

SOUTH RAIL NEWS



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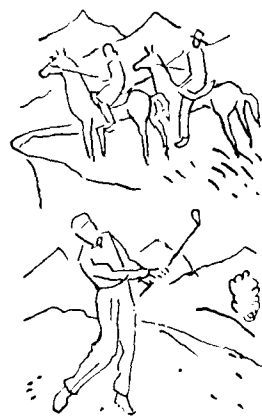
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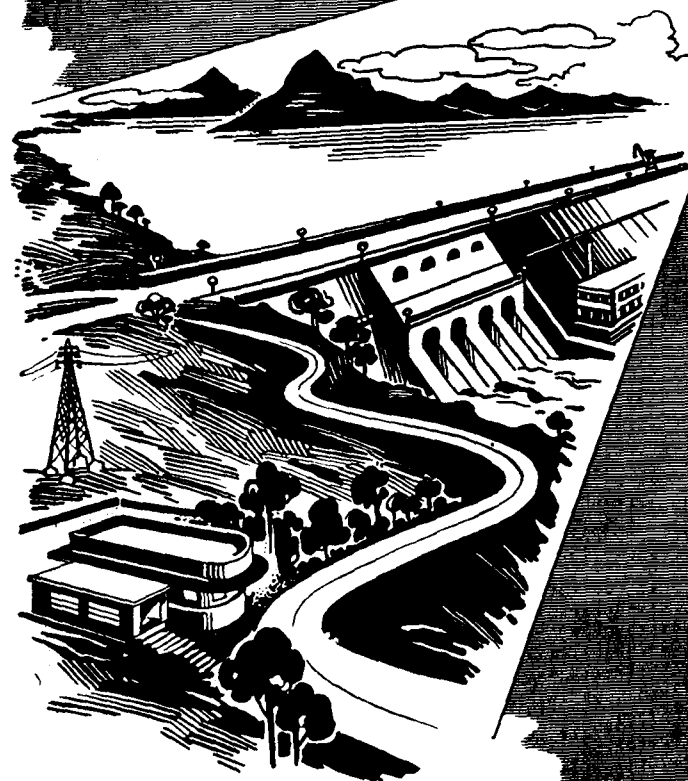


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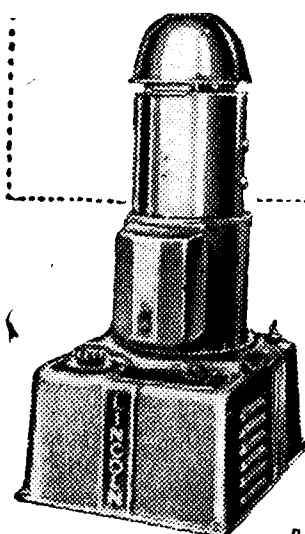
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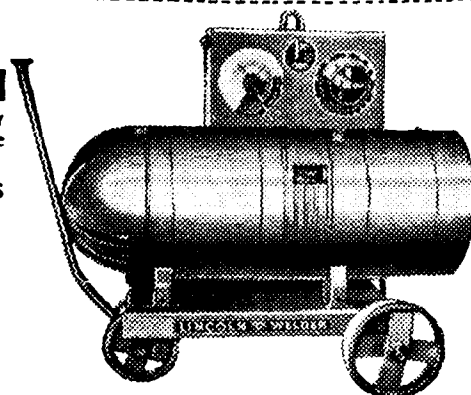
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SOUTHRAILNEWS

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VOL. I

JULY, 1954

No. 4

Editor :

T. S. PARTHASARATHY

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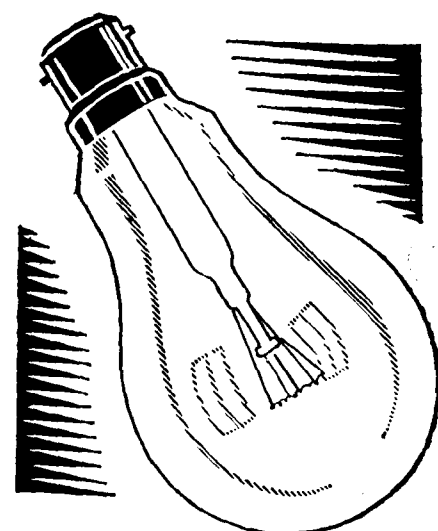
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SOUTHERN RAIL NEWS

Vol. 1

JULY 1954

No. 4

Editorial Notes

RAILWAY DEPUTY MINISTER'S TOUR IN THE SOUTH

SHRI O. V. Alagesan, Union Deputy Minister for Railways and Transport, who recently toured his constituency and addressed public meetings at other places, took the opportunity to explain to his audiences the policy adopted by the Railway Ministry in connection with the opening of new lines and allied subjects. Speaking about requests for the opening of new railway lines, he said humorously that about one lakh of miles of new railway track would have to be laid if the wish of every member of Lok Sabha, not to speak of others, were to be satisfied. The suggestions were, no doubt, being made with the best of intentions but, he asked "where are we to find the men, money and material required to undertake such a huge job?" Under the first Five Year Plan provision has been made for

certain railway developments and the Second Five Year Plan would provide for the laying of about 2,000 miles of new railway track. As regards the order of priority in which the developmental programmes in each State would be taken up, the Deputy Minister said that the State Governments would be consulted and their suggestions taken in the matter. Addressing a public meeting at Hosur, Shri Alagesan announced that the question of linking Bangalore with Salem by a Metre Gauge railway line was under consideration. At Madras, he told press representatives that all Indian Railways "have been asked to undertake an examination of the respective occupation ratio of upper class and III class so that wherever at present upper class accommodation was found to be superfluous, it might be

substituted by providing more III class accommodation, the haulage capacity of trains remaining the same."

THE RAILWAY CORRUPTION ENQUIRY COMMITTEE

An event of great importance to the railway world in South India last month was the visit of the Railway Corruption Enquiry Committee. The Committee, presided over by Mr. J. B. Kripalani, is charged with the task of investigating corruption in Indian Railways and suggesting remedial measures. The need for putting down with an iron hand the practice of illegal gratification and the importance of preventing pilferage of goods in sheds and running trains were the main points emphasised in the various memoranda submitted to the Committee during its four-day sittings in Madras. The Committee recorded the evidence of Railway officers, Chambers of Commerce, representatives of railway unions and members of the public. It is expected to conclude its work by December this year and its report will be one of the most eagerly awaited documents in railway circles.

INDIAN DELEGATION TO THE INTERNATIONAL RAILWAYS CONGRESS

The Congress of the International Railway Association was held in London from May 19 to 26 for the first time since 1925. Nearly 500 delegates from thirty countries of the world attended the Congress and an Indian Delegation with Mr. F. C. Badhwar, Chairman of the Railway Board, as leader, also took part in the Congress.

Answering questions at a press conference he held with Indian journalists, Mr. Badhwar clarified the position regarding a question which has been of late greatly exercising the minds of British locomotive manufacturers. These manufacturers have been somewhat perturbed that the large orders that India recently placed for locomotives went to Japan and other countries on the continent and not to Britain. Mr. Badhwar explained that India had certain orders for locomotives under execution in Britain also, but the British manufacturers had been experiencing difficulties owing to shortage of steel supplies. They had also found it difficult in the past to quote firm prices while labour costs were uncertain and were unable to give satisfactory delivery dates. Mr. Badhwar said that the prices and delivery dates quoted by the other countries were more acceptable. He incidentally revealed that India had the largest railway system in terms of route mileage among the hundred and odd railway systems that were members of the International Railways Congress. He added that the British Railways had decided to adopt the system similar to the recent regional regrouping of railways in India.

NATIONAL PLAN LOAN

Railwaymen must have read the appeals made in the last issue of this journal by the Railway Minister and our General Manager asking them to subscribe liberally to the newly floated National Plan Loan. It is, perhaps, difficult to do better than echo the sentiments expressed by our Prime

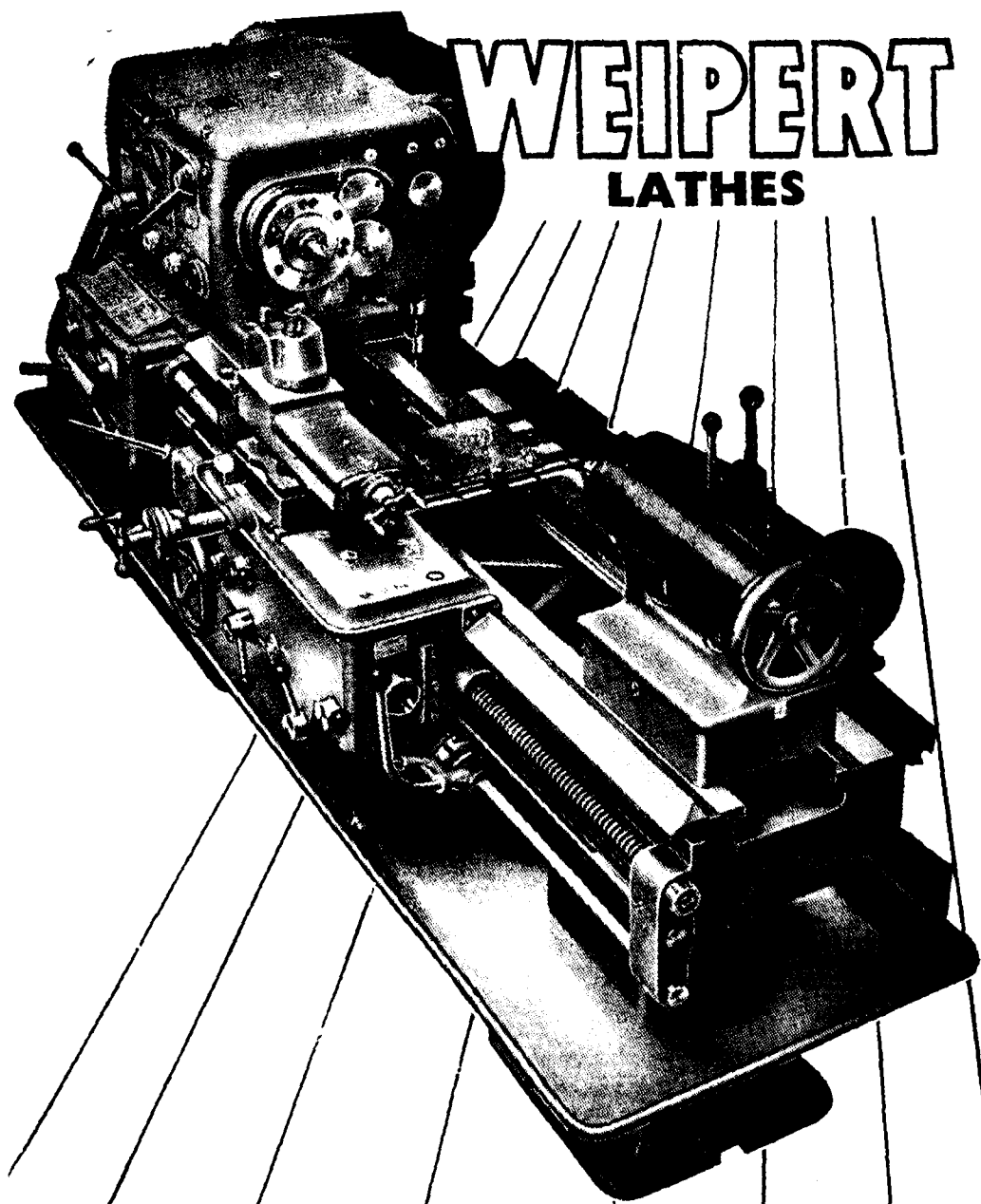


The Minister for Railways, Shri Lal Bahadur Shastri, who has launched a campaign among railwaymen for subscription to the National Plan Loan, being presented with National Plan Certificates by the Director-General of Posts and Telegraphs at New Delhi. He and Members of the Railway Board subscribed to the Loan at the Central Secretariat Post Office counter.

Minister in this context. "This Loan," he said, "is addressed to everyone in India. It is an invitation to all of us to join in the mighty adventure of building up a new India." It will be recalled, in this connection, that a big slice of the National Plan expenditure has been earmarked for the rehabilitation of our much worked-up resources for the development of railways. By contributing our mite towards this Loan we shall not only be assisting the Nation but will be helping ourselves.

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WORLD SPEED RECORD FOR FRENCH LOCO

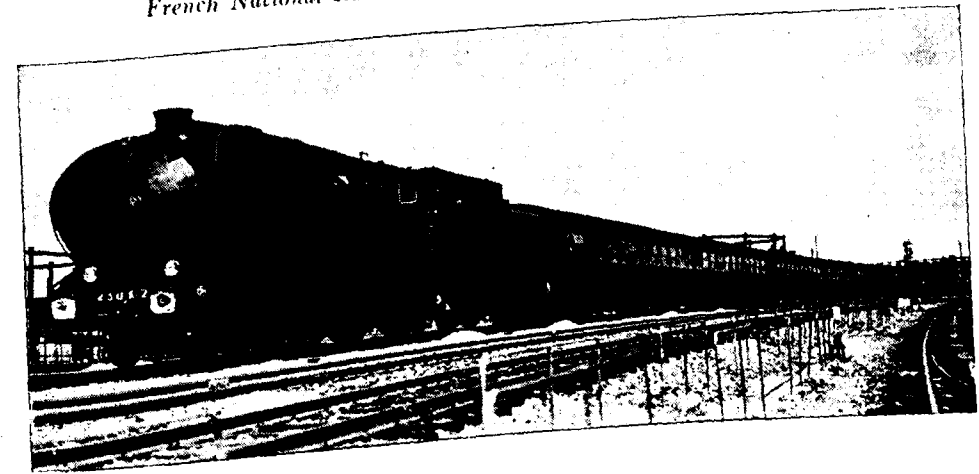
ON Sunday the 21st February, 1954, a French Railways standard C o - C o electric locomotive making a test run between Dijon and Beaune hauling three modern standard French Railway express passenger carriages of a total weight of 110 tons, broke the world rail speed record by attaining a maximum speed of 151 m.p.h.

This achievement represented the culminating point of a series of test runs which took place between the same points and which resulted in the record being broken on three consecutive days—138 m.p.h. on Friday, 143

m.p.h. on Saturday and 151 m.p.h. on Sunday.

The record-breaking electric locomotive N° CC 7121 is one of a class of thirty-seven built by the French Compagnie Alsthom, the first of which came into service in June, 1952 and which are in daily service hauling express passenger trains and heavy goods trains between Paris and Lyon. Twenty-one more of these locomotives are on order which will bring the total in service up to fifty-eight. The three passenger carriages are of the modern type for express trains which have been introduced since the war. The

French National Railways' train mounted on pneumatic wheels





New coaches in stainless steel

track is laid with the standard type of rail made of French "Thomas" steel. The recording apparatus installed on the test train was devised by French Railway engineers and in particular by Monsieur Mauzin. So that the results attained can certainly be considered as an all-French achievement.

As Monsieur Louis Armand, the General Manager of the French National Railway Company, has announced however, the primary object of these trials was to ascertain the behaviour at very high speeds of a standard electric locomotive, of standard express passenger vehicles, of standard track and of standard overhead traction wire equipment, none of which had received any special preparation for the tests. The breaking of the world rail speed record was quite incidental and is not the preliminary to an increase in the service speed of trains, at least in the immediate future.

Monsieur Parmantier, Director of the Locomotive and Rolling Stock Department of the French Railways, has pointed out further that these tests represent the latest phase of researches and trials which have been carried out over a number of years into such problems as the improvement of the design and performance of electric locomotives, of the safety and comfortable riding qualities of express passenger carriages, while at the same time reducing their weight and the wear and tear they impose on the track, improvements in the laying and maintenance of track, the picking up at high speeds of current from overhead traction wires, etc. . . .

As regards the record-breaking run itself, the test train made a standing start from Dijon station at approximately mid-day on Sunday the 21st

February. Within a distance of 1.86 miles a speed of 74.05 m.p.h. was reached. It was between the stations of Gevrey-Chambertin (6.33 miles from Dijon) and Vougeot (10.56 miles from Dijon) where the speed averaged 149 m.p.h. over a distance of 3.1 miles that the maximum of 151 m.p.h. was reached. After Vougeot speed was progressively slackened until the train came to a halt at Beaune (23 miles from Dijon).

Those travelling in the test train, among whom was Monsieur Parmantier, stated that the passenger carriages were just as steady and comfortable to ride in as at normal speeds. Preliminary examination of the recording apparatus also indicates that the behaviour of the locomotive and rolling stock was very similar to that recorded at normal speeds and that the stresses imposed on the track were very much below the maximum it could support.

HOLIDAYING IN ITALY

In July and August everybody in Europe seems to be on holiday, it being the height of summer, an ideal time to be in Italy. Since May, when spring started warming up, most of Italy has moved outdoors. It is a spiritual as well as a physical thing. As the warm Mediterranean sun travels higher into the sky, the doors all over Italy begin to open and life starts to move outside. The first place the traveller notices is in restaurants. One by one, the waiters begin carrying their tables out into the sidewalk and slowly the rows of neat, white-covered tables push forward like well-ordered advancing armies. Out and out they go, across the Piazza San Marco in Venice, across the docks of Santa Lucia in Naples through the tiny square in Capri, out towards the centre of the Via Veneto in Rome, until soon there is nothing to see but a mass of tables and gay umbrellas up and down the streets. In Florence, they put up small metal tables beside the Arno, and in Lucca, there are wooden benches in the piazzas where the people sit till late at night talking and drinking their deep red Tuscan wine.

A flow of humanity moves between the tables—tourists and guides, policemen and respectable citizens accompanied by families, artists and wandering musicians who can play "Take

me Back to Sorrento" or "Home on the Range" with equal ease.

Business moves to street

Even the shopkeepers move out to catch a stray breeze and to lure the summer business. You see them everywhere—cobblers at work on their benches, and tailors' helpers busy stitching their seams. In Venice, you see the lace workers sitting together working late into the evening, and some of the glass workers come out of their shops to enjoy the soft summer air.

Family life takes to the open air as well. If the families are lucky they set up housekeeping on their terraces or in their gardens. If they have no terrace, they move out into the street. It is not unusual to see a family of five or six sitting late into the night on chairs propped casually in front of apartments buildings. Babies and small children remain out until midnight playing and crying and laughing in the streets. If Grandma is too lazy to join the throngs in the street, she may put a pillow on a windowsill to protect her elbows and take her place half in the house and half out. However, do not be mistaken. Grandma misses nothing that is going on and she doesn't hesitate to call out her advice if she thinks it is due.

Outdoor Pageants

Art moves outside too. Out between Roman columns and crumbling ruins go concert orchestras and ballet groups. In Rome, a summer opera season is staged in the Baths of Caracalla and the ancient Colosseum is lit with flairs for special musical pageants. In Sicily, there are dances in the Greek theatres, and way to the north in Florence, dances frolic in the Boboli Gardens of the Pitti Palace. The bicycle races begin, and Rome stages one of Europe's best-known horse-shows, the International Horse Show in the grounds of the Villa Borghese. Numerous other small towns also stage open-air spectacles which are a treat in themselves with the gaiety of local colour to boot.

Picnic time

This is the time for picnics too. The sun is warm, but not hot enough to burn, the grass is still green, and a jug of good wine still costs only 230 lire (about Rs. 2). So the Italians pack up a basket of rolls, salami and tangy Parmigiano cheese, bundle the kids into their toughest cloths, and head for a picnic in the country.

Italy, with its pine-covered hills and snow-capped peaks offers some of the most beautiful scenery for touring motorists



Away from Rome

The Romans have dozens of favourite picnic spots to choose from; most of them steeped in Roman history. If they crave for the hills, the chances are they will take a train for the town of Frascati which is only half an hour away in the Alban Hills. Here they unpack their lunches in one of the numerous outdoor wineshops and ask the waiter to bring them a "litro" of the famed "Frascati" white wine.

Historic Alban Hills

Other Romans travel even further out into the Castelli Romani (Alban Hills) to the little town of Nemi, which is perched on the rim of a steep hill looking down the deep Lake of Nemi. All through the Spring it is possible to buy fresh daffodils and violets in Nemi, and tiny wild strawberries when they are in season.

Another town in this area is Rocca di Papa which can be reached by either car or bus. It is one of the highest towns in the area, on the side of Monte Cavo, and the Romans frequently climb

The biggest event in Italy's sports world in summer is "the Concorso Ippico Internazionale" held in beautiful Borghese Gardens in Rome



up through the winding streets and piazzas and eat their lunch in the fields high up above the town. Or they go to the top of Monte Cavo and eat in the old monastery which has been converted into a restaurant with a view of Rome and also the sea. In this area the women still carry copper pots on their heads when they go to fetch water and the favourite means of transportation up the streets is the donkey or mule. To a Sunday visitor, Rocca di Papa seems to be a hundred miles from the modern world instead of only a few kilometers from Rome.

A picnic spot for other Romans is the old ruined Roman highway which leads south towards Naples—the Appia Antica. Now half-forgotten, banked by cyprus trees and great chunks of aqueduct and tomb, the Appia Antica is a favourite outdoor spot for Italian families and for herds of sheep who wander nonchalantly between the parked Fiats and motor bikes.

To the north of Rome, there are lovely picnic sites along the Roman roads, the Via Cassia and the Via Flaminia. One of the prettiest of these is the Etruscan site of Veio, hard by the little castle town of Isola Farnese. Here one can eat one's lunch beside a waterfall, or near one of the strange tombs of the once powerful Etruscans.

From Naples

The Neapolitans, because of their location, prefer to take their picnics beside the sea. They catch an early boat to Sorrento and unpack their lunches on the high bluffs that look down over the Bay of Naples.

Or they take a trolley out to one of the little vineyard towns terraced below the slopes of Vesuvius, the only volcano on the continent of Europe. Here they eat in the olive groves and if they are ambitious, they make an outing to the Roman resorts of Pompei or Herculaneum, which still stand as mute witnesses to the hidden fury of the volcano.

Capri Beckons

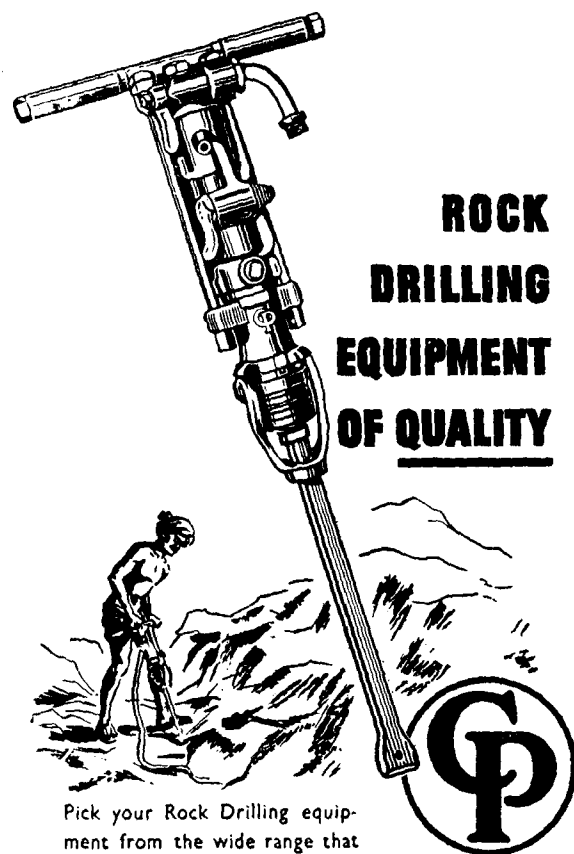
If they have a longer day, the Italians take the two hour boat trip out to the mythical Island of Capri, which has been luring pleasure seekers since the days of Tiberius. Chances are they'll extend their picnic in Capri two or three days. In fact, no need to even bring a picnic, as there isn't a restaurant in all of Capri that doesn't have a breath-taking view.



A castle in San Gimignano

Other picnickers climb into cars and buses and head south-east of Naples for a drive which ranks among one of the most dramatic in the world, the Amalfi Drive. No trip for those suffering from extreme vertigo, the road dips and climbs along the coast above the fishing villages of Priano, Positano and Amalfi itself. At each new turn of the road (and there are thousands) there is a vista of new and unbelievable charm.

(Continued on page 31)



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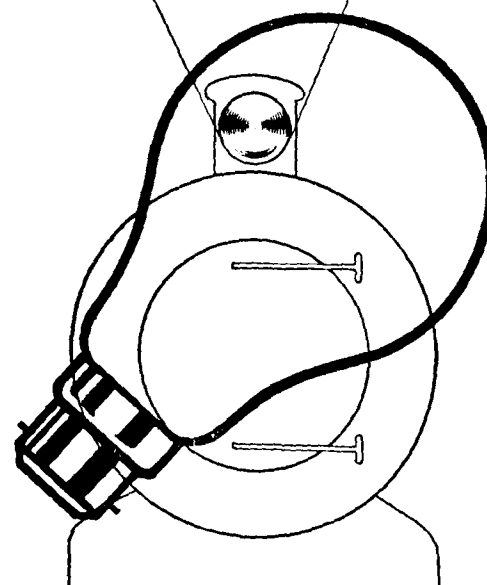
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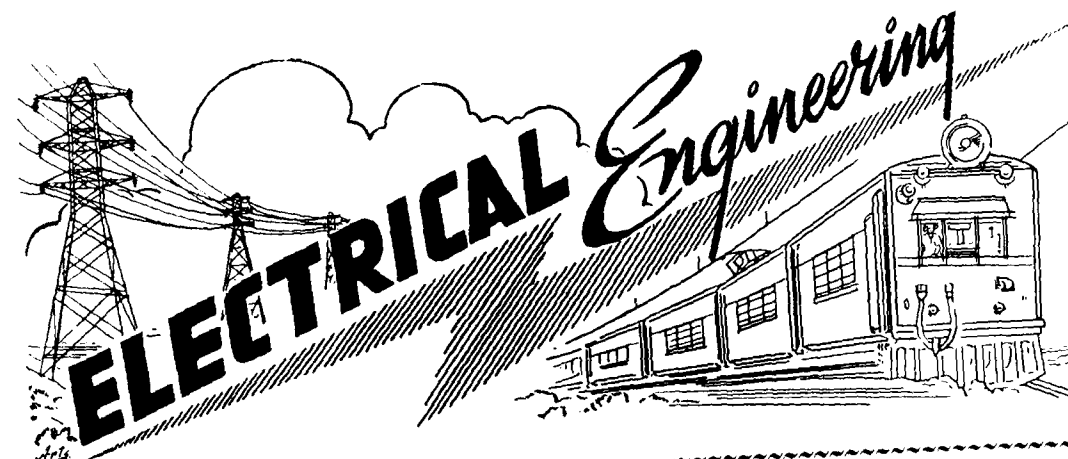
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PROBLEMS OF DECORATIVE ILLUMINATION

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PRESENT day designs in architecture, decoration and display make demands on the resourcefulness and ingenuity of the electrical engineer if lighting has to be provided to make its contribution, without detracting from the final appearance. While laying stress on the artistic features of a building, the lighting system, when looked around, should create an impression of restfulness. Besides, engineering and economic factors have also to be constantly borne in mind. This is a more exacting responsibility than is generally construed to be and there is no denying the observation that the lighting engineer has always to make a search for hidden lighting problems. And there is one more very important but indefinite factor which holds him at bay—the final result still depends to a large extent on individual preference!

Basic Principles

With this back-ground, it may be worthwhile analysing the basic requirements of any lighting proposition. Two

important principles generally govern successful lighting design—

- (a) the directional component—governing the brightness of the illuminated surface, shadows and glare;
- (b) diffusion of light—which more or less tones down the undesirable effects of the former.

These two simple factors give rise to a multiplicity of subsidiary considerations like contrast, texture, grain, visual comfort, etc., each of which has its own individual contribution to make in rendering lighting a success.

Decorative lighting is on a slightly different footing. While it has to satisfy the fundamental requirements enunciated above, its function is also to present a festive appearance of the "subject" manifesting the sentiments of the special occasion on which it is undertaken. The impression left on the mind of the spectator should be lasting in character in spite of the extremely short period during which the decorations are "ON."



Flood-lighting of the Headquarters of the Southern Railway

Therefore, first and foremost, the psychology of the people in the particular locality has to be carefully studied in order to assess the best manner of presentation. Where a cross-section of their opinion is not readily available, a certain amount of risk has to be taken. An equal amount of risk is involved, when, in order to avoid a repetition of the usual features, a radical change has to be introduced in the details. After a careful analysis of the considerations, it is possible to arrive at a tentative programme for the occasion, in keeping with the aesthetic beauty of the selected premises.

Structural Design

Next in importance come the Mechanical and Structural details which have to be finalised well before the work is begun. No matter how good the optical design, the entire show will be spoiled if attempts are made to sacrifice reliability or ease of wiring and cleaning. Tall and high structures should incorporate easy, quick and safe means of access by workmen to all inconvenient places for rectifying faults, replacing lamp fittings, etc. Last minute failures are not uncommon

and invariably, during the time the decorations are "on", it should be possible to attend to them.

Facilities provided for getting up on structures should be such that ladder and other arrangements are concealed and therefore not visible to the spectators. Fixtures and fastenings should enable workmen to attend to them with ease even with the help of clumsy tools. It is extremely important that the overall dimensions adopted for the structures are in keeping with the proportions of the surroundings. Sufficient allowances in the structural design have also to be made for wind pressures, unpredictable vibrations, etc., in order to obviate serious failures.

Design of Lighting

A precise and objective approach to this problem is necessary. Successful lighting design depends upon understanding the "purpose" for which lighting is being provided and aiming at achieving the particular conditions underlying the requirement. The angle and height from which the lighting will be viewed, the possibility of getting

obsured by any movement by the observers, harmony with the surrounding installations, etc., are all factors to be reckoned with. Brightness of the light source should not be allowed to cause reduction in visibility. Excessive candle power in the direction of the observer's eye and improper location of the light source too near the centre-line of the field of view cause ocular discomfort. Glare due to a direct or a reflected beam has also to be avoided.

Soft shadows impart to an object a third dimensional effect and thus increase "visibility," while hard shadows create unpleasant contrasts which may not only be annoying to the eye, but will cause visual fatigue. When judiciously employed, contrast plays a large part in obscuring and toning down the back-ground.

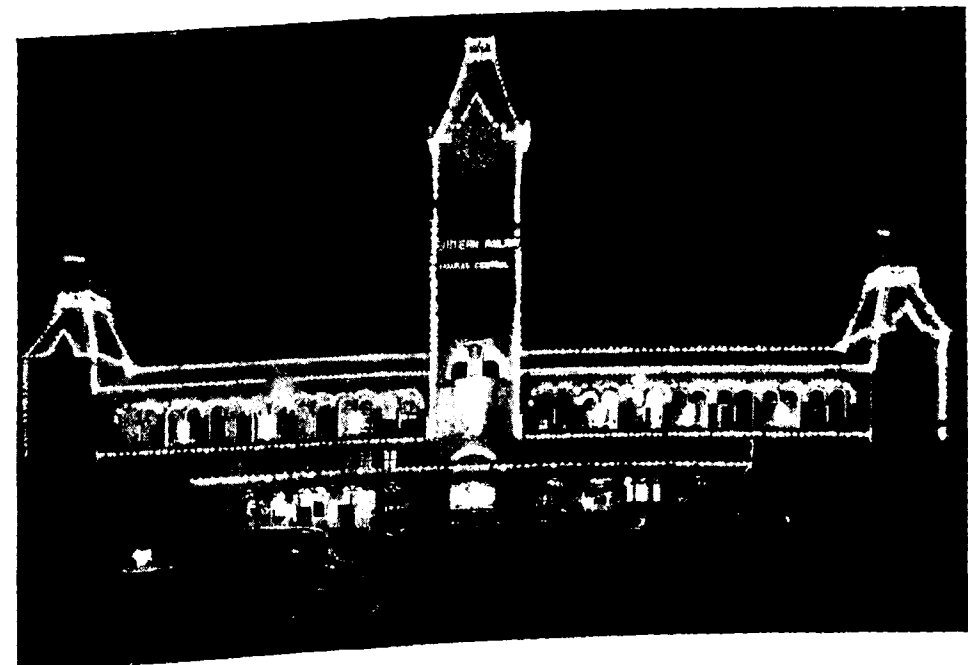
By such careful analysis, it is possible to decide upon the exact lighting scheme to be adopted. A further examination is necessary to see how far colour-rendering of a portion would enhance the beauty of the scene. Pleasant and light shades of colour can

always be employed to give a better blend. In the absence of special fittings, the overall effect can still be maintained at the required standard by introducing suitable coloured lighting, with the aid of special lacquer paints, water and heat resistant colour papers, etc., used on ordinary fittings. Suitable connections to simple rotating drum switches will further enhance the effect.

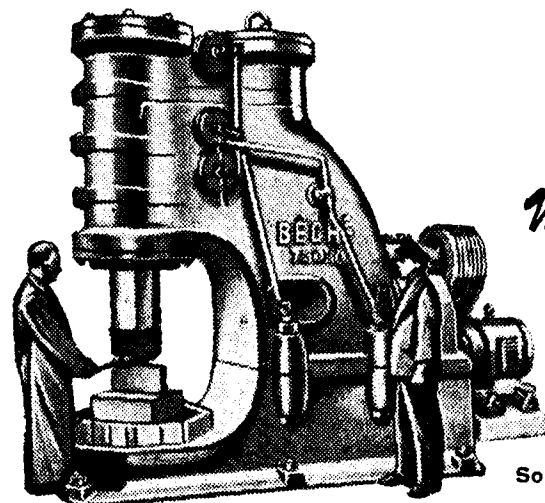
On the day of illumination, it is essential that breakdown staff are posted at key-points to promptly attend to failures. Trained men who are thorough with the electrical layout of each area have to be chosen. Requisite materials, bulbs, etc., have to be kept ready with them. It always pays to renew even healthy fuse wires by new ones on the "D" day.

The foregoing survey is by no means exhaustive. An attempt has been made to mention certain salient points and as already indicated, each lighting scheme calls for a different technique which has to compromise with the wishes of the onlookers for whom it is meant.

Decorative illumination of the Madras Central Station



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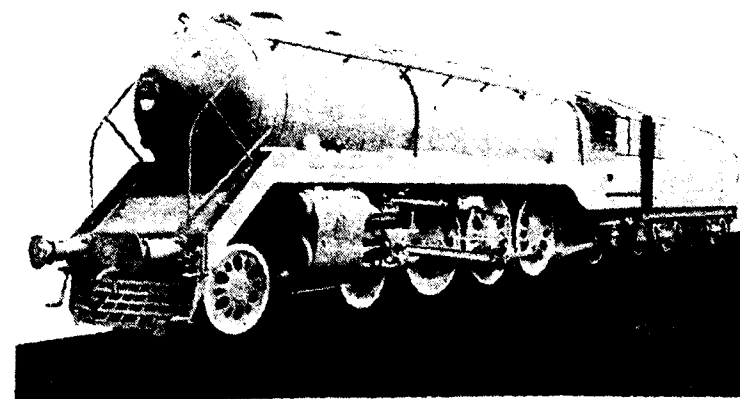
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PROBLEMS OF A LOCO MAN (2) SHED ORGANISATION

C. CHALAPATI RAO

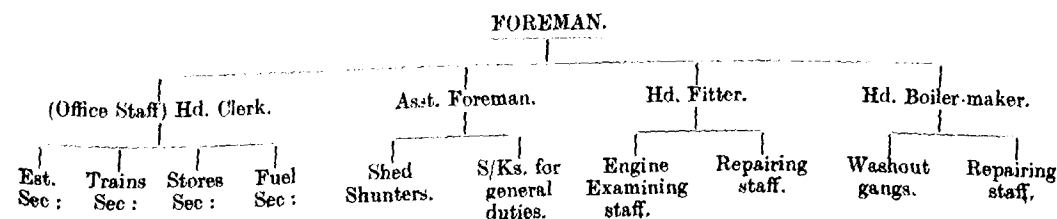
Eastern Railway

IN any undertaking, if efficient work is to be turned out a proper organisation is necessary. On Railways, where running sheds play a very important part, poor organisation results in considerable loss of skilled man hours and increased cost of maintenance. Running sheds have a large number of well-trained skilled labour and proper use can only be made of it by a careful study of the problems in a shed and properly organising the labour. Each individual in a shed has a part to play and unless his responsibilities and duties are well defined, confusion will set in resulting in slackness and inefficiency.

The organisation of a Running Shed is generally as under :—

Foremen and Assistant Foremen

Foremen are highly paid technical men whose guidance and advice in technical matters goes a long way in improved maintenance of locomotives. Unfortunately, they are tied down most of the time in dealing with correspondence in the office with the result that their out-door supervision is neglected. A successful foreman is one who knows the condition of each individual engine in his shed and also knows each individual member of his staff. For the foreman to know all this he must spend most of his time on the floor of the shed and not in his office. To enable him to be out of his office room most of the time he should have an efficient office. It must also be remembered



that most of the information required by the administration originates from a foreman's office and unless this information is prepared intelligently and accurately, the administration will be proceeding on incorrect information. Taking all these factors into consideration, the Foreman's Office should be well organised with a sufficient number of picked intelligent clerks preferably with an office superintendent in-charge of the office. This Office Superintendent can relieve the Foreman of a lot of office responsibility thereby enabling the Foreman to do more out-door work.

Shift Assistant Foremen are provided in large sheds. The main duties of these Assistant Foremen are to see that engines are turned round quickly in shed, that they are brought into shed without delay for repairs, engine crews come in time and go out in time for working trains and generally see to the cleanliness of the shed and engines. It will be seen that most of the work of these Assistant Foremen is out-door work. In several sheds, the Assistant Foremen are tied down to the shunter's office looking after the booking of engine-crews. This happens in badly organised sheds. Booking of engine-crews should be on a proper system of first in and first out after rest and preparation of call books can be done by having booking clerks. Most of the trouble in booking crews is due to resorting to out of turn booking of crews to satisfy individuals.

Loco-Yard Shunters should have specific zones given to them for moving engines in shed. This not only results in quicker movement of engines in shed but also reduces accidents in sheds to a large extent as the shunter acts as a line-clear within the zone given to him.

Khalasis under the Assistant Foremen should be divided into gangs and given specific jobs to do in large sheds and in small sheds they can be utilised wherever there is work. Clean sheds and locomotives instil enthusiasm among shed and running staff and to

maintain a high standard of cleanliness, sufficient khalasis should be provided for this purpose.

The Head Fitter and his Staff

The Head Fitter has under him Examining staff and Repairing staff. The Examining staff per shift should be made up of an Engine Examiner with a fitter and khalasi under him. The Engine Examiner should be far above the average supervisory fitter with a keen sense of observation and should be specially trained for examining engines and locating defects. Considerable skilled man hours are lost in shed when repairs are not properly booked and there have been several cases of engine failures also due to faulty examination. The fitter and khalasi under the Examiner are there not only to assist him in examining engines but also to do minor repairs such as the tightening of nuts, renewing or replacing split pins and cotters.

The repairing staff under the Head Fitter are to be divided into various gangs. There should be shift gangs on three distinct shifts to attend to repairs of incoming engines and a large gang on general shift to attend to scheduled and major booked repairs. The shift gang fitters have to do various odd jobs quickly and efficiently and should, therefore, be well trained efficient men. Fitters on general shift should be subdivided into several small groups, each group under a supervisor and these gangs should have specific jobs of work to do. Experience has shown that by allowing staff to specialize in one particular job, they not only become proficient in that particular job but also are able to decide quickly and correctly what attention is required. It may be argued that some times when a particular job is not booked regularly to keep the gang busy right throughout the day then a considerable amount of fitter hours are wasted and if staff are allowed to be shifted about these fitter hours can be saved. Although this argument is sound theoretically, in practice it always pays in the long run

to limit the work to be done by the staff to particular items only. When working out fitters this point should always be borne in mind.

When working out the requirements of Boiler-makers the same principles as given for fitters are to be adopted except that there is no need to have separate Boiler-makers to examine incoming engines.

Time Offices

Apart from the distribution of staff sheds should have proper time-offices in which proper accounts of the staff sanctioned are maintained. Each member of staff should have a number allotted to him. In the central time-office of the shed metal tokens should be maintained with the numbers. It is preferable to have a series of numbers allotted to each category of staff. In addition to the allotting of particular numbers to each category of staff to

further distinguish the staff, each series of numbers metal tokens can be made to different shapes. There should be a big board in this time-office with separate places for the tokens for staff on shift, general shift, sick, leave and absent. As staff come in, they pick up their tokens from the time-office after which the attendances of the staff can be marked. Tokens of staff who do not turn up for work will be hung against the sick, leave and absent columns on the board. After the staff draw their tokens from the time-office, they should hang the tokens on boards maintained by their respective supervisors. With this system the Loco. Foreman by looking at the central board comes to know about the attendance of staff category-wise and the supervisors also know the number of staff, who have turned up for work in their gang.

(To be continued)

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TO OPERATING STAFF.

Railways exist for National progress, being the country's circulatory system. They are our biggest nationalised business undertaking. The entire Nation owns and uses our Railways. As owners, the Nation wants to be proud of Railways. As users, it expects the best from them. Hence, **Efficiency and Honesty** are insisted upon. The two must co-exist. One without the other is no good.

The public feel that we Railwaymen are corrupt. The reflection is against all of us. Some are actually corrupt. Others' slackness and indifference permit of corruption. The honest ones appear exceptions. Hence, the generalised charge. We can and must be rid of this stigma. Human nature militates against total eradication of corruption. Substantial reduction is urgently necessary.

Poverty may goad one to be corrupt. From known cases, corruption is not confined to the poor. Like white ants, it goes as far up as possible. It takes different forms. Money improperly obtained is the commonest form. Favouritism in any manner is another. It is idle to argue all are not corrupt. The reputation of all is at stake. The responsibility of all is to retrieve that reputation.

It is perverse to argue that corruption prevails elsewhere. We must answer for ourselves. We number one for every 350 Indians. Including family members, we are 2% of India's population. Ours is an awakened Nation. It cannot tolerate its one-fiftieth in a corrupt atmosphere. For, National self-respect is involved. The corrupt Railwayman lowers National character.

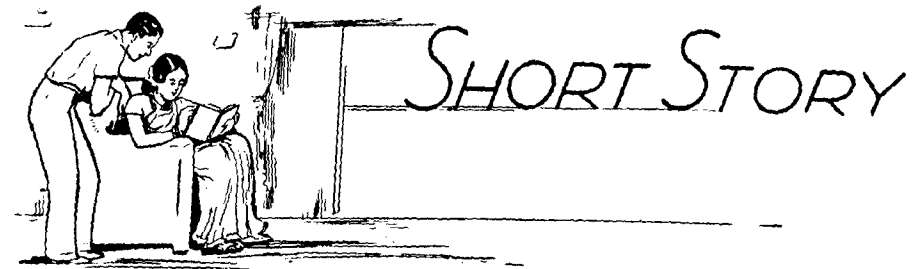
He also cheats the Nation. The corruptor usually is not a fool. He takes far more than he gives. What happens, when a ticketless traveller is let off? Or, a demurrage evader gets satisfaction? Or, when luggage is underweighed? How does a contractor make up for bribes given by him? In such cases, Railway revenue is less or expenditure more. Hence, the corrupt Railwayman cheats the Nation.

"Honesty is the best policy." This means it pays to be honest. Honesty certainly pays dividends. It earns general respect. It leaves motives and acts unquestioned. It commands others' goodwill and co-operation. It secures smooth working. It eliminates guilty conscience. It keeps dignity intact. Even after retirement, an honest official is respected. What greater treasure can one acquire and retain?

From known cases we know ill-gotten wealth melts away. It is generally riskily hidden away and not enjoyed. It gives the acquirer nauseating stench and stigma. He sinks low in social estimate. He becomes the object of contempt, verily a social outcast. Often, precariously trusted relations or friends let him down. Is the game worth the candle? Of course not. Hence, **HONESTY IS THE BEST POLICY.**



Chief Operating Superintendent.



IT IS NEVER TOO LATE TO MEND

S. R. SARMA

Chief Operating Superintendent

DHAMU'S father was a rich villager. Dhamu's schooling was in the District town. He passed out of school very creditably. His father wanted him in the village to look after their lands. His mother insisted that he should be sent up for higher studies. Dhamu too preferred higher studies. His father had to yield. But despite his creditable pass, he could get no admission into any suitable college in the country. His father felt inwardly relieved. But his relief was very short-lived. For, Dhamu insisted on going abroad. His parents joined in opposing his idea. But Dhamu couldn't relent. He had already applied for and secured admission in a foreign university.

Before Dhamu left India, his mother had exacted a promise from him not to get entangled while abroad, but to marry a suitable girl on return to India. Dhamu was out for 5 years. He started with Civil Engineering. He then specialised in Railway Engineering. He even discovered some new gadgets for safe running of trains. This earned for him deserved boosting by technical journals. He was invited by various technical institutions to attend their conferences. Thus, during his 5 years abroad, he had travelled extensively in Western Europe and North America. Doing so he developed

as a hobby, study of travel conditions on foreign railways.

On his return to India Dhamu was offered and accepted a high post in the Indian Railways Organization. This involved him in much of rail travel. The travel conditions disappointed him badly. No doubt he travelled in comfort, but his observing eyes pitied the conditions under which Class III passengers travelled. His analytical mind easily differentiated between circumstantial inevitability such as overcrowding which the Administrations should rectify, and aggravating annoyance such as corruption and discourtesy for which the staff should be blamed. He often wondered if he had only bluffed friends abroad while he waxed eloquent over Indian culture.

One of his official journeys took Dhamu to his part of the country. He visited his parents. They took advantage of the opportunity to talk to him about his marriage. He too had always intended to keep up to his promise to his mother. His parents told him of a girl they had in view for him. Their description of the girl was so satisfactory that Dhamu agreed to their choice. It was arranged for him and his parents to see the girl at her home fifty miles away, next day. A grand welcome awaited them. But the father of the girl looked perceptibly clumsy

and awkward when he was face to face with Dhamu. At the same time Dhamu stood staring and looked a statue for a while.

Dhamu's father was perplexed and looked on vacantly. His mother had gone in and conveyed the happy news of the boy's consent to the girl's mother. Dhamu unceremoniously insisted on returning home at once in the waiting taxi. The girl's father was speechless. Dhamu's father was too discreet to ask any questions. The visitors thus made a get-away from the girl's house. Dhamu told his story to his parents, in the taxi. Only the previous day he had met the "Man." It was at the Railway station. He was some official. He was callous in his treatment of passengers. To call him discourteous would be inadequate. He was vile with his tongue and greasy in his palm. Dhamu intervened. The official asked him to go to hell and to report on him to whomsoever he liked.

Dhamu continued: "Is he not a misfit in Free India? No, he is much worse. He is a menace to democracy. It is people like him who stir up the Common Man to mass fury. Even a worm turns at bay. Not that the Common Man is a worm. He has been a marvel of patience. But his patience is getting exhausted. Our leaders are doing all they can to improve his lot, to give him his due. But officials like the one we saw undo this effort." Dhamu's father moved his head slightly up and down in silent agreement. But his mother blurted out: "Son, you are too idealistic. All fingers are not the same in size. This is the Kaliyuga. Good and evil co-exist. But why should the poor girl suffer for the father's sins? Marry her. Then she and we will totally forget her people."

Dhamu did not reply. His uncannily shrewd mother knew she was winning. She realised that if she pressed her point she might lose ground. She winked at her husband suggestively. Her husband spoke elaborating what she had said. He was not as terse as his wife had been. But his diluted talk

helped. It made it easy for Dhamu to agree with his parents. Returning home Dhamu drafted a letter to the girl's father, which his father signed and then posted. The letter agreed to the marriage, but on certain conditions. The marriage was to be a simple ceremony at the bridegroom's house. The girl's father was to be absent. No presents were to be given and the girl would not be ever sent back to her home.

Mr. and Mrs. Dhamu made a perfect couple. Dhamu admired her for not once referring to her father or home. He wondered how consummately she understood him. He often told himself referring to her that a diamond was a diamond even if it was picked up from a dung-heap. He even relented and offered her freedom to visit her parents. But she refused to do so stating that her place was always with him. Meanwhile her humiliated and humble father was—unknown to her and her husband—radically reforming. He was glad his girl was married well and had a good new home. But at what price? He was to be a stranger to his only daughter for whom he had earned as best as he could. What use was all his improperly obtained wealth? Was it not his greasy palm that commercialised his helpfulness to passengers and made him the seller in a black-market of helpfulness, of common courtesy. Thus he ruminated constantly.

He took quick and drastic decisions. His conscience dominated him as never before. His ill-gotten wealth was no doubt safe in the bank. The thought of it scorched his feelings and his newly discovered sense of self-respect. It had not been obtained legitimately. It was looted out of passengers and traders—the Public, in fact, the Nation. The alternative to the passengers was avoidable discomfort and bad treatment. That to the traders was paying far more to the Railway than in accordance with rules in force. Traders were not fools. Most of them believed that everyman (official) should have his price. The mamuls they paid were like

little baits to bag big catches. And, catches at whose cost? The Railways of course. Ultimately the Nation's. Thus thinking and convinced, he donated all he had, anonymously, to the Gandhi Memorial Fund. He told a few friends of his action. They talked about it to others. Eventually his story was discreetly reported in the papers.

Reading the news item, two persons were agitated. One was Dhamu who concealed the information from his wife. The other was his father-in-law's boss who wired his subordinate to see him in office next day. Dhamu's father-in-law told the boss the entire story. He also said that if he was sacked on his own admission about his part, he would cheerfully accept the deserved punishment. He said he could not in any other way atone for his past corruption and discourtesy to the public. His reputedly severe boss was moved by what he said. He asked him to sit down, shook hands with him, and said "You have 8 years more to serve. It is a long time you have to undo your past to your own entire satisfaction. Tennyson has said of Repentance that it is nothing if not a firm resolve not to err again."

From that day he was a changed man. His station soon became a model for courtesy, cleanliness and consideration to passengers. The other staff treated him with a new respect. By his example he had won their hearts. They all developed a new teamspirit pledged against corruption and to courtesy. The station became a model for efficiency also. Staff working there were reluctant to carry out transfer orders. They would ask him to put in a word in their behalf to the boss. He complied with the first request. His boss silenced him stunningly and most agreeably. He said that he wanted to spread out to other stations the new spirit of his station and to make his station a training ground. He offered him promotion as a Traffic Inspector. The offer was politely declined as a supervisory job meant removal from

the field of active and direct dealings with the public and service to them.

Dhamu got a letter from his father. It gave him a full idea of his father-in-law's reformation. It also contained a suggestion that Dhamu and his wife should pay her people a visit. The suggestion appealed to Dhamu. He applied for short leave. He told his wife they were to visit his parents. He meant the main purpose of their journey to be a surprise to her. That night when he and his wife were listening to the Radio news, one announcement shocked them. It was that Mr. Doraisami, Station Master at a Railway Station in South India jumped into a well in the station compound, rescued from drowning a passenger's child who had fallen into the well, and was himself pulled out in an unconscious state and removed to the hospital. His heroism, flashed all over the country, had led to appreciation and anxious enquiries about his condition from the Prime Minister himself.

Hearing the news both Dhamu and his wife were overwhelmed and moved to tears. She cried out "Father" and immediately suppressing all her emotion went on vacantly staring for a few minutes. Dhamu burst out "Leela, I have wronged you. Your father is a great man. He has become a model public servant. The question is not if he is worthy of me. It is if I am worthy of him. Our journey home tomorrow was really planned to pay our respects to him. Here, read this letter from my father and this newspaper cutting which I have been carefully hiding in my purse. Let us hope and pray for your father's speedy recovery. We must be with him as soon as possible. We will fly and be near him at his bedside by tomorrow night. I am sure my father will telegraph us about his condition. The telegram came two hours later and read "Doraisami out of danger. Recovering. Start at once."

Next night Dhamu and his wife reached the hospital where Doraisami was ill. The imposing main entrance was barred and guarded. A surging

crowd which included some who were obviously railwaymen, was listening to an announcement by a House-Surgeon that Doraisami was completely out of danger, could speak but was not permitted the exertion involved, and there was no need for further bulletins or announcements. The crowd melted away. Dhamu and his wife who had heard the announcement, now revealed their identity to the Guard who immediately let them in. The nurse-in-charge was waiting for them. She said they could see but under no circumstances talk to or permit talk from Doraisami. The meeting was in the special ward in a special room where Doraisami lay in bed. The silence that prevailed was more eloquent than expressed words.

It happened 3 months ago. Doraisami is on a month's full pay leave to have

a holiday. He protested he was all right and wanted to get back to his work. But his benevolent boss forced the leave on him. A convalescent home on the hills, although unconnected with the Railway, offered to Doraisami one of its cottages with everything free for himself and any of his people he would like to have with him. Doraisami demurred to the hospitality being free but was told that the Institution was honoured by his presence. Doraisami is staying there with his wife, Leela, Dhamu and his parents. His colleagues on the Railway have opened a fund in his name. There is no doubt the target of 4 lakhs will soon be reached. Dhamu has remitted his 6 months' pay to the Fund. The plan is to donate the money to the Convalescent Home, for a wing with 20 beds to be permanently available free to convalescing railwaymen.



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TRENDS OF RAILWAY TRAFFIC

M. RANGANATHAN

Assistant Commercial Superintendent

ALMOST every one of us would have seen the T.V.S. Supplement which was issued by the dailies on 2nd September, 1953. From the operational figures furnished therein, it is seen that the Southern Roadways now cover a route mileage of 2,725 miles and carry 35 million passengers per year. During 1939-40, on the ex-S. I. Railway, with a route mileage of 2,669, we carried only 56 million passengers. I am making this comparison just to indicate at the outset the tremendous progress an individual Motor Company has made almost from scratch since June, 1939, to proportions comparable with the passenger traffic of a Class I Railway. Out of the 56 million passengers carried by rail during 1939, 90 per cent of the traffic was with 50 miles lead and was charged at 2 to 3 pies per mile due to the intense bus competition, 8 per cent between 51 and 150 miles, and only 2 per cent consisted of long distance passengers. It will be apparent, therefore, that even on a modest estimate if all the other road services put together carry another 70 million passengers (viz., double of that carried by Southern Roadways), the quantum of traffic carried by road over the geographical area, served by the ex-S. I. Railway at present would be 105 million passengers on all routes as against 157,051,000 carried by rail during 1950-51, the peak year during recent times. I may add for your information that 61 per cent of the ex-South Indian Railway's mileage runs parallel to roads.

An economic depression of unprecedented magnitude, the world over, began in 1930-31 strangling or slowing up almost all activities. The wheels of industry stopped running in many

places, the fields that usually produced food and other crops lay fallow and untilled, rubber trees oozed out rubber and there was no one to collect it; hillsides that were covered with well looked after tea bushes ran wild and there was no one to tend them. The men and women engaged for the work joined the great armies of the unemployed seeking employment that was not there. The Indian Railways, which were showing surpluses with a peak record of 13.16 crores during 1924-25, registered a deficit of 5.19 crores during 1930-31 with a record deficit of 10.23 crores during 1932-33. The downward trend was, however, arrested by retrenchment in services, pay cuts, and the reduced cost of procurement of stores due to the glut in markets, whereby the losses year by year were reduced and stood with a deficit of 3.99 crores on 31st March, 1935. The overall position was far from satisfactory. The ex-South Indian Railway, apart from difficulties common with other Railways under the stress of economic depression, was menaced by sea and road competition.

Sea competition

Indian-owned ships, in those days, were confined to plying within Indian and Burman waters. They were prohibited from plying in other areas. The major Indian Companies were the Scindia Steam Navigation Company and the Bombay Steamship Company. There were a few other companies of lesser consequence. Though confined to Indian waters they did not, however, have the monopoly of the Indian Coastal shipping. There were the British India Steam Navigation Company of British origin and the Asiatic

Shipping Company of Dutch origin, competing with them. With the shrinkage in trade and the rapid fall of prices especially of agricultural produce, those foreign companies started competing with the Indian Companies to grab the little traffic they were handling. A rate war broke out between the Steamship Companies followed up by the grant of rebates up to 75 per cent with the intention of crippling the Indian Companies. The smaller Steamship Companies were driven to the wall and had to close down. The only Company that survived the onslaught of the rate war was the Scindia Steam Navigation Company, under the able guidance of that stalwart industrial magnate, late Sri Walchand Hirachand. The Government of India would not deign to interfere in the matter and all appeals by Walchand were of no avail. The stout fighter, however, kept on courageously and maintained the prestige of Indian Shipping holding his own till at last the rate war ended. This rate war had consequential reaction on Railways in diverting the traffic usually carried by the all rail route to the nearest sea ports for onward carriage by the sea-cum-rail or road route to the destination instead of by the all rail route. For example, grains from Warora in the C.P., instead of reaching Madura by the direct route by rail, found their way to Bombay, were shipped from there to Tuticorin and thence railed or carted to Madura. The rate war among Steamship Companies, therefore, resulted in the rail traffic seeking the nearest entrepôt and the hinterland served by it became widened. If the lead was within 100 miles on either side the bulk of the traffic escaped by road, and the Railways secured very little traffic.

The Railways had to take concerted action to stem the loss of revenue and endeavour to get the traffic back to the rail. The G.I.P., E.I., and N.W. Railways were in a very advantageous position as by the diversion of the traffic to the port stations, they were

not losers, as in any case they earned full tariff rate on the movement to the ports. The M.S.M. and N.S. only lost the cross traffic. The S.I. Railway was in an unhappy position. They were hard put at first to convince foreign railways that a large volume of traffic to Bombay, Karachi and Calcutta was diverted traffic carried in the past by the all-rail route to S.I. Railway stations. Eventually, they succeeded in persuading the G.I.P. to concede to the quotation of through special rates for grains, pulses and seeds common, via New Delhi, via Agra and via Kanpur to port stations on this Railway. With the quotation of these rates, traffic in grains, etc., from stations north of Bombay and the Provinces of Sind, Punjab and U.P. moved by the cheapest all-rail route abandoning the rail-cum-sea-cum-rail or road route.

Road competition

Goods Traffic—During the depression period, the Railways were faced with intense road competition as a large number of agriculturists,—being deprived of their agricultural holdings—and labourers, finding no agricultural work, took to carting. Hundreds of carts could be seen stringing the roads transporting all varieties of commodities between port stations and major towns on the rail route and between towns. For example, grains and iron-ware were carried by road from Tuticorin, Madras and Cuddalore; valuable traffic such as loose cotton and groundnut on which the Railway was earning 8th class and 4th class rates (under the old classification), were transported by carts in the return direction. One leading Foreign Company exporting cotton, actively encouraged carting and even provided insurance cover for road transit for cotton. This called for levelling down our rates and in the result our list of special rates running usually to a few pages, which used to be bound with the Goods Tariff upto 1935, had to be printed and issued as a separate book running to more than

100 pages. Several supplements to rate advices and circulars were issued each month advising introduction of special rates, or further reduction in existing special rates. The result of reduction had to be watched, to ensure that there was as a consequence increased return. By and large, good results were produced.

Motor lorries had not been put on the road in large numbers upto 1935 and the first serious competition was from a lorry plying between Mettupalaiyam and Trichy carrying English vegetables in one direction and sundry goods in the return direction. By 1936, a few more lorries were put on the roads by individual merchants with licence for plying for **Private** purpose paying a tax of Rs. 1-4-0 per quarter, but actually were plying for hire. The tax for lorries plying for hire then was Rs. 100 per quarter and very few lorry owners took out a licence therefor. With the enforcement of the Madras Motor Vehicles Rules during 1938, the licensing of lorries and allotment of routes were on a rational basis and was governed by a District Road Traffic Board presided over by the District Collector with the District Superintendent of Police as the Secretary and the District Board President and another non-official as members. Railways were given an opportunity to send representatives to attend the Road Traffic Board Meetings and to protest against the licensing of road vehicles, with a large measure of success. In effect, the competition through motor lorries was not as effective as that from carts.

Road Traffic (Passengers) : Competition from road buses running parallel to the Railway line assumed serious proportions during the period of depression. The buses were generally in bad mechanical repair and their operation was carried on in a haphazard manner, overcrowding of buses being the rule rather than the exception. To combat this, fares as low as 2 pies per mile were charged on the sections where the bus competition was intense keeping, however, the maximum

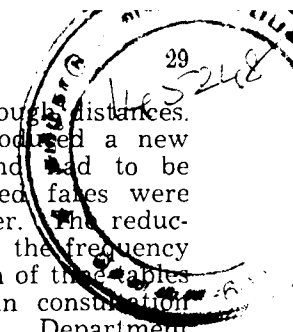
chargeable fares for through distances. This, in its wake, introduced a new evil, viz., rebooking and had to be allowed, till the reduced fares were abolished altogether later. The reduction of fares, increase in the frequency of trains and preparation of timetables to meet public needs in consultation with the Commercial Department resulted in improved passenger traffic and many road services were driven out of the roads, till 1939 when the war in Europe broke out. The relationship with the road services which continued to operate was healthier and in several cases the buses were given timings by Road Traffic Boards in such a manner as not to clash with Railway timings of trains and the parallel services far from being competitive had some contributory value to the Railway.

An estimate of loss due to road competition during the depression period

In the Mitchell-Kirkness report published early in 1933, the amount of loss of Railway traffic to the roads was placed at something under Rs. 2 crores. In 1935, when Railway revenues continued to be disappointing, further estimates were made and from the information then collected the Railway Board placed the figure at Rs. 3 crores which was about 3 per cent of the gross earnings of a normal year during those days. During 1937 from evidence placed by Railways before the Wedgewood Committee the loss had increased to something like Rs. 4½ crores and may be deemed more or less to have stagnated at this level.

The War in Europe

The outbreak of War in Europe during 1939 to begin with did not produce any serious reaction and life in India continued to be placid. The first rude awakening came when Holland, Belgium and France capitulated to the Axis forces during 1940. The Maginot Line considered to be impenetrable, after all, proved vulnerable and had been broken through by the Axis forces and the Allies were forced to



retreat. The Allies having lost much had to build up transport facilities for the armies and quickly requisitioned all steamships operating in the coastal areas; unremunerative Railway lines were closed down, the rails were removed, surplus wagons were dismantled and packed up, engines specially 'B' Class M.G. were reconditioned and converted for oil burning and all these together were shipped for use in the operational theatres of War. What with contraction of Rolling Stock and Steamships being commandeered for War purposes the Railways had to bear the whole burden of transporting public as well as Military traffic. The Railway revenues started swelling and in its wake priority lists for movement as well as rationing of traffic was introduced. All reduced rates for passengers were withdrawn and flat increased charges of 1 anna in the Rupee for passenger and 12½ per cent on goods and parcels traffic were levied. Besides to relieve congestion on the B.G., goods were not accepted for booking for distance of 25 miles and less except where no other alternative facilities of transport existed. As Railways, under the Act of 1890, could not pick and choose traffic and it was obligatory to carry the goods offering without discrimination, year after year, Railway Amendment Acts were introduced and passed by the Central Government giving powers to the Railways to accept goods for booking in accordance with the priority list. In effect, therefore, the Railways were called upon to cater to a quantum of traffic unprecedented in the immediate past and instead of wagons being stabled as empties at wayside stations during the depression period, prompt action had to be taken for their quick release and reloading. Vigorous efforts were taken in this regard and attempts were made to educate the public by campaigns in the Press by publishing attractive cartoons and efforts were made to instil the queue habit among passengers at booking windows, where, during the previous year, a passenger could just jog along at his pleasure and

purchase a ticket when it pleased him.

It may be recalled that the Indian Railway Enquiry Committee was appointed on 20th October, 1936, with Sir Ralph L. Wedgewood as Chairman. Among other things the Committee had then recommended that all Railways should immediately examine the possibility of engaging in passenger road services and place their proposals before the Provincial Government and that such proposals might relate to competitive as well as feeder service. With a view to implement the recommendation, a Deputy General Manager, Road Development, was sanctioned during 1944 for each Railway, but ultimately nothing tangible took shape, apart from opening of feeder agencies, determined on tender calls.

Trends of post-war traffic

The traffic diverted to the Railway by the exigencies created by the War and its aftermath was retained by the Railway. The multi-sided improvements in all industries and the increase of the population in India at the rate of about five millions a year, in effect, apart from the traffic normally attracted to the road, created an overflow of traffic which the railways could not handle, resulting in the continued imposing of restrictions. The enforcement of restrictions for movements by rail, besides the general awakening in India in the fields of Commerce and Industry, and the availability of plenty of motor vehicles in the market gave a fillip to the development of road services in leaps and bounds. The road hauliers, however, were not looked upon as competitors, but as component part of the Transport machinery.

According to published statistics, on a rough estimate, the Railways now carry about 80 per cent of all goods and 70 per cent of all passengers available for transport in areas served by Railways. During the year 1952-53, the Indian Railways carried 1,193,000,000

passengers and 97,000,000 tons of goods. At present with 1,200 or about 12 per cent fewer locomotives than 30 years ago in undivided India, the Railways are today hauling 64 per cent more goods traffic and about 100 per cent more passenger traffic.

Plan for the future trends of traffic

Production is increasing apace in many fields of Industry and more raw materials are required which would demand greater transportation facilities. On 1st April, 1951, when the Five-Year plan came into operation, there were 199,000 wagons on the line but 23.7 per cent were overaged and retained in service to grapple with increasing goods traffic. It has been anticipated that about 54,000 new wagons may be brought into service by March, 1956. Though this is not considered to be quite sufficient to meet the industrial expansion envisaged under the Five-Year Plan, as already an economic depression is in the offing, a stagnation

in the quantum of traffic so far built up, if not a fall, cannot be ruled out and the supply of and demand for transport facilities will more or less be equipoised. Already the purchasing power of the people has received a setback. This calls for a careful watch to ensure that the traffic now moving by rail is not diverted to the road, as there is bound to be a cheapening in road transport due to competition among the road hauliers themselves.

In recent years improved amenities for third class passengers and better facilities at goods sheds for traders have been provided which are being much appreciated. We may hope that with the maintenance of world peace and order, it may be possible for the profits earned by the Railway being more and more ploughed back with Railway revenues for improving operational facilities and passenger amenities, and thereby earn the goodwill and co-operation of the trading and travelling public.

(Continued from page 13)

Holidaying in Italy Florentine Countryside

While Neapolitans take to the sea, the Florentines go for their outings to the hills overlooking their lovely city, which seems, always to be bathed in its own radiant and changing light. One picnic spot is the hill town of Fiesole. A half hour bus ride above Florence. In addition to the view, Fiesole has baskets for sale and a well preserved Roman theatre.

Or they take off in the opposite direction, and climb the hill on the left bank of the Arno to the Piazzale Michelangelo. Here they eat their lunch under Michelangelo's David (a

copy) and watch the boats moving slowly down the river.

The Tomb of Towers

If they feel more adventurous, the Florentines get into cars and buses and drive out across the lovely rolling Tuscan plains. One favourite destination is the medieval town of San Gimignano which beckons visitors from miles away with its famous towers. Once inside its walls, San Gimignano is especially rewarding as its churches and museums contain frescoes and paintings by such masters as Ghirlandaio, Benozzo Gozzoli and Pintoricchio.

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SOUTHERN RAILWAY

TENDER NOTICE.

The Regional Engineer, Southern Railway, Mysore, invites sealed PERCENTAGE SCHEDULE TENDERS to reach him not later than 12 noon on Saturday the 10th July, 1954, for the work of "Remodelling Station Building at Guntur—(a) III Class Waiting Hall, (b) Sanitary Blocks for Ladies and Gents, (c) Booking Office in Waiting Hall, (d) Luggage and Parcel Office", Guntakal District.

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. 10 (Rupees Ten 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 form be refunded. The tender form is not transferable.

3. Tender forms will be issued up to 15 hours on Thursday the 8th July 1954 only.

4. The quotations submitted in the tender shall be on the basis of a percentage above or below the rates shown for Guntakal District, in the Printed Schedule of Rates for Northern Region. A copy of the Printed Schedule of Rates can be had from the office of any District Engineer on Mysore Region, on payment of Rs. 5 (Rupees Five only), and a copy of the Southern Railway Specifications of Works on payment of Rs. 3 (Rupees Three only), in cash or by Money Order. Copies may also be had from the Regional Engineer's Office, Mysore, on production of a receipt for the said amount paid to the Regional Accounts Officer, Southern Railway, Mysore or Trichinopoly or Chief Cashier, Madras.

5. Earnest money of Rs. 1,740 (Rupees One Thousand Seven Hundred and Forty only) 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 Friday the 9th July 1954, and the receipt submitted along with the tender. No Demand Draft, Cheque, 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 13 hours on Saturday the 10th July 1954, at the office of the Regional Engineer, Mysore.

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

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DEVELOPMENT OF TOURIST TRAFFIC

Meeting of the Advisory Committee

THE first Meeting of the Regional Tourist Traffic Advisory Committee constituted by the India Government was held recently in Madras to consider ways and means of developing tourist traffic and making travel in India an enjoyable experience to both foreign visitors and local tourists.

Keeping in view the economic and cultural benefits which arise out of tourist traffic, the Government of India have taken a number of steps for its development. The broad objectives of the Government of India are to organise publicity in foreign countries and to ensure that foreign visitors to India are provided with all reasonable amenities. They must also be supplied good tourist literature. Proper guide service is equally important. These objectives can be achieved only if the Government take the initiative and plan the development of tourist traffic. The success which many foreign countries, especially Britain, France, Switzerland and Italy have achieved, has been greatly due to the direct financial and other support from the Governments of these countries. The Government of India have accordingly set up a Tourist Traffic Organisation at the head of which is the Tourist Traffic Branch of the Ministry of Transport. Tourist Information Centres have been established at important cities namely, Bombay, Calcutta, Delhi, Madras. Small Tourist Offices have also been opened at Agra, Banares and Srinagar in India and abroad at New York. In addition, small tourist bureaux, run by State Governments, or by non-official bodies but supervised by the local authorities are functioning at the following places:—Mussorie, Ranikhet, Nainital, Simla, Kulu, Amritsar, Dharmasala (Kangra), Ootacamund and

Kodaikanal. The State Governments of Punjab, Himachal Pradesh, Uttar Pradesh, Rajasthan, Mysore, Travancore-Cochin, Hyderabad, Orissa, PEPSU and Bhopal have nominated their officers to act as Honorary Regional Tourist Officers with a view to ensure satisfactory liaison with the Government of India. Steps have also been taken to establish closer contacts between the Regional Tourist Officers and District Officers and Publicity Officers of the State Governments. Thus the Government of India have already established a network of tourist offices which work in close collaboration with State Governments, travel agencies, hoteliers and carriers. The Regional Tourist Officers assist the work of the regular tourist agencies. They furnish information to tourists and render special assistance to them as required. The Regional Tourist Officers are also responsible for ensuring that tourist amenities are improved and brought upto the requisite standards.

Advisory Committees

A Central Tourist Traffic Advisory Committee which includes representatives of the various Ministries concerned, and of the tourist trade as also public men, co-ordinates the work at the Centre and advises the Government on tourist problems. Regional Advisory Committees have also been formed at Delhi, Bombay and Calcutta to assist the Regional Tourist Officers and to provide a common forum to the various elements of tourist trade to meet together and exchange views. With the assistance of these Committees and in co-operation with the Central Ministries and the State Governments concerned, considerable progress has been made in the relaxation of various

governmental regulations about registration and customs formalities, currency, exchange, etc. Among the other important matters considered by these Committees, mention may be made of guide services, collection of tourist statistics and revival of internal tourist traffic to hill stations.

The problem of providing suitable accommodation to tourists has been receiving special attention. In all large cities, particularly Bombay, Delhi, Calcutta and Madras, there are a number of Western style hotels whose present standard is comparable to that of similar hotels in Europe. In a number of States, the hotel rates are controlled and the question of classifying hotels and fixing the rates on a uniform basis has now been taken up. The All India Hotel Federation has also been asked to arrange for Indian dances and music in the Western style hotels.

At some of the places which are frequently visited by foreign tourists, such as Aurangabad and Puri, the Railway authorities have constructed suitable hotels. The State Governments have agreed to allow the use of dak bungalows and rest houses by foreign tourists. The Circuit Houses in some of the States, especially in Rajasthan, which are now run on the lines of Western style hotels are available to tourists.

The improvement in the standard of food and service in hotels and restaurants has also been receiving special attention. Direct assistance is being given to hoteliers by granting them reasonable quotas of imports of cutlery, crockery, kitchen utensils, alcoholic drinks, etc. Special instructions have been issued to ensure that Railway catering establishments supply good food to tourists. The States where prohibition is in force have relaxed their regulations, within the framework of the law, in the case of bona fide foreign tourists.

Keeping these objectives in view, the Government have encouraged the

formation of Regional Hotel Associations and recently an All India Federation of Hotels has been formed. The question of establishing a Hotel Training Centre under the auspices of United Nations Technical Assistance Administration is being pursued.

Well furnished tourist saloon cars are now available at reasonable rates on Indian railways. Rail-road connections to most of the tourist centres are constantly watched and improved wherever necessary.

Qualified guides have been attached to the Regional Tourist Offices at Delhi, Bombay, Calcutta and Madras. In addition all private guides employed by travel agencies and hotels, etc., have been screened and certificates to those placed on the approved list have been issued. The travel agencies have been asked to employ only approved guides. The fee charged by guides official and private is much less than fees charged by similar guides in European countries. In co-operation with the Department of Archaeology, efforts are also being made to improve the standard of guides at important historical monuments, sites and museums.

Foreign visitors who ask for a tourist visa from the Indian Missions abroad are given a special "Tourist Introduction Card." The possession of a tourist introduction Card helps the tourist in securing the quick assistance of Government authorities in obtaining essential facilities, e.g. registration at the port of entry, prompt customs clearance, railway reservation, dak bungalow, accommodation, etc.

Publicity material of a fairly high order has been produced. The following publicity material on Madras is already available for distribution:—

1. A booklet on Madras giving information on all the important places in the city.
2. An illustrated folder on Madras—Mahabalipuram-Kancheepuram.

A "Guide to Southern India" is expected to be ready very shortly.



TRAVEL NEWS

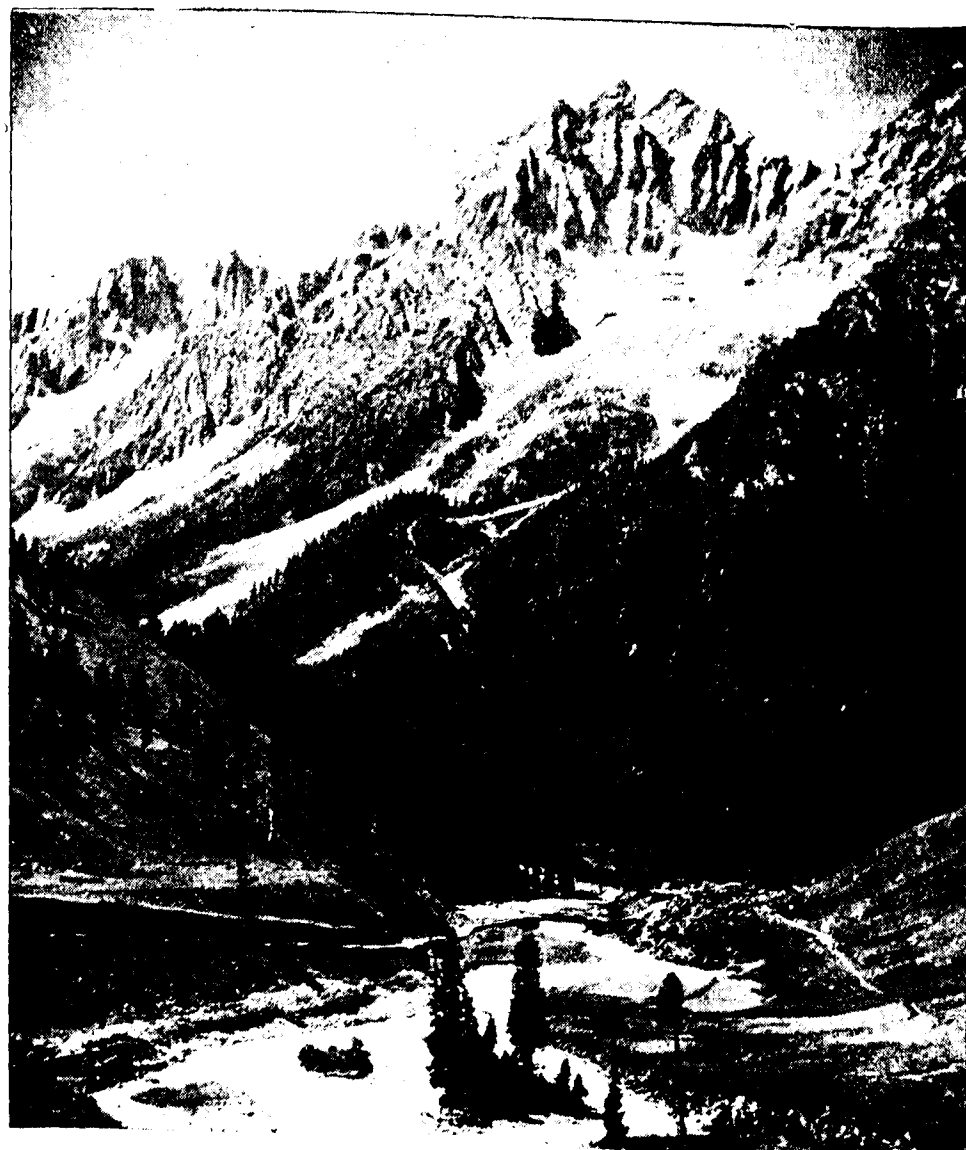
THE ROAD TO KASHMIR

AS the plains begin to seethe with heat and dust in the sizzling summer of India, it has been a peculiarly Indian habit from immemorial times to dream of the snow-clad mountains and long for the sight of mountain streams gushing through forests and lush meadows. Sanskrit literature provides testimony of this strange fascination and it was perhaps the agony of the plains in summer which invested, in the Indian mind, mountains with sanctity and placed the abodes of the Gods on peaks and hills.

Not the Gods alone, but Kings and commoners have also felt the same urge in the Indian summer and throughout history Kashmir, with its eternally snow-clad peaks, its green valleys and innumerable lakes, springs and streams has beckoned plainmen. But the great problem has always been the hazards of travel and because of the difficulties of the road and the high cost few could in olden times afford to visit Kashmir. The journeys undertaken by Kings and Emperors are enshrined in history and perhaps there travelled also a few merchants and mendicants in caravans to Kashmir. But for the ordinary citizen, Kashmir was a beautiful fantasy unattainable except in the books of poets.

The Moghul Emperors used to take two or three months to complete the journey from Delhi to Srinagar. The Emperor Jehangir, whose heart was always in the Valley of Kashmir, once left Delhi in the cold of January and took three months to reach the Valley. At least a hundred elephants carried the Emperor, his Queens and his luggage. Thousands of horsemen escorted the Imperial caravan while an innumerable horde of camp-followers accomplished the journey by foot trudging in advance and preparing the camping site for each night's halt.

Even up to recent years, a trip to Kashmir was a costly proposition which only a Prince or a rich man could afford. Today the Moghul Emperor's three months' journey can be accomplished in 3½ hours by plane from Delhi but the charges are still beyond the means of many whose fancy turns to Kashmir. However, good organisation and coordination between the railway and road services now for the first time enable a visitor to Kashmir to accomplish the journey in comfort and safety in about 40 hours—inclusive of the night journey by train and a night's halt on the road to Kashmir. And the cost is about one-third of the cost of air travel.



"Eternally snow-clad peaks"

Today's traveller by road starts from Delhi by the Kashmir Mail (1½ fare for the return journey). The first 300 miles to Pathankot, is covered in under twelve hours at night. Within an hour of arrival at Pathankot, the bus or the station waggon of the Jammu and Kashmir Government's transport service is on the road—267 miles long—which leads to Srinagar. The road winds or crosses some of the most

beautiful rivers of the Punjab. The Beas river meets the traveller just outside Pathankot—on its journey from the Kulu Valley, still a clear mountain stream, to its confluence with the Sutlej. Jammu is sixty miles from Pathankot and one recognises the famous town by its many temples and the river Tavi. The first halt is made for lunch here at the Government dak bungalow which provides rest-rooms.

From Jammu the road still runs in the plains but the Tavi river keeps company for a while. Forty miles out from the town is Udhampur and the road starts its climb into the mountains a climb which will bring it to 9,000 feet above sea-level—the highest point of a national highway in India.

The road is excellent throughout—a marvel of engineering. Crossing ranges of low hills, one ascends in the next 30 miles to the hill station of Kud—famous for its springs—6,500 feet above sea-level. Here, if one wishes, the night may be spent at the dak bungalow where the traveller pays only Rs. 2 for accommodation. Food and refreshing drink are available and the night's rest removes the dust and the heat of the plains from one's system. There are well-provisioned dak bungalows dotted at every halting place on the road and travellers on the road to Kashmir can pick and choose.

From Kud the road descends to Batote and soon the traveller sees the majestic gorges of the river Chenab, frothing between steep mountain walls on its journey to the West. Forests crowd in on mountain slopes and from time to time, one gets glimpses of terraced fields of paddy.

Soon the road starts to climb again and Bannihal village, at the foot of the Bannihal Pass is reached. It is here that a peculiar sense of excitement grips the traveller by road, perhaps Jehangir felt the same excitement for he refers to this Pass in his memoirs. The road twists and turns hugging the mountain side but being broad enough for two-way traffic, one feels the excitement in comfort and safety. Soon the Bannihal tunnel is reached and with it the highest point of any national highway in India.

(Continued on page 40)

A bathing-boat, typical of Kashmir



WHIRLGIG OF TIME

R. JAGANNATHAN

He was a philosopher ever seeking
the inner meaning of life

True—he was in a low position at the
start. But it was always so. Had not
learned professors told him that was
the Rule of Life? "Everyone begins
at the bottom and works his way up
by dint of merit and hard work." Did
he believe in that? lo, he was
slowly going up but, surely not by his
own efforts. Why only he, so many
others too. Where then did merit or
effort come in? He mused
. Before his very eyes he could
see many others going down and
down. Was this indeed life? All of
us but just pawns in a huge chess-board
moved hither and thither by some
unforeseen force!

Slowly he had come to a very high
position. The success had made him
even giddy. Would he stay on there
for ever? It may not be possible.
Even Alexander, Caesar and the mighty
Napoleon had fallen down from their
lofty positions. Yes—just as he feared
or rather expected, he too had his fall.
He was consoled. So many others were
in the same predicament. His head was
reeling. Was this the catch in life?
Rise and fall—rise and fall. Always
going round in eternal circles. He
wanted to know when this could all
be over. He was thrown into a deep
contemplation.

His reverie was disturbed when the
Giant Wheel came to a sudden stop.
He got out of the bench, gave the joy-
ride ticket to the attendant and left the
Exhibition grounds a wiser philosopher.

LAMENT OF A WP

R. JAGANNATHAN

I am the Lord of the Express Train
Pulling you with might and main;
Over hill and dale, river and plain,
Be it sun or be it rain.

Long is my trek from Madras shore
Over plains and hills galore;
To Vindhya's wail and Narmada's roar,
And far away Delhi—I can go no more.

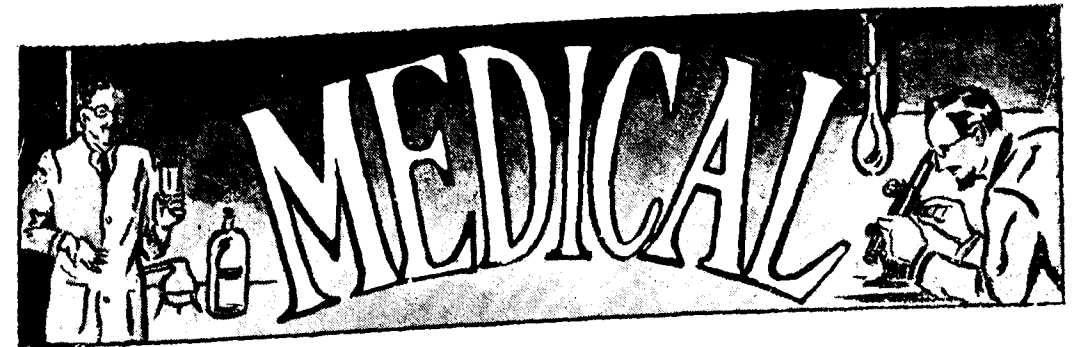
Bless my company always full—
Red-tape clerks, all clad in mull,
Southern beauties—I'll gladly pull
But when M.Ps. come, I feel a bit dull.

Full fifty hours is my maddening run
In sweltering heat and scorching sun,
Weekly holiday—there is none,
My timely coming is a matter of fun.

Days there were, when O! my dear,
I could rush up there or falter here;
What do I care for the Engineer,
Say what he like, I would not hear.

Now they want to speed my train
I can't bear this too much strain;
But all my protests go in vain,
For, these are days of M.Ps.' reign.

But be sure, I'll tell one day,
H. M. and his M.Ps. gay,
What heavy loads—all of they
Mean to an Engine on the
permanent-way.



MALARIA CONTROL IN RAILWAYS

Dr. A. K. ADHIKARI

Consultant Malariologist to Indian Railways

THE Indian Railways as they
traverse the country have to
pass through different malaria
endemic conditions. In some regions
people suffer from malaria fever in
the rains and in early winter and at
other places continually. Whether the
suffering is seasonal or perennial this
dislocates work, brings in inefficiency
and finally loss to the Railways, which
means loss to the country.

The Malaria Section of the Medical
Department of the old Bengal-Nagpur
Railway was created in early 1925. In
the latter part of this year, a Malariolo-
gist was appointed for some construc-
tional projects by the Railway Board.
In the old E. B. Railway, a Malaria
Section was set up in 1926 and another
Malariologist was appointed in 1927.
The old E. B. Railway subsequently
amalgamated with the old A. B. Rail-
way taking the new name Bengal and
Assam Railway during World War II.
The expansion of malaria preventive
work which was instituted in Indian
Railways in 1925, made a big stride
during World War II, 15 years after its
inception, and since then malaria
control measures are in force in all the
Indian Railways.

The Assam Railway section of the
North Eastern Railway traverses highly
malarious tracts of the State of Assam.

The entire State is malarious in differ-
ent degrees. In fact, without malaria
control the suffering of the Railway
population would have been most
appalling. Anti-malaria measures have
improved the health considerably and
the terror of malaria and blackwater
fever has disappeared from the Railway
settlements.

The Bengal-Nagpur Railway section
of the Eastern Railway serves hyper-
endemic and endemic areas of West
Bengal, Orissa, Madras, Bihar and
Madhya Pradesh. The Railway Malaria
Organization affords malaria protection
to the Railway population by making
malaria-free harbour in the malaria-
stricken area. The deltaic and flat
agricultural areas of West Bengal,
coastal plains, the Chilka Lake areas
and Jeypore Hill tracts of Orissa, North
Madras coast, Eastern Satpura and
Hazaribagh ranges and Singhbhum hills
of Chotanagpur were notorious for their
malaria condition. The E.I.R. section
of Eastern Railway serves West Bengal,
Bihar and a small portion of Uttar
Pradesh. But the amount of malaria
sickness in the State of Bihar compares
favourably with that of West Bengal.
The Southern Railway serves mainly
the East Coast which is malarious in
varying degrees. The M.S.M. section
has a long-standing Malaria Organiza-
tion. But its S.I.R. and Mysore Railway

sections, though not as malarious as M.S.M. are new in the line of malaria control and are having similar malaria preventive work introduced.

Malaria in both the N.S.R. and G.I.P.R. sections of the Central Railway is patchy in its distribution. It is hyperendemic in the section between Sirpur and Balharshah and is malaria-controlled by the Malaria Officer of the State of Hyderabad. Malaria problems at other parts of N.S.R. are not too severe. In G.I.P.R. the Ghat sections of the Bombay division, the Bhuswal-Itarsi and Itarsi-Bhopal sections on the main line and some portions of Itarsi-Nagpur section are highly malarious and the stations on these sections have been malaria-controlled for many years. Malaria is not a great problem in the Western Railway. The area around Baroda is moderately endemic. Construction of the Railway line from Deesa to Kandla, the new port in the Gulf of Kutch, experienced a set-back because of malaria. Even the port of Kandla is moderately endemic. Its Saurashtra Railway section is more malarious particularly in the States of Bhavnagar, Junagad and Jamnagar. Malaria control measures are in operation in these areas. The foot-hills and terai belt of the Himalayas served by the

Northern Railway have different endemicity. A Malaria Team of the World Health Organisation carried out malaria control in some rural areas away from the Railway tracks, and demonstrated the beneficial effect of malaria control. The stations in the Thaksar-Dehri Dun section in the terai areas of old E.I.R. are malaria-controlled for many years. At a few other places in the Moradabad Division good results have been achieved by anti-malaria measures. The administration has a scheme for the expansion of this activity.

Anti-malaria measures consist of antilarval measures, anti-adult measures, personal protection and drug prophylaxis. One or even two of the above four methods are adopted for control of malaria at each station. Destruction of Anopheline larvae is undertaken in large Railway settlements where thorough application of D.D.T. to houses is neither practicable nor economical. At present anti-malaria measures consist mainly of spraying of residual D.D.T. extensively. This is occasionally supported by suppressive treatment with synthetic anti-malarials. In fact, each malarious region is a separate entity and is controlled in the light of its individual problems.

The Road to Kashmir

(Continued from page 37)

Crossing the tunnel, the traveller sees one of the most glorious sights India can offer. Up to the tunnel, the mountain sides were forbidding and bare but once across the tunnel, the panorama of the Valley of Kashmir, green with its fields and forests, glistening with its lakes and streams, provides an astonishing contrast. Up to June, blocks of snow lie by the roadside on the Pass and the traveller from the plains invariably halts the bus to experience the rare treat of walking on snow.

The road now begins to descend to the Valley. At Lower Munda the Valley is reached and two miles from the road is the Spring of Verinag from which the Jhelum takes birth. In the Valley the road runs smooth and level banked by paddy-fields characteristic of the Kashmir countryside and between avenues of upstanding poplars. Soon the journey is over and the Dal Lake beckons. The Valley once the playground of Emperors and blessed above all places in India by a bountiful nature, is reached.

COURTALLAM – NATURE'S BEAUTY SPOT

THE pious rulers of ancient India mostly built their temples on picturesque hill-tops or amidst sylvan surroundings, on the banks and at the confluence of perennial rivers, and sometimes also within reach of the surf so that the common man may feel and realise the immanence of God amidst the glory and grandeur of Nature. Besides every leaping rivulet and at the foot of every silvery cascade, a holy temple was built at which the great and the lowly both paid homage. Great importance was always attached to the purificatory bathing in rivers, tanks and waterfalls before worshipping at the shrines near them. While divine benefits were sought and hoped for from such reverential cleansing, there is no doubt these ablutions were also intended to purify the body before attempting to purify the soul.

The village of Courtallam is at the foot of the Western Ghats about 3½ miles from Tenkasi Railway Station and is reached by a good road. It is about 450 feet above mean sea-level and has a cool and bracing climate during the monsoon months from June to October. As we draw near the mountain, the ozone laden air wafts a cool greeting to the visitor. Courtallam can also be reached from Shencottah Railway Station, the distance to the waterfall being about 4½ miles.

The Waterfalls

The falls of Chittar and the shrine near it have been long famous as a resort of those in search of mental peace and bodily health. The river Chittar has its source on the eastern side of the Western Ghats and after passing through stretches of thick forests, coffee and cardamom plantations, suddenly emerges into view

opposite the temple and cascades to the ground in silvery splendour. Higher up the river are two other drops known as the Honey Falls and the Shenbagadevi Falls and at a place called Mavadi there is another drop of over 30 feet into a basin in the rocks. From here the water drops down in smaller falls varying from 10 to 20 feet according to the flow of water. On fine mornings with the sun shining overhead and a cool breeze blowing, the waterfall in front of the temple throws out volumes of spray and glows like a pillar of light.

The Temple

The temple dedicated to Sri Kuttalanatha is a small but interesting structure. It has an outer court with a colonnade of pillars and two stone elephants in front. The statuary and stone-carving in the temple display great merit, and it is said that the temple structure dates back to at least the 7th or 8th Century A.D. There is a beautiful mantapa picturesquely set and lapped by flowing waters from the falls. Festivals are celebrated in the temple during April, May, which are largely attended by the local population.

Tradition

Local tradition has it that Lord Siva manifested Himself in His bridal costume with His consort to Sage Agastya and the people of the South to console them for their inability to witness the actual spectacle of the divine marriage that was celebrated on Mount Kailas, and the river took its source from a spring which the mighty Siva created at the request of Sage Agastya as a permanent memorial to the occasion.



Sri Kuttalanathaswami Temple

The Season

The bathing season begins with the outbreak of the monsoon in about the middle of June and lasts up to the end of October. A small bridge leads from the temple to the waterfall at which bathing is rendered safe by a concrete arch and fencing. A few bathing huts are also available for use nearby. Visitors start bathing even before sunrise and continue late after sunset. Those that make a stay during the season at Courtallam go out on picnics to the Shenbagadevi and the Honey Falls higher up in the mountains. These involve four or five miles of mountain walking amidst thick vegetation. A whole day can be spent in these spots. The more adventurous may go even higher up where there is a bungalow intended as a rest-house for the use of Officers of the Forest Department, which visitors can use at a small charge provided previous permission has been obtained,

The Five Falls

There is yet another fall known as "the Five Falls" about 2½ miles from the temple in a westerly direction which is in a secluded spot, the water falling in five forks which accounts for its name. Excellent bathing can be had here and amid picturesque scenery. The falls are about 40 feet in height and when broken by a projection in the rock, come down from 15 to 20 feet.

There is a small shrine nearby for devotees to worship.

Amenities

Hotels are run during the season for the benefit of the visitors. The temple authorities have built a few rest-houses which they let out to pilgrims. The village gets quite busy during the season when temporary shops are opened to cater for the needs of visitors.

Shenbagadevi Falls



SOUTHERN RAILWAY TENDER NOTICE

Quilon-Ernakulam Railway Construction -- Section I - Quilon to Mavelikara and Section II - Mavelikara to Kottayam

The Chief Engineer, Southern Railway, Park Town, Madras-3, invites separate sealed tenders for the following upto 12.00 hours on 4th September, 1954 :—

	Earnest Money Rs.
(1) Manufacture, supply and erection of steel work (Mild Steel) in girders to MG/ML standard of 1929 loading for 14 spans of 40 feet square and 1 span of 40 feet skew to specification	2,000
(2) Manufacture and erection at site prestressed concrete girders 40 feet clear span to specification, 14 spans square and 1 span skew	2,000

N.B.—Items 1 and 2 are alternative and tenderers may quote rates for any of the alternatives or for both. Full particulars are available in the Tender Schedule.

The rates quoted should be open till end of December, 1954.

The superstructure of bridges is expected to be ready for erection of girders by June, 1955 in Section I and by June, 1956 in Section II.

Tenders should be in the prescribed forms obtainable from the Chief Engineer's Office, Southern Railway, Park Town, Madras-3 upto 12.00 hours on 3rd September, 1954 on production of receipt from the Financial Adviser and Chief Accounts Officer, Southern Railway, Madras-3, towards the cost of each tender form at the rate of Rs. 10 per set of tender forms and Rs. 2 per spare schedule only, if available, which amount will not be refunded.

Earnest money as shown against each of the TENDER is to be paid to the Financial Adviser and Chief Accounts Officer, Southern Railway, Park Town, Madras-3 before 12.00 hours on 2nd September, 1954 and the receipt issued thereof should be attached to the tender.

'Income-tax' Clearance Certificate should be attached to the tender.

The tenders will be opened at 12.00 hours on 6th September, 1954.

The Chief Engineer does not bind himself to accept the lowest or any tender.



OPENING OF TAMBARAM SANATORIUM TRAIN HALT

A new train halt on the Tambaram-Madras Beach electrified suburban section, midway between Tambaram and Chromepet, was opened on 6th June by Shri V. V. Giri, Union Labour Minister. Dr. K. N. Rao, Superintendent of the Government Tuberculosis Sanatorium, presided. There was a large and distinguished gathering of residents of the area, Railway officers and others.

Speeches were made tracing the origin of the halt and how the Railway administration, purely out of humanitarian considerations, decided to open

it for the convenience of patients and visitors to the Sanatorium.

Shri Giri then cut the tape and declared the new station open. The first train to stop at the halt then arrived, tastefully decorated and illuminated, and the distinguished visitors travelled in it up to Chromepet.

It will be remembered in this connection that the opening of a station between Chetpat and Kodambakkam, to serve the needs of the residents of Loyola Nagar and students attending the Loyola College, has also been sanctioned.



Shri Giri
addressing
the
gathering

CHILDREN'S TREAT AND INSTITUTE DAY CELEBRATIONS — SOUTHERN RAILWAY INSTITUTE — MYSORE

The Southern Railway Institute, Mysore, conducted a 'Children's Treat' on the 9th May, 1954. Children under the age of 12 of almost all the employees stationed at Mysore participated in the Treat.

In the morning, sports events were held separately for boys and girls in different age groups.

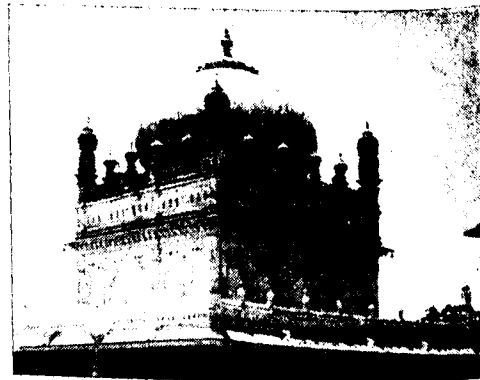
In the afternoon, all the children, numbering about 600, were given packets of sweets and prizes were drawn through a 'Lucky Dip.'

In the evening, there was an invocation and assembly, and Mr. N. Kamalakara Rao, Regional Traffic Superintendent, Mysore, presided on the occasion. The Institute was tastefully decorated and the meeting was largely attended. Several of the Railway Officers were present at the meeting. A variety entertainment was provided, including dance recitals and fancy dress competition.

Mrs. Kamalakara Rao distributed the prizes to the winners in the sports events and the fancy dress competition. The two young girls who took part in the dance recitals were given special prizes for their excellent performance which was greatly appreciated by the audience.

Mr. Kamalakara Rao addressed the gathering in suitable terms and expressed how happy he was to be in the midst of happy children.

Before the function came to a close, Mr. Cheluve Urs, Regional Mechanical Engineer and Chairman of the Institute, proposed a vote of thanks to Mr. and Mrs. Kamalakara Rao, and to all others who had contributed to the success of the day's function.



Tomb of Tipu Sultan at Srirangapatna

In the night, a small drama was enacted for the benefit of all the children.

On 16th May, 1954, the members of the Institute proceeded to Srirangapatna to observe the Institute Day. Nearly 400 members participated in the celebration and elaborate arrangements were made for all those present to be given a hearty lunch. The camp site was a spacious bungalow situated by the side of the river and the members went in batches on an excursion to the different places of interest at Srirangapatna. The function came to close with evening tea.

Sri Ranganatha's shrine at Srirangapatna



OPENING OF ROAD BRIDGE NEAR MAHE

Bridge No. 1070 spans the Mahe River running between Mahe and Jagannath Temple Gate stations on the Calicut-Cannanore section. This was initially built for rail traffic by the ex-Madras Railway when the line was laid up to Mangalore.

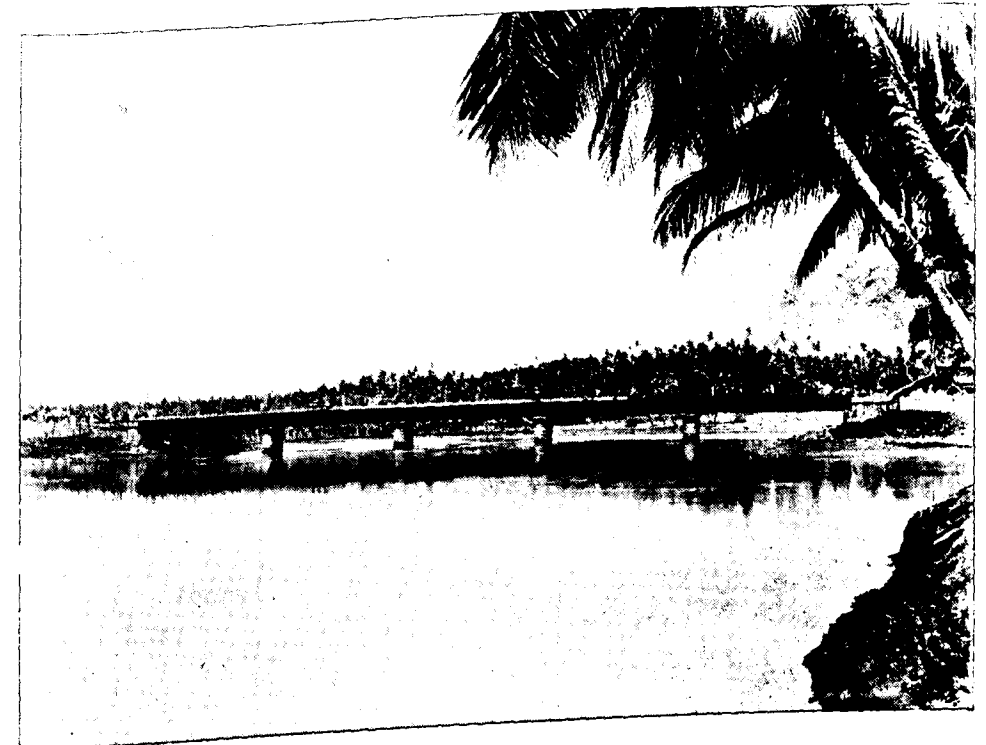
As the need for a road bridge was urgently felt, it was decided to convert this bridge for road-rail traffic. The conversion involved providing decking in the centre, 12 feet wide, for vehicular traffic, and two foot-paths, one on either side 2 feet 6 inches wide, for pedestrians. The decking consists of joists fixed across the main girders of the rail bridge, designed to take reinforced precast cement concrete slabs adapted for the rail traffic also. To regulate the road traffic, gates are provided at the two approaches, which are protected by signals and are also manned.

The work of conversion was commenced early in February and was completed by the end of May, 1954. The bridge was opened for road traffic on the 5th June, 1954. The approximate cost of the work is Rs. 3.16 lakhs.

GENERAL BODY MEETING AND 19TH ANNIVERSARY OF THE RAILWAY INSTITUTE, VILLUPURAM.

The General Body Meeting of the Southern Railway Institute, Villupuram, was held on 28th March, 1954. Sri G. N. Potti, District Mechanical Engineer and President of the Institute, presided. After the reading of the annual report by the Honorary Secretary, Mr. P. S. G. Peberdy, the election of members to the new

The recently converted road-rail bridge near Mahe



Mrs. P. V. Rajagopal distributed the prizes to the winners of the different items of sports and fancy dress competitions. A cup was presented to baby Charanya in appreciation of her dance recital and a medal was presented to Master Ilampuranam for his vocal music.

After a group photo, an address was presented to the retiring drivers on behalf of all branches of the Association. Shri Rajagopal, District Engineer, Villupuram, then delivered a talk on "Service and Railwaymen."

SOME STRUCTURES ON OUR RAILWAY

P. S. VEDHACHALAM

Publicity Inspector

LONG before the invention of the Locomotive, these prophetic words were spoken :—

"Soon shall they arm, unconquered steam, afar

Drag the slow barge, or drive the rapid car

Or on wide-waving wings expanded bear

The flying-chariot through the fields of air.

Fair crews triumphant, leaning from above,

Shall wave their fluttering kerchiefs as they move ;

Or Warrior bands alarm the gaping crowd

And armies shrink beneath the shadowy cloud."

Madras from a humble beginning has grown into mighty proportions. The growth has been due to a fluctuating stream of immigration from up-country. Need it be said that the Railway system which has established communications between Madras and other parts of the country plays a vital part in the existence of social contacts, business relations and the industrial development of the City of Madras ?

The most noteworthy additions the Railway has made to the building and structural features of the City of Madras are many amongst which may be mentioned the New General Offices and the Remodelled Central Station at Park Town, which are described in this article.

THE NEW GENERAL OFFICES, PARK TOWN

Prior to the construction of the headquarters building at Park Town, which

lies close to the Central Station, the main terminus of the Southern Railway system, the various offices of the principal departments of the Ex. M. & S. M. Railway were at first distributed between Madras (Central) station, Rayapuram and Perambur.

The concentration of the various administrative offices in one building at the headquarters engaged the attention of the management of the Ex. M. & S. M. Railway prior to the year 1913 on the ground that it would promote the efficiency of the working of the Railway by securing personal contact between the departments and reducing the inter-departmental correspondence, in addition to saving considerable labour and expenditure.

The expenditure involved being justified under these circumstances, the Railway Company commenced the actual work of construction in 1913 and the foundation-stone of the office building was laid on the 8th February, 1915 by His Excellency Lord Pentland, the then Governor of Madras.

The building was designed by the Ex. M. & S. M. Railway Company's Architect, Mr. N. Grayson who based the design of the façade on the Dravidian Architecture of South India and adapted it to conform to the requirements of a modern office building.

The foundation of the building consists of a reinforced concrete raft from 5 to 8 feet below ground level set upon a stratum of pure sand nearly 20 feet deep. This raft consisting of over 500 tons of steel bars bent and embedded in nearly 10,000 tons of granite concrete, was placed in position in 7½ months.



An unusual view of the New General Offices.

—Photo P. S. VEDACHALAM

The substructure is of stock brick-work. The facing of the external walls above ground is provided with Pallavaram granite stone. The building up to plinth level alone cost Rs. 3,75,000.

The superstructure was built of stock brick on the three principal external walls with Porbunder stone. The floors and roofs are of reinforced concrete supported on steel columns and beams. The total quantity of steel work in beams and reinforced concrete in the superstructure is 800 tons and for the complete project, 1,300 tons.

The Central Towers rise to a height of 125 feet 6 inches above the roadway and the corner towers contain the tanks for the water supply for fire hydrants and sanitary arrangements, the total capacity of the tanks being about 35,000 gallons. The water is pumped from a well in the compound by means of electrically operated pumps.

The material used for the main façade is Porbunder stone, a cream-coloured limestone from Kathiawar.

The building was completed in the year 1922 and the formal opening ceremony was performed on the 11th December, 1922 by H. E. Lady

Willingdon accompanied by H. E. the Governor of Madras.

Due to difficulties occasioned by the first world war, it took 9 years to complete the building.

The Headquarters office has accommodated all the Departments of the Railway, other than the Mechanical and Stores Departments. These are the Engineering, Transportation, Commercial, Accounts, Electrical, Signal & Tele-communication, Medical and the General Manager's office including the Personnel Branch. Spacious accommodation has also been provided for Drawing Offices, Library, Tiffin rooms, Dispensary, Motor Garages, Staff Canteen, etc.

This palatial building, situated to the east of the other stately structure, the Central Station, occupies the whole frontage from the Wall Tax Road to Mint Street and adds considerably to the architectural beauty of the City of Madras.

A total sum of Rs. 30,76,400 was spent on the construction of this fine structure and it is, therefore, no small contribution on the part of the Railway to the City of Madras.



Main facade built of Porebunder stone.

—Photo P. S. VEDACHALAM

THE CENTRAL STATION

The front cover page of this issue carries a picture of the Madras Central Station.

Madras (Central) Station is situated opposite the main entrance to the General Hospital and it was originally built by the Old Madras Railway Company. The Station building is a handsome structure with its imposing central Clock Tower and small side towers. Though additions and alterations have been made from time to time to provide for the increase in traffic, the main architectural features of this building have been maintained unimpaired. This Station is the terminus for all trains running North-East, South West, North-West and West.

This station was opened for traffic in 1873 and was intended to deal with the Mail and Passenger train services to the North and South-West lines only.

Towards the end of the year 1907, the Mail and Passengers train service on North-East line which, upto that time had been dealt with at Rayapuram (Madras) was transferred to Central Station so that the Central Station was called upon to deal with the increase in traffic. Certain minor improvements made in the Station and Yard since 1907 were found to be inadequate, since these were admittedly of the nature of temporary expedients pending a thorough remodelling of the station and the yard.

The remodelling of Madras Central Station was commenced in the year 1932 to cope with the increased number of passenger trains and passengers for which it was not originally designed.

The main improvements effected as a result of the Remodelling Scheme were completed by March 1937, and certain minor improvements have been carried on subsequently by stages.

Apart from the many advantages accruing to the Railway in point of successful operation of Railway working, the remodelling of the Station has provided extra facilities to the public using Madras Central Station, the chief of which are as follows :—

(1) The platforms which were inadequate were increased in length and width.

(2) Seven platforms have now been covered. The eighth platform face is used as a Dock siding for loading and unloading motor cars, etc.

(3) The circulating area which was originally 4,766 sq. feet has been increased to over 21,000 sq. feet rendering it easy for passengers to get to their required platforms during rush hours.

(4) Adequate 3rd class waiting accommodation and Booking Offices for passengers and luggage have been provided.

(5) Provision has been made of six suites of retiring rooms, each consisting of a double bed-room and bath-room

with modern sanitary equipments for the use of 1st and 2nd class passengers:

The appearance of the façade of the station has been considerably improved.

The remodelling effected to meet the present-day requirements has been done at a considerable cost.

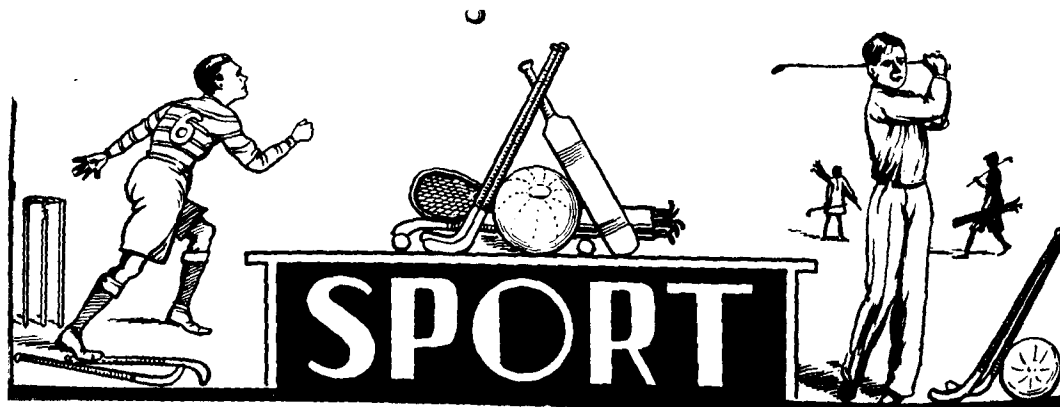
A handsome tower with a height of 136 feet rises in the centre and surmounts the building from which a four-faced clock chimes the hours and quarters.

Central Station, the principal terminus at Madras of the Southern Railway system, is situated as its name implies, in a central position within easy reach of the Mount Road with its shops and stores, of George Town with its High Court, the Fort St. George, the Customs House and the Port Trust and the General Post Office and of 'larger Madras' which has grown round about George Town.

The building, while it may rank as one of the finest, adding to the beauty of Madras may be termed 'the Gateway to North India'.



BK/79A



RANDOM TENNIS TIPS

~~~~~ "RACKET" ~~~~~

TENNIS looks such an easy game when it is well played, but, in reality, it is one of the hardest and requires years of intensive practice to attain proficiency.

It is, however, often the most obvious and simplest things that matter most. Many club players and others wonder why it is they cannot get out of the rut, and, nine times out of ten, the answer is that they do not concentrate nearly enough while on court. As often as not they have the strokes but somehow or other cannot put them across. Their minds wander during play to anything but the matter in hand, instead of concentrating for all they are worth on winning the match.

Men and Methods

When changing courts between games the famous star Austin frequently used to pass on the opposite side to that of his opponent, and sometimes keep his towel and glass of water on this side as well. Austin did this, not because he wanted to be in the least unsociable but so that his mind was not taken off the game for a single instant by a chatty opponent or even a stray remark.

Borotra, of course, was one of the exceptions to the rule and could switch

his mind on and off a game at will to a remarkable degree. At one moment, he might have leapt over the centre court rails into the laps of a crowd of fair spectators, the next he was back again on court gluing his attention on winning a new rally.

One of the great assets of Bromwich, the Australian star, was, besides his deadly accuracy, his almost uncanny powers of concentration. Talking of concentration, many years ago some practical joker dressed one of the pickers as a clown during a match in which one of the Fyzees was engaged on the covered courts at Craigside. So great was Fyzee's concentration that he never even noticed the picker's unusual garb.

They used to say also that you could have fired off a revolver behind Suzanne Lenglen, once a match had started and so great was her attention on the game she would not have noticed it!

Eyes On The Ball

When things went wrong in Davis Cup Challenge Rounds, what was the advice which captain Roper Barrett gave the players? Was it something very technical, right above the heads

July 1954

RANDOM TENNIS TIPS

55

of ordinary players? No, not a bit of it—as a matter of fact, quite the reverse. His advice to them in a crisis was to grip the racket handles more tightly than ever and to glue their eyes on the ball. This could not have been sounder. It is extraordinary how many players, even those in high places, quite frequently disregard these two elementary rules.

Players will be surprised at the difference it will make to their play if they will only watch the ball more, especially on the return of service, volleying and smashing during a match. When serving, nearly everybody's last act is to look up at their opponent's court instead of following the ball—hence the number of unnecessary faults one sees.

Then again many servers aim to clear the net by too small a margin when their object should be to clear it by at least a foot or so to get the best results, including a good length delivery. Half the missed shots close in at the net are due to looking up away from the ball too soon. Vines once missed a smash altogether through looking right away from the ball, which must have been a cheering sight to the many ordinary players round the court.

Gripping the Racket

It is essential in volleying to grip the racket handle tightly and one of the commonest mistakes is not to do so. Half the 'fluffed' shots on the volley are due to relaxing the grip just at the moment of impact when the ball just slithers off your racket into the net. A tight grip and a firm wrist are what is wanted more than anything else in volleying. The same applies to all ground shots, except that your grip should not tighten up on the handle until the actual moment of impact, otherwise it should be loose.

Captain Caulfield, the former coach who did so much for Bunny Austin and other English players, considered that

physical fitness was the most important factor in helping a player to reach first class rank. Certainly no one can attain eminence without it. Perfect fitness cannot be won without a great deal of hard work and study; attention to diet and exercise being one of the essentials.

In modern play, speed is the surest weapon and Perry proved this up to the hilt; but it cannot be acquired without learning the art of correct timing. This means the transference of the body weight at the right moment when the ball is opposite the centre of balance. Therefore it follows, the body's centre of balance is nearer to the ball the quicker you can transfer your body weight. In other words, the nearer you are to the bounce the earlier you can take the ball. Taking an early ball, which is one of the key-notes of tennis, will automatically engender speed.

The chief aim of some players seems to be to make winning shots all the time, which is of course an impossibility. They would perhaps make a couple of really good shots, in rather wooden style, then the next three would go right into the bottom of the net. This hit or miss kind of tennis will never really win important matches. It is the firm, quietly played ball of good length which should be the basis of your tennis. Winning shots must be there as well, but a good power of return is what is chiefly wanted.

Some players have all the right service action above their waist including the right Indian Club arm swing but below they stand absolutely rigid and, consequently, get no body movement or weight behind their strokes at all. All they want is just a little instruction from someone who knew to get things right and this is where a few lessons would have been a tremendous help. In such cases, they should use their hips as a pivot and swing their weight forward from the right to left leg as they reach up to hit the ball.

In the train

or at home

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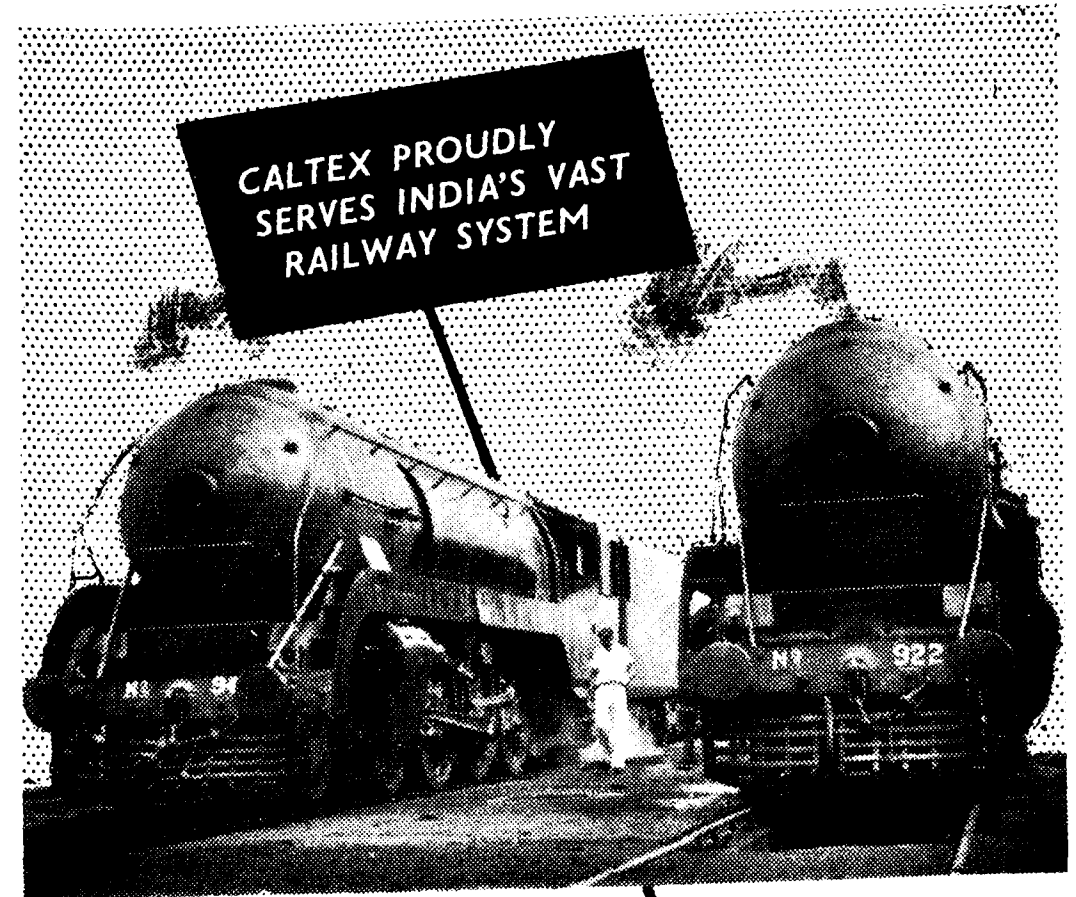
Importance of Length

'Length' at tennis is all important in singles. As long as a good 'length' is kept an opponent can never take liberties with your shots. That is the great difference between the superman at tennis and the ordinary tournament player. The former hits at least a couple of feet deeper into the court. His returns are always somewhere near the lines while his weaker brethren are much shorter with their shots and well inside them. The only way to obtain real control and regular return of the ball, once elementary technique is mastered, is by continued practice.

A player must get his placing so perfect that he can hit any given spot on the court. This was one of the secrets of Suzanne Lenglen's success. It was said that her father, who was always her guiding star, marked a court out into squares and made Suzanne practise for hours on end, at the start of her career, hitting into each square until she was 'word perfect'. Rene Lacoste was another who used to practise by aiming at a certain spot on the court or on his practice board and it was rumoured that he wore a hole in this latter by continually hitting at the same place.

Apart from correct timing, it is essential to keep the head of the racket up in order to control the ball, especially on the backhand and for volleying. As a general rule, the thumb must be kept up along the back of the handle for the backhand, but this is not essential as many leading stars hold theirs round. The thumb up will give more control but possibly not the freedom for some of the more delicate shots.

A good player should not allow an opponent to call the tune. How often have we heard the remark from a loser, "I could not play against his soft stuff which put me right off my game and slowed me up"? A player should be able to make his own pace independently and not rely on his opponent to do so.



Superheat Cylinder and Valve Oils
Compressor Oils
Machine Oils
Bearing Oils
Ball & Roller Bearing Greases
Driving Journal Grease
Craters
PLUS
CALTEX TECHNICAL SERVICE

CALTEX
PETROLEUM PRODUCTS



LETTERS TO THE EDITOR

Southern Railway Athletic Association

Sir,
After the integration of the three Railways, viz., the ex-Madras & Southern Mahratta Railway, the ex-South Indian Railway and the ex-Mysore State Railway, one of the major measures introduced in the newly formed Southern Railway for the social well-being of its employees is the formation of the Southern Railway Athletic Association. It is really an act of kindness on the part of its sponsors, the Southern Railway Administration, who greatly deserve the gratitude of its employees.

By conducting Sports Meets, Inter-Institute as well as Inter-Regional, at the cost of the Association, the S.R.A.A. gives splendid opportunities to its members for developing their physical, mental and intellectual sides.

Contacts on the Sports field help to instil in the minds of all a sportsmanly spirit and bring about better relationship between all ranks of employees, officers as well as subordinates, thereby paving the way for better co-operation between them.

The Association is run on democratic lines and forms its own rules, laws and bye-laws. A small subscription of one rupee per annum has been fixed to enable staff to enrol themselves in large numbers but it is regrettable that the response from the employees is not as satisfactory as can be expected. Through the columns of the "South-railnews," I appeal to all ranks of railwaymen to enrol themselves in large numbers and derive the benefits of the facility introduced by the Administration.

K. KUNJU PILLAI,
Locomotive Driver, Shencottah.

Tragic death of Mr. G. Swaminathan, Parcel Clerk, Arkonam

A correspondent writes:—Mr. G. Swaminathan, B.A., Assttnt Parcel Clerk, Arkonam, died under tragic circumstances on 11th May, 1954. Mr. Swaminathan, who was a well-known sportsman on the Railway, was practising long jump on the evening of the above date, when he suddenly collapsed due to heart failure. Born on 20th April, 1929, he graduated from the Kumbakonam College and entered Railway service in 1951. Much sympathy is felt for his father Mr. M. S. Gopala Iyer of Maligaithidal and his brothers, one of whom is in Railway service.

Brake power of 15 tons coupled hand Brake Vans (M.G.)

Sir,

To determine the controlling efficiency of the 15 tons Coupled Hand Brake vans for "Non-Vacuum" Goods Trains on the Northern Region, of the Southern Railway, certain tests were conducted on 30th May, 1954.

The "GHAT" section between Wathar and Adarki—on the Poona-Miraj Line—where the ruling gradient is one per cent was selected, and a train load of 430 tons—Maximum for night trains on this section was taken.

The time for conducting these tests was the early hours of the morning, the object being that the Co-efficient of friction between rails and wheels tyres would, to some extent, be adversely effected by moisture or dew. Normal wind was experienced during the whole of the test period.

Several tests were conducted, with the train speed varying from static to 15 miles per hour, and in all cases the brake vans were capable of controlling the train.

The object of this paper is to furnish the results obtained, for the maximum permissible speed of 15 MPH for "NON-VACUUM" trains on this section.

Brake Rating Calculations

These brake vans have a Rated Static capacity of 49 per cent of "TARE" weight.

Brake Power, Static, $30 \times 49 = 14.7$ tons.

Gradient Train Load $\frac{430}{100} = 4.3$ tons.
Resistance. Rate of incline

Brake Power available: $14.7 - 4.3 = 10.4$ tons.

Co-efficient of friction between brake block surface and wheel tyre taken at .25 average—
Brake Power effective: $10.4 \times .25 = 2.6$ tons.

Accelerative Mass = $\frac{T.L.}{G} = m$
Decelerative

F = m.a.

T = $\frac{v}{a}$

a = $\frac{v}{t}$

v = t × a.

D = $\frac{1}{2} a. t^2$

where TL = Train Load,
G = Gravity 32 feet per second².

F = Effective Braking Force

T = Time in seconds.

a = Accelerative/Decelerative feet per second²

v = Velocity feet per second.

D = Distance, in feet, stoppage effected.

Hence m = $\frac{430}{32} = 13.4$ tons.

a = $\frac{2.6}{13.4} = .2$ feet per second²

Speed 15 M.P.H. = 22 feet per second

T = $\frac{22}{.2} = 110$ seconds.

D = $\frac{1}{2} \times .2 \times 110^2 = 1,210$ feet.

At the test conducted at this speed it was found that the time taken to effect a dead stop was 90 seconds and distance stoppage effected was 890 feet.

Since these test figures show appreciable improvement from the calculated, it is evident that these results are entirely due to maximum brake block surface area in contact with wheel type profile due to correct wear of brake block.

From this, it will be seen that for the calculated distance of 1,210 feet the Co-efficient of friction was .25 and for the actual distance thus works to .33.

The Effective Brake Power will be $10.4 \times .33 = 3.4$ tons.

The rate of deceleration = $\frac{3.4}{13.4} = .25$ feet per second².

The Kinetic energy dissipated in bringing the train to rest, measured in Horse Power

$$= \frac{1/2 mv^2 \times a.t}{550} = 137 \text{ H.P.}$$

Number of Brake Blocks used $16 = 8.9$ H.P. per Brake Block.

A. M. CURTIS,

Assistant Mechanical Foreman, Hubli.

[The writer of this letter invites comments from railwaymen who might have conducted similar tests or have previous experience in the matter.—Ed.]

1. What are the reasons to supply "SOUTHRAILNEWS" at Re. 0-4-0 to the Railway Employees and at Re. 0-6-0 to others?

Copies of the "Southrailnews" are sold to railway employees at a concession rate of As. 4 as the magazine is published under the aegis of the Staff Benefit Fund.

2. Who are the personnel of the Railway Corruption Enquiry Committee?

Chairman:

Shri J. P. KRIPALANI

Members:

Mr. SHAH NAWAZ KHAN

Dr. W. S. BARLINGAY

Mr. K. S. HEGDE

Dr. A. KRISHNASWAMI

Mr. K. L. MORE

Mr. K. RAGHURAMIAH

Mr. S. RAJAGOPAL NAIDU

Dr. RAM SUBHAG SINGH

Mr. SATIS CHANDRA SAMANTHA

Mr. SARANGADHAR DAS

Pandit MUNISHWAR DUTT UPADHYAYA

OUR COMMERCIAL NEWSLETTER

Earnings

There was an increase in earnings under all the principal heads including passengers, during the month of May, 1954, as compared to the earnings of the corresponding month of last year. The approximate earnings on originating traffic for May, 1954 are furnished below :—

	Figures in thousands of Rupees May 1954
Passengers	... 1,72,30
Other Coaching	... 30.46
Goods	... 1,62,38
Sundries	... 5.90
Total	... 3,71,04

Ticket Checking

The number of passengers, who were detected travelling without tickets during the month of April 1954, recorded an increase of more than 10,000, as compared with the month of March. 1,10,971 persons were detected travelling without proper pass or tickets and an amount of Rs. 1,96,504 was recovered from them towards excess fare. 4,015 passengers were prosecuted and of these, 3,183 fined and 1,037 imprisoned. As a result of vigorous steps taken by the Administration the number of beggars and mendicants turned off from trains and railway stations showed a decrease of nearly 30,000.

During the month under review, special drives against ticketless travel were conducted on four sections of the railway of which Bezwada-Rajahmundry and Hubli-Miraj sections were important. An amount of Rs. 1,857 was realised by way of excess fare on the former section, and Rs. 1,438 on the latter.

A daily air-conditioned service was also introduced on the Madras-Mettupalaiyam Express from 29th May.

(b) Madras-Delhi Janata Expresses

The weekly Madras-Delhi Janata Express, which was temporarily cancelled in connection with the Kumbh Mela at Allahabad, was subsequently re-introduced as a tri-weekly Parcels-cum-Janata Express between Madras and Itarsi. These trains have now been extended to run to and from Delhi as Janata Expresses and as a result there is at present a fast tri-weekly Janata service between Madras and Delhi.

(c) G. T. Express

With a view to providing for traffic emanating from Hyderabad, it is proposed to replace the bogie III class carriage that is now being attached between Madras and Delhi, when the air-conditioned coach does not run, by a sectional III class coach between Madras and Hyderabad and Hyderabad and Delhi.

(d) Additional Train Facilities for Guntur

In connection with the opening of the Andhra High Court at Guntur from the 5th July, 1954, two additional fast trains each way between Bezwada and Guntur and between Tenali and Guntur have been introduced from 1st July, 1954, providing a convenient and fast morning train reaching Guntur in time for court work and leaving Guntur in time after court work.

(e) Concessional return tickets to Tiruchendur for Vaikasi Visakham Festival

To enable the public to attend the Vaikasi Visakham Festival at Tiruchendur, concessional Return Tickets were issued from all stations on the Virudhunagar-Tenkasi-Shen-cottah-Tinnevely Section, Virudhunagar - Maniyachi Section and Tuticorin-Tinnevely Section from 11th June, 1954 to 13th June, 1954.

SOUTHERN RAILWAY

TENDER NOTICE

TENDERS FOR THE SUPPLY OF MILK AND BUTTER-MELTED GHEE FOR THE VEGETARIAN REFRESHMENT ROOMS

The Chief Commercial Superintendent, Southern Railway, Park Town, Madras-3, invites sealed tenders preferably from local dealers for the supply of Buffaloes' and Cows' milk and butter-melted ghee to this Railway's Vegetarian Refreshment Rooms, noted hereunder for a period of one year from dates noted against each :—

Name of Room.	Approximate quantity of milk required per day in Madras Measures.	Approximate quantity of butter-melted ghee required per day. Viss. Palam.	Date from which the contract will commence.	REMARKS.
1. Samalkot	22—0	0 — 25	5—8—54	
2. Dronachalam	30—0	0 — 30	1—8—54	
3. Miraj	26—0	0 — 12	1—8—54	
4. Bezwada	107—0	—	1—8—54	

Tenders must be submitted in the prescribed form. The cost of this form is Rs. 5 and the amount should be paid to the Paymaster and Cashier of this Railway at Park Town, Madras-3, either in person or by money order stating the purpose for which money is sent. Tender forms are not transferable and their price is not refundable. Tender for either milk or butter-melted ghee may also be considered.

On receipt of the amount of Rs. 5 by the Paymaster and Cashier of this Railway, the tender form together with the terms and conditions for supply of milk and butter-melted ghee, form of income-tax clearance certificate, questionnaire and agreement form will be sent.

Tender forms will not be issued after 3 p.m. on 12-7-54. Earnest Money of Rs. 250 (Rupees two hundred and fifty only) per tender should be remitted to the Paymaster and Cashier of this Railway on or before 3 p.m. on 15-7-54. Tenders must be submitted in the prescribed sealed cover superscribed "Tender for the supply of milk and butter-melted ghee to the Vegetarian Refreshment Room/....." and will be received in the office of the Chief Commercial Superintendent upto 3 p.m. on 19-7-54. Tenders will be opened on 20-7-54 at 3-30 p.m.

Receipt for payment of earnest money, questionnaire duly answered and income-tax clearance certificate should accompany the tender form.

The Administration does not bind itself to accept the lowest or any other tender and reserves the right to award the contract to more than one contractor.

MADRAS,
16th June, 1954.

CHIEF COMMERCIAL SUPERINTENDENT.

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Misc. 121

CONVENIENTS TO PASSENGERS INTRODUCED RECENTLY

(a) Air-conditioned Services

The frequency of air-conditioned coach service in the Madras-Calcutta Mail was increased from 2 to 3 days in the week from 20th May, 1954.

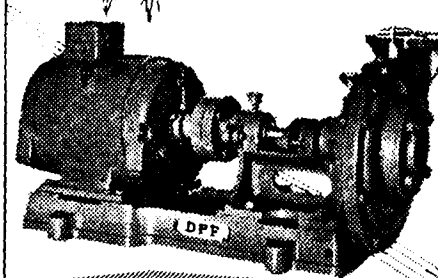
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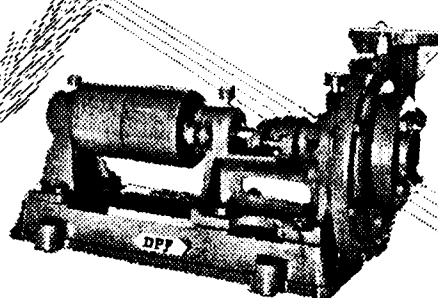
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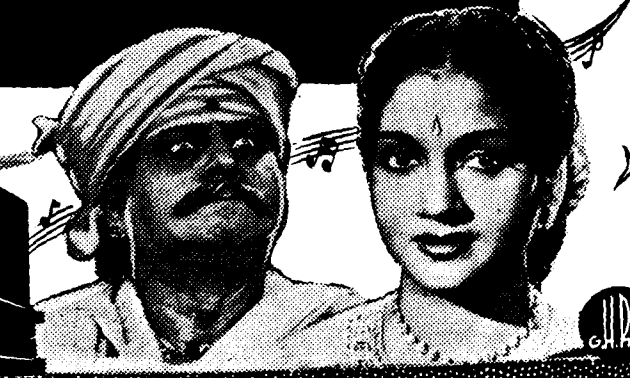
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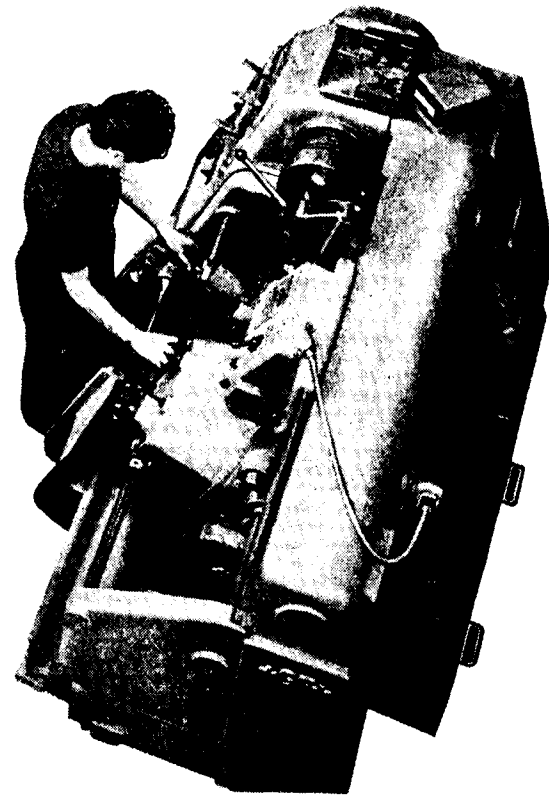


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NORTH-EASTERN RAILWAY

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2. VRINDABAN ~ The Holy City famous for Temples
3. BANARAS ~ The Holy Centre of the Hindus
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



PUBLIC RELATIONS OFFICER

NORTH-EASTERN RAILWAY

GORAKHPUR



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