter to chapter.

Such a text book on Railway subjects in the form of graded lessons written by Indians for Indians is absent in India, and is a long-felt want. And upto now the beginner to Railway service wanting to learn transportation as well as the average Railwayman in service wanting to enrich himself in the knowledge pertaining to his profession and make himself more efficient, has not had a suitable text book, out of which he may self-educate.

It is hoped that this series will be useful not only to the beginner in the Transportation Service and Industry, but also to those who are already in service. The beginner in very many cases has had to shift for himself in the midst of a motley crowd of fellow-workers and pick up crumbs of knowledge from the various Railway Rule Books placed in his hand, or gather what little he could from the busy superior under whom he happened to be placed. He has not had the systematic and judicious feeding according to the well-known principles of education like, "from the simple to the complex," "from the known to the unknown," "neither under-feeding nor over-feeding," etc. The text book in question has been written according to these accepted principles. The staff in service have always had doubts, which have either never been expressed, or if expressed have never been cleared, for lack of suitable doubt-clearers; and such doubts have been arising in them off and on only to be stifled again and again. The writer has had in view the requirements of all such categories of staff.

The printing is so done as to enable the subscribers to detach the pages and bind them together later on into book form. As spare copies may not be available afterwards, staff (both freshers and refreshers) are advised to make sure of their copies well in advance. The authorities of the various Railway systems in India are requested to catch this opportunity by the forelock and take full advantage of this new feature for the benefit of their large personnel, which will ultimately redound to their benefit.

If this humble endeavour benefits at least a handful of Railwaymen and raises their efficiency even by a wee-bit, none shall be more pleased than this Editor, who has been feeling for a long time past that real education in the day-to-day Railway matters of staff is one of the functions of this Magazine, that Railway education in India has not been given its due, and that it must receive very early a great phillip, must be made more orderly, systematic and scientific through lectures (written or spoken) and text books based upon sound principles of teaching, and can no longer be left to take its own course in a haphazard manner.

EDITOR

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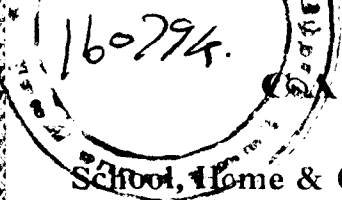
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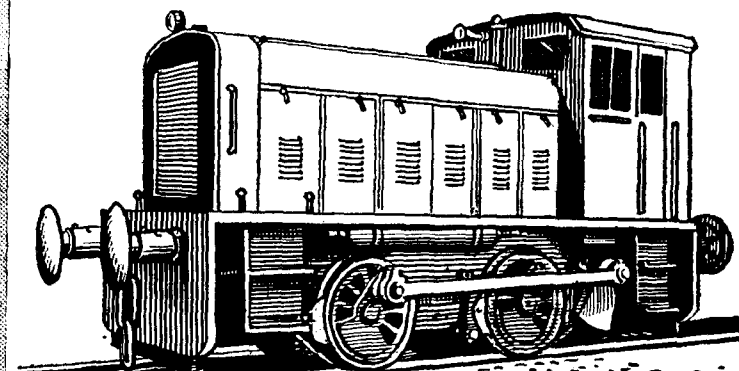
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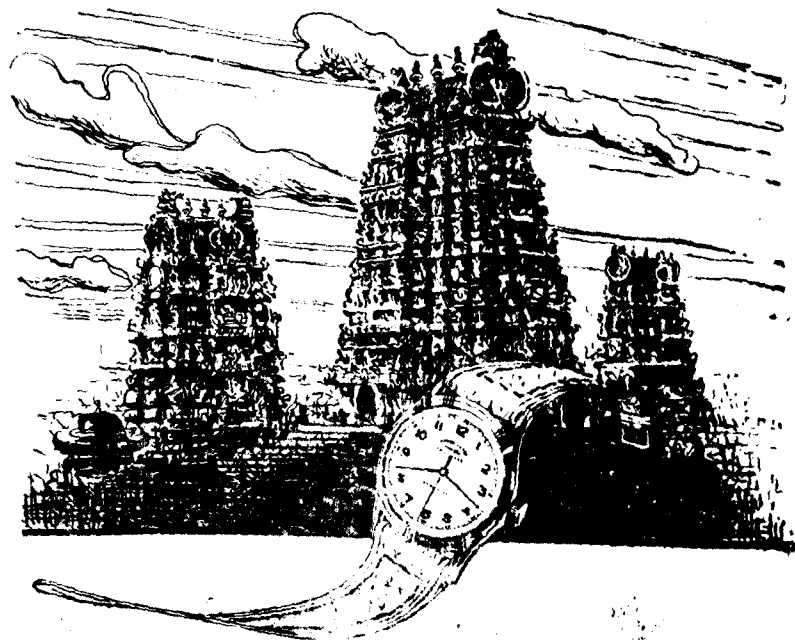
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