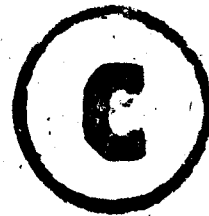


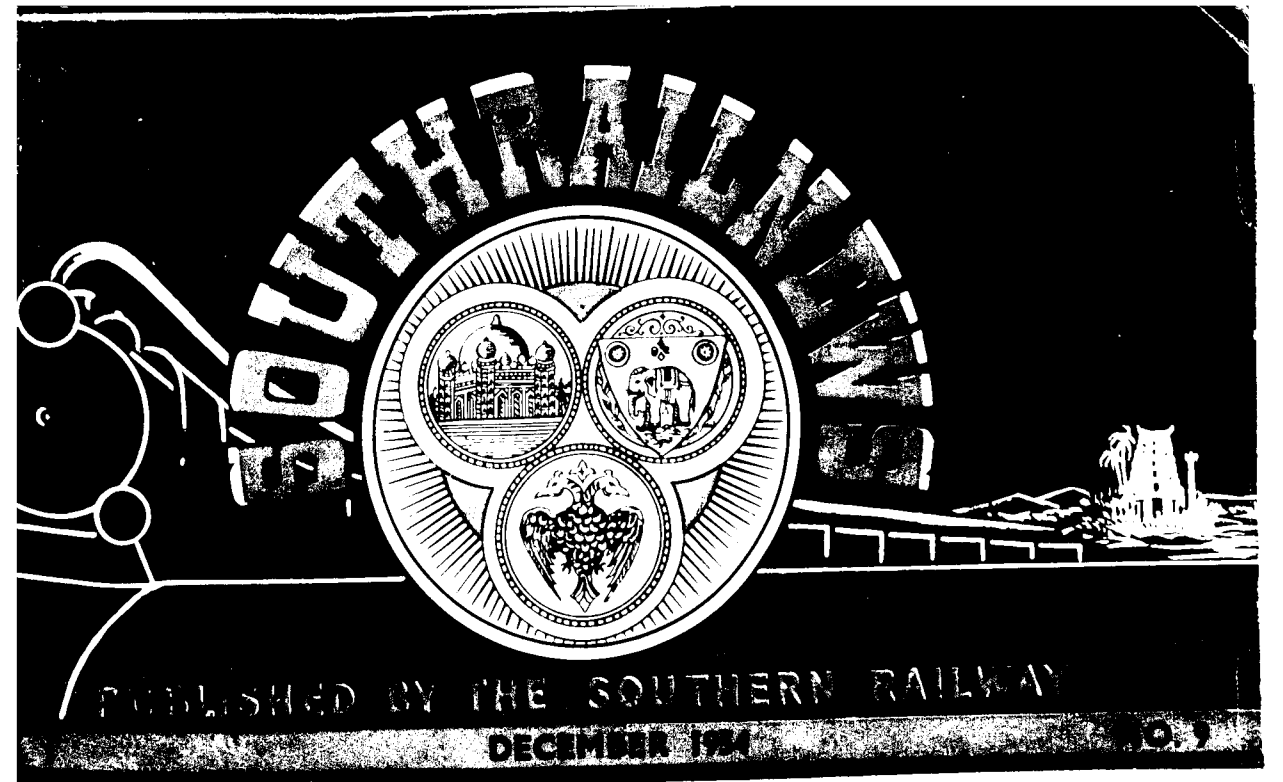
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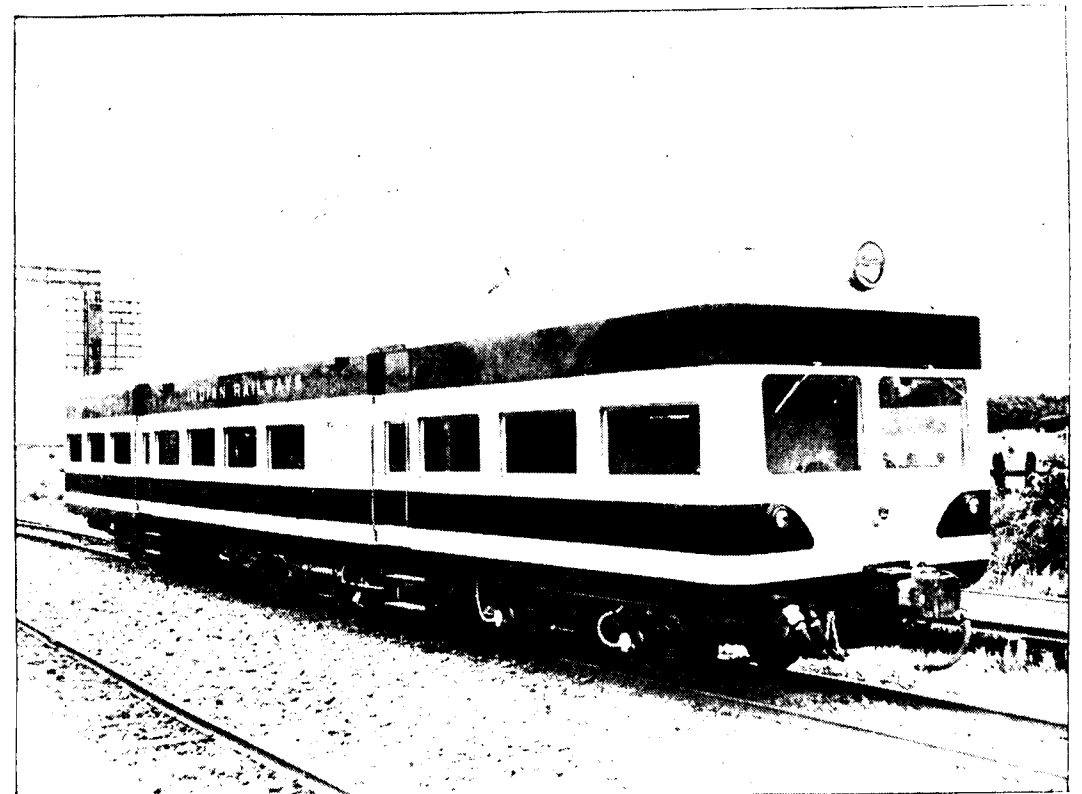
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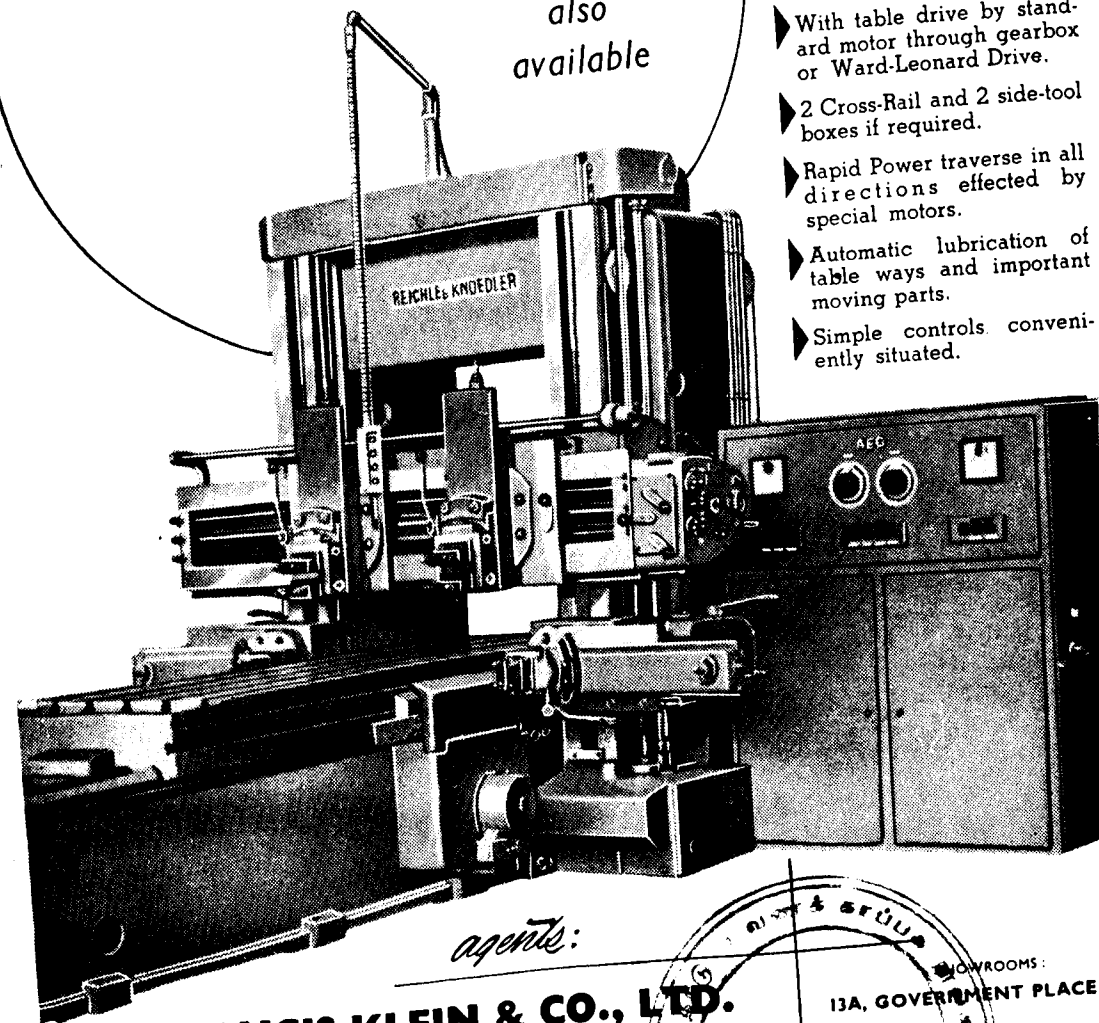


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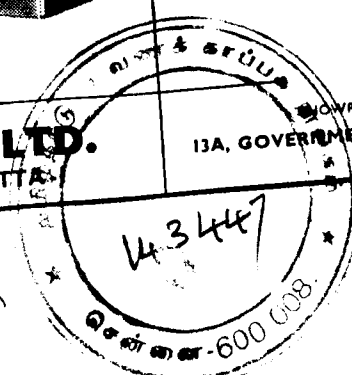
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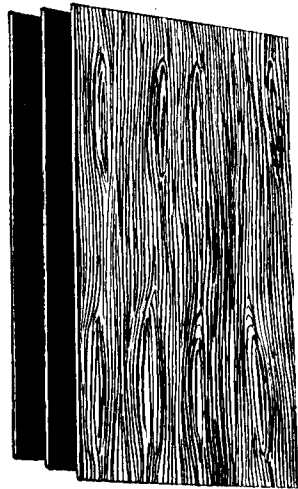
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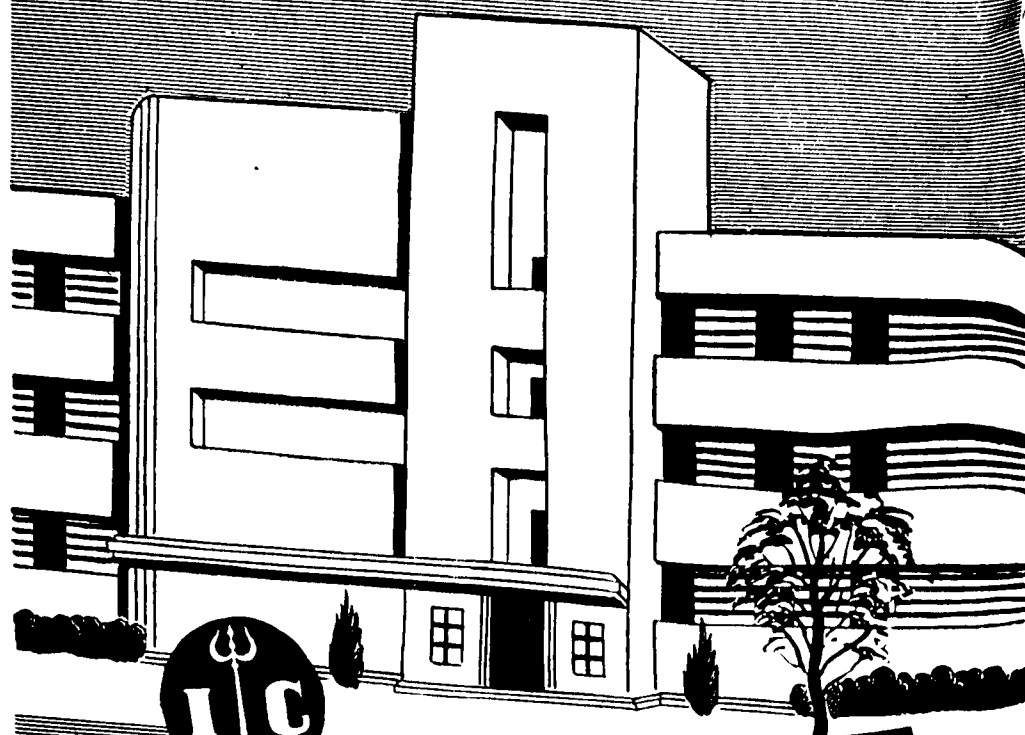
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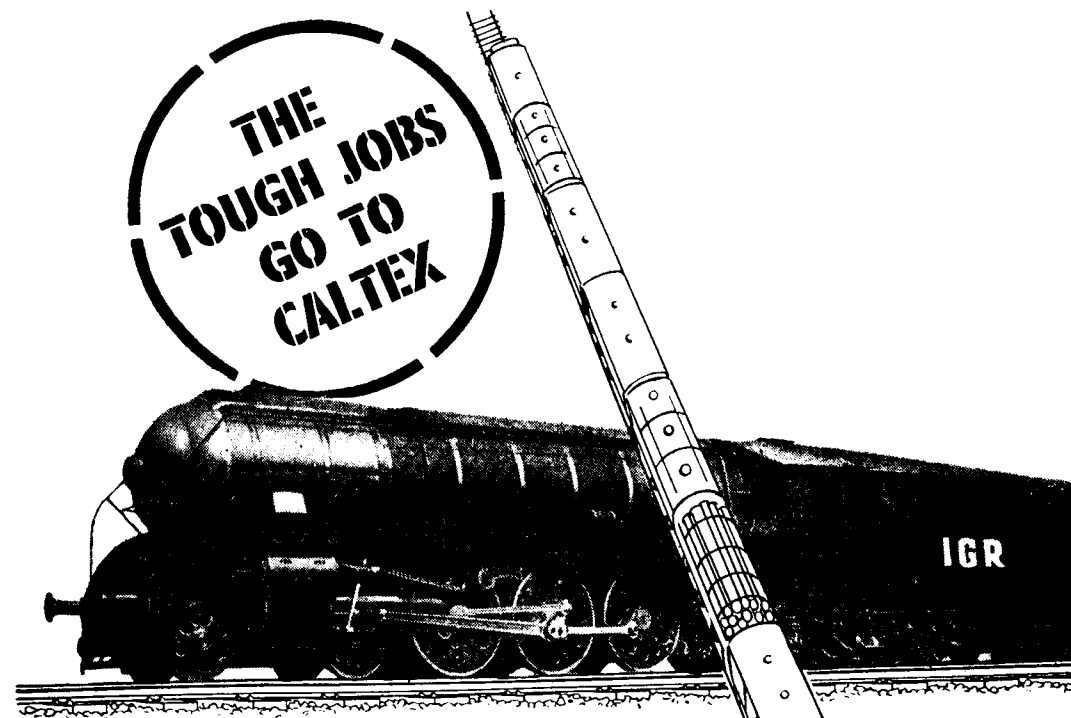
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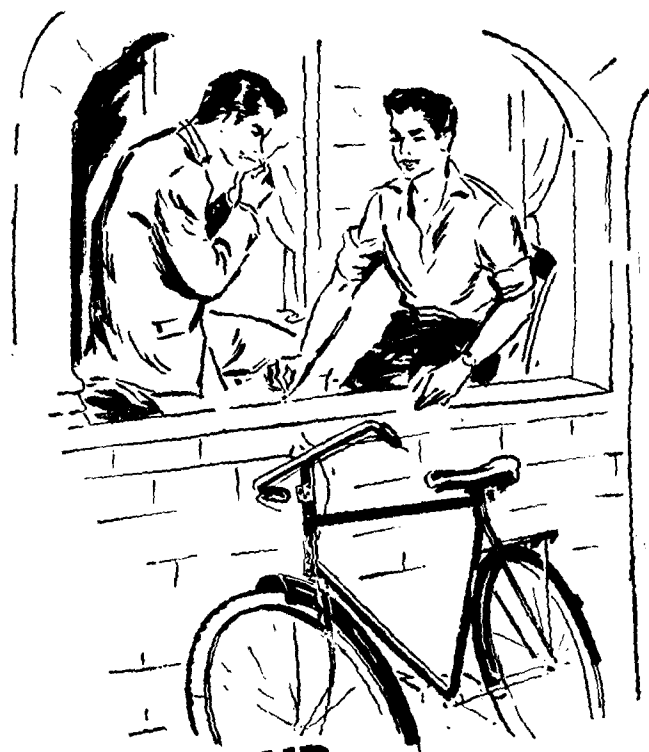
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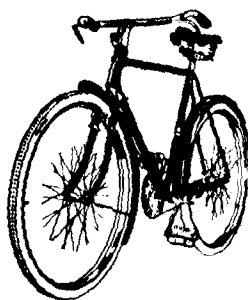
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SOUTHRAILNEWS

(Official organ of the Southern Railway)

VOL. I

No. 9

DECEMBER, 1954

Editor:

T. S. PARTHASARATHY

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Manuscripts and photographs, not accepted for publication, will be returned only if the sender so requires and encloses the usual stamped, addressed envelope.

Contributions should be addressed to the Editor, not by name, and reach him not later than the 10th of the previous month.

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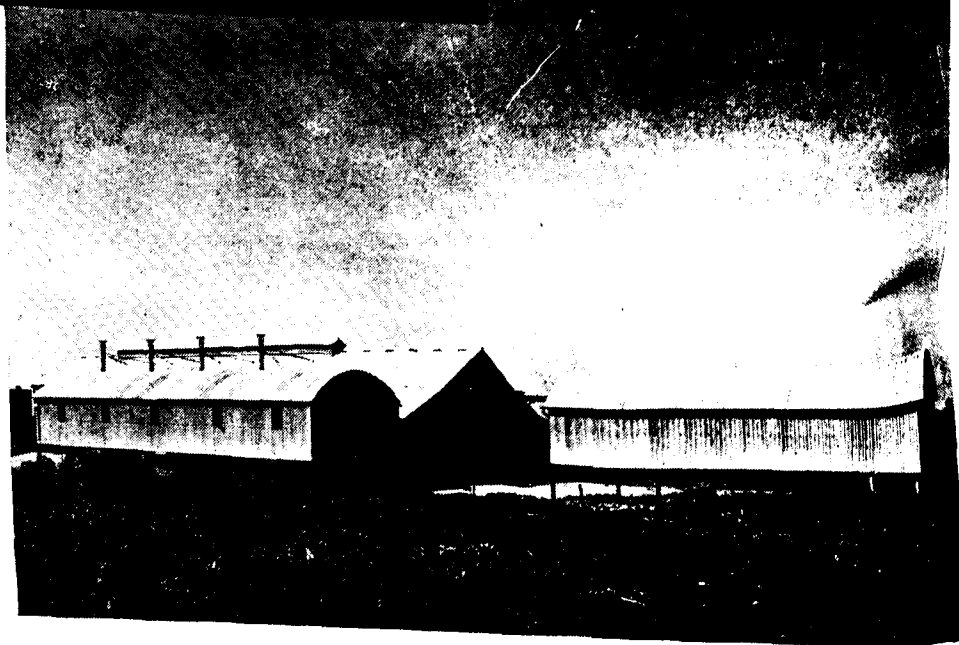
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SOUTHERN RAIL NEWS

Vol. I

DECEMBER 1954

No. 9

WELCOME MEASURES

NOVEMBER 15, 1954 may well go down in Indian Railway history as a memorable day. The introduction of sleeping accommodation in III class in important trains to begin with is an answer to the charge, which is perhaps being levelled against our railways ever since their inception, that they neglect a class of passengers who contribute the maximum to their revenues. In the last budget speech, Shri Lal Bahadur Shastri, our Railway Minister, said that one of the immediate objectives which Government wanted to achieve was "to reduce, as far as possible, the difference between the lower and the higher classes." The provision of fans in third class coaches was an amenity that was greatly appreciated by the lower class passenger but the present facility will mean a revolution in the comfort standards of those travellers to whom night journeys were a nightmare.

The scheme provides, for the present, facilities for reservation of sleeping berths in Third Class on certain important trains including some Janata Expresses. On each of these trains, a coach with 54 berths will be available and sleeping accommodation will be provided between the hours of 9 p.m. and 6 a.m. to those who pay the small surcharge fixed. A conductor has been provided in each sleeping coach to look after the comforts and conveniences of passengers.

A number of other measures, recently introduced by Indian Railways to level down the barriers between the upper and the lower classes and to bring rail travel in India on a line with that in more advanced countries, also deserve mention here. These include the abolition of separate entrances and exits for different classes of passengers and the throwing open of dining cars and retiring rooms to all passengers,

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irrespective of the class of tickets they hold. These steps reveal the anxiety of Indian Railways to keep moving with the spirit of the times and remove bars which, however justifiable in the past, have no place in a progressive democracy.

ASSAM'S ORDEAL

Following the devastating floods of July this year, which beat all previous records in intensity and magnitude, Assam was cut off completely from the rest of India for more than three months. Three successive floods within a short interval—July, August and September—disrupted rail communication, the life line, causing extensive damage to key bridges and the permanent-way. Never before was there such a long interruption of communications between Assam and the rest of the country, although the Assam Rail Link, ever since it was built five years ago, was always open to periodical battering by those watery menaces, the Tista, Torsa and Sankosh.

The extent of the damage is not known exactly but according to reports it may touch a crore of rupees. Railway engineers are making a gallant effort to restore communications in record time and the entire railway machinery has been geared up for the purpose.

It will be recalled in this context that the 142 mile metre gauge rail link connecting Assam with the rest of the Indian Union is a post-independence engineering achievement which brought lasting credit to the Indian engineers who completed it in record time, five months ahead of schedule. The story of the construction of the link reads like the saga of a heroic adventure. The country through which it passes

presented formidable difficulties of a sub-montane region with thick forests, heavy rainfall and turbulent rivers, which, including the three mentioned above, numbered twenty-two. The thick malarial jungles, which had to be cleared before surveys could be made, were extremely fertile but notoriously unhealthy and the enormous task involved in the construction of the line at a cost of Rs. 9 crores can be judged from the fact that within a period of six months, two hundred million cubic feet of earth had to be moved for embankments alone. A remarkable and unique achievement in bridge building on this Link was the employment, for the first time in railways in India and perhaps in the world, of pre-stressed concrete girders of 60 feet and 40 feet spans. The Link was a great feat of engineering from every angle.

Assam is naturally perturbed at this frequent dislocation of its only direct rail link and just before it was prorogued recently, the State Assembly adopted a motion requesting the Centre to construct an alternative railway line which would be dependable all the year round. A direct line between Siliguri and Alipur Duar is also being suggested in some quarters. The matter, which is of great concern as much as to the rest of the country as to Assam, will no doubt receive the attention it deserves from the Railway Ministry.

OIL REFINERIES FOR INDIA

The formal opening of the Stanvac Refinery at Trombay by Shri K. C. Reddy, Union Minister for Production, was an event of great importance to India, so far as her future oil needs are concerned. This Rs. 17½ crore refinery,

completed six months ahead of schedule, is working since last July, turning out 25,000 barrels of oil every day, an output which will cover about 30 per cent of our country's needs. The Government of India have entered into agreements with Burmah-Shell and Caltex also for the erection of refineries in India, which will refine crude oil imported from the Persian Gulf and when these go into production, the bulk of Indian requirement of oil will be met locally.

A significant aspect of the opening of these refineries in India is the part played by foreign capital in our national development. Capital accumulation in India is slow and if foreign capital is invited on the basis of joint enterprise with Indian capital, there is a decided gain in the matter of foreign exchange and in tax revenue to the Government. The oil firms are well-known for their

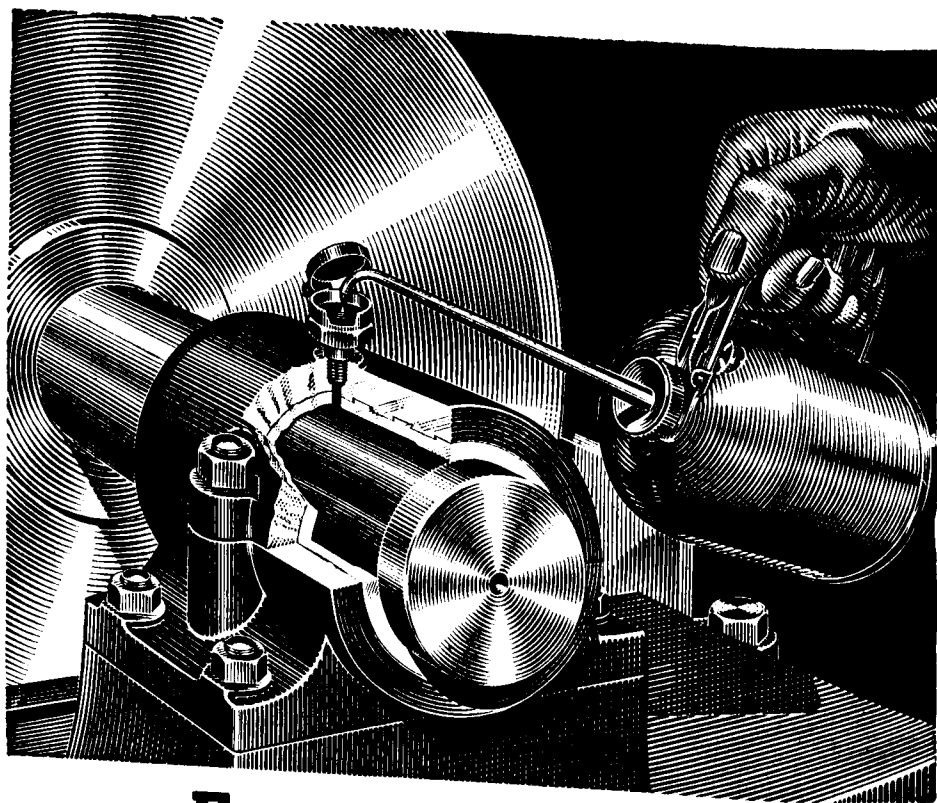
interest in the welfare of their workers and employment and training for Indians are, therefore, added advantages of this joint endeavour.

SHRI MATHUR'S MADRAS VISIT

Officers and staff of this Railway had an opportunity of coming into personal contact with Shri K. B. Mathur, Member (Transportation) Railway Board, during his recent tour of the south, soon after his appointment to the new office. In the course of a rapid tour, Shri Mathur visited Bezwada, Guntakal, Bangalore City and Jalarpet and held consultations with the local officers regarding improvements to yard and line facilities and the removal of bottle-necks wherever they existed. He rounded off his visit by attending a party arranged in his honour at the Perambur Officers' Club by officers of the various departments.

Shri Mathur (in full white) snapped at the party





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Bangalore-Salem Traffic Survey

THE Railway Board has sanctioned a traffic survey to be carried out for a 124-mile railway line between Salem and Bangalore to determine the traffic prospects of a metre gauge line connecting these two places.

The survey will be carried out by our Railway and is estimated to cost Rs. 50,000. It will be known as the Bangalore-Salem Railway Traffic survey.

The route to be followed would be Bangalore to Hosur and on to Dharmapuri, following as far as possible the previous narrow gauge alignment between Hosur and Dharmapuri, and on to Salem via Omalur on the Salem-Mettur Dam Railway.

Suggestions at Tokyo Meeting

The six-day conference of the Railway Sub-Committee of the United Nations Economic Commission for Asia and the Far East concluded in Tokyo on October 25 with a promise from six countries, including India, that they would provide more positive co-operation in regard to railway administration in the region.

Fifty senior railway administrators and engineering experts from 17 Asian and non-Asian countries attended the conference at which India's delegation was led by Sri Kripal Singh of the Eastern Railway.

Among recommendations which the conference adopted were: Establishment of railway research centres

similar to those set up in Lahore, Pakistan, to test and encourage the use of suitable packaging from the locally available materials; use of fork lift trucks; use of containers for collection of delivery, especially in cities and setting up of a separate detective service.

During the conference, the Pakistani delegation suggested the creation of an Asian railway research pool in which Japanese and Indian and other Asian railways should open their facilities to smaller railways in the region.

All through the six-day session of the conference, fairly active debates were centred round the technical aspects of the railway administration, such as the improved methods of track construction and maintenance, modern trends in the building of bridges, treatment of locomotive boiler water, prevention and speedy disposal of claims against railway administrations and improved designs of rail cars and diesel locomotives.

India, Japan, U.K., France, U.S.S.R. and the United States agreed to provide more positive co-operation in regard to railway administration in the region.

Russia also offered technical assistance through the United Nations Technical Assistance Administration and also invited delegate countries to visit Moscow.

Resumption of India-West Pakistan Train Service

Through passenger traffic by rail between India and West Pakistan was resumed on October 28, when the first



SRI G. PANDE, the present Chairman of the Railway Board, joined the Indian Railway Service of Engineers in 1925, at the age of 24, as an Assistant Executive Engineer on the Ex. East Indian Railway, and was promoted as an Executive Engineer on the same Railway in 1940, in which capacity he was in charge of some important construction works.

In 1946, he was promoted as Deputy General Manager (Planning) and the next year he was transferred to the Railway Board to work as a Joint Director, and later Director, Civil Engineering.

In 1951, he was promoted as General Manager of the O.T. Railway, and on the regrouping of railways he took over as General Manager, North Eastern Railway.

Subsequently, he assumed charge of the Ganga Bridge Project as General Manager and Chief Engineer. Since October 1, 1954, on the re-organisation of the Railway Board, he has been holding the highest post open to a railwayman—Chairman of the Board.

passenger train since late 1947 crossed the border at Attari on its 32-mile journey from Amritsar to Lahore.

The train carried among its 233 passengers the High Commissioner for Pakistan in India and the Deputy Pakistan High Commissioner at Jullundur. Sri N. V. Rao, Deputy Indian High Commissioner in Lahore, and Sri D. C. Baijal, Divisional Superintendent, Northern Railway, travelled by the train up to Attari.

The two-way shuttle service between Amritsar and Lahore, in which a passenger train will run in each direction daily, has been introduced in pursuance of an agreement reached between the Government of India and Pakistan early this year.

The Indian Government had actually suggested reopening of railway passenger traffic between India and West Pakistan at all the three routes—via Amritsar, Ferozepore and Jodhpur but the Pakistan Government agreed only to the Amritsar route.

Calcutta Electrification Project

Sri S. Sarangapani, Chief Engineer of the Calcutta Suburban Electrification Project, and Sri Vajramushti, Deputy Chief Engineer, have been deputed to study the latest electric traction operation and construction methods in the United Kingdom and the continent. They are visiting Britain, France, Germany, Italy and Belgium.

The officers will receive higher training overseas in connection with the electrification of the track to Calcutta and Burdwan, including the Tarakeswar branch of the Eastern Railway, covering a route mileage of 88 miles, as the first phase of the Calcutta Suburban Railways. Costing about Rs. 12 crores the project is scheduled to be completed by the middle of 1957.

Preliminary work such as earthwork and work on bridges has already started. Tenders have been invited for all important works of the project.

Widening of Subways near Guntur

The estimate for the widening of subways near the east cabin of Guntur has been sanctioned and work will be taken up shortly.

As regards the provision of an overbridge in place of the level-crossing on Guntur-Amaravati Road, necessary plans and estimates are being prepared.

Import Policy of Railway Board

A clarification of the import policy issued by the Railway Board states that there can be no justification for importing an article which is manufactured in India or for which a suitable indigenously produced alternative is available.

A justification for import can be accepted only in cases where a particular component cannot be made in India or cannot be made in sufficient quantities within the period during which it is actually required and no suitable substitute manufactured within the country is available.

This policy is designed to develop indigenous production of all railway needs.

Development of Communications in Konkan

Sri Lal Bahadur Shastri arrived in Bombay on October 10, 1954, from Delhi for a three-day tour of the Kolaba and Ratnagiri Districts to make an on-the-spot study of the existing port facilities and the development of road and rail communications in that area. Immediately after his arrival at Bombay Central where he was granted a reception by various Congress and other organisations and leaders who garlanded him, he left by a steam launch for Dharamtar in Kolaba District. He was accompanied by Sri J. K. Bhonsle, Union Deputy Minister for Rehabilitation, Sri M. M. Naik Nimbalkar, Public Works Minister, Bombay State, Sri D. K. Kunte, Speaker of the Bombay Legislative Assembly, Sri M. D. Joshi, M.P., Sri P. K. Savant, President of



SRI K. B. MATHUR, who has taken over as Member, Transportation, Railway Board, was born in 1904. He had his school education at Kanpur and college education at the Allahabad University Science College. After obtaining the M.Sc. degree in Physics he served as a lecturer in Physics in the Ewing Christian College, Allahabad, for two years.

In 1928, Sri Mathur joined the E.I. Railway and worked in various capacities in the Commercial and Transportation Department of that railway. In 1942, his services were lent to the Defence Department as Miltraff to control rail movements in the Eastern Army Zone.

In 1946, he was promoted to the Junior Administrative grade. In 1947, he was posted as Divisional Superintendent, Allahabad. In June 1947, he was deputed as a delegate to the International Railway Congress at Lucerne. In 1948, he was appointed Chief Operating Superintendent, E.I. Railway and three years later he became the General Manager of that Railway. In December, 1951, he was transferred as the General Manager of the B.N. Railway. In April 1952, after regrouping, he was posted as the General Manager of the Eastern Railway, in which capacity he served until his transfer to the Northern Railway, as General Manager in February, 1954.



SRI P. C. MUKERJEE, M.A. (Cantab), M.I.E., of the Indian Railway Service of Engineers, born October 1904. Educated at Krishnagar Collegiate School, Hastings House and Clare College, Cambridge.

Started service in the Engineering Department of the old East Indian Railway, holding a number of different posts, apart from construction and other engineering works; was also employment officer in the Mechanical Works.

In 1946, he was the first Deputy Director-General (Development) with the Industries and Supplies Department, Government of India, and later in addition was also the Controller of Railway Supplies with the Railway Board.

Returned to his Railway—the old East Indian Railway—in 1947 as its Deputy General Manager (Works), and after a brief spell of service as Divisional Superintendent, in April 1948 he took over as the General Manager of the old Bengal Nagpur Railway.

In May 1949, he was appointed General Manager of the Locomotive Building Project, charged with the responsibility of starting the administration and completing Chittaranjan and establishing the manufacture of locomotives in India, after which at the beginning of this year he returned to the Eastern Railway as its General Manager. Appointed Member (Engineering) Railway Board on October 1, 1954.

Mr. Mukerjee looks every inch an athlete, his 50 years sitting lightly on his agile frame.

What is the secret of his youthful looks? Tennis? Golf? He is fond of both and takes a hand at them whenever he can get time. But the real secret is: yogic asanas. He is a regular practitioner of yoga.

Ratnagiri Congress Committee, and Officers of the Central Railway and the Directorate-General of Shipping. Arriving at Dharamtar at nine that morning, the Minister and party were accorded a reception by Congress volunteers. They then motored to Mahad about sixty miles away and later visited Kashedi, Khed, Chiplun, Sangameshwar and Ratnagiri, 180 miles away. A great ovation was accorded to the distinguished visitor at each of these towns. Memoranda were presented to Sri Lal Bahadur Shastri by local leaders detailing the difficulties regarding lack of adequate transport facilities in the region and how this had hampered the development of the Konkan District. Replying, the Minister said he had held discussions earlier in the day with Sri Kunte, Sri Bhonsle and other leaders who pleaded for improvement of minor ports, particularly Revas, Mandwa, Ratnagiri and the construction of a Konkan Railway linking Bombay with Mangalore, the broad gauge terminus of the Southern Railway. This scheme for a coastal railway envisages a 400 mile rail link estimated to cost Rs. 75 crores. The Minister humorously remarked that from his short experience of the roads during the day, he was convinced of the need for an improvement of the Bombay-Ratnagiri provincial highway. There was also need to widen the road and give it a better surface. It had been suggested that the road should be paved with cement concrete. But whether it should be a road of cement concrete or a road with asphalt surface which is much cheaper, it would be necessary to refer the matter to expert opinion and a decision would then be taken in consultation with experts of the Central and the State Governments.

Regarding the rail link, he said that the Central Railway had already undertaken a Traffic and Engineering Survey of the 93 mile long Diva-Dasgaon railway line estimated to cost Rs. 5½ crores for a broad gauge link and Rs. 4 crores for a metre gauge line. This survey report was expected to be ready by the end of March, 1955 when

he would have the question examined thoroughly and come to a decision. As for extending the line further on to Ratnagiri and to Mangalore, it would depend on the requisite finances, technical personnel and the availability of steel, so essential for railway construction. While he realised the need for a railway, the hilly terrain in this region presented difficulties.

Explaining Railway Development Plans, he said that the Railway Ministry had fixed priorities for certain projects and any scheme for the construction of new railway lines here or elsewhere would have to fit into the overall plan of railway development. This would ensure that important projects got their due priority. Just as on the East Coast there was a line from North to South he was in favour of having a survey for a rail connection between Bombay and Mangalore on the West Coast.

Railways, he continued, had embarked on a programme of self-sufficiency in respect of locomotives and rolling stock and he was glad to announce that the targeted production of one hundred and twenty locomotives a year had already been achieved at Chittaranjan and it was proposed to step up the annual production of locos to two hundred in the Second Five-Year Plan. More and more railway lines were being built and extensions of existing links made, and with the completion of the Second Five-Year Plan, it would be possible for one to see for oneself the spectacular progress made by the country not only in the field of rail transport but in other fields as well.

Regarding ports and shipping, he said that complaints had been made that certain ports had silted up and as a result, passenger service was adversely affected. He, therefore, felt there was need for a thorough investigation of all these matters by a committee consisting of two or three members. Sri Lal Bahadur Shastri assured the people of Ratnagiri that a railway out-station would soon be opened at Ratnagiri town.



SRI K. P. MUSHRAN joined the Indian Railway Service of Engineers in 1925 at the age of 23 years on the old North Western Railway. After serving as an Assistant Executive Engineer for some time, he was promoted as an Executive Engineer. He also worked as Divisional (Personnel) Officer for some time.

In 1946, he was promoted as Divisional Superintendent. He worked as Divisional Superintendent for a short period and also as Deputy General Manager, and later as Deputy Chief Engineer.

He was one of the Indian Delegates to the International Railway Congress at Lucerne in June 1947, and on his return he was posted as Director, Establishment, Railway Board, in October 1947. After holding this post for about two years, he was appointed as General Manager of the late B.E. and C.I. Railway. On regrouping, he assumed charge of the Western Railway as General Manager, and on the reorganisation of the Railway Board from October 1, 1954, he was appointed Member, Staff.

SOUTHERN RAILWAY.

TENDER NOTICE

CONSTRUCTION OF A ROAD OVERBRIDGE AT MENCHOLL'S ROAD LEVEL-CROSSING NEAR CHETPUT STATION.

The Chief Engineer, Southern Railway, Madras-3, invites sealed tenders for the above from recognised Engineering contractors who have specialised in R.C.C. works, upto 12 hours on Monday the 17th January, 1955.

2. Tenderers may submit quotations for either/or both of the following alternatives :

(a) Bridge with Prestressed concrete girders of 80 ft. span supported on Mass cement concrete abutments resting on RCC pile foundations.

(b) Ordinary reinforced concrete slab bridge supported on RCC Trestles resting on RCC pile foundations.

3. The total approximate value of the contract is Rs. Three lakhs.

4. The tenders should be in the prescribed form obtainable from the Chief Engineer, Southern Railway, Madras-3, on production of a receipt for the sum of Rs. 10 towards the cost of tender form paid to the Financial Adviser and Chief Accounts Officer, Southern Railway, Madras-3. Tender forms will be issued upto 15 hours, on Friday, the 14th January, 1955. Tender forms are not transferable and no refund of the cost of tender form will be made under any circumstances.

5. Earnest money of Rs. 6,000 is to be paid in advance to the Financial Adviser and Chief Accounts Officer, Southern Railway, Madras-3, and the receipt issued therefor should be attached to the tender. No demand draft or cheque should be attached to the tender. Earnest money will not be accepted by the above officer after 15 hours on Friday the 14th January, 1955.

6. Income-tax clearance certificate, in original, should be attached to the tender.

7. The Chief Engineer reserves to himself the right to reject any or all tenders without assigning any reason therefor.

Regional Railway Users' Committee

The eighth meeting of the Regional Railway Users' Consultative Committee of the Trichinopoly Region of the Southern Railway was held at Trichinopoly on November 20, with Mr. K. Basheer Ahmed, Regional Traffic Superintendent, in the chair.

Improvements to the Goods shed approach road at Trivandrum, the replacement of Inter Class carriages on the Trivandrum Expresses, and the expediting of open deliveries and settlement of claims in respect of iron and steel consignments were among the suggestions made by members of the Committee. Replying to the proposals, the Chairman stated that the Inter Class carriage on the Trivandrum Expresses had already been replaced and that improvements to the approach road at Trivandrum would be carried out in the 1956-57 Programme. He announced that the appointment of an Enquiry Clerk at Trivandrum Central had been sanctioned and that a clerk would be posted shortly. The question of providing a telephone at the Goods shed at Trivandrum was being pursued and improvements to the retiring rooms have been programmed in 1955-56.

Steps were being taken to minimise detentions to road traffic at the level crossing gates near Punalur. To avoid transshipment of passengers at midnight at Madura Junction, the third class carriage now running between Madura Junction and Dhanushkodi has been extended to and from Shencottah. Instructions were being issued that late running of trains should be intimated to Refreshment Rooms by the respective Station Masters to enable the former to keep ready sufficient refreshments to passengers on such trains. The Chairman said that a roofing would be provided to the platform at Srirangam and that proposals were under consideration to prevent stagnation of water in front of Trichy Town station. A telephone was being provided at Devakottai Road station and one has been recommended for Rameswaram.

As regards the electrification of Namanasamudram station, the Chairman stated that it would be taken up in the 1955-56 programme. The Committee then went through the subjects proposed by the Administration and allotted priority to the various improvements envisaged. These works included the extension of the third class waiting hall at Ambasamudram, the raising of the platform at Rajapalaiyam and construction of a new station building for Tiruttangal. The Committee approved of the proposal to provide a covered way to the island platform at Singaperumal Koil and to take up the work of raising and lengthening of the platform at Bikshandarkovil, Valadi and Lalgudi before cement concreting.

Diesel Rail Cars Proving Popular

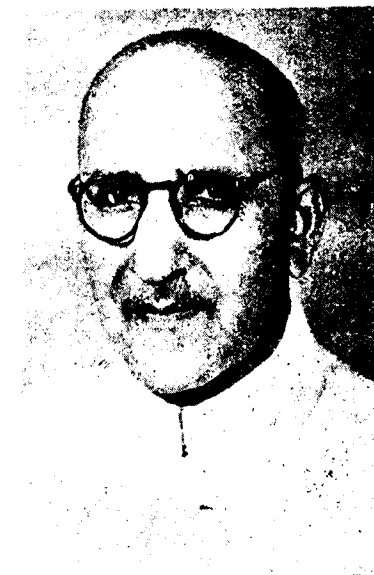
Diesel Rail Car Services between Secunderabad and Mohammadabad Bidar and Hyderabad and Warangal are popular, Sri Shah Nawaz Khan, Parliamentary Secretary to the Railway Minister, said in reply to a question in the Lok Sabha on November 19. Government have a scheme for introducing similar rail cars on the metre gauge section of the Southern Railway in December 1954 and on the metre gauge section of the Northern Railway in 1955. Some broad gauge rail cars are also likely to be ordered shortly.

The diesel cars are to be introduced on the Trichinopoly-Lalgudi, Trichinopoly-Pudukottah-Karaikudi and Trichinopoly-Mayavaram sections.

Rs. 37,20,000 have been sanctioned for expenditure on 24 metre gauge rail cars during 1954-55.

Railway Coach Manufacture in India

India produced 392 railway passenger coaches during the six months between April 1 and September 30, 1954. During the same period 58 unfurnished coaches were imported. Steps have already been taken to expand production in Railway Workshops and through contracts in India. The Integral Coach Factory at Perambur will start production in 1955.



SRI H. K. L. SETHI, B.A. (Hons.), C.E., M.I.E., I.R.S.E., who has been appointed General Manager and Chief Engineer, Ganga Bridge Project, passed out with high distinction from Thomason College of Civil Engineering, Roorkee, in 1924 and was appointed as an Assistant Executive Engineer on the old N.W. Railway in 1925. After varied experience on the open line, the bridge department, surveys, etc. he was promoted as a Divisional Engineer in 1939.

He held charge of Lahore and Karachi Divisions, where he had extensive experience of river training works. In April 1946 he was promoted as Dy. Chief Engineer, Lahore.

After the Partition of the country he was appointed head of the Engineering Department of the Ex. E.P. Railway. From May 1948 to August 1950 he worked as Divisional Superintendent, Ferozepore and Delhi, when he was selected to fill the post of Director, Civil Engineering, Railway Board. Here he played an important part in the preparation of rehabilitation programmes and the first Five-Year Plan for the Railways. He was now been appointed as General Manager and Chief Engineer of the Ganga Bridge Project, estimated to cost approximately Rs. 16 crores.

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TO OPERATING STAFF

In issuing this, my first message to the staff of the Operating Department, I take the opportunity to convey my warm greetings and hearty good wishes to all employees of the Department.

I am not new to the Southern Railway. As you all know, I joined the Ex. M. & S.M. Railway in 1927 and served that Administration in various capacities for 22 years. My transfer to the Central Railway for a few years was a temporary one and I have now come back to my parent Railway which, with a wider embrace than before, is now known as the Southern Railway.

We, Railwaymen, have a vital role to play in the economy of the country. Not only at the present juncture but in the ensuing years, we will be called upon to implement large schemes with imagination and understanding. Heavy tasks lie before us. These tasks will involve hard work, steadfastness, team spirit, discipline and above all, eagerness to serve the country. As servants of our biggest nationalised undertaking, our immediate objective should be to provide:—

- (1) Safe and comfortable travel to passengers;
- (2) Free and expeditious movement of goods and parcels, and
- (3) Polite and courteous service to our customers.

Whatever might be our achievements in other spheres, remember that the public will always judge us by the nature of transport we provide. We, on the Southern Railway, have always set for ourselves a high standard of service to the travelling public. To achieve this, tackle the problems that confront us boldly, thoroughly and intensively. Always bear in mind the common cause, i.e., increased transport and the welfare of the country. Do not adopt the defeatist attitude. Your attitude should be "How we can do it" but not "Why we cannot do it." Go to the spot, study the problems and try to solve the difficulties. Many things are achieved by personal approach. Eliminate all detentions in the various stages of operation ruthlessly, make intensive use of available stock and power, step up loading and bring it current.

Punctuality of trains is another yardstick by which you are judged by the public, and any lapse on our part renders us extremely unpopular. Here again, there is plenty of scope for your initiative, talents, team spirit and determination.

Knowing personally, as I do, most of the officers and staff of this Department, I am fully confident that I can reckon on their loyal and wholehearted co-operation in my endeavour to usher in an era of unrestricted and efficient transport in this part of our Motherland.

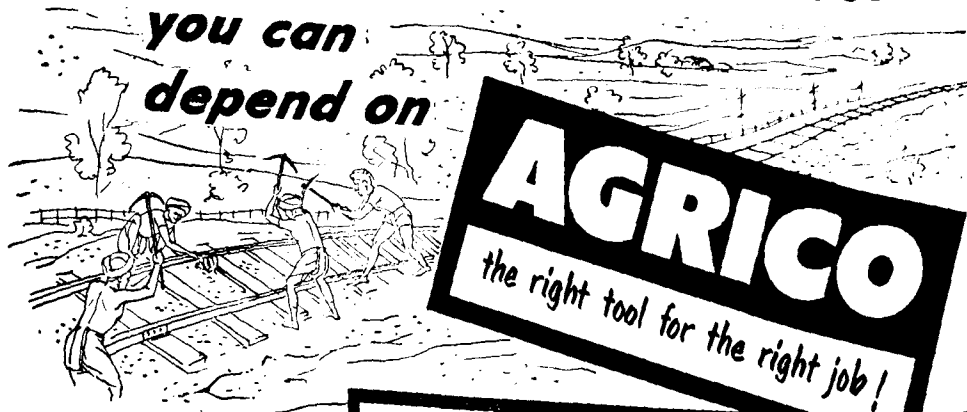
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B. Desikachari

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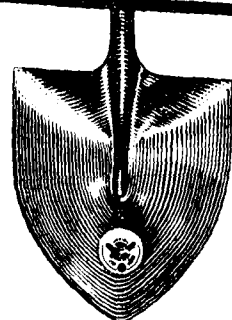
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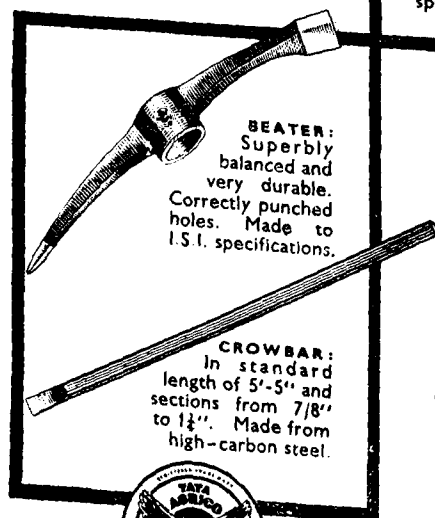
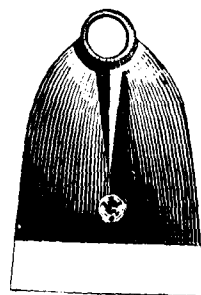
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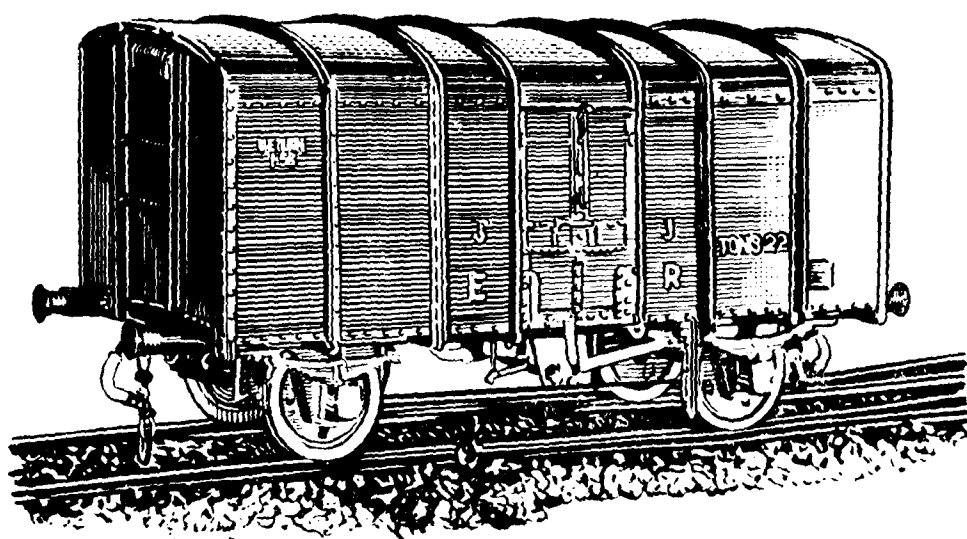
SRI S. K. MUKERJI, who assumed charge as the Chief Commercial Superintendent of our Railway on 4th November 1954, was born in 1904. He matriculated with a first class in 1920 from Allahabad University, topping the list of successful candidates. He secured a first class in the Intermediate and B.Sc. Examinations, standing third and second respectively in the same University, and in 1926 ranked first among the first classes of the M.Sc. in Mathematics, breaking the previous University record in the subject.

Sri Mukerji then worked for three years in the Educational Department, partly as a Lecturer at the University and partly in the U.P. Educational Department. In 1929, he was selected for a state scholarship by the U.P. Government to go to England for the study of western methods of teaching. In the meanwhile, having been offered an appointment in the Superior Railway Service, Mr. Mukerji accepted the latter and joined the Ex. G.I.P. Railway on June 1, 1929.

He has held several posts in the Transportation and Commercial Departments of the Ex. G.I.P. Railway, first as Assistant Transportation Superintendent and Assistant Traffic Manager and later as Divisional Traffic Manager. Sri Mukerji was promoted as Deputy Chief Commercial Superintendent in 1947 and worked as a Divisional Transportation Superintendent in the same year. In 1948 he was put on deputation with the Ministry of Transport, where he worked till October 1949, as Regional Controller of Railway Priorities, during a period of acute transport crisis. He returned to his parent Railway in 1949 and worked as Divisional Transportation Superintendent and Deputy Chief Commercial Superintendent till his promotion now as the Chief Commercial Superintendent of this Railway.

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WORLD OF RAILWAYS

ARTHUR L. STEAD
Our London Correspondent

WINTER railway operation is rugged in many lands. While Southern Railway folks enjoy the genial Indian winter sunshine, workers on systems in more northern countries face snow and ice and the hundred-and-one worries arising out of severe climatic conditions.

In few corners of the globe is the battle with "King Winter" more hectic than in Alpine Switzerland. Taking a load of passengers on the hair-raising climb through the snows to the summit station of the Jungfrau Railway, 13,664 feet above the sea; or controlling a 12,000 h.p. electric locomotive at the head of a heavy international train over the steeply graded St. Gothard line; these are not the kind of jobs everyone would seek, but by the Swiss railway family, they are just regarded as part of their normal duties.

For over a century, the Swiss railway family has been battling with snow and ice. Apart from a very brief pause on 25th December, Swiss railway men and women will be working round the clock throughout Christmas to keep vital routes open, meet local travel needs and maintain long-distance passenger and goods services connecting lands of France, Germany, Italy, Austria and Jugoslavia.

About the most ambitious bit of railway construction in the world was the building of the St. Gothard line, commenced in 1871, completed in 1882, and financed jointly by Switzerland, Germany and Italy. The St. Gothard route is 169 miles long, and crosses Switzerland from Basle, via Zurich or Lucerne, to Bellinzona, Chiasso and Milan. There are no fewer than 83 tunnels on the route, the biggest 9½ miles long and at over 3,700 feet above sea-level.

Double-tracked throughout, the St. Gothard line carries a heavy business, including more than half a dozen de luxe trains daily for international movement, and 20,000 tons of freight every 24 hours. All trains are hauled by powerful electric locomotives which pull with ease their heavy loads up grades as steep as 27 per cent.

The St. Gothard became part of the Swiss Federal Railways in 1902, when all the Swiss privately-owned main-line systems were taken over by the Government, only the narrow-gauge and mountain routes remaining private undertakings. The St. Gothard international route is supplemented by two other trans-Alpine lines—the Simplon and the Lotschburg—these north-south arteries being crossed by two lateral main lines traversing the whole of Switzerland.



Alpine Switzerland

The Simplon Railway is notable for possessing a 12½ mile long tunnel, which is really two tunnels located side by side, with a station in the middle on the Swiss Italian border. It is via this tunnel that there is routed the famous "Simplon-Orient Express" linking London and Paris with Athens and Istanbul, a journey of over 2,000 miles.

Well-built and maintained bridges and tunnels are a feature of the Swiss Railways. In all, there are 688 tunnels on the Swiss Federal Railways, most of the longer bores having automatic train signalling throughout. Special precautions are taken against winter snowstorms, and avalanche galleries function at vulnerable points. From November to March, the huge rotary snow-ploughs are rarely idle. These machines keep tracks clear of snow and are indispensable aids to winter operation.

Originally, steam locomotives were employed for train haulage in Switzerland, but today electric services predominate. For the supply of current

for railway purposes, the country's immense natural water-power resources have been tapped on a gigantic scale.

Swiss electric locomotives are of two main types, for working over mountain and valley routes respectively. Topping the list of locomotives come the 12,000 h.p. St. Gothard double-unit machines with a total length of 112 feet. Supplementing electric traction, the Swiss make use of lightweight diesel trains between the principal valley cities. These are known as "Red Arrow" trains.

On the Lotschburg Railway, new lightweight outfits are styled "Blue Arrows." These fine trains consist of a pair of close coupled cars with a combined length of 154 feet. The trains each seat 174 patrons and total weight of the train is 82 tons. Two independent power trucks are provided at the inner ends of the cars, with carrying trucks in front and rear. Luggage and service sections are located above the power trucks, thus eliminating noise in the passenger sections. Among other new introductions are lightweight

electric locomotives for use on the Geneva-Lausanne-Berne - Zurich route, these being eight-wheelers weighing only 56 tons.

Particularly comfortable passenger carriages are found in Switzerland. There are three classes of accommodation on the through international trains, and two on most local runs. The bulk of the carriages is of the saloon pattern with a centre gangway, and on the long-distance services there are all the usual amenities, such as dining and sleeping cars, valet service, and shower-baths.

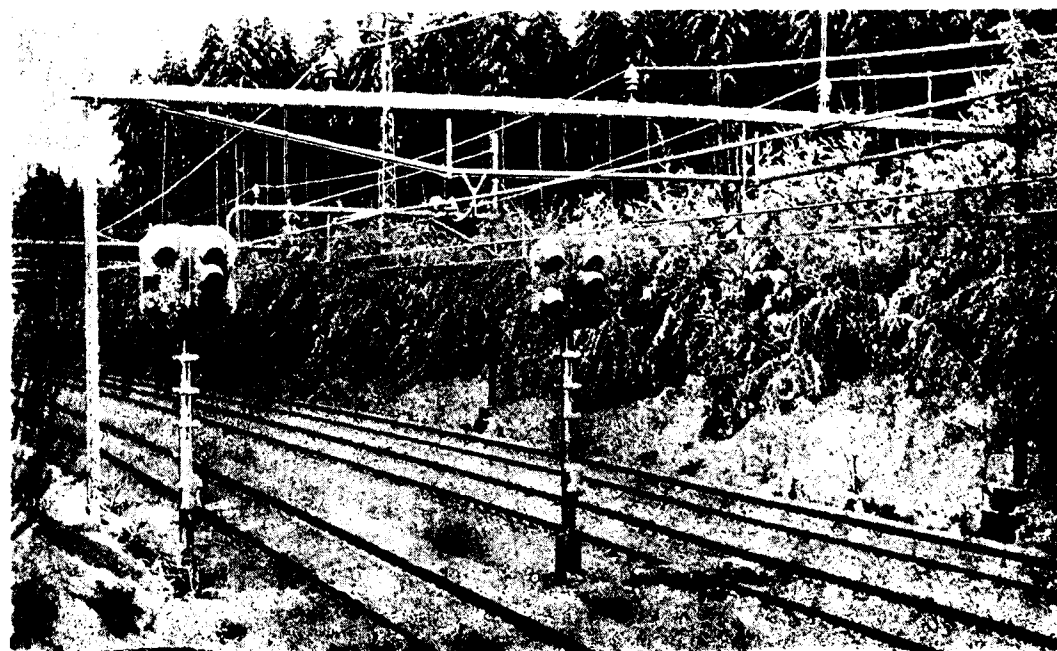
Switzerland for long has been the hub of railway transport in Europe, largely because of its geographical situation in the heart of the continent. The Swiss take pride in the large number of through international trains passing over their railways, and they have done a great deal since World War II to get international services going again.

Many of the through trains passing across Switzerland en route between

West and East Europe go over tracks located inside the Russian overrun territories of Eastern Europe. This, of course, complicates matters, but by one means or another difficulties are overcome, and while there are irritating delays sometimes at the national frontiers, by and large a high degree of punctuality is maintained. The railways of Western Europe have wisely never sought to isolate themselves from the Eastern territories under Russian influence, and if ever there was demonstrated a bit of really diplomatic handling of international problems, it is surely here on the long-distance services that daily are kept going across Europe.

The visitor to Switzerland from India would probably vote the Lotschburg the most striking of all Swiss scenic rail routes. This system was completed in 1913, and it links French and Italian points. There are 34 tunnels and 22 bridges on one 38-mile section of Lotschburg track, and the route is a veritable monument to engineering genius.

Automatic train signalling throughout



At Brig, the Lotschburg Railway connects with one of the most remarkable of Swiss narrow-gauge railways, the Furka line, running eastwards to Andermatt. This line, after passing through two spiral tunnels under the mountainside, proceeds through Gletsch to the mile-long tunnel through the Furka Pass. This tunnel is approached and left by rack sections, and at Andermatt the tracks are actually placed more than 1,000 feet directly above the bore of the St. Gotthard Tunnel. Junction is here made with the Rhaetian Railway, by means of remarkable zig-zag tracks with five levels, one above the other, on the mountainside.

The 174-mile long Rhaetian Railway runs to St. Moritz, of winter sports fame. Beyond St. Moritz, the Bernina Railway proceeds on to Tirano, from whence narrow gauge connection is given with the Italian Railways. The Bernina Railway claims to be the steepest passenger line in the world operated on the adhesion principle. The grade is seven per cent, and the highest point on the route 7,400 feet above sea-level.

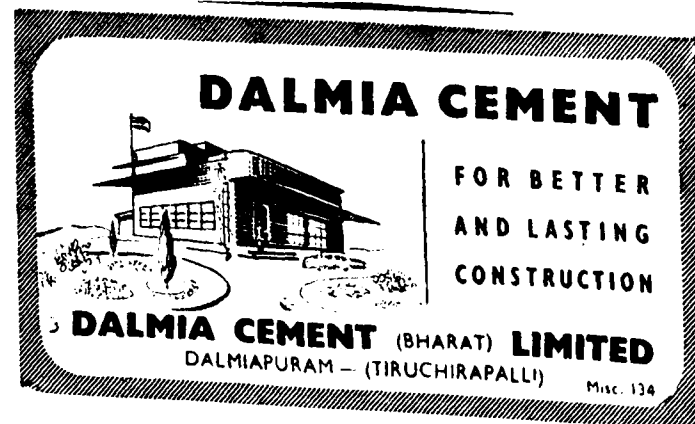
Switzerland is unique in possessing large numbers of mountain railways of the rack type, with trains fitted with cogs working in a rack rail placed between the running rails. The first Swiss rack line to be opened was the Righi, dating from 1872, while forty years later the 13,664 feet high Jungfrau system was completed. This line is of

metre gauge, and climbs for 5½ miles, including four miles of tunnel, to reach the highest railway station in Europe. Other fine Swiss rack lines are the Mount Pilatus and Wengern routes.

Some of the Swiss Alpine railways cannot be operated right through the winter because of heavy snowfalls and the danger of avalanches. However, a large number are kept open through the severest weather, with the tracks constantly patrolled to ensure the safety of trains. Atop of many of the Alpine peaks there are operated tourist hotels, and some of these houses, perched high amidst the snows, are popular Christmas places of resort for tourists from all over the globe.

Altogether, the Swiss railways employ about 29,000 men and women. Swiss railway workers are efficient and friendly, and many speak English, although the official languages of the country are French and German. Accustomed as they are to severe winter weather, the Swiss railway family somehow seem happiest when they are gamely carrying on amidst the Alpine snow and ice.

Our Swiss railway friends would no doubt like me to pass on to you all their warmest good wishes at this season, and this particular article being my closing contribution for 1954, I also take the opportunity of sending to my reader friends on the Southern Railway cordial Christmas greetings and every hope for your happiness and well being in the New Year.



INTERNATIONAL UNION OF RAILWAYS

THE principal object of the International Union of Railways (U.I.C.), founded in 1922, was the standardisation and improvement of railway operating and railway equipment, the emphasis being on international traffic. Most of the European administrations have become members, as have also certain administrations outside Europe but associated with the European railway system, such as those of Turkey and North Africa.

The General Assembly of the U.I.C. meets every year and all member-administrations are represented. The voting rights at the meetings of the assembly are governed by the number of kilometres of line being worked by administrations, and ordinary expenses are divided in relation to the number of votes held.

The executive authority, the Board of Management, makes all decisions on proposals put forward by the various committees except those dealing with administrative or financial matters, which are reserved for decision by the General Assembly. The work of the Board is prepared by an Office of Common Affairs, composed of the general managers of the main administrations.

At a meeting at Utrecht in January, 1950, it was decided to establish a bureau (O.R.E.) to deal with scientific research relating to railways and general co-ordination. The bureau was set up at Utrecht and is under the direction of the Netherlands Railways. An information centre for the railways (C.I.C.E.) was also established in Rome and is directed by the Italian State Railways. In addition, the Brussels Central Clearing House, which since 1925 had been responsible for clearing

accounts between administrations, resumed its activities under direction of the U.I.C.

International Agreements

In November, 1950, an agreement was concluded between the General Assembly and the International Railway Transport Committee (C.I.T.), the European Goods Time-table Conference, the International Carriage and Van Union (R.I.C.), and the International Wagon Union (R.I.V.) with the object of making the U.I.C. the body responsible for co-ordination and unity of action between international railway organisations. A special agreement has been made between the U.I.C. and the European Time-table Conference, to govern the relationship of the two bodies.

There are six committees engaged in the activities of the U.I.C., their functions being Passenger Traffic; Goods Traffic; Finance, Accountancy and Statistics; Operating; Technical Questions; and General Studies.

"Railway Gazette," London.

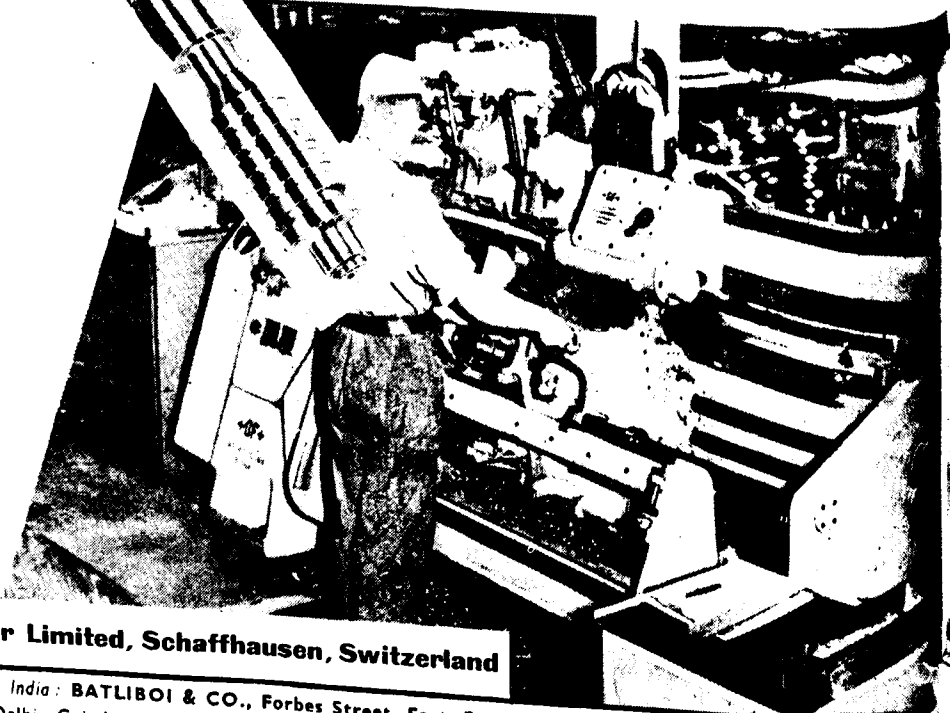
SHRI H. P. HIRA

Shri H. P. Hira, on return from his recent illness, has resumed charge as General Manager, Central Railway from November 8. Shri A. Saldanha reverted to his original post as Deputy General Manager (Senior) with effect from the same date.



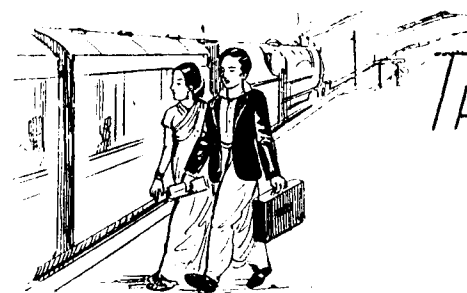
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TRAVEL NEWS

PANORAMA OF WESTERN INDIA

THE panorama of Western India's culture, her historical traditions and recent economic progress, form the theme of the Special Number of "The March of India," just published by the Publications Division of the Ministry of Information and Broadcasting.

The sea has played a great role in the history and economics of this region. The Buddhist books tell us of flourishing ports like Bharukaccha and Sopara, whence sailed ships carrying the wealth of India to the shores of the Mediterranean. Adventurous spirits from this region sailed the unknown seas and played their own proud role in the exchange of goods and ideas with the countries of South-East Asia. Western India today possesses two major (one under construction), ten intermediate, fifty minor and 92 sub-ports. About 33 per cent of the country's exports and 40 per cent of its imports are handled at the highly modernised and well-equipped port of Bombay. Bombay has a seaboard of more than 700 miles indented with several fishing ports. The total population engaged in the fishing trade is about 175,000, according to the 1951 census. Mechanisation of fishing boats has been proceeding rapidly here. In 1947-48 there was only one mechanised

fishing vessel. In 1953-54 the number has risen up to 250.

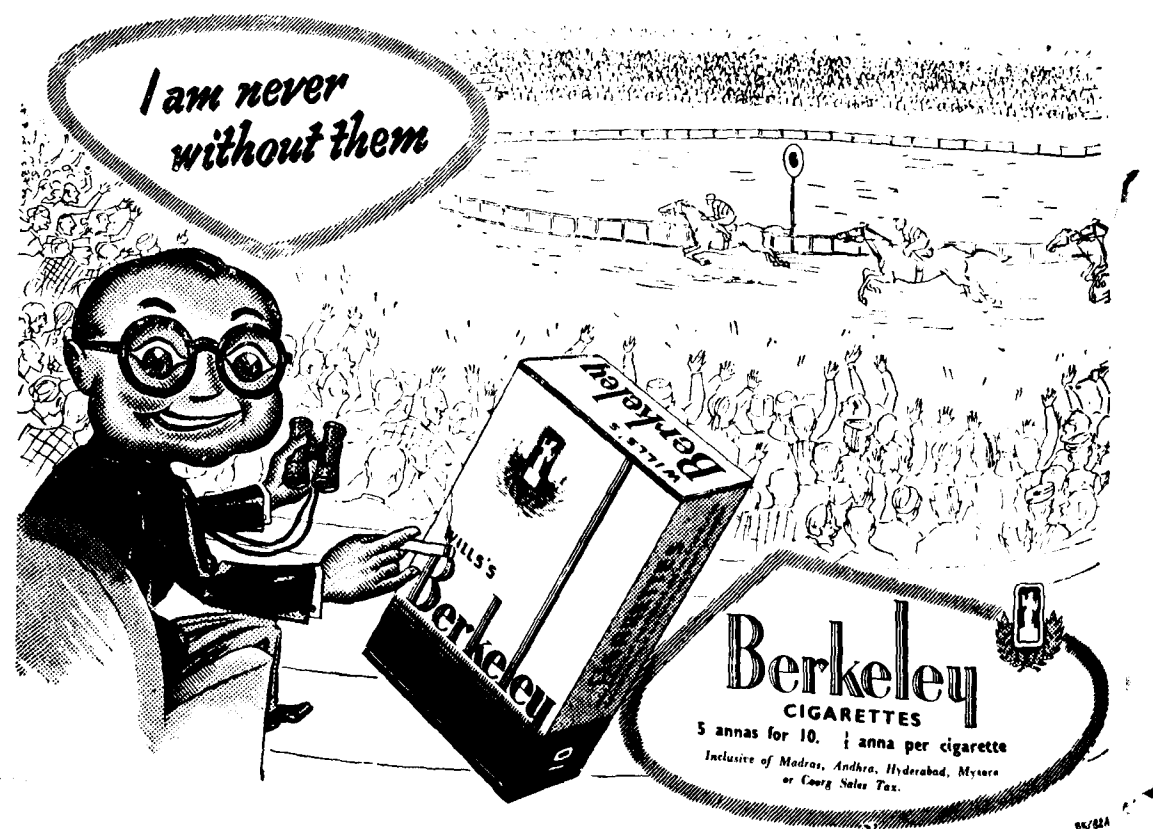
Western India begins its history as a frontier land. It was a land unknown, as the Aryans stormed into Punjab and swarmed across mid-India. There is a constant inrush of new peoples and kingdoms. Mauryas and Greeks, Shakas and Satavahanas, Guptas, Maitrakas, Chalukyas, Solankis, Khiljis, Tughlaks, Mughals, Portuguese and English buccaneers have etched history with the point of their sword on this land. But beneath the tumult of wars, the traditions of civilisations were being continuously forged by the great religious teachers like Narsi Mehta, the 15th century Vaishnavite poet of Saurashtra, Hansadevaji, Sai Baba and Upasani Baba. The courage of soldiers who fashioned the history of the land blended with the moral fervour of these saints to give the world a new concept of the struggle for freedom, in the personality of Gandhiji.

The resources of Western India and her possibilities of development have been taken fully into account in the Five-Year Plan. Development projects of Rajasthan, Kutch, Saurashtra and Bombay amounted to Rs. 236.3 million in 1950-51. The total allotment in the

Five-Year Plan is Rs. 1,904.5 million. Thus, the development expenditure in five years in Western India is about eight to nine times what was being incurred in 1950-51. In fact, if the expenditure for Bombay is taken out, the outlay under the Five-Year Plan is more than ten times in the case of Rajasthan, about 13 times in the case of Saurashtra and about 100 times in the case of Kutch.

In architecture, painting and music, Western India has built up great traditions. The earliest examples of cave temples are found within 80 miles of Bombay along the Poona Road at Karla and Bhaja. Nasik, Aurangabad, Sinnar, Kanheri and Bedsa are further examples. But the most famous are the Ajanta and Ellora caves just over

250 miles from Bombay. In painting, the momentum of the great mural tradition of Ajanta continued in Western India, though with diminished vitality, and gave rise to the manuscript paintings of Gujarat which evolved later into the magnificent efflorescence of Rajput painting. The Bhakti cult gave rise to the tradition of the Hari-Keertan which is very popular in Maharashtra, Gujarat and Saurashtra. Gopal Nayak, Baiju, Krishna Das, Ram Das and Tukaram are great names not only in the tradition of Western Indian music, but in the tradition of the whole of India as well. Western India has given us many important treatises on music compiled by men like Sarngadeva, Kallinath, Bhava Bhatta and Pundarik Vithal.



HUMAN ELEMENT IN INDUSTRY

C. V. B. MENON

Personnel Officer, Golden Rock

(Summary of a speech delivered at the Rotary Club, Tiruchirappalli)

THE millions of industrial workers in our country constitute one of our great national assets. On them depend mainly the country's economic progress and our national prosperity. Great emphasis has therefore been correctly laid in the first Five-Year Plan on "Man-power Management"—a comparatively new conception in India, meaning the co-ordination, planning and canalisation of the human resources of the country in its various economic activities.

The main object of industry is service to the community, by making people consume more and more of manufactured goods and raising their standards of living. Most of the social and economic edifices that we see rising around us today are all being created for the same purpose. To meet the ever-increasing demands of the growing population of our country, industrial production has to be accelerated. Our success in this direction depends on how quick we can mobilise the talent and man-power resources of our country and how best we utilise them. The Second Five-Year Plan is expected to devote much more attention to the industrial development of our country, as a step towards the fulfilment of our great aspiration to become one of the leading industrial nations in the world.

One of the sure methods of accelerating industrial production is by the elimination of waste in all its forms. Profitable production, which is the keynote of success in any industry, can only be achieved through good and efficient team-work. There should be full and free cooperation at all levels

between management and labour in the common endeavour to produce more for the benefit of society at large. To foster such a spirit of cooperation and good-will, the mutual relations between the employer and the employed should be as smooth, happy and harmonious as possible.

The Human Side of a Worker

In this context, the need for the recognition of the human element in industry deserves particular emphasis. We will find, on a careful analysis of our various industrial problems, that most of them are firmly rooted in the neglect of this important human element. The worker should not be considered as just another machine, producing automatically and continuously all the necessary work. He is a person and must be recognised as such. He is body, mind and soul. He has as much a physical existence as anyone else, with his requirements of food, shelter and clothing. He has also an emotional existence, with his manifold feelings and emotions acting and reacting against his environments, family and the community. He has his own desires, aptitudes, ambitions, sentiments and moods. This is the individual who comes to work in the factory. Need it be said then that Industry must take full cognizance of this important factor?

It should be remembered that management and men are after all partners in a common enterprise, both being mutually complementary and helpful. Their prosperity and progress are closely inter-related. The enlightened employer should therefore

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December 1954

HUMAN ELEMENT IN INDUSTRY

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see that the worker is treated as a responsible partner in industry. He should be made to feel that the institution belongs to him and that he is an important limb and active partner in the whole enterprise. There should be a happy association between management and labour, each having a complete understanding of the difficulties the other has to face in industry. All this is possible of achievement only through the establishment and maintenance of good human relations which alone is capable of bringing about mutual faith and lasting understanding between management and workers.

The science of human relations is in fact even more important than any other science applied to industry. A happy and contented labour force is a priceless asset to industry. And happiness can be created in labour only by their realisation of a sense of fairness and sympathy towards them. An intimate, healthy and human relationship should, therefore, exist between the employer and the employee, as also between the different ranks of employees. Mutual confidence and trust should be developed and any feelings of fear, suspicion or insecurity among the workers promptly dispelled through the management's kind, sympathetic and human approach to them. There should be a broad understanding and appreciation of the needs and problems of workers. Any emotional conflict between the employer and the employee should be carefully avoided, as it will only make the latter lose his interest in work and bring about a decline in his efficiency and output.

Psychology of Industrial Workers

The psychology of a worker is unfortunately different when he works on the field and when he works in a factory. While working on the soil, he knows that the produce is going to be in direct proportion to his own labour. As an industrial worker, however, his attitude is entirely different. The

results do not appear to him to have any direct bearing on his individual efforts. Ways and means should, therefore, be devised to create and give joy to the worker in his work and to inculcate in him a right attitude towards work. He should be made to feel that his job is quite worthwhile doing and respected and that he is playing his part in helping to raise the standard of living of the common man and himself. He must be made to realise how valuable his own contribution is in the promotion of the interests and welfare of his nation, particularly on the eve of the great national development programme, when work and work alone can help our country to overcome the many problems that face us on our march to economic freedom.

There is probably a wide-spread misconception that the average worker needs pampering. This is far from the truth. All that he wants is justice and fairplay, and the firm to be interested in his well-being. Of course, like any other human being, he expects recognition for good work. Approbations and congratulations, when they are just and deserved, can do no harm. On the other hand, they do a lot of good by stimulating the creative enthusiasm in the worker and by acting as an incentive to his further accomplishments. After all, when you come to think of it, it is not too hard a job to keep the men happy.

Welfare Measures

A factory should be not merely a producing centre of various commodities, but also a safe and healthy place for the men to work in. The general health of the workers has a direct bearing on their state of mind and efficiency and should be maintained at as high a level as possible. Any steps taken to improve their health will therefore bring its own dividends through increased productivity. Suitable working conditions should exist within the factory premises to prevent illness of workers and their exhaustion.

from work. The more essential requirements in this direction are the provision of adequate ventilation, good and sufficient lighting and the prevention of overcrowding. Special attention should be paid to the safety of workers by organising "Safety-First" Committees and by taking adequate precautions against accidents. Necessary preventive measures should be adopted to protect the workers against occupational diseases. Sufficient attention should also be paid to their nutritional requirements. Canteens should be organised to provide cheap and wholesome food to them. There should be a dining hall attached to the canteen, with electric fans and lights if possible, to afford ease and comfort to the diners. Washing facilities in the factory premises should be adequate and there should always be a copious supply of good and cool drinking water. Rest sheds and refreshment shops are also quite necessary. The Indian Factories Act, 1948, has fortunately made the provision of many of these amenities a statutory obligation.

A very important aspect in the modern employer-employee relationship is "**Joint Consultation and Collective Bargaining.**" Workers should have the freedom to organise and adopt lawful means to promote their legitimate rights and interests. Their right to association, organisation and collective bargaining should be accepted as fundamental to good industrial relations. The settlement of differences and disputes by mutual agreement between representatives of the employer and employees, after a free and frank discussion of the situation in a cordial atmosphere, taking each other into full confidence, is indeed a very great step towards the establishment of good industrial relations. Industry should after all be like a happy family, where misunderstandings and frictions may crop up occasionally, but are not incapable of a satisfactory internal settlement.

Mutual Confidence

Joint consultation should normally take place between one rank and the rank next to it. If a dispute is not settled at the lower level, it is taken up to the next higher level. It will however be seen from experience that many of the disputes will not be pursued by the workers any further, when once they are discussed fully and informally at the lower level. Such consultations provide a good opportunity for associating the workers with some of the managerial functions. At any rate, they give recognition to the status of the workers, which in itself is very important from the psychological point of view. Joint consultation of problems of production, safety, welfare, and employees' complaints and grievances has been successfully practised in most of the industrially advanced countries in the West. There is no reason therefore why it should not be a success in our country.

The social and personal disabilities of the workers, both inside the factory as well as outside, require careful study and elimination. Labour welfare is only just part of general social welfare. It is an essential aspect of the enlightened technique of modern industrialism and has claimed due recognition in every civilised country in the world. The workers should be helped to live in a happy and healthy way and towards this end, there should be a planned scheme of labour community development. No efforts should be spared in improving the living conditions of the working class. Special attention should be paid to the healthy development of their physical, educational and social requirements. The industrial worker, like any of his other brethren, has his firm rooting in his family and through it in the wider community. The conditions at home and environments, as also the needs and problems of his family, have therefore a definite influence on his behaviour and efficiency at work. When he goes to the factory, he takes with him the whole family, as it were.

For him, the provision of food, clothing, shelter, medical, educational and recreational facilities for his family members, is perhaps even more important than his own comfort and security. Industrial welfare should, therefore, embrace a multiplicity of activities such as housing, sanitation, health, medical aid, marketing facilities, education, recreation, schemes of financial help, etc.

Housing and other Amenities

Proper housing is by far the most essential need of a worker. The general vitality of the worker will decline, if he is forced to live in crowded, ill-ventilated houses in insanitary localities. Satisfactory medical facilities should exist for improving the standard of health of the employees and their families. A qualified Medical Officer and a well-equipped hospital, with a maternity ward attached, constitute a very desirable amenity in a labour colony. Efforts should also be made to provide the worker and his family with other important health services. Many employers have provided schools at their own cost for the benefit of children of workers, within their easy reach. Welfare and cultural activities should be encouraged amongst the workers, especially the running of Co-operative Consumer and Credit Societies, etc. The starting of co-operative concerns in labour colonies will serve as a good check on the unwarranted rise in prices of food-stuffs and other necessities of life and will also ensure regular supplies of essential household commodities to the consumers. Cheap credit facilities should be provided to enable workers to borrow in cases of emergency at low rates of interest, by starting Co-operative Credit Societies and also by giving loans from Provident Fund, consistent with the necessity to encourage thrift and economy among them. Young children of women workers of industrial establishments should be taken care of by the management, while the mothers are at work, by maintaining

a creche for such children. It should always be remembered that the welfare activities of every industry have far-reaching repercussions on the energy, morale and health of the workers and that they should therefore be very carefully planned.

Workers' Responsibility

Just as the workers expect their rights and privileges to be recognised and respected by the management, they should also themselves recognise their own duties and responsibilities towards their work and the management. Most often, the workers do not realise this, due to their ignorance, illiteracy or lack of proper training in citizenship. They should therefore be educated on the proper lines through constant and vigorous propaganda. The worker should be helped to develop a correct civic sense. He should be made to understand and appreciate his responsibility towards his work, his employer and the community at large. The need for a high sense of discipline should be instilled in him and he should be made to realise that it is his sacred duty to contribute his very best towards stepping up industrial output in the country. Above all, he should be taught to be loyal to his management.

"**Human Engineering**" in industry is as important as mechanical or any other form of engineering. Scientific management of men is an essential attribute of any successful industrial enterprise. The efficient management of the affairs of the human beings employed in industry in fact requires much more tact and ability than the handling of the most complicated machinery. Just as there are specialists in mechanical engineering and in other fields, there must also be specialists in human relations. That is the role of the Welfare Officer. The main function of a personnel administrator is to promote and maintain smooth, happy and harmonious relations between employers and employees and enable production to be

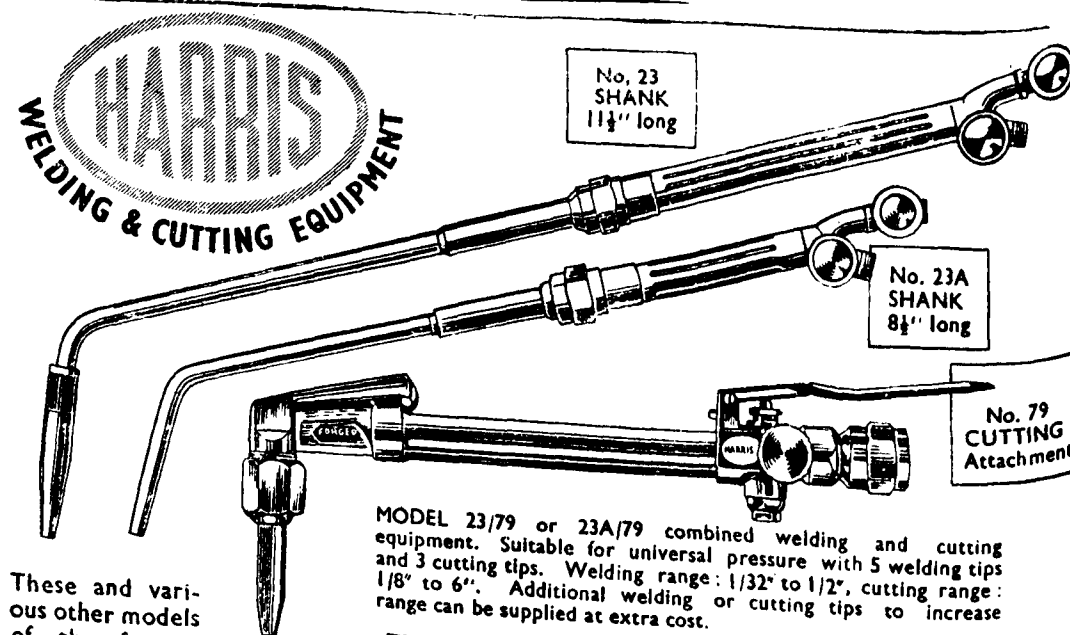
maximised by ensuring spontaneity of co-operation. Amongst the industrially advanced countries of the world, India is the only country which can proudly claim to have made mandatory the employment of Welfare Officers in industrial establishments.

The Ideal Welfare Officer

Integrity, impartiality and a gift of understanding individuals are the main qualities of a successful Welfare Officer. He must have a thorough knowledge of men, of what a human being thinks, how a workman enjoys his leisure and how he reacts to particular sets of circumstances. Above all, he should possess a good deal of personality and tact and a plentiful fund of practical commonsense. He should direct his energies and resources to the promotion of good human relations and in making the workers' life more joyful and meaningful. His ultimate object

should be to increase the efficiency of output through the development of the best qualities inherent in man. The Welfare Officer is a torch-bearer in the field of man-power management. It is his job to lead light where there is darkness, remove prejudices where they exist and, above all, establish a new human value.

The rapid advances being made in the field of mass education in India, the evident and ever increasing labour consciousness in our country, the growing sympathy and concern of the progressive employer for labour and the increasing recognition of the rights and privileges of workers by the State, as reflected in the spate of recent labour legislation, are all factors which are bound to bring about a better understanding and relationship between labour and management. Let us hope for a great industrial era of peace and prosperity!



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RAILWAY SIGNALS

"OPRAIL"

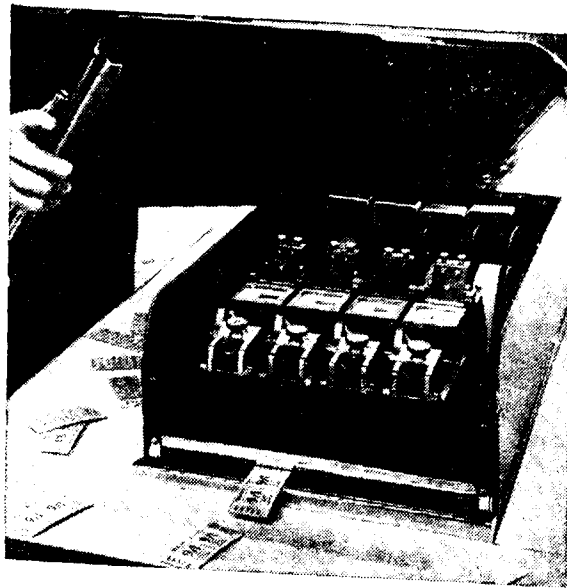
TO those who travel by train for business or pleasure, the purpose of signals alongside a railway track appears to be only for stopping or starting trains, or a means of indicating whether the track ahead is obstructed or clear. But there is far more to it than meets the eye. Although a railway signal is there to tell the driver of a train whether he should proceed ahead or stop, the signalling on a railway system is also a means of controlling or speeding up the movements of trains over different sections.

Take a look at a signal, and what do you see? A tall post with a semaphore arm on top by day, and a red, green or yellow light indication by night. Besides this, when approaching or leaving large stations or railway yards, one can observe scores of signals, some like lone sentinels, others in pairs, or a number perched high on what is known as a signal gantry. To the layman, so many signals are bewildering, and he may wonder why there should be so many; but the men who drive and work the trains, or are responsible for the movement of

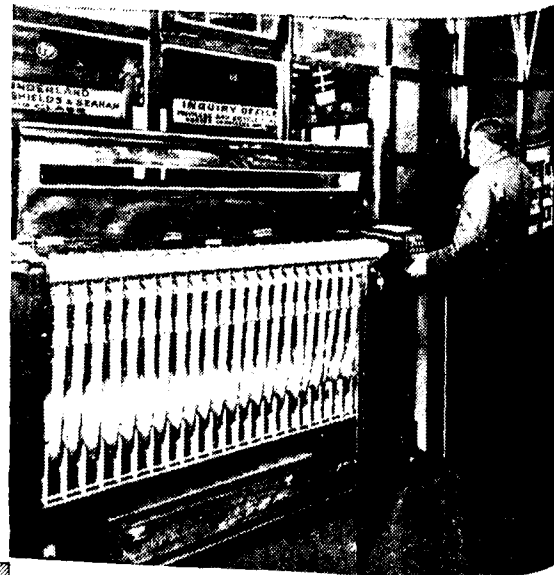
trains, know just how essential all those signals can be. A signal arm, among perhaps ten others on a gantry, suddenly drops, and the driver of an approaching train knows by that dropped signal, the track his engine will take.

The manipulation of mechanical signalling apparatus is usually controlled from cabins. At the lesser important stations are at least two cabins, one on either side of the station building, but at large stations, junctions and yards, there are a number of such cabins, each controlling a particular section of the yard.

The prominent feature of any signal cabin is the lever frame. Each frame may contain from ten to about hundred levers. When the cabinman gets an order to set the road for the reception of a train, or to permit shunting movements in that portion of the yard operated from his cabin, he passes on the order to his signaller to pull over the particular lever or levers. When the lever is pulled over, through connecting wires, wheels, pulleys, cranks and rodding, actuated by this movement, a signal a quarter of a mile away



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from the cabin, is lowered, and the points set for the reception of a train, or a particular shunting movement. When the movement is completed, the levers are reversed, the signal thrown back to danger, and the road restored to its normal condition.

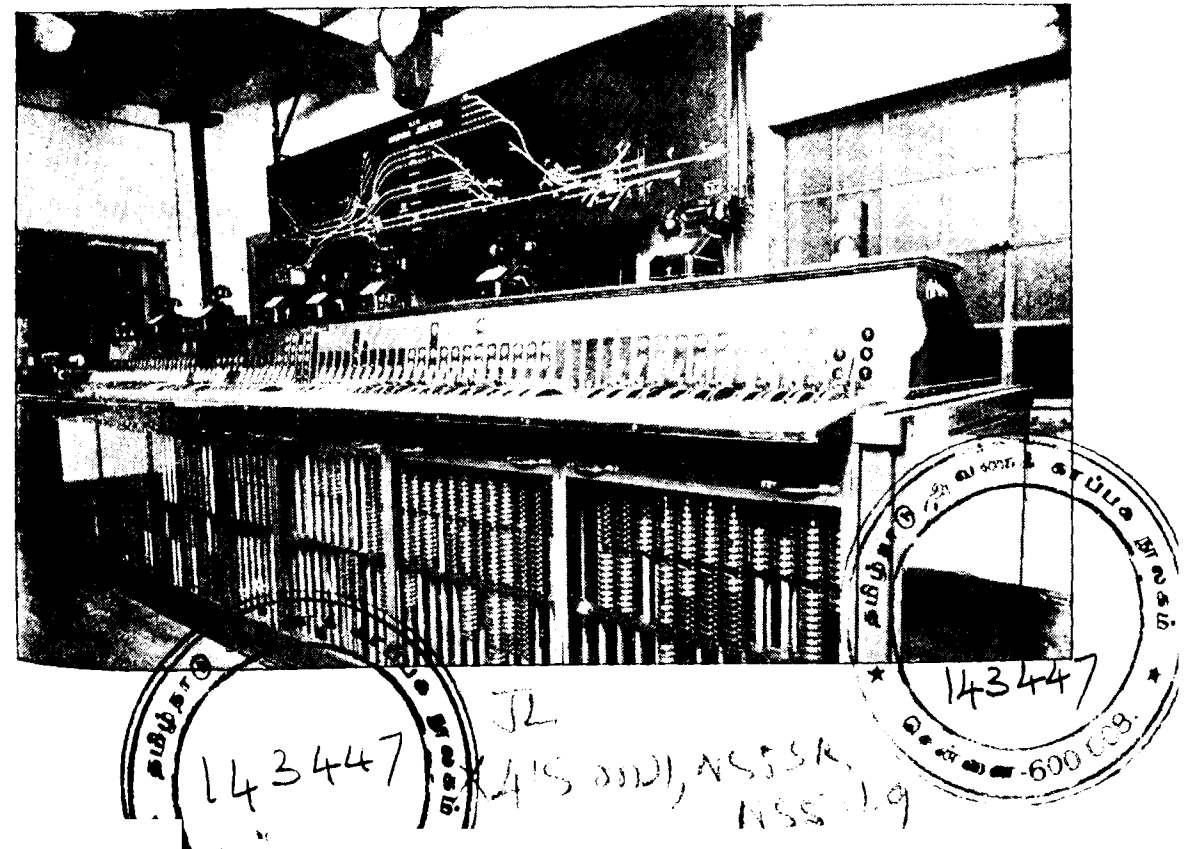
Signal gear, both in cabins and in station yards, must always be subjected to a high standard of maintenance for efficient functioning. The cabinman, or station master, may sometimes find that a particular signal does not respond to the pulling of a lever. He will then notify the Signal Engineering department so that the defective signal, or gear, can be rectified promptly. When the Signal Inspector, or his staff are on the job to locate the fault, they must make a detailed check of all moving parts all the way from the cabin, or lever frame, right up to the signal or points concerned. Time is a vital factor in repairing signal faults, as even one defective signal can impede the movements of trains over an entire section,

or considerably slow down yard shunting movements. When signalling gear fails to function properly, special arrangements have to be made by posting staff at the points concerned to pass trains, or control shunting movements. These elaborate precautions are taken, according to the prescribed railway rules, mainly to ensure safety.

All station masters and cabinmen maintain what is known in Railway terms as a signal failure register. Whenever, for some reason or other, a signal, or points fail to act, it is noted in this register. On inspections, Signal Inspectors must check this register in detail, as a record of frequent signal failures, obviously indicate faulty maintenance, or perhaps some other cause, which must be found. If a particular station or yard has a bad record for failure, special action has to be taken to find the cause, and restore efficient working.

What are the causes of signal failures? Obviously, breakage or obstruction somewhere in the gear

Signal cabin at Madura Junction





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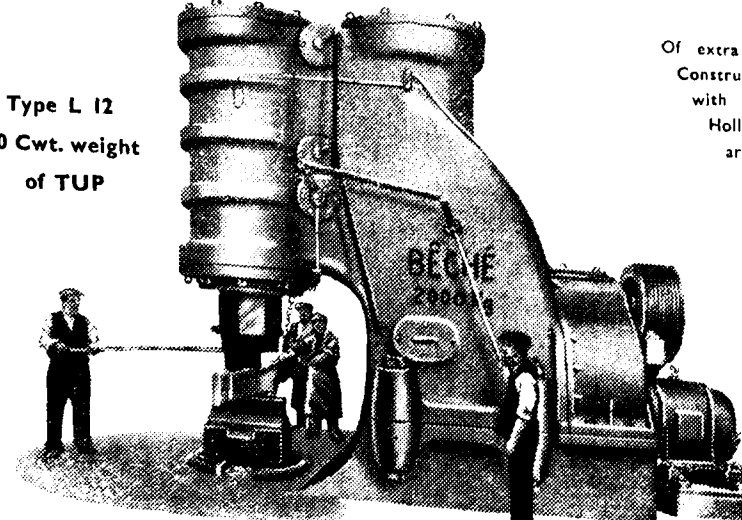
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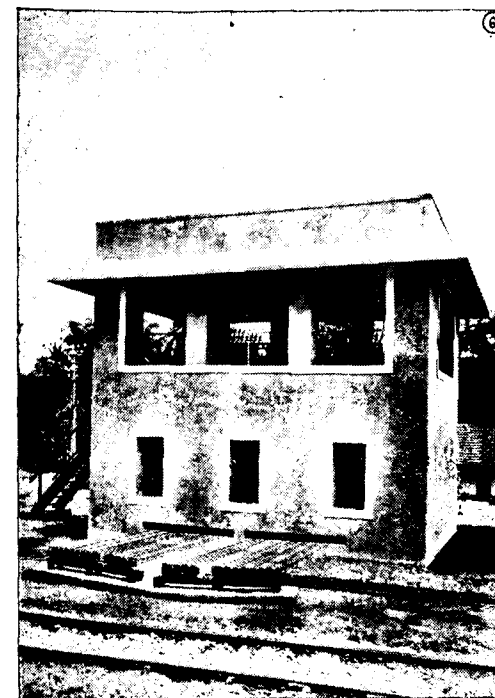
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RAILWAY SIGNALS

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all come into the day's work, and must be traced out and eliminated promptly to keep down signal failures.

Signals and their component parts are not the only apparatus that have to be kept in perfect working condition. Every station and yard has a number of facing and trailing points, and these too must be constantly checked. Points are those parts of the track which switch a train from one line to another. Of the two types, the facing points are more important, as if there are any defects in these points, causing a gap more than the prescribed limit, an oncoming train may take the wrong road, or jump the track with grave results. Signalling staff must take no chances with facing points, by giving these superficial check-ups. The continual pounding of heavy trains over the facing points wears down the nose of the switch rail, thus producing sharp edges. These are dangerous, and must be replaced if accidents are to be avoided.

between the lever frame and the signal. This may be in the wire, the rodding, pulleys, etc., which form the connecting links. Some of these breakages are incidental in day-to-day manipulation, but at wayside stations, or large and extensive yards, where signalling apparatus runs along the tracks to quite a distance, thefts of material cause failures. For instance, certain types of wheels and pulleys, essential components of signalling gear, are also an ideal makeshift for providing pulley wheels over wells in nearby fields. So the villagers of the vicinity just take what they need. Criminal gangs whose objective is the looting of a goods train, may also cut signal wires to bring a train to a stand at a pre-arranged and lonely site, for a raid. Mischievous urchins, walking along the track, get curious to see what will happen if they shove a piece of metal or stone chip between a pulley wheel and roller, and so spike the free movement of the signalling gear. These are irritants to the signal staff in particular, but they



In large stations and yards, besides the main signals, like the outer, home and starter, there are also a number of subsidiary signals, such as shunting signals, calling-on arms, point indicators, trap switches, etc. Each one of these play an essential role in controlling internal movements in station yards. Drivers and shunting staff, as also the men in the cabins, know just how important these subsidiaries are. Even these cannot be neglected or treated with indifference.

An upper quadrant signal.



By day, signals may be plainly visible to drivers of approaching trains for quite a distance, but it is by night that the visibility of the signal light indications must be sharp and clear. A dim signal light may be the ultimate cause of a serious accident. To ensure sharp visibility, all signal light must be kept spotlessly clean. In the lamproom of a station, the lampmen toil away, polishing lenses, trimming lights, keeping lamp reservoirs clean and well filled with oil. Station masters, Signal and Traffic Inspectors are required to pay special attention to the efficiency of the lamprooms on inspections. If the lens of a signal light is cracked, it has to be replaced at once as cracked lenses produce distortions, which may give uncertain indications to drivers of trains. A part of every Inspector's duty while moving about the line is to check up on the visibility of signals, especially by night, and to report all instances of dim or obscure signal lights so that action can be taken at once to rectify defective lights.

When man first had to control forms of vehicular traffic he had to devise some kind of indication, and the simple signals of waving a red or green flag by day, and a red or green light by night, was the result. Signalling, especially that applicable to railways, has now come a long way, and we have the modern methods of interlocking and automatic electric signalling. But the principles of "Safety First" at all times, plus the purpose of controlling traffic movements over sections of a railway to the maximum capacity, are the ideal to be sought after.



HUMPI RUINS

R. GOPALAKRISHNAN

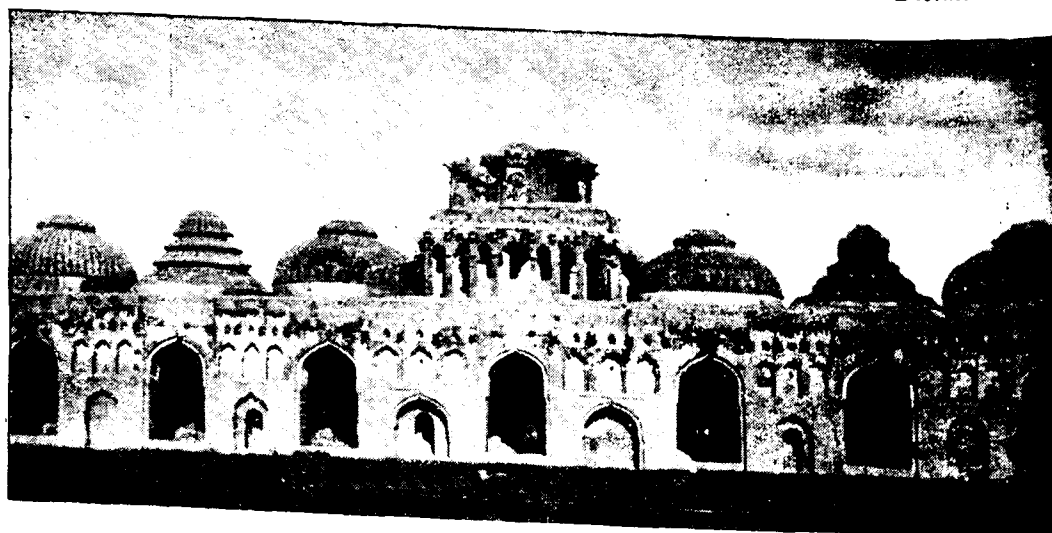
Administrative Officer, Mormugao Harbour.

A MODEST looking village by name Humpi on the south bank of the river Tungabhadra, about 9 miles from Hospet Railway station (Guntakal-Hubli section) has a tale to tell of the rise and fall of a powerful empire, almost forgotten at the present day, yet one which exercised a great influence on the life and civilisation of our country. Vijayanagar, which means the "City of Victory," was once a noble city, the capital of 3 successive dynasties of Hindu emperors who extended their sway over the whole of the peninsula for over 2 centuries of India's history. The Portuguese traveller Paes, who resided in Vijayanagar for some time, says that the city was as large as Rome, it had over 100,000 houses, there were numerous water courses, rivulets and lakes, and that it was "the best provided city in the world." Another foreigner who came as an ambassador from the Great Khan, son of Timur, to the Zamorin of Calicut, Abdur Razzak of Herat, records that "the city of Bijanagar is such that the eye of man has not seen or ear heard of any place resembling it on earth." This is high praise indeed, coming as it does from an enlightened foreigner who had visited many countries. That the city must have been bustling with activity is evident from the testimony of the Portuguese chronicler Barbosa who said: "there is an infinite trade in this country, and strict truth and justice are observed towards all by the Governors of the country." According to Nicolo Conti, an Italian who visited Vijayanagar, the circumference of the city was 60 miles and it had a unique system of fortifications.

Local tradition has it that long before the Rayas built their capital at

Vijayanagar, the place was famous as the scene of many dramatic episodes narrated in the Ramayana. In his quest for Sita, Sri Rama acquires the friendship of Sugriva, kills Sugriva's enemy Vali, and with Sugriva's help obtains welcome information about Sita's existence. It is said that it was in the vicinity of Humpi that these episodes took place and that it was here that the jewels and a piece of garment, dropped by Sita while being carried off in an aerial chariot by Ravana, fell. Even today northern Indians refer to Humpi as 'Kishkinda', well-known to readers of Ramayana. Many of the localities, etc., round about Humpi bear the same names as in the Ramayana: for instance Risya-muka hill, Matanga Parvatam, Prasravana hill, Pampasaras or Pampathirtham are still identified as those celebrated in the epic.

Traversing centuries from the mythic times of Rama and Sugriva to a period whose historicity can be reasonably established, we find that the city of Vijayanagar was founded around the year 1336 A.D. by two brothers, Harihara and Bukka, sons of Sangama, who were either fugitives from the eastern Hindu Kakatiya kingdom of Warangal, or were chieftains under the Ballala or Hoysala kings of Dwarasamudra (in Mysore territory). It is of interest to note that both these kingdoms succumbed to the invasion of their more powerful Muslim neighbours. It is definite that the purpose of the founding of the Vijayanagar kingdom was two-fold: (1) to stem the rising tide of Mahomedan expansion which had already engulfed many Hindu states, and (2) to preserve Hindu Dharma at least in the southern part of the



Not a University building but elephant stables at Hampi. —Photo P. S. Vedhachalam

peninsula. In this task the brothers had the support and guidance of the famous Hindu sage Vidyanaraya and the Jagadguru Shankaracharya of Sringeri Mutt. In fact it is said that "Vijayanagar" was originally "Vidyanagari" or "City of Learning," after the sage Vidyanaraya himself.

It is needless to trace here in detail the development of the new state and the many vicissitudes it had to pass through. Suffice it to say that the rulers succeeded in establishing a powerful and extensive empire, promoted agriculture, trade and industry, patronised literature and all the arts,

Vithala Temple.

—Photo P. S. V.



maintained free intercourse with foreign countries, developed a notable style of architecture and painting, established an efficient system of administration and gave good and just government to the people. The ruins which are still extant enable us to obtain a vivid, though sad, glimpse into the enlightened state of society which must have prevailed then.

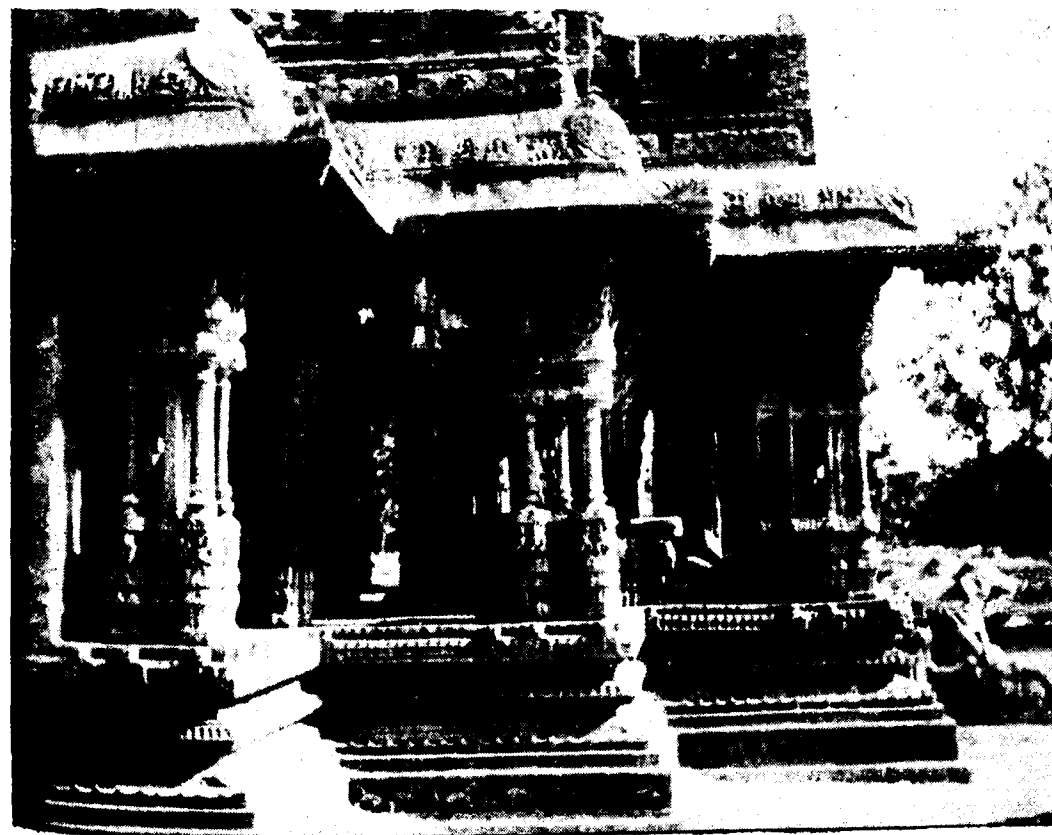
The external history of Vijayanagar was in general one of continuous conflict with the neighbouring Muslim states except for brief periods of peaceful relations. During the reign of Deva Raya I there was bitter fighting between Vijayanagar and the Bahmani Sultan Firoz Shah. Heavy destruction was caused to the Hindu side and the Raya had to sue for peace, and even agree to give his daughter in marriage to the Sultan, who, in spite of all the

royal honours showered on him during the marriage festivities, still found cause to maintain hostile relations.

Among the emperors of Vijayanagar the name of Krishnadeva Raya stands out pre-eminently as that of a great king, no less renowned in the arts of peace than of war, an efficient administrator, a great soldier, an author of great repute and a just monarch. The tribute paid to him by the Portuguese historian Paes is worth repeating: "The King is of medium height, rather fat than thin; he has on his face signs of small-pox; he is the most feared and perfect king that could possibly be, cheerful of disposition and very merry. He is one that seeks to honour foreigners and receives them kindly, asking all about their affairs, whatever their conditions may be. He is a great ruler and a man of justice, but subject to sudden fits of rage."

Musical pillars.

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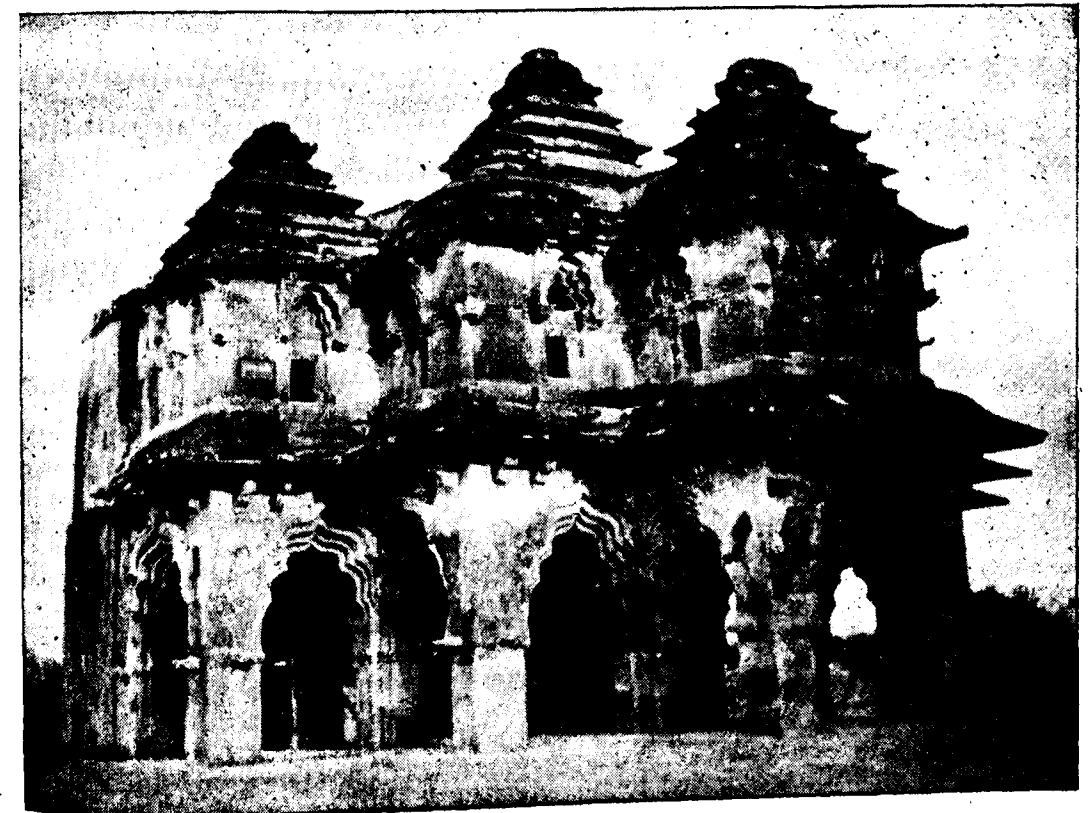
Art, polity, literature, commerce—all these flourished under the beneficent rule of Krishnadeva Raya. A contemporary of King Henry VIII of England, Krishna Deva was crowned in 1509. He extended his conquests considerably soon after his accession, his campaign in Nellore, after which he brought the image of Balakrishna from Udayagiri, being famous. By far the most celebrated fight which Krishnadeva engaged himself in was at Raichur in 1520 and he recovered the great fortress at that place from Ismail Adil Shah of Bijapur after a deadly battle. The Raya even occupied Bijapur temporarily after his battle, a graphic description of which has been recorded by the Portuguese historian Nuniz. In 1529, Krishnadeva Raya installed the famous statue of Narasimha, a huge monolith which is one of the most remarkable rock-cut remains at Vijayanagar. Many

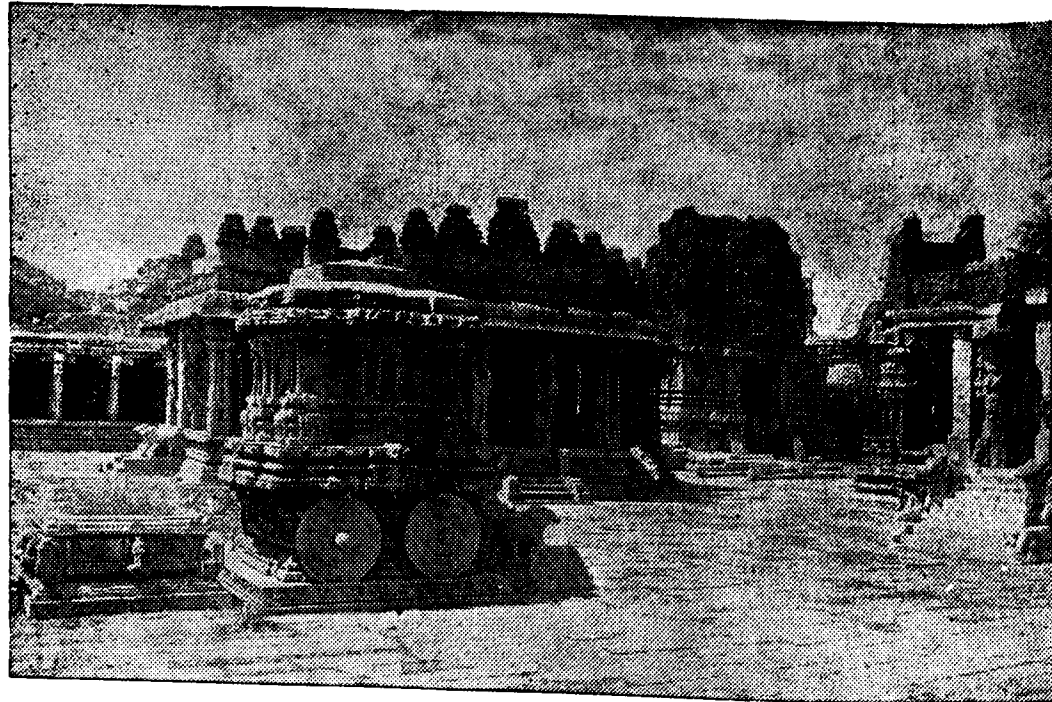
of the greatest architectural beauties of Vijayanagar came into existence during the reign of Krishnadeva Raya, e.g., the Vittala temple constructed by him is the most magnificent monument in the city. About the small but highly ornate Hazara Rama temple, which Krishnadeva Raya constructed as his Chapel Royal, Longhurst says: "It is one of the most perfect specimens of Hindu temple architecture of the Vijayanagar period in existence." According to Fergusson, this temple shows "the extreme limit in florid magnificence to which the style advanced." On its walls are sculptured in bas-relief—scenes from the Ramayana.

A remarkable fact noticeable in the reigns of the Rayas is the great patronage bestowed to all cultural activities. Men of learning were collected from far and near and arrangements were

The Lotus Mahal.

—Photo P. S. V.





Monolithic stone car.

made to place on record all the learning which was till then handed down from preceptor to pupil by the spoken word in the old traditional method. Even ladies of the royal household wrote works in Sanskrit, Telugu, etc. An outstanding example of this is the poetical work "Madhura Vijayam" in Sanskrit written by Gangadevi in honour of her husband Kampanna's exploits in distant Madura. Krishnadeva Raya himself composed many works in Telugu and Sanskrit. The famous Telugu poet Alasani Peddana flourished during his time.

We must now close this sketchy account of the history of Vijayanagar by a reference to the great catastrophe which overtook the city early in 1565. After the glorious reign of Krishnadeva Raya, relations between his successors and the Muslim Sultans became very strained, and the arrogant foreign policy of Rama Raya, who was the de facto ruler of Vijayanagar during the reign of Sadasiva Raya, led to the

formation of a powerful confederacy of the sultans of Golconda, Bijapur, Berar and Ahmadnagar, determined to crush the Hindu empire. The march of the Muslim armies towards the Hindu empire started on Christmas Day 1564 and the forces were joined in battle array at the small town of Talikota on the northern bank of the Krishna river, though the battle itself took place about 30 miles south on the plain between Ingaligi Ford and Mudgal. The fateful battle which turned the course of history was fought on January 23, 1565. It is estimated that 100,000 Hindus were slain and "the great river ran red with blood". The Hindu army met a crushing defeat. Rama Raya being captured and decapitated by the King of Ahmednagar. Some of the Vijayanagar princes escaped from the field of battle and fled with their treasures to Penukonda, Chandragiri and Vellore from where they maintained some kind of sway over portions of their old territory. But so far as Vijayanagar

city itself was concerned, its fate was sealed. An unsuspecting, peaceful population which had no inkling of the impending catastrophe was swept off its feet by the onrush of a pillaging army. No better description of what followed can be given than what Sewell has given: "then a panic seized the city. This was not a defeat merely, it was a cataclysm. The enemy had come to destroy and they carried out their object relentlessly. They slaughtered the people without mercy; broke down the temples and places and wreaked such savage vengeance on the abode of the kings that, with the exception of a few great stone-built temples and walls, nothing now remains but a heap of ruins to mark the spot where once stately buildings stood. They even succeeded in breaking the limbs of the huge Narasimha Monolith. Never perhaps in the history of the world has such havoc been wrought and wrought

so suddenly on so splendid a city; teeming with a wealthy and industrious population in the full plenitude of prosperity one day and on the next seized, pillaged and reduced to ruins amid scenes of savage massacre and horrors begging description".

To-day, nearly four centuries after the sack of Vijayanagar, the visitor can still see the ruins of the stately edifices constructed by master workmen at the behest of powerful and noble rulers, which must have added lustre and beauty to the great city which proudly proclaimed its greatness. As one reflects on these remarkable remnants of a forgotten empire, one cannot help remembering the poet's words: "The paths of glory lead but to the grave." But the thought inevitably comes to the mind that here was a civilisation which induced the spirit of man to attain its highest stature.

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Adult Fares	
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III Class	67 1 0
Children Half Rates	

TOUR No. 8
Mileage: 1,741

STATIONS COVERED:
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Adult Fares	
II Class	Rs. 111 as. 2 ps. 0
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CENTRAL RAILWAY

FULL PARTICULARS FROM STATION MASTERS

THE EXPLODED DETONATOR

(AN AUTOBIOGRAPHY)

M. GOVINDARAJULU
Assistant Traffic Superintendent

I WAS born in the year 1933. I well remember this date because the year was stamped on my back before I left the manufactory after being stuffed with powder and detonating caps. On reaching the intended destination along with thousands of my comrades I and eight others were given green coats—or rather to be plain we were given a coating of green paint and put into a cylindrical tin box and handed over to a Permanent-way Inspector. He kept me in his Line Box. I travelled by trolley and train in season and out of season and no one bothered about me.

In the year 1950 or so, I could hear my boss (the P.W.I.) and others frequently talking about some "Integration," "Seniority" and "Displacement," and the Station Masters were also crying hoarse about "grades" and "future prospects."

I thought that my own place was secure in the tin box, come what may to P.W.Is. and Station Masters, and kept quiet.

A few days later several meetings were held and during one of the meetings an inspection of detonators was held. I popped out of the tin box in my green coat along with my comrades. A Locomotive Driver brought out his nine detonators, all in jet black colour. I was shocked. Why were they not green? Next came a Guard dressed all in white and produced nine blue ones. They were rather pretty when compared with the black ones. A Station Master wearing a green turban then came up and opened his tin box. Out rolled nine discs all wrapped in paper. I could not

help smiling at the Station Master's vanity but my smile vanished when the Station Master's fat fingers removed the paper wrapping and displayed nine yellow detonators. Gold was yellow and no wonder the Station Master treated his yellow stock with so much regard instead of putting them in a tin box to rattle about all their lives.

Painted Red!

A storm of dissensions rose and I shouted out first "Why not I be given a golden coat?" My yellow friend retorted "You fool! All that is yellow is not gold. I would fain exchange this jaundice colour of mine to your lively green." My blue friend looked "blue" indeed. "What if I be kept by a Guard?" He shouted again. "Why paint me blue like a Bombay policeman which I am not?" The Black ones moaned piteously, "It is true we were not fortunate to be kept and guarded in a Station Master's Cash Chest, but why paint us black when we did no wrong."

Our lament did not go in vain. "Higher Levels" decided to remove all "Colour Differences", and declared that all detonators should be given the same colour of coats and that it should be "Red."

We (I mean the entire race of detonators) felt elated at the prospect of being clothed in the regal colour but fate decided otherwise. Whispering tongues, as you know, can poison truth and people (chiefly the clerks in the Stores Department). So finally we were given a coating of brownish-red colour and we had to rest contented, having no further say in the matter.

Condemned to Death

Some months later, I heard the Permanent-way Inspector reading out a note to his assistant that detonators not properly kept in air-tight tins were often attacked by dampness and rendered useless. This of course was true and I had heard of several of my comrades getting cramped in the hands of idle Gate-keepers who concealed the tins under the mud flooring of the Gate Lodges which had no doors to keep up safe and that several of my comrades when expected to "discharge" themselves failed to "detonate." I thought I had nothing to worry about. But the Permanent-way Inspector went on saying He referred to some circulars and then pronounced the fatal sentence "All detonators of over five years of age were to be scrapped, destroyed and replaced by new ones." This ruling was worse than what was practised in Hitler's regime. It was patent that the Bloody Five Years' War did not conceive peace. I argued within myself that if the problem related to the "survival of the fittest" each detonator should be given a fair chance to exhibit itself and I was confident of my own prowess. Anyway, I bided my time and continued my travel by trolley and train.

One day, the District Engineer, after trolleying a portion of my Master's (Permanent-way Inspector's) section stopped at a Level Crossing Gate and finding the Gateman's detonators were dated 1942, the District Engineer looked aghast. We were now in 1952. He shouted, "why were my orders to scrap all detonators of over five years old not carried out?" The Permanent-way Inspector promised in half a dozen "Yes Sirs" to do so at once. The District Engineer left the Permanent-way Inspector at the next station to finish his job.

I knew that my doom was at hand. The Permanent-way Inspector jumped out of the trolley with the tin box containing me and my comrades and

went into the Station Master's office. He felt thirsty and called for a glass of water. A Pointsman filled a tumbler with water from a mud pot standing on a tripod and gave it to the Permanent-way Inspector. The mud pot, as we all know, is cleaned once in a "blue moon" and it was not surprising when the Permanent-way Inspector after looking into the tumbler dashed its contents to the ground. "Is this how drinking water should be stored?" he asked and the Station Master coolly replied, "Yes—we are not water carriers and the well you are now boring cannot give better water."

The Assistant Permanent-way Inspector who was digging the new well then came up and the District Engineer's Inspection Notes were discussed. The Permanent-way Inspector opened the tin box and exhibited me and my comrades for all to see. "Nineteen Thirty Three. By Jove," he shouted, "If only the District Engineer had seen my stock instead of the Gate-keeper's I must make haste to destroy them but how to do it without an engine?"

Getting Run over

"Oh! confound the rules," cried the Station Master. He suddenly grew very officious and suggested a sick wagon in the lay-bye being used to "run over" us. The Permanent-way Inspector's face brightened and immediate preparations were made for our "execution." Our leaden belts were clasped to the rails and the Station Master gave the "Signal." I counted my place. I was the ninth or the last one to be "run over." Waves of revenge surged in my heart. I might have had a few more hours to live but for this meddlesome Station Master.

The wagon rolled on. My first comrade made no noise. It looked like a sudden heart failure. The second only "hissed" like a serpent. The third was no better. "You see," shouted the Permanent-way Inspector. "My good luck saved me today. If only

the District Engineer had remained to see this test The wheels were coming nearer. It was my turn now. I mustered courage and waited. As the wheel went over me I felt as if the devil in me was unleashed. I detonated—volleyed and thundered and threw up and kicked the Station Master's left hand little finger and then dropped down at his feet. "Ayoh!" shouted the Station Master. Drops of blood fell. The Station Master at once ran up to the mud pot on the tripod and wetted his bleeding finger with the dirty water before any one could stop him.

The Permanent-way Inspector shouted for "tincture," but no tincture was available. They had hopes of finding some in the Guard's First-Aid Box when a train arrived. But as usual everything except the tincture was found stuffed in the box. The Station Master tied a piece of wet cloth round his injured finger and said, "it was nothing."

Buried Alive

The Assistant Permanent-way Inspector then suggested a burial for me and my comrades—all empty shells now. The Permanent-way Inspector shouted angrily "don't be silly and waste time. Even a dog won't touch them." I felt piqued but what he said was true. A dog sniffed at me and turned away in contempt. The children of Pointsman Ramu who had assisted in pushing the wagon over me and my comrades, however, took a fancy and picked us all up and started fingering. I cut into a child's finger; My comrade whom a smaller child tried to bite made its lip bleed. The children in a rage threw us all into the Station Master's cow shed to lie over amidst the cow dung. What a fate I thought. I have done my duty by exploding when called upon and why this punishment? And how long to endure?

The Station Master's injured finger turned septic for want of proper treat-

ment. He could have reported sick. His wife advised him but he told her not to be silly. "The season has just started and traffic is moving. The Assistant Station Master will spoil everything if I leave him to manage." The Station Master finally reported sick when it was too late and the injured finger had to be amputated.

Pay Day came. The Pay Special carrying the Pay clerk and the Permanent-way Inspector rolled into the station. The Permanent-way Inspector expressed his sympathy. "The deuce take your sympathy" shouted the Station Master. "To hell with your detonators." "Yes, Master" said the Permanent-way Inspector. What about the unclean water kept in the mud pot for others (excepting yourself) to drink? You forget that the sepsis was caused by the water. The detonator only caused a slight cut." The Station Master swallowed this retort and went in to draw his pay. The Pay clerk handed over a sum which was not even half of what was due. The Pay clerk explained the red ink entries in the Pay Sheet. "Leave without pay as no leave due."

The Station Master's wife howled at him. "Why no leave for you? The Assistant Station Master's wife says "injury on duty" carries full pay. "Yes" said the Station Master "but I never wired my case as injury on duty." "Why not"? shouted his better-half. "Because because oh! you can't understand rules." "As though you did", retorted his wife.

Rules and Tribulations

The Station Master's daughter who had come for the vacation saw her father's plight. She had seen a lot of rule books lying in a corner covered with dust and cob-webs. She took one of them having a red wrapper. She turned the index and searched "detonators; testing and disposal of—Page 41." She read out the rule aloud. "Detonators shall be tested under an empty wagon propelled by an engine.

Pieces of detonator when exploded are apt to fly out and cause serious or even fatal injuries to any person in the vicinity all shall withdraw beyond a safety radius of 50 feet."

"Oh. Stop," cried the father in agony. "You torture me" and out he ran. His eyes fell on me and my comrades wallowing in cow dung in the cow shed. He turned back like a mad man but soon returned with a spade. He dug deep into the earth as fast and hard as his nine and a half fingers could help in holding the spade and then shoved us into the pit.

The Mud Falls

The mud is about to fall and my life story is coming to an end. I have often heard the Station Master's daughter read about "conservation of matter." I will now cease to exist in some form

or other. Who knows? I may be rediscovered in some finer shape and value as some rare element yet to be accounted for in the missing link of the periodic table of elements and if Jogiah, Chinchiah and others are now engaged in digging for iron ore and the like, their progeny may discover something more valuable in me in a future age.

The mud is now falling Before I vanish out of your sight, gentle reader, tell me, did I wrong the Station Master? Was not my explosive nature known? Were not rules framed in regard to testing and safety distance required and disposal of exploded shells? Also answer, kind reader "Why not Station Masters always keep clean water to drink and why should a guard work a train without proper first-aid equipment supplied to him?"

P. L. M.

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APPRAISING THE APPLICANT

(I) APTITUDES AND ABILITIES

A. V. SUBRAMANIAM

Assistant Personnel Officer

S RINIVASAN had passed the Intermediate examination. He had always wanted to graduate but the family finances had hit the bottom and there was the need to earn. He saw an advertisement in the daily paper and applied to the Railway Service Commission for a Ticket Collector's post.

He had no particular desire to become a Ticket Collector in life or even a railwayman for that matter. But that was the only job going; the Railway wanted a man and Srinivasan wanted a job and that was all there was to it.

Srinivasan is now a Ticket Collector and making a fair living. But he often asks himself if he is happy and if the job fits him. Well, to begin with, he has a reserved, aloof disposition and would have been happy doing something which did not involve moving with people all the time. He disliked accosting strangers and became irritable when dealing with passengers. Perhaps if he had entered the Railway as an Office clerk he might have been more contented. Also he had a good literary style and might have made an excellent journalist if he had only known the possibilities.

Meanwhile his classmate Sebastian, who was a happy-go-lucky type, had entered a commercial firm in the administration wing. He hated the slogging, the drudgery of office work. He was a man for the broad open spaces. "What I want in life is very little," he used to reflect bitterly. "Give me the chance of going round the city as a salesman and I will not ask for any fixed salary. I would live on the commission and live handsomely

too. And I would love the work so much."

Sebastian might have tried his hand at salesmanship if he had known his propensities earlier.

Possibilities—propensities! If there were a process or machinery to find out the propensities of Srinivasan and Sebastian, it would be possible to fit them in the jobs most suited to them. Even an exchange of jobs between them would create conditions in which both could be tolerably happy; only someone must have been there to detect their different aptitudes. This fitting in of a person in the most suitable job is vital both to him and to the establishment which he enters. The right man in the right job makes for contentment in the man and efficiency in the pursuit of the trade.

It is part of the business of modern psychology to devise the means of testing the propensities of job-seekers and to fit them in the right trades. In this field psychologists concern themselves not with well-developed abilities but with latent aptitudes; with possibilities—more than with achievements—of the human personality. I have a love for good verses and remember them well. I may be said to possess an aptitude for journalism and literature. I may not, on the other hand, possess fine pitch discrimination; two widely different notes sound the same to me. With all the will in the world and the best of training and practice, I will never develop a musical ear.

Ability in a field presupposes an aptitude for it in a person. But an aptitude for a thing does not by itself mean an ability in it. A person with aptitude for a thing must put in long

years of training before he can acquire an ability in it. The presence of fine pitch discrimination in a child does not mean that she has musical ability, obviously. She has to sweat her way through years of training in swara and raga and tala before she can think of giving a concert. Only psychologists affirm that a child without this aptitude for fine pitch discrimination will never develop into a musician, whatever may be the training given to her.

There was a child in the South who had a most extraordinary memory for numbers. Numbers spoke to him, as it were, and he understood their language perfectly well. Later in life when he had the opportunity to receive mathematical training, Srinivasa Ramanujam blossomed forth into the greatest mathematician that ever lived.

An English child was fond of beautiful words from his childhood; he used to repeat the phrase "far far away" to himself and get lost in the vision of distant places which it conjured up before him. With this clearly marked aptitude for languages it was only natural that Lord Tennyson became one of the greatest of English poets.

It pays, therefore, to be able to detect these aptitudes early in life. If the aptitude of a child is detected early and is developed by training, the chances are ten to one that he will blossom forth into a competent person in that field. This detection of aptitudes should have been done early in the cases of the two young friends Srinivasan and Sebastian; otherwise after a time the men become fixed in the job and it is difficult for them to change over to a new one. Learning new things is difficult after a certain age and one does not want to be a rolling stone. "Catch them early" is the motto; if the aptitude of every child in this country is accurately assessed early in life and full opportunity is afforded for its development, our country will have an expert in every job in every workshop and office, all the time.

This glorious ideal is, of course, difficult to attain to in practice. There are various snags in it. For one thing, opportunities for training every child according to its aptitude will not be available even in the more advanced countries of the West. It is next to impossible to persuade every child to submit itself to a process of aptitude-testing. The machinery of aptitude-testing would become too much strained, and too expensive. But the biggest of the snags is that the science of aptitude-testing itself is in its infancy and it is neither infallible nor so comprehensive as to winnow out every kind of aptitude there is in the human personality.

But it is still possible to test for a large number of aptitudes fairly accurately, and progressively new tests are being tried out and adopted. Now, recruitment in the West no longer consists in a simple process of a written test and an interview. The industrial psychologist has moved in, and increasingly greater trust is being placed on his judgement and in the verdict of his new-fangled gadgets.

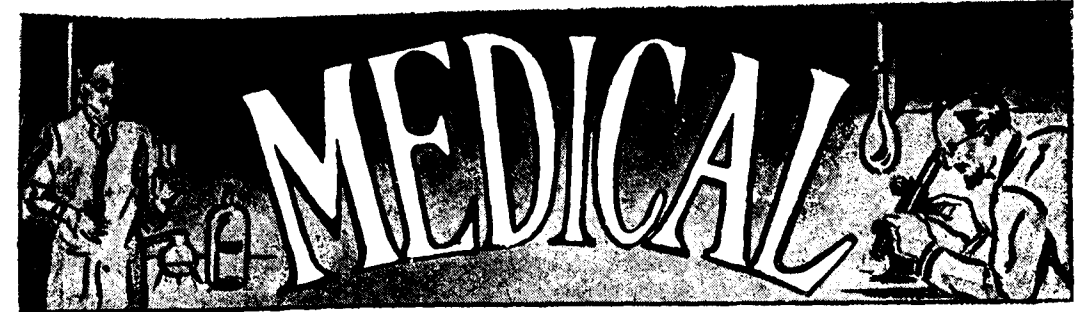
It is proposed to examine these in the succeeding parts of this article.

(To be continued)

RAILWAYMEN!

Keep in touch with what is going on by reading your staff magazine. If you have gifts in that direction, you may even be able to contribute to it. If so, the Editor will be glad to consider your "copy".

Reports of activities of Railway Associations and Clubs are also welcome.



DIARRHOEA

Dr. L. R. PARTHASARATHY, M.B., B.S., D.M.R.

Assistant Surgeon, Salem Jn.

PREVENTION is better than cure" is the popular adage. But rare are the people who follow the advice. More often than not, we wake up only when we are caught in the grip of a disease and generally we do not take sufficient care to prevent the diseases, which we can, if only we apply intelligently some of the precautions usually advised. This is mostly due to lack of knowledge about diseases and their causes and partly due to indifference.

Is it not therefore desirable to know the root causes, the symptoms, etc., for prevention of at least some of the more common diseases so that we can have a better standard of healthy living?

Fortunately, the quest for knowledge in the field of medical science is more manifest in common man nowadays and let us attempt to present the diseases in these columns in easy language avoiding technical terms as far as possible.

Diarrhoea is a very common complaint in our children. First we shall deal with infant feeding, error in which leads to Diarrhoea.

Breast Feeding

Breast milk is the most natural food: it is at body temperature, free from all contamination and it

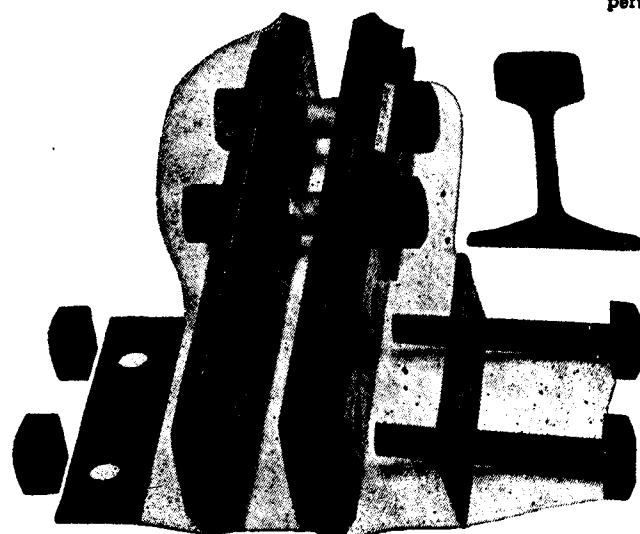
suits almost all children. It has also the advantage of being cheap and of saving all the trouble involved in artificial food preparation. A baby weighing about 6½ lbs. at birth does well if fed every four hours, but babies, weighing less, will do better if fed every three hours. It is needless to stress the importance of regularity in feeding. In our country it is customary to feed the baby whenever it cries, which practice lays a great strain on the child's digestion. Also this prevents regular and enough secretion of milk in the mother. The duration of feeding for a normal baby should not exceed seven minutes at each breast per feed. The left breast should be given first at one feed and the right one at the next feed. If a baby takes longer or cries or appears unsatisfied, it is a clear sign that it is not getting enough milk. Attention should be paid to ensure a copious supply by attending to the mother's health.

Artificial Feeding

If mother's milk is wanting either totally or partially and if artificial feeding is necessary, the best thing is to put the child on some well-known proprietary food, such as Ostermilk, Allenburys No. 1, Cow and Gate or Lactogen and follow the direction on the tin. This is particularly advisable in India where the milk supply is

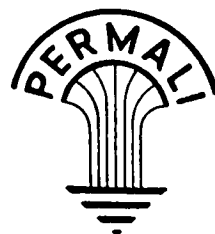
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WITH
GREAT MECHANICAL STRENGTH



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"Permal" combines these essential properties in one material, and has, therefore, been chosen by railway engineers in many countries as the ideal track circuit insulating material. This material is specially suited to withstand the severe shearing and bending stresses set up in these components under normal working conditions.



Regd. Trade Mark

SPECIAL FEATURES:

- Complete freedom from insulation failure.
- Extreme simplicity of design (no bushes or collars).
- Great mechanical strength.
- No special drilling of rail ends required.
- Rapid installation (no alteration to ballast or sleepers).
- No maintenance, except occasional tightening (no special spanners required).
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notoriously poor and contaminated. A rough guide to the amount required per feed is one ounce to every 2 lbs. of the child's weight, e.g., a 10 lbs. baby requires 5 oz. at each feed. When the child has been on a proprietary food for 2 or 3 months, good cow's milk, if obtainable should be gradually substituted.

Fat and vitamin D can be added in the form of adexolin as per direction. Fruit juice, tomato or vegetable juice diluted with an equal part of water with sugar to taste should also be given about a teaspoonful daily, the amount to be increased as the child gets older. Special care should be taken to keep the feeding bottle sterile. A baby should be trained from birth to take water and fruit juice from a spoon and as it grows older every artificial feed should be started with a spoon. This feed must be continued with the bottle as spoonfeeding is a slow process and the food gets cold. Then gradually the child is weaned and started on mixed feeding when it starts cutting a tooth.

Any neglect or error in diet causes diarrhoea. It is the commonest of all infant disorders and, if neglected or not treated properly, the most fatal. It is most prevalent during the hot weather and the rainy season. A chill or the irritation of teething also cause diarrhoea. It is commoner among hand-fed babies than among the breast-fed. An infant's bowels should act from one to four times a day. The motions should be of a fairly light yellow colour, soft and free from foul or acid odour.

There are four forms of diarrhoea: (1) Simple diarrhoea, (2) Inflammatory diarrhoea, (3) Infantile cholera and (4) Chronic diarrhoea.

Simple Diarrhoea

This is the mildest form and is usually caused by undigested food. The child shows sign of pain and flatulence. It may vomit once or twice and purge six or seven times a day. The stools will be inclined to be watery

and curdy. The temperature may rise to 101° F. When the stools are of natural colour and there is no fever, the diarrhoea is probably caused by digestive trouble. If the stools are yellow but become greenish after exposure it denotes a large secretion of bile; the disease is still mild. In cases of simple diarrhoea ZAC Gripe mixture is very effective because it removes the cause—indigestion—quickly. The direction regarding doses will be found in the bottle. The diet should be regulated till the disease is cured.

If diarrhoea is inclined to be severe, that is, if the baby has more than six or seven stools a day, no feed should be given for a few hours except albumen water. If simple diarrhoea is neglected or not treated properly, it may very easily develop into one of the serious forms. Immediate consultation with a doctor is imperative.

Inflammatory Diarrhoea

In cases of inflammatory diarrhoea there will always be fever. The other symptoms vary according to the part of the bowel inflamed. The disease usually begins with vomiting and the child passes loose stools, green in colour and slimy with offensive odour; the stools may be partly liquid and partly lumpy with mucus and sometimes with streaks of blood. A doctor should be consulted at once.

Infantile Cholera

This is not true cholera. The child has severe diarrhoea and vomiting and it passes frequent watery stools. This is a very dangerous type of diarrhoea and medical attention should be given, as otherwise child will soon collapse from sheer exhaustion.

Chronic Diarrhoea

This is often the result of infantile cholera and may last several weeks. This is also very dangerous type of diarrhoea and medical help should be immediately rendered.

(Continued on page 70)

SOUTHERN RAILWAY

TENDER NOTICE

Tenders for "Provision of Stone Ballast on 90 lbs. B. H. Track for the Double Line from Mile 41/12 to Mile 27/18 from Arkonam towards Madras (13½ miles)—Madras District."

Sealed percentage scheduled tenders are invited by the Chief Engineer, Southern Railway, Park Town, Madras-3, for the above work to reach him not later than 12 noon on Wednesday the 15th December, 1954.

2. Tenders should be submitted in the prescribed form, obtainable from the Office of the Regional Engineer, Southern Railway, Rayapuram, Madras-13, on production of a receipt for the sum of Rs. 10 (Rupees Ten only) paid to the Regional Accounts Officer, Southern Railway, Madras-3, Trichinopoly or Mysore, towards the cost of the form. Extra copies of the form can be had, if available, on payment of Rs. 2 (Rupees Two only) each. In no circumstances will the cost of the tender form be refunded. The tender form is not transferable.

3. Tender forms will be issued up to 15 hours on Monday the 13th December, 1954, only.

4. Earnest money of Rs. 8,200 (Rupees Eight Thousand and Two Hundred only) should be paid in advance to the Regional Accounts Officer, Southern Railway, Madras-3, Trichinopoly or Mysore, not later than 15 hours on Tuesday the 14th December, 1954, and the receipt submitted along with the tender. No cheque or demand draft etc., should be attached to the tender.

5. Tenderers are required to submit Income-tax Clearance Certificate along with the tender.

6. The tenders will be opened at 12 hours on Thursday the 16th December, 1954 at the Office of the Chief Engineer, Park Town, Madras-3.

7. The Chief Engineer reserves to himself the right to reject without assigning any reason any or every tender or part thereof and does not bind himself to accept the lowest or any tender or part thereof.

SOUTHERN RAILWAY

TENDER NOTICE

Tender for "Ballasting, Working Material Trains, Etc. for Relaying 20 miles on Gudivada-Bhimavaram-Section—Godavari District."

The Regional Engineer, Southern Railway, Rayapuram, Madras-13, invites Sealed Percentage Schedule Tenders for the above work to reach him not later than 12 noon on Saturday, the 18th December, 1954.

Tenders should be submitted in the prescribed form, obtainable from the Office of the Regional Engineer, Southern Railway, Rayapuram, Madras-13, on production of a receipt for the amount of Rs. 10 (Rupees Ten only) paid to the Regional Accounts Officer, Southern Railway, Madras-3, Trichinopoly or Mysore, towards the cost of the form. Extra copies of the form can be had, if available, on payment of Rs. 2 (Rupees Two only) each. In no circumstances will the cost of the tender form be refunded. The tender form is not transferable.

Tender forms will be issued upto 15 hours on Wednesday, the 15th December, 1954.

Earnest money of Rs. 4,000 (Rupees Four Thousand only) should be paid in advance to the Regional Accounts Officer, Southern Railway, Madras-3, Trichinopoly or Mysore, not later than 12 hours on Friday, the 17th December, 1954, and the receipt submitted along with the tender.

Tenderers are required to submit Income-tax Clearance Certificate along with the tender.

The tenders will be opened at 12 hours on Monday, the 20th December, 1954, at the Office of the Regional Engineer, Southern Railway, Rayapuram, Madras-13.

The Regional Engineer reserves to himself the right to reject any or all tenders without assigning any reason.

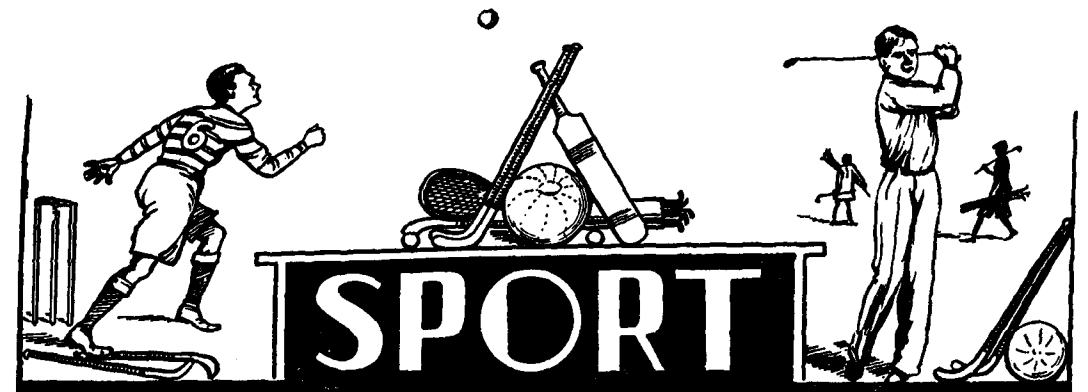


TABLE TENNIS TOURNAMENT AT HUBLI

THE Second Open Table Tennis Tournament was conducted by the Indian Railway Institute, Hubli, from 17-9-54 to 26-9-54 under the Presidentship of Sri K. S. Ramaswami, Works Manager, Hubli. The Tournament consisted of events in Gents Singles, Gents Doubles, Mixed Doubles, Ladies Singles, Ladies Doubles and Juniors Singles. In all about 250 entries had been received and about 150 competitors took part in the tournament. More than 50 per cent of the entrants were from outstations such as Mysore, Pangalore, Hyderabad, Raichur, Bezwađa, Guntakal, Arkonam, Belgaum and Poona, the rest being from Hubli and Dharwar. A few among the many leading players who took part in the tournament were Sarva Sri K. Nagaraj, M.V.S. Vittal and K. George of Bangalore, Sri C. Ramaswamy of Mysore, Sri M. H. Mekhari of Hyderabad, Sarva Sri K. R. Chandorker, S. B. Jog, Ajrekar, Kumaris Meena Parande, Dwaraka Gore and Leela Sathe of Poona. A very high standard of game was exhibited by K. Nagaraj, K. R. Chandorker, and Kumari Meena Parande. Keen interest was evinced by all the Railway Officers and staff and the leading local businessmen and Municipal councillors, who attended the tournaments on all the

days and thereby gave their whole-hearted support.

Sri D. D. Sathe, Collector of Dharwar, presided over the final day function and Srimati Sathe distributed the prizes.

Kumari Parande





Srimathi Sathe distributed the prizes.

After the Joint Honorary Secretaries' report on the tournament, the President, in his concluding remarks, stressed not only on the need for tournaments of the type in all games which only would infuse enthusiasm in youngsters, but also for a permanent machinery and an organization, so that such tournaments could be conducted with more ease and pleasure by anybody, without putting a great strain on a few interested individuals alone who undertake this job each time. He concluded his speech with an appreciation of the way in which the tournament was organised and conducted. Sri K. R. Chandorker, who is the Joint Honorary Secretary of the Maharashtra Table Tennis Association, Poona, next spoke. He thanked the Tournament Committee on his behalf and also on behalf of all his colleagues for the hospitality shown to them. Besides appreciating the manner in which the tournament was conducted, he expressed his desire for all young ladies and gentlemen to take up to this indoor game seriously and thus try to raise the standard of this game in India to the level obtaining in other countries.

The function concluded with a vote of thanks to the Collector, Sri Sathe Srimathi Sathe, the Public, Competitors, Volunteers and the Tournament Committee.

SOUTHERN RAILWAY INSTITUTE, RAYAPURAM

The Third Madras Regional Carroms and Billiards tournaments were conducted at the Southern Railway Institute, Rayapuram, from 15-10-1954 and 18-10-1954 respectively. There were as many as 27 competitors for Carroms 'Singles' and 18 teams participated in Carroms 'Doubles.' In the case of Billiards, as many as 27 employees participated in the event.

The 'Finals' of both the events came off on the 23rd October 1954 and the following are the results:—

CARROMS

Singles :

Winner : S. V. Ramachandra Rao, Southern Railway Indian Institute, Perambur.

Runner : D. Paramanandam, Southern Railway, Indian Institute, Perambur.

Doubles :

Winners : S. V. Ramachandra Rao and M. Gnanamoorthy, Railway Institute, Rayapuram.

Runners : T. K. Muruganandam and M. George, Railway Institute, Podanur.

BILLIARDS

Winner : Woolridge, Railway Institute, Rayapuram.

Runner : J. B. Scurville, E. & A. I. Railway Institute, Madras Central.



THE SUBTLE ART OF STAIN REMOVAL

SHANTHALAKSHMI

Mummy : There, there, I quite expected it. The stupid ass that you are, Rita, you have ruined that beautiful pink crepe saree ; a new one at that (spreading out the saree with a view to critical examination) Oh, my ! it is not one patch as you wished me to believe but a liberal sprinkling of the ink on the whole piece, almost. Now, now Rita, this is the limit. How often have I not told you that these costly crepes are not suitable for the pen and ink work at the Reservation counter. Is this how your other girl friends on the Railway spoil a saree a day?

Rita : But Ma, you see several important personages, VIPs as they are called, you know, arrived at the station and I and my other girl friends wished to present a colourful pageant. I wish you had seen us under the glow of the glorious mercury lights, Ma.

Mummy : Will you shut up, Rita ? I am fed up with your silly talk, Butterflies, the lot of you ! And mind you, not a pie for the dry cleaners nor can you expect a silk saree for this pongal. I know how to fix you up !

(Mother goes inside fixing a scathing glance at Rita, flinging jibes too. Poor Rita rushes to the tap with the saree and a bit of lime. Rinses the saree well in water and starts scrubbing the ink patches with the lime bit. But the stain starts spreading and after a second rinse Rita finds that the whole saree has taken on a blue tinge on its pink shade). Poor Rita ! In despair tears well out of her eyes. Dear Reader, should we not go and help her now ? But before we do if we can but manage to peep into every house we will find a Rita there. As a matter of fact, every housewife is confronted with the problem of stain removal on her washing day. An efficient housewife should therefore be fully conversant with all the various stains they are sure to encounter with the 'know how' for their removal.

All stains can be classified under one of the following groups :—(i) Absorbed stain, (2) Built-up stain and (3) Compound stain.

Absorbed stains are those which penetrate the fabric owing to the staining agent being thin in consistency and penetrating in nature. In the majority

of cases they are soft and pliable, although a slight stiffness is sometimes imparted to fabrics when the substance responsible for the stain contains sugar, syrup or dissolved starches. By far the greater number of stains fall within this group such as coffee, tea and milk etc.

Built-up stains are usually hard and stiff; some are sticky and others smooth and shiny. In this classification the staining is usually caused by fluids or pastes of such viscosity that they fail to penetrate the fabrics. Liquids with pigments also cause a stain of this character. Paints are a typical example of this class of stain, as it is nearly always built up on the surface of the fabrics, owing to the oil and thinners having penetrated the fabrics, leaving the pigment lying on the surface. Other stains of this nature are tar, mud, sealing wax, etc.

Compound stains are those which are a combination of the (1) and (2) groups, that is they are both absorbed and built up and may be hard and stiff or somewhat pliable, although they will never be found exceptionally hard or perfectly soft. Blood is a stain which comes within this group as it will penetrate the fabric and also leave a built up deposit upon the surface.

And we can identify a stain by the following methods:—sight, odour, colour, feel, location and the occupation of the owner of the garment. Any of these methods when used in conjunction with the stain classification grouping will invariably give a good ground on which to commence removal operations.

Now to the subtle art of stain removal. They are the methods adopted by a professional spotter which can be classified as mechanical action, solvent action, chemical action and lubrication.

Mechanical action is carried out with the aid of such tools as brush, steam-gun, water-gun, these things being used to break-up and remove the raised or

built up portion of stains and in some instances helping to release absorbed stains.

Solvent action may be termed the spotter's main line of attack as by the use of dry and wet solvents it is possible to eradicate the greater part of stains usually encountered with.

Chemical action is used to denote the reaction which takes place when a chemical is applied to a stain. Such action is clearly observed when dilute hydro chloric acid or commercial rust remover is applied to a rust stain. In this case the mark is decolourized by the production of a new compound which is more readily removed from the fabric.

Lubrication is the method employed in the removal of insoluble substances such as graphite and pigments. By the application of such lubricants as glycerine, vaseline, benzene soap to various spots and stains insoluble particles are held in suspension, so preventing re-deposition in the fabric.

Though each of the above said methods are advantageous in its own way, employing various pieces of equipments, solvents and chemicals, the methods adopted by the housewife are far simpler.

Grease and oil stains are the commonest forms of stains that are found in a household. The housewife more often than not finds frying or cooking oil spilt on her saree in spite of her apron. Over the stain place a piece of blotting-paper and on this pass a warm iron slowly but lightly. This melts the grease which is absorbed by the paper. As the latter becomes greasy, it should be removed and a new one placed. Repeat till all the grease is absorbed by the blotting-paper. Rubbing with Eucalyptus oil will also remove grease stain from cloth. For viscous machine oil, etc., cover mark with a thick layer of fuller's-earth, either dry or made into a paste with water. Leave overnight, then brush or beat out. If necessary repeat till all oil is absorbed.

Petrol is also very effective to remove oil but as it is highly inflammable it must be used with great care and vigilance and not in-doors as far as possible.

Soot stains as removed by the housewife is a very simple method of operation. Weigh down the soot carefully with common salt sprinkling it with caution and lightly brush with the tip of the brush. But on no account allow the brush to press on to the soot.

Paint stain if fresh is scraped up as much as possible with a spoon or other semi-sharp tool, and then work round the stain with turpentine, starting at the outside, and working to the centre, constantly using a fresh portion of the rag as it absorbs the paint.

Tar

Scrape off as much as possible with care. Soften the remainder with butter or lard and leave for a time. Then wash well with ammonia or else work round the stain with benzol.

Ink Stain

Absorb with blotting-paper as much as possible. Remove stain by wiping with a cloth wrung out of vinegar and water or milk. If the latter is used, wash afterwards with soap to remove grease. If the ink has dried on then take a juicy tomato, and rub the part affected. Leave the wet pulp on for a day; then lightly scrape off the fleshy matter and wash with a clean rag and warm water. If it is mineral ink then dissolve a teaspoonful of oxalic acid in a tea cup of hot water and rub the stained part well with a rag dipped in the solution. In the case of red ink it is rather difficult to remove as it is usually an aniline dye. A saturated

solution of borax may sometimes remove the stain; or ammonia also may be used.

Grass Stains

These are often particularly obstinate when an attempt is made to remove them. Wrap a clean piece of rag round your finger, moisten it with methylated spirit and rub the stain lightly.

Iron Mould

This may usually be taken out of material by rubbing with fresh cut lemon dipped in salt, then plunging the part being treated into boiling water, lifting it promptly out and pouring on a spoonful of weak household ammonia.

Coffee, Tea, etc., Stains

Put a few drops of glycerine on the spot, leave for a while and then rinse in hot soapy or lux water. The glycerine acts more energetically if it is warmed and before use the bottle may be placed in hot water for a short while.

But perfection in stain removal can be attained by taking the following precautions. Consider the nature of the material and that of the stain before applying the remedy. Remove the stain as soon as possible after its occurrence. Work from outside edge of stain towards centre to prevent spreading, especially when dealing with grease stains. Remember that several applications at intervals are more effective than a prolonged treatment. And last but not the least, after removing the stain (especially that of oil) do not forget to rinse the cloth thoroughly in warm water in which a teaspoonful of green-gram paste is dissolved and flush in cold water, to get the gloss.



TIT FOR TAT

RAMA SRINIVASAN

DON'T you think you have married the wrong sister? asked my wife, as she produced a newly-taken photograph of her sister, sent by her father to help us to find a son-in-law.

I looked at her seriously for a moment and then took a long look at the photo and said with a judicially tragic air, "Yes, it appears so."

"And I think I have married the wrong specimen," was her retort, which although uttered in a joking tone, obviously concealed an undercurrent of hurt annoyance. I was surprised that she should harbour such an easily-roused jealousy. So, burgeoned in my mind a plan to have some fun at her expense. I determined that I would "dull not device by coldness and delay" but put the plan into action soon.

"Some new clerks have been recruited in our office and among them is a lady who has been allotted to my section," I volunteered information a couple of days later.

"How very interesting! Is she pretty?" my wife enquired sarcastically. "She is," I said emphatically. "Otherwise, I will not be telling you this."

"Oh! What fun for you boys!" she remarked, still in the same tone.

I felt glad that I had struck the proper chord. I had made her react to my information, and now I could build up my story.

A few days later we were sitting in the front verandah chatting, and I was wondering how I should start exploiting the story of the lady clerk, when a rather good looking fellow passed by.

"Isn't he very handsome?" remarked my wife, as soon as he was out of hearing.

"Who? The chap who just passed by? Looked rather effeminate to me."

"I don't think so. Looks like Tony Curtis," she went on brightly.

I admire Tony Curtis as much as my wife admires Marilyn Monroe. So I simply grunted and made up my mind then and there to launch on the lady clerk theme as soon as possible.

"The lady clerk Miss Manorama sings divinely," I informed my wife the next evening.

"Isn't that very clever of her? Did she sing a lullaby for you?" she enquired scathingly.

"Oh, not for me personally, and not a lullaby. The boss was on leave today. We had a grand extended lunch break when Miss Manorama entertained our section with some songs. Gosh! It was a real treat to our ears," I rattled off enthusiastically.

She glared at me and said, "A pleasant change for you, isn't it?"

She was in a huff the whole day. I gave myself a pat on the back. The cat was in the bag. This was falling out better than I could devise. What fun I shall have when I reveal dramatically one day that my boss is one of those who look as if they have sour lime for breakfast, lunch and dinner; a sour faced, sour tempered creature who is dead set against relieving the monotony and tedium of office routine by employing some lovely lady assistants.

The next evening, before I could start developing my story, my wife anticipated me with:

"Tony Curtis' passed by this morning when I was sitting in the front verandah, after you had left for office. He stared at me hard when he passed our house and then looked back once or twice to stare again." "I suppose you enjoyed the whole thing," I snapped at her. "Of course," she replied complacently. "You know it is a very pleasant experience to be admired by a handsome young man."

I felt myself flush with anger. I postponed the story about Miss Manorama. I knew that I would give my tale away if I said anything in the mood I was in, then.

But the cold war was on.

"Manorama seems to have taken a fancy for me. You know work has been heavy in the office of late, and there is a great demand for the clerks. But Mano makes herself available to me, however busy she might be," I declared one evening.

My wife glared at me and said, "Poor Miss Manorama!"

I felt elated that my shaft had struck home.

"Tony Curtis' stopped to speak to me this morning. He apologised for staring at me like that the other day. He said he felt he had seen me before, and was trying to place me in his memory. It seems he is my friend Kamala's cousin and has seen me in her house. We then had a chat about Kamala and went on to talk about cabbages and kings. I have heard a lot about him from Kamala," my wife informed me one evening.

I was in a foul temper that day. Jealousy had started twanging my heart strings. Blast this 'Tony Curtis'! What business had he to go about chasing other people's wives, even if the girl were as pretty as my wife?

The next day she had more news for me. "I had to go marketting today. When I was returning, carrying a heavy

basket of vegetables, 'Tony Curtis' turned up. He carried it home for me."

I was getting to be in a vile temper. "How is it your 'Tony Curtis' never turns up while I am here? Why don't you introduce him to me one day?" I enquired angrily. I was rapidly being consumed by a jealousy so strong that judgement could not cure. "He said he works in the night shift in his office. So he gets up only towards noon," she replied calmly.

I thought desperately for something to say, and then came out with, "You know one of our officers has been transferred and we are going to have a farewell function for him. We are acting a small farce in which I am to be the hero and Mano the heroine."

The cold war was now being waged in earnest. The domestic temper waxed hot and cold and we reached a stage when we could not talk two sentences together without dragging poor Miss Manorama and 'Tony Curtis' into it.

About this time my sister-in-law's marriage was fixed up and we went to Trichy to attend the wedding. I am sure my wife must have been as surprised as I was when we found that the bridegroom was 'Tony Curtis.' But she did not show it.

Two days later in the course of a general conversation 'Tony Curtis' said to me, "You live in Calding Street, do you? I came to your street once to leave my sister in her husband's house." "But you knew my wife, didn't you?" I enquired foolishly.

He looked puzzled. "Not in person. Only through what I had heard from my wife to be," he said, and grinned at his bride.

I noticed the impish smile on my wife's face and did not press the point further.

As soon as we were alone she looked at me triumphantly and said, "How was my acting? Don't deny you were taken in by it." "Well, I admit I was."

But so were you taken in by my story," I retorted.

"Not for long, my dear, not for long. A week after you told me about Miss Manorama I asked my friend Sushila to find out facts from her husband Ramachandran who works in your office. Sushila found out that unfortunately for you people, your boss does not believe in employing women. So if you think I was believing your forgery of jealousy all along, it is again my superb acting. I wanted to see just how tall your tales were going to get, and how far I could drive you on the road of jealousy."

I kept quiet for a while. "Don't you think you have married the wrong specimen?" I then enquired sarcastically.

She looked at me seriously for a moment and then said, "Yes, it appears so," challengingly.

She would always have the last word.

DIARRHOEA

(Continued from page 61)

As for treatment, readers will be interested to know that rapid strides have been made in treating diarrhoea in the form of dietetic control, Eledon, Aplona, etc., and administration of Thalazole, Sulpha Guanidine, Enterovioform, Formo-cibazol and fluid replacement therapy to counteract dehydration.

Of course, there are the 'wonder-drugs' Aureomycin, Streptomycin, Terramycin, etc., which can effectively cure the disease. But readers are cautioned that these anti-biotics should be administered only under doctor's guidance.

In conclusion, my earnest appeal to the readers is to get right medical attention to the patient at as early a stage as possible.

Delay is dangerous.

PUSH-BUTTON SHUNTING

A revolutionary British automatic system of handling trains of wagons in marshalling yards has been developed which, it is claimed, reduces the cost of installation to one-third and makes running costs very much lower. The first installation of its kind in Britain—and, it is believed, in the world—was recently set up at the British Electricity Authority's Power Station at Leicester by the manufacturing company which designed it. A similar installation has been laid out at the National Coal Board's plant at Dalkeith, Scotland, for coal preparation.

Mr. F. G. Mitchell, Chairman of the company, originally thought of the idea during the war, when he was grappling with the problem of handling wagons in the black-out. Since then, his company has developed the system to handle coal at 1,000 tons or more an hour—a rate of delivery needed by the big power stations now being planned and virtually unattainable by the use of conventional man-handling methods. There is no limit to the size or capacity of this system, which can be designed for factories, steel works, mines, power stations, dockyards—in fact, anywhere there are marshalling yards or incoming trainloads of wagons.

Main advantages claimed for the new system are: It can cut by half the site area required, thus reducing the cost of sidings and their maintenance, and reducing the length of track required; it eliminates man-handling, and can be operated 24 hours a day in all weathers; and it saves manpower.

ON SHEDDING TEARS

S. R. SRINIVASA RAGHAVAN

Public Relations Office

PROVIDENCE has given humanity various modes of expression for the feelings engendered in them. A smile represents a world of thought and rippling laughter has a happy significance. A twist of the brow and a curve of the lip express surging anger. And a tear has its own place.

It is Eve's own property, the tear, in a sense. It may be the silent language of grief, a humanising influence on the soul and, as Ovid said, many times as weighty as words. On sheer physical analysis the tear may be "certain drops of water" mixed with salt. "Stay," says the alchemist to his weeping wife, in Balzac's novel, "stay. I have decomposed tears; they contain a little phosphate of lime, some chloride of soda, some mucus and some water." To him weeping meant only that much. This is reason left to itself and here the heart says "Learned idiot, look behind, it is the heart that weeps." There is human history behind the tear. Shakespeare says that the tear is the best brine a maiden can season her praise in.

A woman's tears can be called poetry and her love is loveliest when embalmed in tears. Representing joy at one time, grief at another and ecstasy at a third, they represent the emotional bent of the human mind.

Literature has celebrated a woman's tears in all the flowery tapestry it could design for it. The tear has been called the "honourable dew that silverly doth progress" and has even been named an object "that springs up a pearl." The most lavish praise

received by the tear is its being signified as the tribute of humanity to its destiny though some have been partial in condemning it as a cunning drop of water. The eloquent language of infinite affection, far too big for words, is also the dew in which the sun of righteousness is mirrored.

The scientist has his own idea of the usefulness of tears. He calls them nature's lotion for the eyes and avows that the eyes see better after being washed with tears. A philosopher would like to call it the natural penalty of pleasure and a law that we should pay for all that we enjoy. Juvenal has portrayed the tear as a confession of nature that she has bestowed on the human race hearts of the softest mould in that she has given us tears. In short the tear speaks more eloquently than ten thousand tongues and it is the messenger of overwhelming grief, of deep contrition and of unspeakable love.

I like imagining that the tear is a special ornament for Indian womanhood. Tradition has assigned a sacred place for the tear shed by Indian women. It is a proverbial saying that a drop let fall from the eye of an honest woman has the power of burning castles.

The tear is a very powerful weapon in day-to-day life in the household. It has the capacity of making the male surrender without a word of protest. It secures the woman things that she cannot obtain by sheer words or even entreaties—for example, a silk sari, a silver vessel or a gold ornament.

(Continued on page 74)

A RAILWAY DINNER

A REPLY TO 'A RAILWAYMAN'S WIFE'

T. N. KURIAKOSE

IT was an unkind cut—that article in the September issue of 'Southrailnews,' under the above caption, 'A Railway Dinner' by a 'Railwayman's wife.' Having taken our sumptuous, delicious dinner, running into several courses, so carefully planned, so tastefully served, and so dearly paid for, the least that 'a railwayman's wife' could have done was to be less sarcastic and more charitable in her vehement criticism. Sarcasms make criticisms ugly, and has not some one big said, 'Charity covers a multitude of sins?'

Pray! gentle lady (if thou art indeed a lady, and not an ungallant gentleman member, may be a disgruntled one, enjoying the game of sniping under the cloak of anonymity), pray, what was wrong with that railway dinner? The complaints boil down to four:

(1) There were no lighting arrangements outside the hall on the side lawns, where for a while they had to wait till the hall was vacated.

(2) There was no mixing of the men and women gathered.

(3) A group of young officers were heard to be talking vigorously about 'their departmental haggings and official matters directly affecting them.'

(4) There was too much noise when the games were on, caused by the clearing of the tables and 'the buzz of the post-prandial conversation.'

Regarding the first point, a word of explanation might, I hope, remove all misunderstanding. All arrangements, including those for lighting, were made for the annual dinner to take place in the Officers' Club, Perambur, but a couple of days before the date fixed, there were signs of rains

coming in to upset an outdoor party (and there was no space in the officers' club hall to accommodate all), and so at the last moment, the venue was changed to the Institute hall. That hall was already booked for some other function, but as there was no other convenient hall, and on the assurance given by the Institute authorities that the hall would be placed at our disposal by six in the evening that day, it was decided to have the function inside the Institute hall and not outside. As it turned out, however, the hall was released by the other party only by about 7-45 p.m., and then it took a few minutes to make the necessary arrangements in the hall. During this period, those who had gathered had necessarily to spend their time on the lawn outside, in semi-darkness.

The second point is more vital. But I ask, whose fault? The function was as much the show of all those who had gathered, as of the organisers. All were at home to all. In all such functions, it is the duty of every lady and gentleman present to do her or his little bit to make the function a success, and not sit back comfortably in a chair and expect the poor organisers to do everything. I should think the women were more responsible for the aloofness seen that day. May be it is due to our social custom of men and women grouping themselves separately; but nobody should have expected any formal introductions or the help of any Master of Ceremonies to break the ice, on an occasion like this.

The third criticism is pure sermonizing, and like most sermons, it consists of nothing but pious platitudes. Some poor devils, a group of young officers were heard by this sermonizing lady,

to be discussing 'shop,' "their petty prospects of promotion," and here is the grand sermon addressed to them: "This too at a time when the world is facing the possibility of total annihilation; when India, free after centuries of alien domination, untrammelled by foreign exploitation, is experiencing a great Renaissance, and is grappling with problems which should be of general concern to all of us, etc. etc. . . . Could not these officers, the cream of the country, find anything to talk about except their departmental haggings and official matters directly affecting them?" Alas, the hypocrisy of all such sermons! That reminds me of a demi-official letter received by all of us, Railway officers, throughout India, soon after the Independence, from some top boss, preaching a similar grand sermon and ending with this admonition: "I only want you to realise the national aspect and importance of the work with which you are entrusted, and which you are required to execute, not with one eye on the classified list (that will look after itself, I warrant), but with all your heart and soul for the ultimate good of India." It sounded grand, all such perorations sound grand, but what that top boss did not add was that he could afford to forget the classified list altogether for the rest of his service, having risen up to giddy heights in the post-independence years.

So, most sermons are nauseating, particularly when they sound hypocritical. And as for the poor young officers, struggling to make both ends meet, by honest means, with the increasing cost of living and no prospects of promotion, please don't grudge them at least their freedom of discussion. Is it not one of our Fundamental Rights, and also one of the famous Four Freedoms? As the direct beneficiaries of the promotion which the young officers aspire to, are none other than their wives, 'a railway man's wife' included, she should in all fairness, view such things a little more charitably, and not jump into a

sermonizing mood, even if her husband has already reached a stage of 'not having one eye on the classified list.'

The fourth criticism is that there was too much noise, when the games were played; but what did the lady expect? The quiet and decorum of a parliament session or a United Nations meeting? (Even in such places, there is noise and talking and occasional pandemonium. Are even our temples and churches free from noise?) The occasion called for fun and merry-making which necessarily involved some noise and talking. It should have been most ill-fitting to have a 'Silence Please' board on such an occasion, or a presiding officer to ensure silence by calling everybody to order. As the dinner was started later than the scheduled time, due to the non-availability of the hall, the games had to start almost immediately after the dinner was over, even before the tables were cleared.

I should think the games went off well, and were very well arranged and managed; none too many and none too taxing to the brain, after a filling dinner. It was really exciting for the whole gathering, when the General Manager won the first prize for housie, and it was indeed entertaining to watch the General Manager walking up briskly to the grand lady offering the prize (who happened to be his wife), making a gallant bow when receiving the prize, and the next instant dramatically handing it back to her, this time in her role as his dutiful wife, the careful custodian of his possessions. It was indeed a grand interlude and didn't we all clap and cheer vociferously? And yet about this interesting incident, 'a railwayman's wife' writes in such a colourless and complaining way: ". . . . and we were all childishly gratified, when the big boss, our General Manager, won a prize, went up to his wife to receive it, bowed and gave it back to her and came away." It looks as if the authoress came only to find fault.

(We print below what 'A Railwayman's wife' has to say about the 'Reply' to her article. We assure our readers that she is a 'gentle' lady and not a disgruntled officer "sniping under the cloak of anonymity.")

My article was meant to be taken with a grain of humour and a pinch of salt—a seasoning which serves as an excellent specific for choleric outbursts. The dish was not specially cooked up to be rammed down the throats of the organisers, but to be tasted by all of us who had been present at the dinner—with the seasoning, naturally.

Let me assure you that in our home the Classified List is held in no less veneration than in any other household. In fact we hold it on a par with any Sacred Scripture. For my husband, no day is complete unless it begins and ends with the chanting of a few lines from 'The Book.' What could be more encouraging in the morning or soothing at bed-time than "Shri X, Y, Z, born 15th November 1899 Officiating J.A." But is it not enough that the study and commentary of this work are carried on at the tiffin-club and similar sessions in office, not to mention the worship at home?

Is it necessary that this sacrosanct repository of our future hopes should be dragged along to parties to make our Fundamental Rights and the Four Freedoms complete? How many of you, gentlemen, who meet and get to know each other in office, quite intimately too, can cross your heart and declare that you introduced your wives to your colleagues and to their wives on that day? That was the criticism, if any, implied, not that the organisers should have acted as Masters of Ceremonies, which idea never entered my mind.

The rule of success in all these parties is, the more, the merrier; and naturally the merrier, the noisier. Who was complaining about the noise? Why dig for a complaint where it was not expressed or implied? All looks yellow to the jaundiced eye.

[Correspondence on this subject will now cease—Ed.]

ON SHEDDING TEARS

(Continued from page 71)

Reformers have been vociferous in appealing to women to be courageous and straight like the male. They have said that women should cease to shed tears and should act like warriors on the battle-field. Nevertheless, the tear continues to be the most pithy expression of the delicacies of a woman's feelings. A small ruffle in the household is settled by one tear; a decision is altered by two tears; a serious quarrel is settled in her favour by three; and four tears are able to build careers or destroy them. It is the last but the most powerful arrow in a woman's quiver.

The brightest smiles of the heart are also born of its tears. They sometimes express an immensity of the joy that surges from within. At times it signifies admiration, pity, and understanding appreciation of children. Sorrow alone is not the reason for a tear. As Byron said, "the test of affection is also a tear."

Nature hath endowed a very powerful but tender and expressive language on men and women. The tear particularly adorns womanhood. A woman ought to be proud of her tears because they are her exclusive privilege.

Subscribers are requested to intimate the Editor of any change of address to avoid non-delivery or mis-delivery of copies.

EDITOR

SOUTHRAILNEWS

18-A Mount Road - Madras-2

TIRUVANNAMALAI SHRINE OF GREAT SANCTITY

V. S. GOPALAKRISHNAN

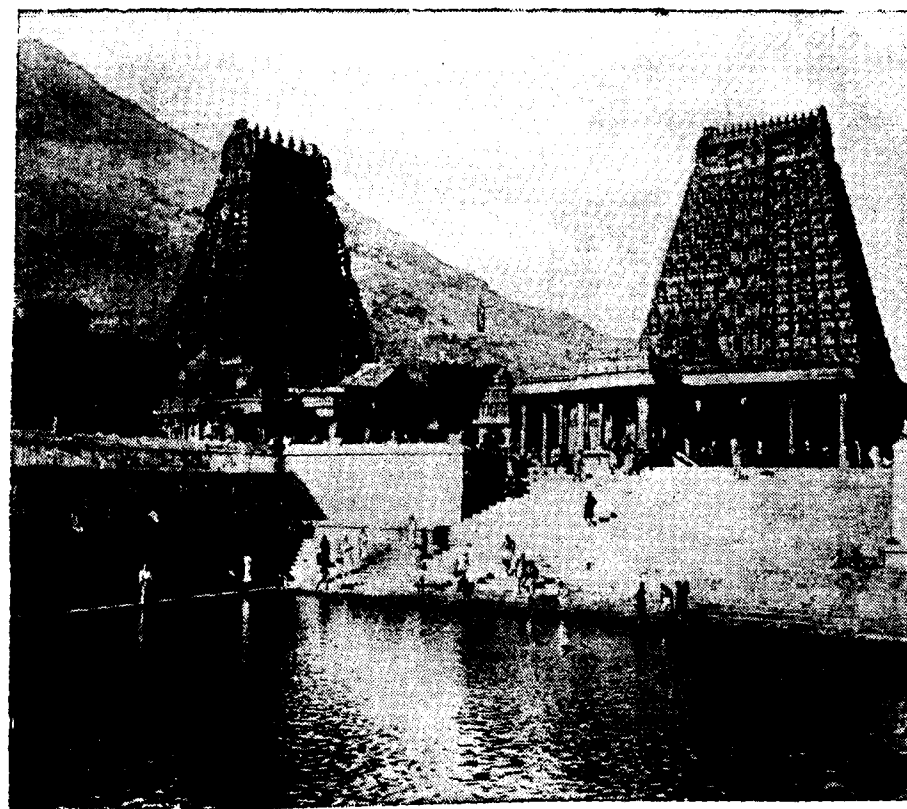
Station Master, Egmore District

THE name Tiruvannamalai, which means 'the sacred red mountain' has been given to the town from the red appearance, before sunrise, of the hill below which it lies. The temple at this holy town enshrines the **Tejo** (Fire) **Lingam**, which is one among the five sacred **lingams** installed in different places in South India. The **Prithvi** (Earth) **lingam** is at Kanchipuram, the **Appu** (Water) **lingam** at Jambukesvaram, the **Vayu** (wind) **lingam** at Kalahasti and **Akasa** (Air) **lingam** at Chidambaram.

By a happy coincidence, all these places are served by the Southern Railway.

According to tradition, Brahma and Vishnu once contested for supremacy both trying to find the beginning and the end of the huge column of light that stood before them as Para-brahman. They were then brought to their senses by the grace of Lord Arunachalesvara, who appeared before them. In response to their request, the Lord enshrined Himself there as the Tejo linga. The hill is, therefore,

A picturesque view of the temple



considered to be the very embodiment of Siva and hence more sacred than even Kailas, which is only the abode of Siva.

The temple dedicated to the **Tejo lingam** has four large gopurams from nine to eleven storeys high and five minor ones. It contains many inscriptions and several fine structures, among which may be specially mentioned the small temple of Ganesha and the hall of thousand columns. Devotees have erected a fine **mantapam** containing twenty-four columns of polished granite and have also renovated the temple to a large extent.

The most celebrated festival in Tiruvannamalai is the '**Kartikai Deepam**' festival which is celebrated this month. The festival continues for ten days and on the evening of the last day, just before the rising of the full moon, is performed the ceremony of the 'Deepam.' This consists of the temple priests removing a large covered vessel of blazing camphor from before the **lingam** in the sanctum

sanctorum and carrying it to a **mantapam** in the centre of the temple courtyard, when the cover is suddenly removed and the flaming camphor dashed on the ground in front of the idol of Arunachalesvara, which is previously placed in the **mantapam**. This is the signal for another party of priests to light up on the top of the hill a large torch built up in a huge bowl containing the camphor and ghee which have been offered by pilgrims during the festival. The blaze generally lasts for forty-eight hours and is seen with ecstasy by thousands of pilgrims congregated there. The flame leaves a lasting impression in the mind of every visitor to the festival.

On the hill above the temple is a tank which is noted for the remarkable purity of its water. In the hills about Tiruvannamalai are several rock-cut caves, and on a low eminence, a quarter of a mile to the west of the station, is a small temple dedicated to Subrahmanya.

The tradition about this festival is that it is celebrated in honour of the completion of Parvati's penance and her reconciliation with Siva, who then appeared to her in the form of a flame of fire sprouting from the top of Tiruvannamalai Hill and thus terminated the darkness which had enveloped the world.

It is believed that Arunagirinatha, the immortal composer of the **Tiruppugazh** spent most of his life here and attained salvation. Guha Namasivaya, Virupaksha Deva, Seshadri Swami and Ramana Maharishi are some of the saints who lived at Tiruvannamalai. The last-named saint was like a beacon of light during his life time, comparable to the **Annamalai Deepam** itself. The Rayas of Vijayanagar did numerous benefactions to this temple and it is perhaps they who built the huge corridors with polished granite slabs. It is well-known that Arunagirinatha has mentioned in many places in his songs the name of his patron, King Praudhadeva Maharaja of Vijayanagar.

Stone figure at temple entrance



STAFF NEWS

GENERAL MANAGEMENT

1. Sri A. V. Subramaniam, A.P.O./Commercial, Madras, has been posted as A.P.O./L.W., PER, with effect from 23-10-1954.

2. Sri K. Soundararajan, A.P.O./E. & M., MAS, proceeded on L.P.R. with effect from 23-10-1954 afternoon.

3. Sri P. R. Krishnaswamy, Officiating D.T.S./Mangalore-Hassan Traffic Survey, has been posted as Officiating P.O./T, Madras, with effect from 27-10-1954.

SIGNAL ENGINEERING AND TELE-COMMUNICATIONS DEPT.

1. Sri V. A. P. Rao, A.S.T.E., MYS, has been posted as A.S.T.E. Headquarters, MAS with effect from 21-10-1954.

2. Sri V. Verghese, Officiating A.S.T.E./Headquarters, MAS, has been posted as Officiating A.S.T.E./NELOF Works, MSP with effect from 21-10-1954.

TRANSPORTATION (TRAFFIC) AND COMMERCIAL DEPARTMENT

1. Sri R. Kerala Varma Raja, Officiating Dy. C.C.S./Rates, MAS, proceeded on leave on average pay for 60 days with effect from 18-10-1954, subject to certification by the R.A.O./MAS.

2. Sri P. K. Madhava Menon, D.C.S./C, TPJ (S.S.), has been promoted to officiate as Dy. C.C.S./Rates/MAS (J.A.), with effect from 18-10-1954.

3. Sri V. Harihara Iyer, Officiating P.O./T, MAS, has been posted as Officiating D.C.S./C, TPJ, with effect from 21-10-1954.

4. Sri S. Mantharam, D.T.S./PAK, was relieved to attend the Staff College, Baroda, for training with effect from 27-10-1954.

ACCOUNTS DEPARTMENT

1. Sri M. A. Khaleel, A.A.O. (Officiating), has been promoted to officiate as S.A.O. with effect from 18-8-1954.

2. Sri P. R. Thirumalai Iyengar, Jr. Accountant (Offg.), has been promoted to officiate as Senior Accountant, Construction, with effect from 11-11-1954 F.N.

3. Sri S. Venkataraman, Subhead (Sub) and Senior Accountant (Offg.), has been confirmed as Junior Accountant in a provisionally substantive capacity with effect from 1-4-1954.

4. Sri S. Yegnaraman, Subhead (Sub), has been promoted to officiate as Divisional Accountant and posted to D.E.N.'s Office/MDU, with effect from 16-10-1954.

MECHANICAL DEPARTMENT

1. Sri B. Venkataraman, on transfer from the Western Railway took charge as Chief Mechanical Engineer on the forenoon of 18-10-1954.

2. Sri D. J. Batliwala reverted to the Junior Administrative Cadre and was posted as Dy. C.M.E. (W)/PER, with effect from 18-10-1954 F.N.

3. Sri N G. Hoskote, Dy. C.M.E. (W)/PER, is transferred as R.M.E., TPJ, with effect from 20-10-1954 A.N.

4. Sri N. Lakshminarayana Rao, Officiating A.M.E., D.M.E.'s Office, RPM, is posted as P.A. to R.M.E./RPM, with effect from 22-9-1954 A.N.

5. Sri B. S. Narayanaswamy, Offg. A.M.E. (P.A. to R.M.E./MYS), is transferred as A.M.E./F/MAS, with effect from 1-11-1954 A.N.

SOUTHERN RAILWAY

TENDER NOTICE

The Regional Engineer, Southern Railway, Mysore, invites separate sealed LUMPSUM-CUM-PERCENTAGE SCHEDULE TENDERS to reach him not later than 12 Noon on Wednesday the 29th December, 1954 for the work "Construction of Quarters—Type I and Type II at the Stations mentioned below in Belgaum District."

Name of Station.	Type	No. of Units	Earnest money
1. GHORPURI	I	9	Rs. 520
2. SANGLI	I	1	.. 70
3. POONA	I	6	.. 350
4. POONA	II	5	.. 550
5. KOREGAON	II	1	.. 120
6. MIRAJ	I	6	.. 350

2. Tenders should be submitted in the prescribed form obtainable from the office of the Regional Engineer, Mysore, on production of a receipt for the amount of Rs. 5 (Rupees five only) paid to the Regional Accounts Officer, Southern Railway, Mysore or Trichinopoly or Chief Cashier, Madras, towards the cost of the form. Extra copies of the form can be had, if available, on payment of Rs. 2 (Rupees two only) each. In no circumstances will the cost of the tender forms be refunded. The tender form is not transferable.

3. Tender forms will be issued upto 15 hours on Monday the 27th December, 1954 only.

4. The quotations submitted in the tender shall be on the basis of a percentage above or below the rates shown for the Belgaum District in the printed Schedule of Rates, a copy of which can be had from the office of any District Engineer on the Mysore Region on payment of Rs. 5 (Rupees five only). The quotations shall also be based on the Southern Railway Specifications of Works, a copy of which can be had from the office of any District Engineer on the Mysore Region on payment of Rs. 3 (Rupees three only), in cash or by money order. Copies of the printed Schedule of Rates and the Southern Railway Specifications of Works may also be had from the Regional Engineer's Office, Mysore, on production of a receipt for the amounts mentioned above, paid to the Regional Accounts Officer, Southern Railway, Mysore or Trichinopoly or to the Chief Cashier, Southern Railway, Madras.

5. The Earnest Money referred to above should be paid in advance to the Regional Accounts Officer, Southern Railway, Mysore or Trichinopoly or Chief Cashier, Madras, not later than 15 hours on Tuesday, the 28th December, 1954, and the receipt submitted along with the Tender. No demand draft, or cheques, etc. should be attached to the tender.

6. Tenderers are required to submit Income-tax Clearance Certificates along with the tender.

7. The tenders will be opened at 15 hours on Thursday the 30th December 1954 at the office of the Regional Engineer, Mysore.

8. The Regional Engineer reserves to himself the right to reject any or all the tenders without assigning any reason.



EARNINGS

The following are comparative figures of earnings on originating traffic for October, 1954 as compared with the corresponding period of the previous year:—

	(Figures in thousands of rupees)	
	October 1953	1954
	Rs.	Rs.
Passengers	1,31,87	1,37,20
Other Coaching	25,52	27,11
Goods	1,50,34	1,68,26
Sundries	6,79	9,79
Total	3,14,52	3,42,36

The increase under 'Passengers' was mainly due to larger movements of pilgrims.

TICKET CHECKING

There was a slight decrease in the number of passengers detected travelling without proper authority during the month of September, 1954. 90,179 persons were detected travelling without tickets and an amount of Rs. 1,52,854 was recovered from them in the shape of excess fare. As a result, probably, of the economic conditions now obtaining, there was an increase in the number of beggars and mendicants on trains and in railway premises and no less than 1,20,757 such persons were turned away by railway staff.

DEPARTMENTAL CATERING ON RAILWAYS

The introduction of departmental catering as an experiment on the railways which at present rely solely on the contractors has been recommended by the Committee on

Railway Catering appointed last year under the chairmanship of Sri O. V. Alagesan, Deputy Minister for Railways.

The members of the Committee are Sri Shah Nawaz Khan, Parliamentary Secretary to the Railway Minister, Sri P. C. Bhattacharyya, Financial Commissioner for Railways, Sri K. B. Mathur, Member, Railway Board, and Sri S. K. Guha (Secretary), until recently Director of Traffic, Railway Board.

The Committee was appointed by the Railway Minister to make recommendations for re-organising the present catering system on the railways and to suggest ways and means of minimizing and checking the evils inherent in the contract system of catering.

The Committee, whose report is now under the consideration of the Government of India, has expressed the opinion that departmental catering would set the standard and serve as a model to the contractors. In the Committee's view, departmental catering should be capable of being run on a "no-loss-no-profit" basis if certain measures are adopted to reduce expenditure.

At present, departmental catering is in vogue only on the Eastern and Southern Railways, and accounts for only 16 per cent of the total railway catering establishments. So far as station vending and platform stalls are concerned, practically nothing is done departmentally.

To improve service through the contractors, the Committee has recommended that the contractors' holding should be compact and a manageable size, and the existing large holdings which had resulted in unsatisfactory service should be reduced. It was pointed out to the Committee that at present 17 large contractors held 507 contracts. The Committee has laid down certain "directive principles" for awarding contracts.

Surprise inspections by railway officers, levy of deterrent fines, eliminating of subletting and more effective implementation of existing instructions on the subject of catering have also been recommended.

Two recommendations made by the Committee have already been implemented by the Railway Board. One relates to the introduction of standard menus at standard prices for Indian style meals. These have already come into vogue from September 1, 1954.

The Committee has also recommended the throwing open of restaurants and dining cars to all classes of passengers. Action on this has already been taken on all the railways.

Certain improved designs of dining cars for service of Indian style meals and a standard design of containers in *thali* service for general use in all dining cars for serving Indian style food have also been recommended.

"P.L.M. WEEK" ON INDIAN RAILWAYS

The standard of packing, labelling and marking of packages tendered to the Indian Railways for transport has shown a remarkable improvement over the past three years.

In a week-long physical check-up of nearly 1,300,000 individual parcels and consignments undertaken by railway officials throughout the country, it was discovered that only 15 per cent were defectively packed, marked or labelled, compared with 21 per cent in June 1953, and 40 per cent in October 1951.

These checks are organised as part of an all-railway campaign undertaken twice a year, to improve the standard of packing, labelling and marking of packages, both by railwaymen and the general public, and thereby to minimize the loss or misdirection of consignments. The campaigns, which last a whole week, have been designated "P.L.M. Week" (Packing, Labelling, Marking Week) campaigns. So far six "P.L.M. Weeks" have been observed, involving a physical check-up of over 8,000,000 individual packages.

During the "P.L.M. Week", thousands of traffic supervising officials from inspectors and station masters down to goods and parcel clerks, join in checking hundreds of thousands of packages tendered at scores of stations. Through newspapers, posters, leaflets, cinema slides and other media, an appeal is made for a little extra care and consideration on the part of all concerned, the appeal being directed alike at railwaymen, the trading public and largely illiterate workers employed by contractors.

Out of nearly 1,300,000 consignments which were "P.L.M. Checked" in June this year, 85 per cent were found to be satisfactory from all points of view, 2.4 per cent were defective in packing, 2.3 per cent in labelling, 4.3 per cent in marking by private parties and 10.3 per cent in railway marking.

These figures represent a steady improvement recorded since the campaigns were first undertaken. The North-Eastern, Northern, Central and Southern Railways recorded an improvement in regard to packages found completely satisfactory.

PROVISION OF SLEEPING ACCOMMODATION IN THIRD CLASS COACHES

In accordance with the Railway Board's decision that sleeping accommodation should be provided to III Class passengers on important trains, the provision of such accommodation was introduced on the Madras-Delhi Janata Expresses from November 15.

A III Class carriage with 54 berths is now attached to the above Express trains and a separate conductor travels in each of these coaches to look after the comforts and conveniences of the passengers in the coach and to regulate occupation of berths and seats in them. A special surcharge of Rs. 3 per night or part of a night is made for the sleeping accommodation and no reservation fee is charged. Reservation of sleeping accommodation is made from three days in advance of the departure of the train and up to six hours before the train is scheduled to start.

4,000 MILES OF NEW RAILWAY LINES SURVEYED

Surveys for our 4,000 miles of new railway lines have been carried out during the post-war period.

Nineteen new railway lines totalling 758.92 miles in length have been opened to traffic between April 1, 1947 and August 15, 1954. There are at present five new lines under construction totalling 335 miles.

Due to restricted resources the programme for the construction of new lines has had to be confined to lines which were of vital national importance or which were otherwise found inescapable taking into consideration the needs of particular areas or which were considered essential for the agricultural, industrial and mineral development of the country in connection with the implementation of the first Five-Year Plan.



Hello Children!

EACH year when the month of December comes round what do boys and girls look forward to? First, those who are in school, look forward to their holidays, and then towards the end of the month comes Christmas, when both old and young look forward to a few happy days of giving and receiving gifts, perhaps some parties, sports, picnics and other functions.

But is this all we should think of during Christmas week—the presents, the fun and games and the nice things to eat like cakes and sweets and a good Christmas dinner? I am sure all will agree that this is not all there is to Christmas, because, then we would be thinking only of ourselves, even though we may give somebody else a Christmas present.

No, Christmas is really a time when we should think of peace and goodwill towards all men, yes, even to those we may not like. Some of us may have plenty in the way of gifts and food and good things, and yet there are others who may be poor, very poor, and to whom Christmas will be just another ordinary week. So if Christmas really means more to us than having fun for ourselves, we should think of those boys and girls who will have nothing, and try and spare something for them, and then our Christmas will be one of love and goodwill.

"The Two Thieves"

Now I will tell you a little Christmas story called "The Two Thieves."

Tom and Jim were two thieves who would spend their time in sneaking into people's houses and stealing money and jewellery. They had been living this thieving life for many years, and both had even been to prison for stealing. Yet when they came out of prison, instead of trying to live an honest life and doing a proper job, they would again start their old stealing ways. Well, it was a few days before Christmas, and they had been planning to rob a rich man's house. They knew that he was living alone, and that he was quite an old man, all his sons and daughters being grown up, married, and with their own families. Tom and Jim had been scouting round the rich man's house for several days, seeing how best they could open some door or window to get in and then get out again during a dark night. They had planned to do their robbery on the night before Christmas—the 24th December. They knew that the rich man had only one servant and that he would always send the servant to bed early. They also knew in which room the old man had his wall safe.

On the night before Christmas at about an hour before midnight Tom and Jim had crept up to the house, opened a window, climbed in, and were softly creeping up to the room in

which the safe was kept. There was no sound anywhere, so they thought that both the old man and his servant were asleep. With the thin beam of light from a pencil torch they crept up to the door of the room they wanted to enter. When they got to the door they tried the knob and found it turned easily.

They pushed the door inch by inch and found it was opening easily, Tom poked his head in and looked around. Yes, they had come to the right room, and it was dark except for a faint blue light in one corner of the room. But wait, what was that? Both Tom and Jim were now inside the room and looking at the blue light which seemed to come from a kind of little altar in the wall. But what really worried them was what was below the blue light. For there they saw the old man on his knees praying. No sound came from the old man's lips, but his head seemed to be lifted up as if he were gazing into the blue light.

At first both Tom and Jim thought they should turn and leave the room and get away as quick as possible, but they were both greedy to open the wall safe which was at the other end of the room. Now Tom and Jim did not want to hurt the old man or kill him and then rob him, so they decided to try and open the wall safe while he was praying. Perhaps he would not hear, but if he did and wanted to stop them, they could then rush on him and gag and tie him up. So they worked around the room softly and without a sound. They came nearer and nearer to the safe, and then were right in front. They shone their little pencil torches on to the locking arrangement to see if they could open it.

They were experts in opening safes and within a few minutes could open almost any small wall safe. They were so intent in twiddling the knobs on the safe that they did not know what was happening behind them. For the old man had softly crept up behind them, and stretched out his hand to the safe knob.

"Allow me, gentlemen," he said. Tom and Jim were so surprised that they just stepped back without doing anything. Within a few seconds the old man had swung wide the door of the safe, reached in a hand, pulled out two bundles of notes and then said to Tom and Jim:

"May I offer you gentlemen a little Christmas present each?" Suddenly Tom and Jim found themselves clutching a bundle of notes. Could it be true? They had come to rob the old man, and here he was giving each of them such a large sum of money.

"Yes, it's all yours, gentlemen. And now may I wish both of you a very Happy Christmas and God bless you."

Tom and Jim thought they were dreaming. Both of them suddenly stammered out "B-b-b-but, sir, we came to rob you . . . and you are giving us all this money." The old man smiled. "Why not, I don't need it, and for you to have to rob people, you must be in great need . . . take it, and go and have a really happy Christmas."

Tom and Jim still could not believe what had happened to them. "But aren't you going to hand us over to the police?" Again the old man smiled. "No, you're free to go."

Then Tom and Jim got cunning. They thought this must be a trap. As soon as they walked out the old man would telephone the police. They hesitated. The old man spoke again. "No, I won't telephone for the police. I've told you that you're free to go."

The old man now held out his hand to each of them and gave them a warm handshake. Tom and Jim then seemed to wake up. "Thank you Sir. We never knew there were such kind people in the world, and a Happy Christmas to you."

Tom and Jim walked out through the door and out of the house, but as they were passing the hall door, they saw a small table there, and each laid

(Continued on page 92)

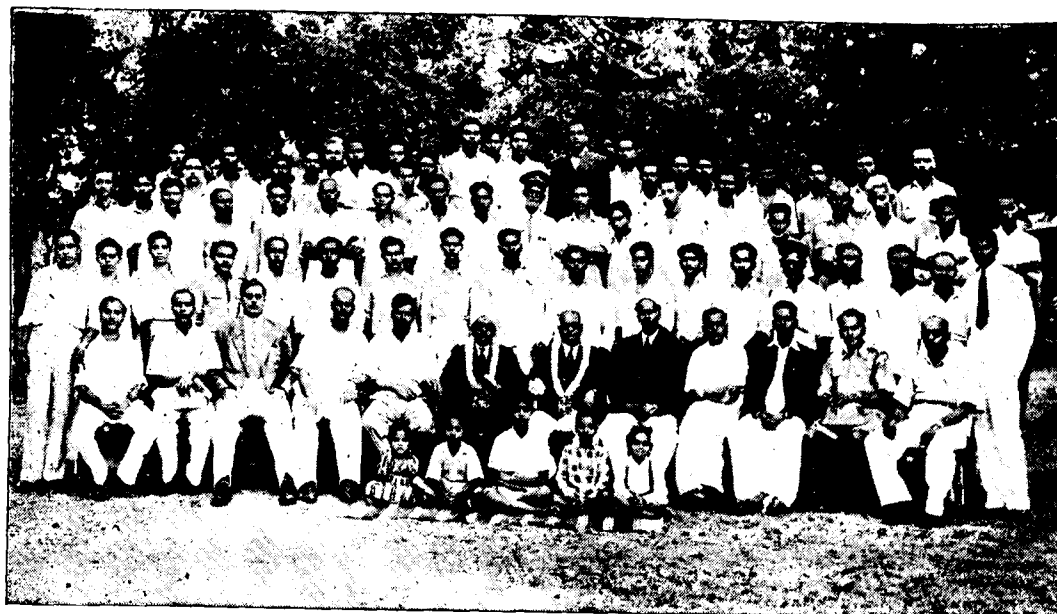


RAILWAY MINISTER'S VISIT TO BELGAUM STATION

SHRI Lal Bahadur Shastri, Minister for Railways accompanied by Shri D. K. Kunte, Speaker of the Bombay Legislative Assembly, Shri Jagannathrao Bhonsale, Union Deputy Minister for Rehabilitation, Shri M. M. Naik Nimbalkar, Public Works Minister, Bombay State and local Congress

leaders visited Belgaum station on 12th October 1954. He was received at the station by the District Traffic Superintendent, Hubli and the District Engineer, Belgaum. The Minister inspected the station building and the Vegetarian Refreshment Room run by Shri Babulal Damodardas, Platform Contractor of Miraj. He expressed his appreciation of the high standard of maintenance of the Refreshment Room.





Farewell Function to Station Master, Arkonam

A farewell function was got up in honour of Shri P. S. Shanker Iyer, Station Master, Arkonam, on the eve of his retirement from service, on 14th October 1954 in the premises of the Railway Officers' Rest House Arkonam.

Shri Krishna Raju, Works Manager, Arkonam, presided. A large gathering of Shri Shanker Iyer's friends and colleagues had assembled and officers like Shri M. Kannan Menon, Assistant Engineer, Southern Railway, Arkonam and Shri S. Krishnaswamy, Assistant Mechanical Engineer, Southern Railway, Rayapuram, were also present.

On behalf of the Traffic staff at Arkonam, Shri M. Narasimhan, Commercial Clerk, presented a farewell address in English and Tamil. Shri M. Kannan Menon, Assistant Engineer, Shri T. P. Venkataraman and Shri P. D. Radhakrishnan spoke in praise of Shri P. S. Shanker Iyer, his amicable nature and his high capabilities as a Station Master.

The retiring Station Master was profusely garlanded on behalf of the staff.

Shri P. S. Shanker Iyer, in his reply, said that he had occasion to work under very efficient European Officers and that it was the lift they gave him that made him rise to this position. Shri Krishna Raju, in his concluding speech, stated that he knew Shri Shanker Iyer even at Guntakal and that he was always with his customary smile. He added that the farewell address has been carefully worded and that Shri P. S. Shanker Iyer deserved all that was expressed in the address.

Drama by Andhra Kala Mandali

The members of the Andhra Kala Mandali, New General Offices, put on boards on 7th November, 1954, at Soundarya Mahal a Telugu Social Drama called "**Pelliyaka Choodu**" "see after the marriage is over" written by Shri Seetham Raju. The play was well attended by railway officers, staff and their families and members of the public. Prominent among the officers present were Shri J. J. Batliwala, Shri T. S. Parthasarathy, Shri M. R. Reddy and Shri D. Ramachandra Rao,

Shri T. Ramachandra Rao, Working President of the Mandali reviewed the various activities of the Mandali which included maintaining a library for the benefit of the members, improving the histrionic talents of railway staff and conducting Telugu Dramas for the benefit of poor boys in Educational Institutions. The Mandali were also running a manuscript magazine by name "**Vegu Chukka**". Between the scenes, Shri Madhavapeddi Satyam, famous background musician, sang national songs.

Shri Batliwala congratulating the Mandali for the fine entertainment provided, said:

"I extend my hearty thanks to the organisers of the Andhra Kala Mandali for the most excellent Drama which they performed this evening. This Drama was very entertaining and I really enjoyed good music and dialogues. Though I am a Non-Andhra, I have several Andhra friends and I am glad to say that they excel in such fine arts.

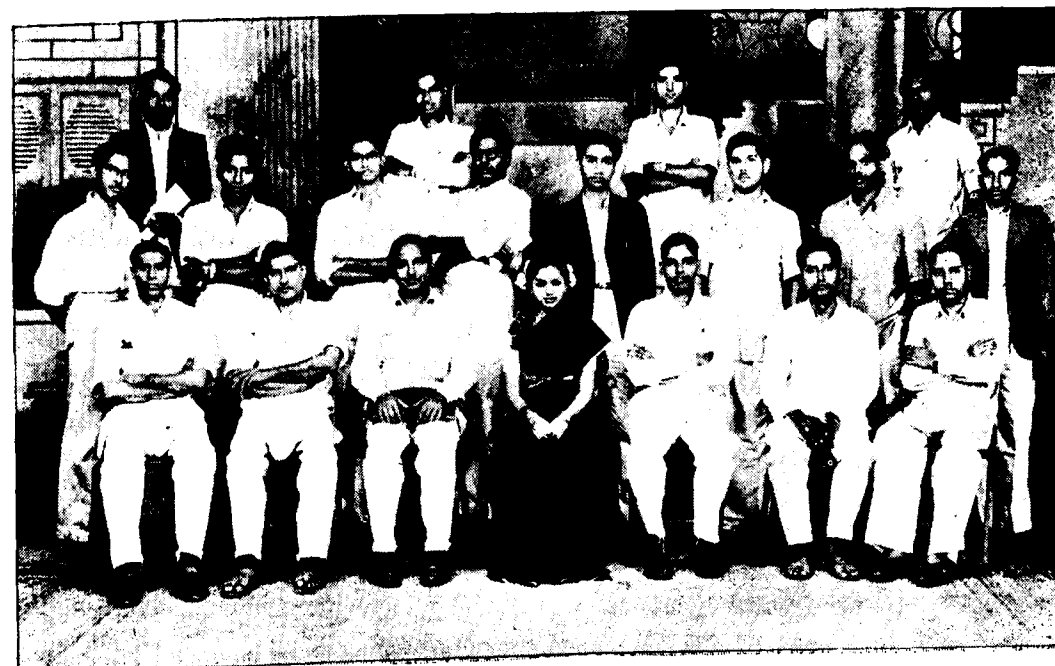
Every employee must find expression of his inner urge in the field of art like drama, music etc.

I wish the Andhra Kala Mandali success in their artistic activities and thank the organisers for bringing up such a good show."

Speaking next, Shri T. S. Parthasarathy, Public Relations Officer, said that cultural activities were an essential part of the life of Andhras and wherever they went, they carried these activities with them. While the Tamils had a genius for classical music, the Andhras had great talent for acting and poetry. He said that the life of the average railwayman would be dull but for such activities which were both entertaining and instructive. Although the actors were all amateurs, they exhibited histrionic talent worthy of professionals.

Shri Peketi Sivaram and Srimati Lakshmirajyam (Junior), famous cinema actors, also spoke expressing their appreciation of the day's performance.

The Andhra Kala Mandali



Drama by Tamil Kalai Manram

A Tamil Social Drama by name "ENGE INBAM" was staged on 5th November, 1954 at St. Mary's Hall by members of the Tamil Kalai Manram, Southern Railway. The play was written by Shri Rama Dandapani and directed by Ma. Ra. Shri C. Subramaniam, Finance Minister of the Madras Government, presided.

New Radio for Pakala Institute

A new radio purchased by the Indian Railway Institute, Pakala was switched on by Shri B. P. Kesava Murthy Chairman of the Institute and Assistant Engineer, Pakala, on Tuesday the 19th October, 1954. The function was well attended by railway staff of all departments.

Reorganisation of the Watch and Ward Department

The Watch and Ward Organisation on this Railway has been re-designated as "THE RAILWAY SECURITY FORCE" and the control over that department has been transferred from C.C.S. to G.M. An Officer of the Junior Administrative Rank with the designation 'Chief Security Officer' is now in charge of the whole organisation and is directly responsible to the General Manager. The Anti-Corruption and Fire Service Organisations also come under the control of the Chief Security Officer.

The Chief Security Officer will exercise the powers of the Head of a Department and he will be responsible for the working of the Railway Security Force under the direct control of the General Manager. He will exercise powers with regard to the general organisation of the Force, discipline, discharge of staff, etc.

S. I. Railway Employees' Co-operative Credit Society

The Ordinary General Body Meeting of the shareholders of the Society was held on 30th October, 1954, at the Southern Railway, Trichinopoly Junction Institute and the Annual Report,

Balance Sheet, etc., for the year ended 30th June, 1953, were passed.

The following seven directors were elected.

Messrs. T. M. Nagarajan, T. Govindan Nair, S. Dandapani, N. Ganapathy, P. Thomas, M. Thangavelu and R. Perianayagasamy.

OBITUARY

We regret to announce that Sri K. Ramaswami, B.A., Senior Accountant, FA & CAO's Office, Madras, expired suddenly due to heart failure on 3-11-1954 at 6-30 a.m. at his residence at Thyagarayanagar. He leaves behind him, his wife and a daughter to bemoan his loss.

RAILWAY INSTITUTE, TRICHY FORT

The Annual General Body Meeting of the Railway Institute, Trichy Fort, was held on 6th November, 1954 in the Institute premises. A good number of members attended the meeting.

The following seven members were elected to the Managing Committee for the year 1954-55:—

Sri K. Balakrishnan, Clerk, Accounts Dept., Trichy.

Sri F. Amirudeen Sheriff, Clerk, Comml. Dept. Trichy.

Sri N. Ganesa Ratnam, Clerk, Accounts Dept., Trichy.

Sri M. Bassheeth Khan, Fireman, Mechanical Dept., Villupuram.

Sri T. Lokiah, Clerk, Comml. Dept., Trichy.

Sri T. V. Natarajan, Clerk, Works Manager's Office, Golden Rock.

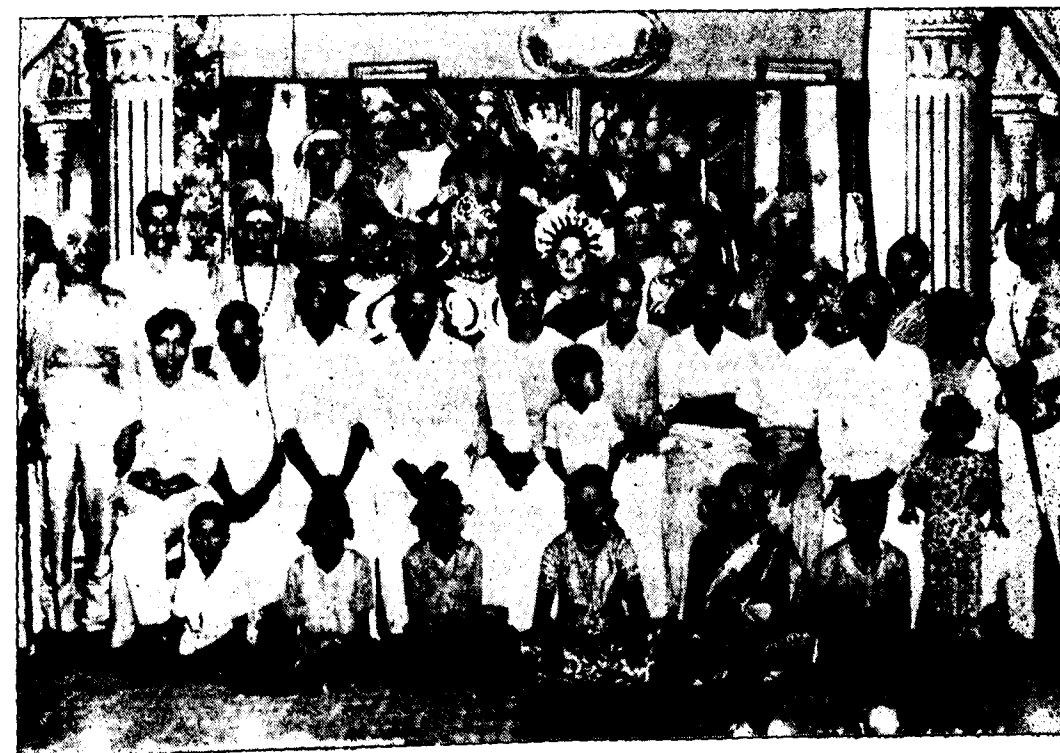
Sri A. Ignatius Raja, Accounts Dept., Trichy.

TAMIL DRAMA AT THE RAILWAY INSTITUTE, TRICHINOPOLY FORT

On 26-9-1954, the members of the Arts Section of the Institute put on boards "Nandivarman," a historical play by Sri P. Kannan, Editor, "Pahuttarivu," Salem, presenting the life of the famous Pallava King and his transcending love of Tamil which made him forgive his treacherous brother and even give his own life.



A scene from the play "Nandivarman"



The Arts Section of the Institute

Orchestral music was provided by C. M. A. and vocal music by Srimati Janaki Ramamurthi. Incidental dance sequences were rendered by Kumaris Revati and Shakuntala. The costumes provided by Messrs. Dhanalakshmi Scene Co., Salem, appropriately selected with reference to the historical setting of the play, helped to recreate on the stage the glory of the bygone age. The Institute Hall was packed to capacity by an appreciative audience.

The author, Sri P. Kannan, who was present by special invitation, paid a tribute to the talent and zeal of the amateur actors and wished them greater success in their efforts to cultivate and promote art. In the unavoidable absence of Thirukkuralar have presided on the occasion, Sri V. Munisami, B.A., B.L., M.P., who was to have presided on the occasion Sri M. Sivagurunathan, Professor of Tamil, Jamal Mohammed College, Trichinopoly, took the chair and in his presidential remarks praised the play as well as its production and congratulated all the members who participated in it.

RAILWAY COLONY AIDED HIGHER ELEMENTARY SCHOOL, PERAMBUR

The Headmaster and Teachers of the Railway Colony Aided Higher Elementary School, Perambur, arranged a pleasant function in connection with the unveiling of a portrait of the Manager Sri S. Seshadri, B.A., on 21st November, 1954. Among those present at the function were Sri M. Ganapathy, Chief Engineer, Sri B. K. Kuppuswamy, Deputy Chief Engineer, Sri V. S. Ramaswami, Loco Works Manager, Sri G. R. Iyengar, Sri S. K. Gopinath, Chief Electrical Engineer, presided over the function.

The Headmaster welcomed the president of the function Sri S. K. Gopinath and requested him to take the chair. He then read a report regarding the working of the Colony School ever since its inception in the year 1934, and referred to the various improvements effected to the School

since the time Sri S. Seshadri took over as Manager of the School in October, 1949. The important items referred to in the report so far as relating to Sri S. Seshadri were :

1. The raising of the status of the Colony School from Lower Elementary to Higher Elementary by the addition of the 7th and 8th classes.
2. The increase in the number of school children from about 300 to its present strength, i.e., about 530.
3. Introduction of part-time instruction in music for the benefit of the girl students.
4. Introduction of vocational instruction in Charka Spinning, Thakli Spinning, Mat Weaving, Book-Binding, etc.
5. Provision of a Library, and a Laboratory for Science work.
6. Introduction of improvements suggested by the Inspecting Officers in their various inspections on account of which it was possible to secure permanent recognition for the continuance of the higher elementary standards, sanction to which was received in October, 1954.



Photo of Sri Seshadri's portrait

7. Improvement in the finances of the School caused by careful and economical management leading to the present satisfactory condition of the School.

References were also made in the Headmaster's Report to the remarks made by the various Inspecting Officers on the efficiency of the School under the present Manager. The Report also referred to the fact that in recognition of his experience in the management of this institution, Sri Seshadri was requested by the I.C.F. Administration to shoulder the responsibility of opening and managing a new Elementary School in the Integral Coach Factory in July, 1954. Sri Seshadri satisfactorily performed the task entrusted to him by the I.C.F. Administration, and the Elementary School which was opened in the I.C.F. Colony on 2nd July, 1954, has already been placed on a sound footing. The School has been recognised by the Madras Government Educational Department and is receiving a teaching Grant on the scales prescribed, with effect from the date of opening of the School.

Sri Gopinath spoke about the valuable services rendered by Sri S. Seshadri in the interests of the residents of the Railway Colony as the

Chairman of the Colony Welfare Committee and as Manager of the School. He said that Sri Seshadri has shown a high degree of efficiency and sincerity of purpose in whatever task he undertook. Sri Gopinath said that the distinguished work done by Sri Seshadri in Perambur will be remembered for a long time to come. He also said that he appreciated the action of the Headmaster and Teachers of the School in having arranged for a portrait of Sri Seshadri to be installed in the School in commemoration of the valuable services rendered by him. He added that the portrait would serve as an incentive to good and efficient work by the teachers. Sri Gopinath then unveiled the portrait of Sri Seshadri amidst applause.

Sri Seshadri then rose up to speak amidst loud cheers. He said that it was a great pleasure to him to have been of service to the children of the Railway Colony for the last five years. He acknowledged the references to him in the report of the Headmaster and stated that all the success that has been achieved in the upbringing of this institution was due to the co-operation given to him by the members of the Colony Welfare Committee including

The gathering at the function



the Secretary Sri K. Natesa Mudaliar and the successive Honorary Treasurers who took particular care in handling the School finances very carefully and economically. He made appreciative references to the Headmaster and the Teachers who worked as a homogeneous team in complete harmony and co-operation which contributed to the success of the institution. He thanked the Headmaster and Teachers and Sri Gopinath, Chief Electrical Engineer, Sri M. Ganapathy, Chief Engineer and the other officers present for having honoured him and concluded his speech with a prayer for the long life, sound education and prosperity of the children of the Colony. In a message wishing the function success, Shri K. Sadagopan, Chief Administrative Officer of the Integral Coach Factory, had said:

"I wish to express my sincere thanks to the Headmaster and Teachers of the Railway Colony Higher Aided Elementary School, Aynavaram, Madras, for their having so kindly asked me to join them on the occasion of the unveiling of the portrait of Sri S. Seshadri, B.A., Manager, on Sunday the 21st instant by Sri S. K. Gopinath, B.Sc., A.M.I.E.E., Chief Electrical Engineer, Southern Railway.

I am indeed very sorry for not being able to be present on this occasion, as I am flying to Delhi on Sunday the 21st instant. I, however, send my best wishes for the success of the function. Sri Seshadri has taken so much interest in the education of Railway children and I am most happy that it is only in the fitness of things that the Headmaster and the Teachers of the School have decided to commemorate his services by having his portrait unveiled in the School."

There was then a variety entertainment by the pupils consisting of a Veena performance, vocal music, kolattam, abhinayam and a farce.



Photos taken on the occasion of the recent visit of the Ceylonese Government Railway Delegation to the Railway Testing and Research Centre at Lucknow



TECHNICAL SERVICES ON SOME CONTINENTAL RAILWAYS

"I realised that this was the first Railway organization, where I could get an increment in pay without working for it and a higher job without applying for it". This is what an English Engineer on an Indian Railway said in 1937. At that moment, I thought that this was the prejudiced view of an Englishman, particularly when he referred to something in India. But Mr. Stephens, who said this, was an out-spoken, simple-hearted man and from the very fact that he was not very popular with his countrymen bureaucrats, I gained an impression that there was something in what he said.

Last year, when in U.K., I took an opportunity to check on this aspect. I discovered that Mr. Stephens was not far wrong. Appointments or promotions to the lowest rank in Gazetted Services are made after elaborate tests comparable to the U.P.S.C. Examinations held in India and when promotions to any jobs other than in recruitment categories were made they were also governed by examinations and interviews at a Board. No doubt, service and performance in the lower job were carefully assessed and taken into account, but even while filling up posts such as Divisional Engineer's, Design Engineer's, etc. a lot of importance was given to these examinations and interviews, with a view to ensure that the person promoted was competent to hold charge of the higher post. For instance, if a Design Engineer's job comparable to a Senior Scale Officer's job on the Indian Railways was to be filled, applications were invited from all Junior Engineers and their competence to hold the higher post was judged by a series of written tests and an interview. They were encouraged to produce their designs for examination by the Interviewing Board and the best man was selected. Similarly, for a Divisional Engineer's job, say at Derby or at Birmingham, Junior Engineers were

called upon to compete and suitable tests for judging their competence were laid down by the Examining Board. This method also ensured that only persons who had an inclination for either the Design Engineer's job or a Divisional Engineer's job, as the case may be, would stand for such a selection. In the view of the British Railway Engineers, if proper selection at these stages is ensured, it is possible to have good quality personnel available for higher posts, both administrative and technical. In addition, Railwaymen at certain levels will also be encouraged to choose certain specific branches of railway working as designing, water supply, sanitation, fuel economy, operation, construction, maintenance, etc. and keep abreast of all modern developments in the respective branches. For increments also, the year's performance is judged by the competent authority, not only on the annual reports, but on marks given by the Inspecting Officials during the year and which go with the final report and recommendations for increment. This ensures that last minute impressions do not prejudice even in such simple matters as sanctioning increments.

Mr. Stephens, therefore, after all, was correct, but if I could meet him again, I would like to ask him as to how it happened that the system in India was different from that followed in U.K. particularly as it was the same Englishman, who set up the two organizations. Thinking more and more about it, I am inclined to feel that there must have been some specific reasons for this difference. Good technical experts from U.K. could not always be attracted at the recruitment level in India and those taken up may not have been able to stand to any rigid tests. Particularly as more recently Indians were also recruited in the same categories, there was a very great chance of these latter men acquitting themselves much better than the men recruited from U.K. In regard to specialist jobs, etc. aid could always be got from the well-established

consulting engineers from U.K. and also special men could be appointed on contract from military and other colonial services, of which there was a big network in the whole British Empire. This, in my opinion, may have been the reason for this difference in organization.

I feel that we can also in India, build up an efficient and specialised service on the Indian Railways by making use of the British and the Continental experience in this respect. At the recruitment level, satisfactory means exist in India also, except that when promotions are effected from non-gazetted posts, competence will have to be judged by elaborate tests and also, if possible, by qualifications which can be laid down based on the nature of the higher job. Suitable examinations and tests can be insisted upon for further rise in rank. It may, however, be necessary to adjust the pay structure on the lines referred to in the earlier paragraph, so that specialised posts in different branches of railway working will afford fairly uniform and equal opportunities for persons who specialise.

U. G. K. RAO,

Railway Testing and
Research Sub-centre,
Lonavla.

CHILDREN'S CORNER

(Continued from page 82)

the bundle of notes on this table before they left. When the old man returned after locking his door, he saw the two bundles of money and smiled, and then went back to the blue light to spend the early hours of Christmas morning in thanking God.

It was exactly a year later—the same day and the same hour when Tom and Jim once again climbed over through a window into the old man's house, entered the same room. Yes, there was the blue light shining forth from the altar, and there was the old man kneeling before it. This time Tom and Jim did not creep up to the wall safe, but softly crept up to the blue light and knelt down on either side of the old man. They looked up at the blue light and from their hearts thanked God for what He had done for them through the old man—making them into decent, honest men once again.

Happy Christmas!
UNCLE TELLATALE.

Group photo taken on the occasion of Shri Mathur's visit to the Perambur Officers' Club



PASSENGER: "Why did they build this station so far out of town?"

STATION MASTER: "They wanted to get it near the railroad."

CITY MAN (at flag station): "Why didn't that train pay any attention to the signal?"

VILLAGER: "That's yesterday afternoon's express making up time."

LITTLE NELLY (ending prayer): "And please, Lord, put the vitamins in pie and cake instead of in cod liver oil and spinach, —Amen."

It was examination time in grammar and composition. The teacher directed the class to write a brief account of a foot-ball game. All the pupils wrote busily except one small boy. Just as the allotted time was about to elapse, he suddenly awoke to life and scrawled a sentence just in time to turn in his paper, which read:

"Rain. No game."

"My youngest boy has trouble with eczema."

"Gracious, how did he get it?"

"He hasn't got it. He just can't spell it!"

FATHER: "You mustn't pull the cat's tail."

YOUNG BOY: "I'm only holding it. The cat is pulling."

SON: "Dad, what are those holes in the board for?"

DAD: "Those are knot holes."

SON: "Well, if they are not ho'es, what are they?"

"If Shakespeare were here to-day, he would be looked on as a remarkable man."

"Yes, he'd be more than 350 years' old."

"If you'll give me your telephone number I'll call you up sometime."

"It's in the book."

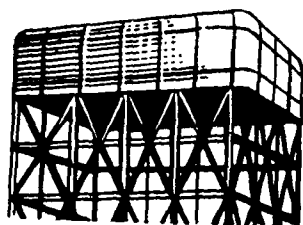
"Fine! What's your name?"

That's in the book, too."



The retired Railway guard who took up golf.

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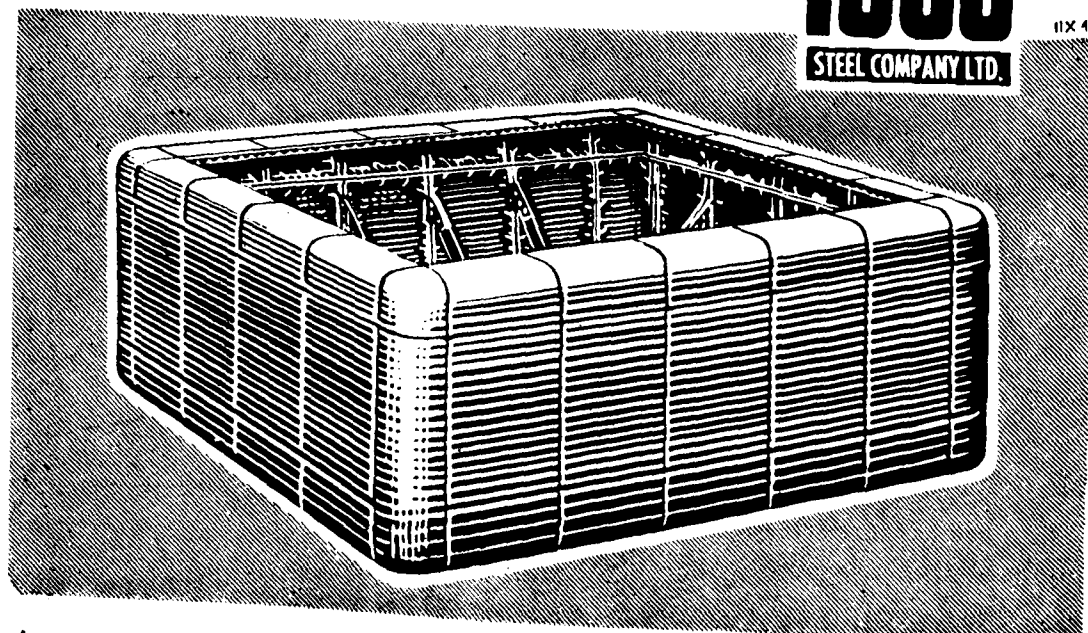
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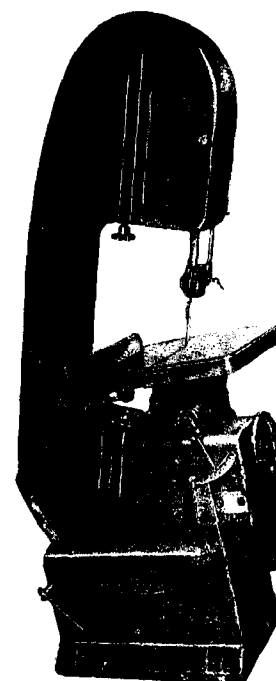
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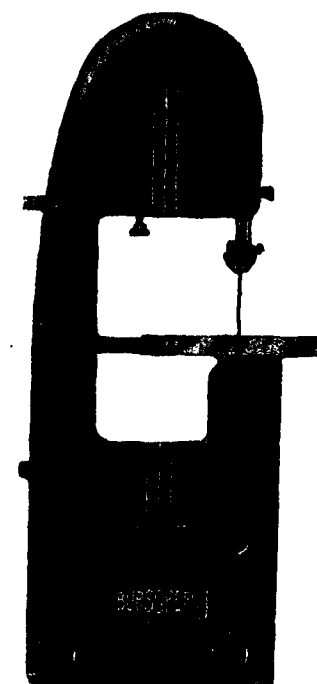
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The head can be canted to any
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and 45°

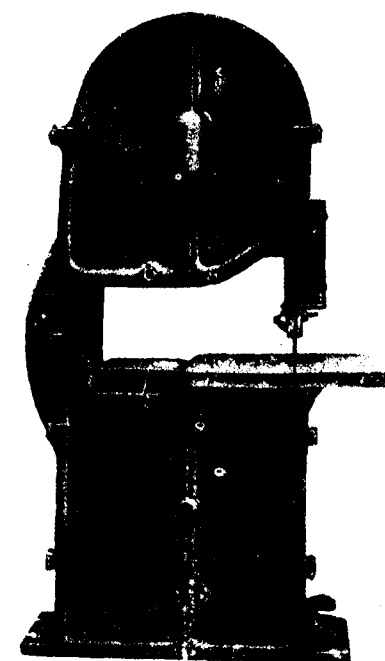
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Table 20" square.



Canting Table Machine (MZ)



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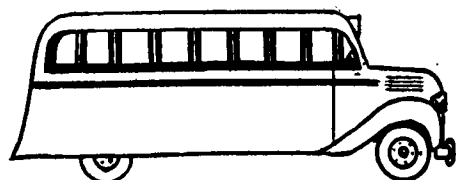
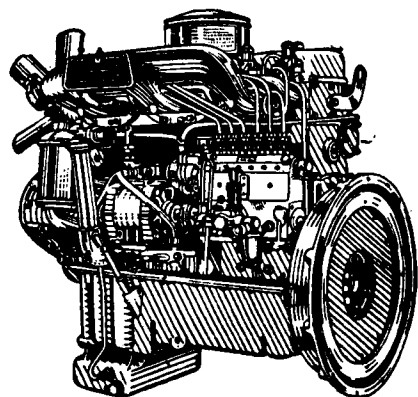
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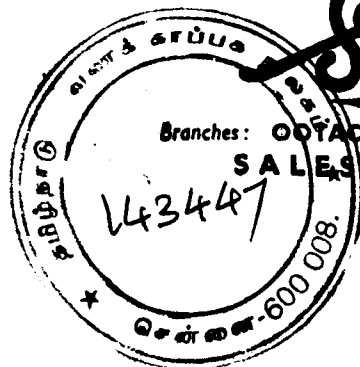
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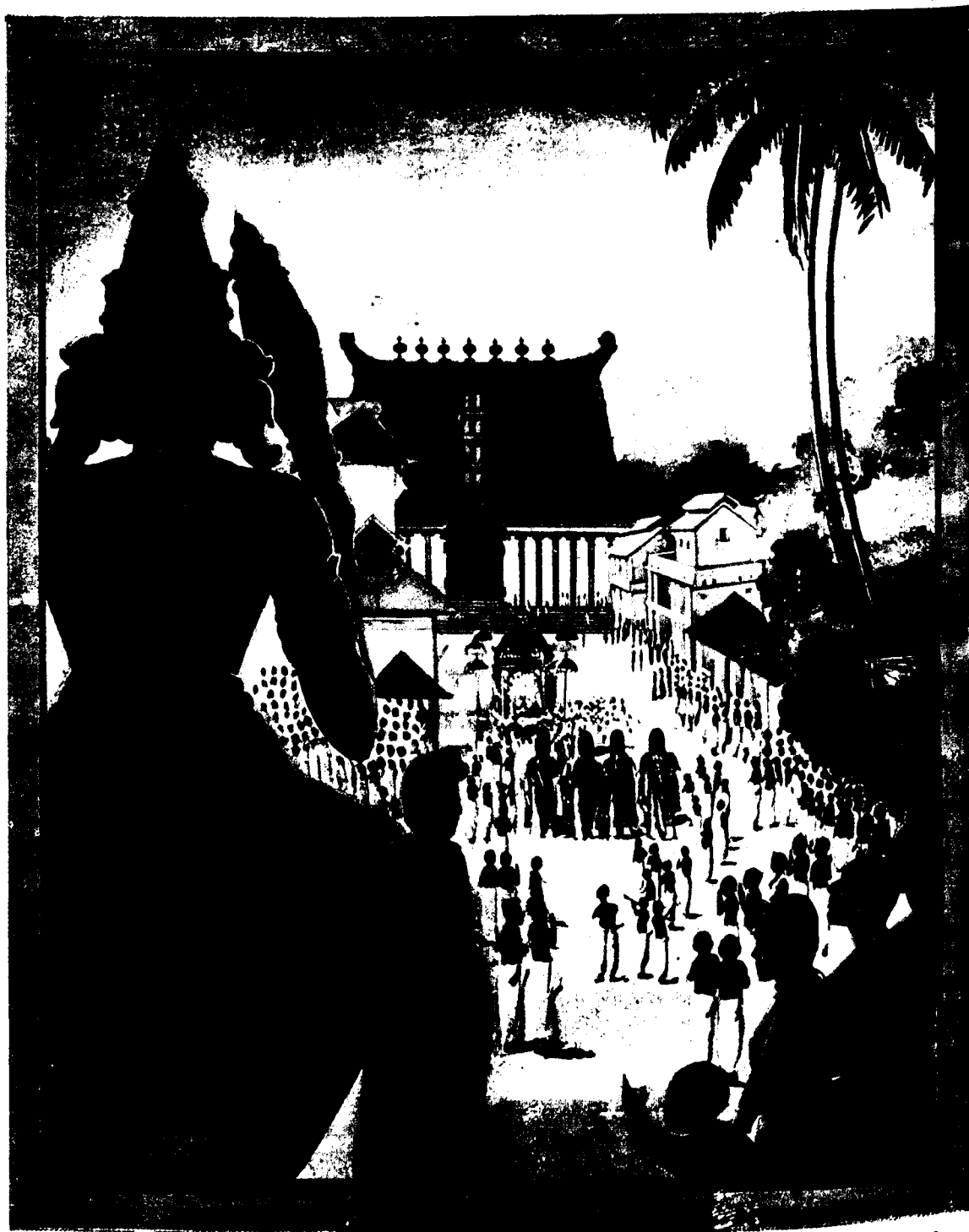
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4. KAMAKHYA ~ The Centre of Tantric Worship in India
5. KASIA ~ The Scene of Buddha's Mahaparinirvaha
6. SARNATH ~ Where Lord Buddha Preached his First Sermon
7. AYODHYA ~ The Birth-place of Shri Ram Chandra



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