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SOUTH RAIL NEWS.

Aug 1954.

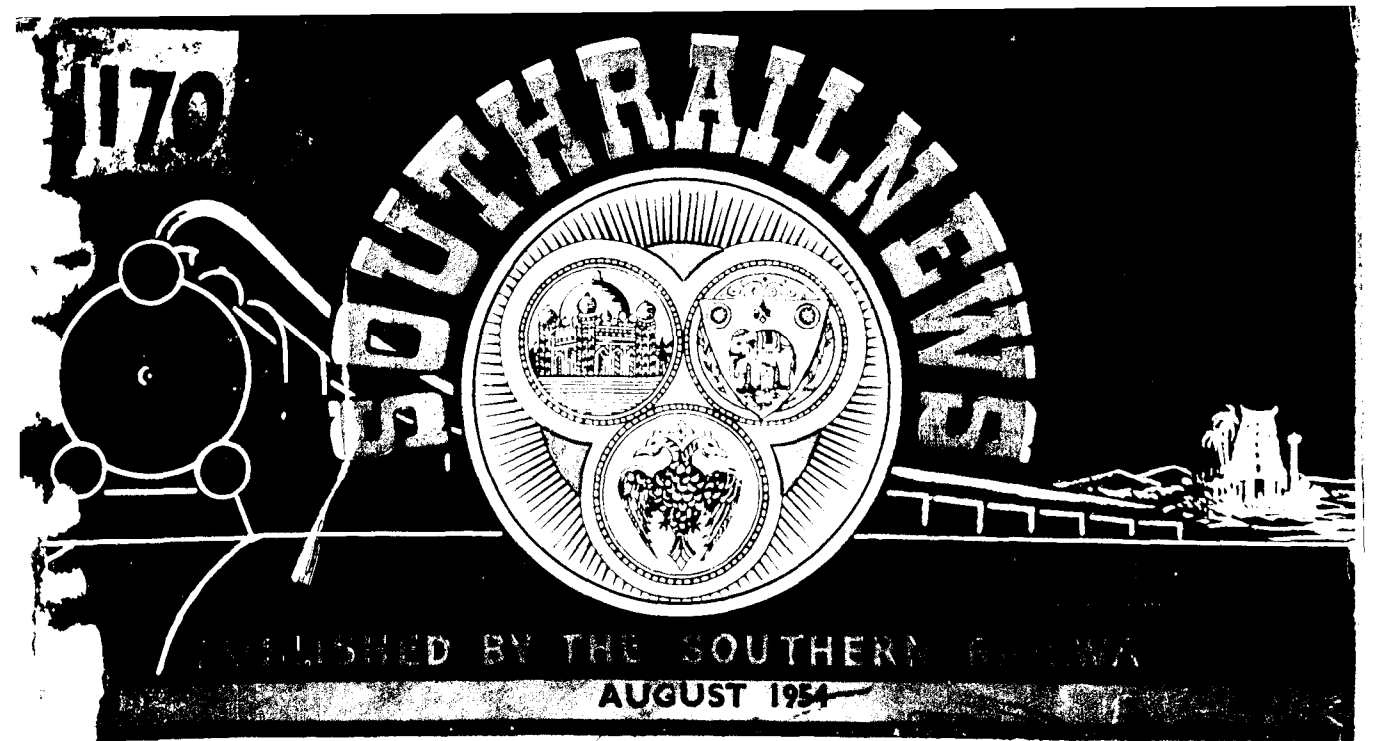


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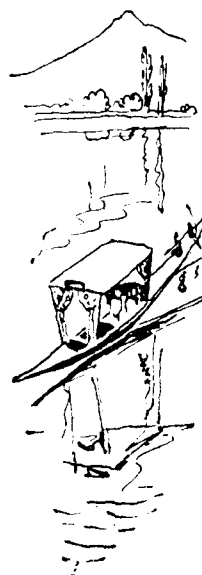
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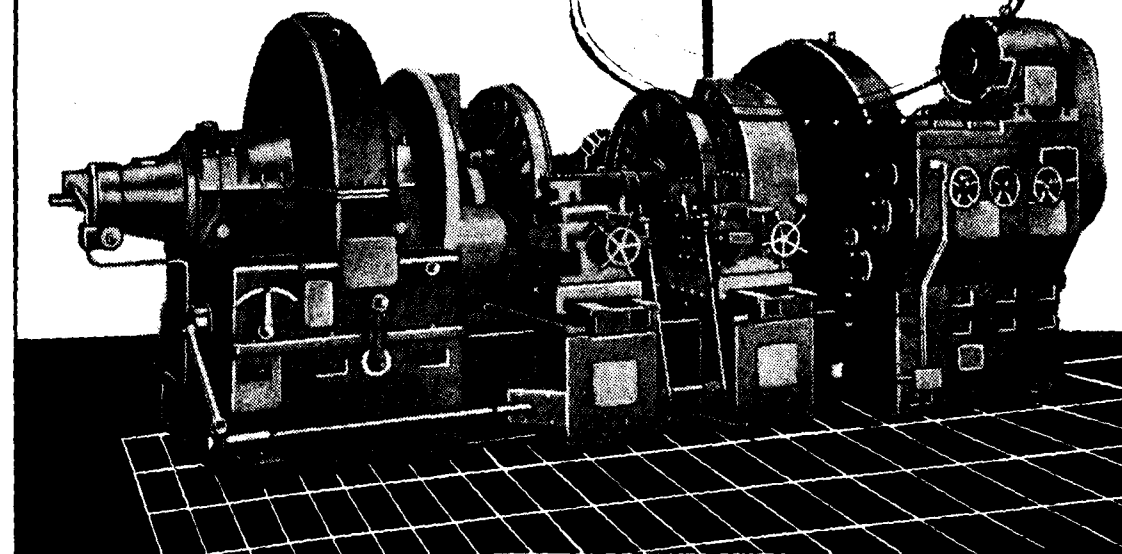
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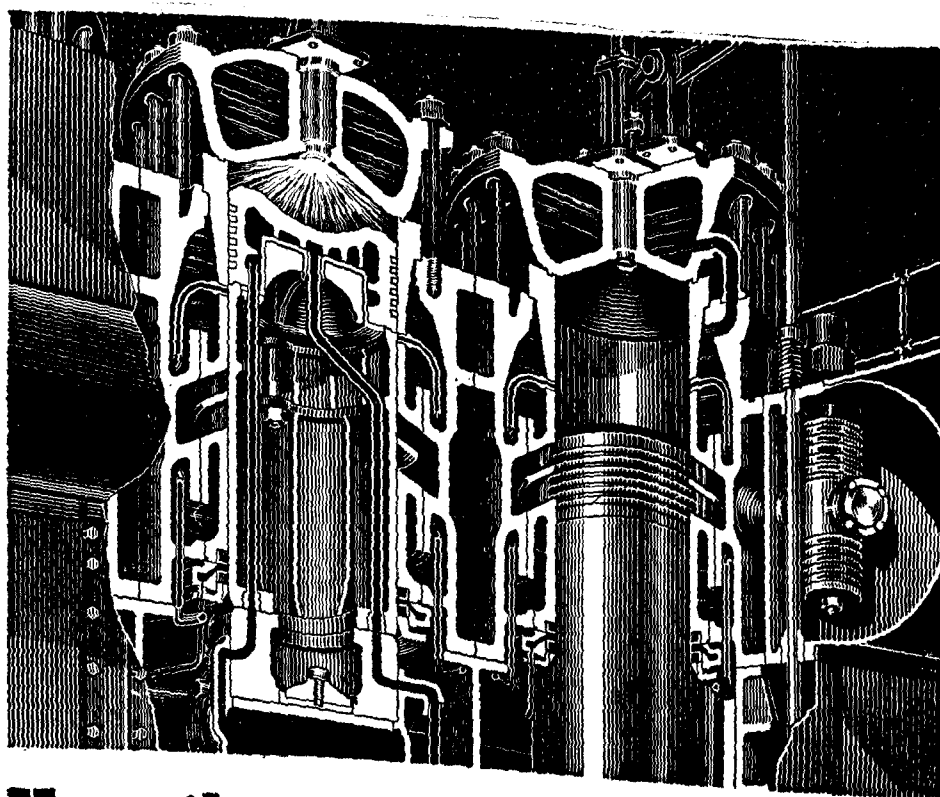


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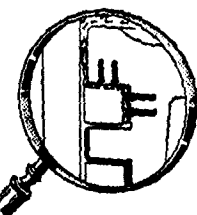
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SOUTHRAILNEWS

(Official organ of the Southern Railway)

VOL. I

AUGUST, 1954

No. 5

Editor:

T. S. PARTHASARATHY

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

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

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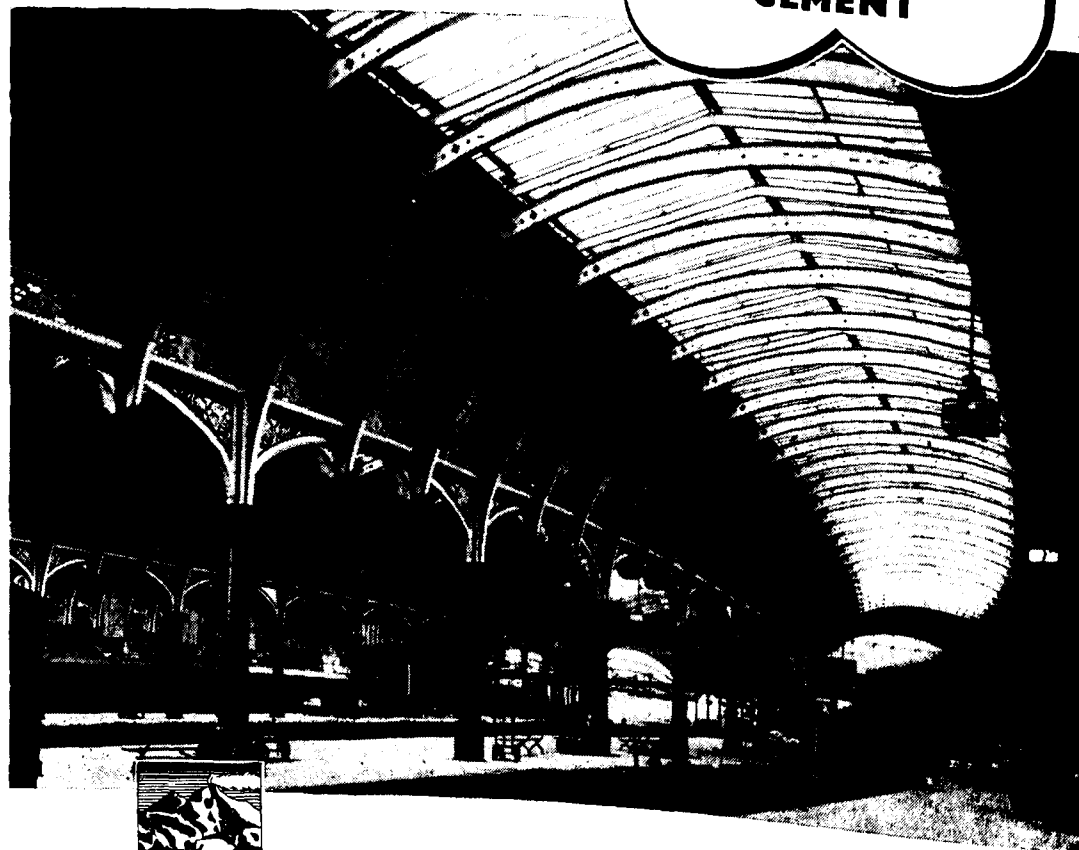
The EDITOR,
Southrailnews,
18-A, Mount Road, Madras-2.

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SOUTHERAILNEWS

Vol. I

AUGUST 1954

No. 5

Editorial Notes

RAILWAY EFFICIENCY BUREAU

RESearch is the soul of progress in technology and no effort made in railway research can be considered as superfluous. Within a very short time after its formation, the Railway Efficiency Bureau has carried out extensive investigation on almost all the zonal railways of a number of operational and organisational problems. The working of goods transshipment arrangements at various stations involving change of gauge and the general deterioration in the speed of goods trains are some of the problems tackled by the Bureau's experts who have made a number of useful suggestions to improve the position. Several of these have since been put into effect on the respective railways.

The elimination of outmoded and costly practices and the evolving of

suitable techniques for efficiency measurements in various fields of railway operation and management are the ultimate aims of the investigations by this expert unit. With this end in view, the Bureau is concentrating its attention on a scrutiny of operation, workshop, marshalling yard and other statistics and its findings will help the Railway Ministry in judging the economy of railway operation and reviewing results. Any deterioration in important aspects of railway operation immediately comes under the review of this specialized organization so that timely and effective steps can be taken to arrest a decline and improve performance. Apart from centralized research, the Bureau functions also as a roving commission collecting, sifting and studying statistics and making 'on the spot' enquiries.

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in consultation with railway officers responsible for the section. The time lag between investigation and the application of its results, which often nullifies the benefits of the remedies, is eliminated by suggestions being passed on immediately to the railways for implementation.

ELECTRIFICATION OF CALCUTTA SUBURBAN LINES

The sanctioning of nearly Rs. 12 crores for the electrification of the railway line between Howrah and Burdwan via Bandel and the branch line from Sheoraphuli to Tarakeswar in West Bengal is a great step calculated to reduce the congestion on the Howrah-Burdwan section and run more frequent suburban services. The Eastern Railway has almost reached the point of saturation in dealing with the Calcutta suburban passenger traffic with steam traction over the existing lines. Electrification of the suburban section is therefore the only alternative to constructing additional lines if the growing traffic in the area is to be handled effectively and congestion in the city of Calcutta is to be relieved.

The project forms the first stage of a larger scheme for the electrification of all suburban services around Calcutta. On completion of the electrification scheme, movement of goods traffic in the area will be greatly facilitated. The scheme, which envisages the utilization of a large amount of electric power released by the Damodar Valley Corporation, will also help in conserving higher grade coking coals for metallurgical purposes.

NEW RAILWAY LINES

That the Union Government is pursuing a vigorous policy of opening up the country will be evident from the expedition with which new rail links are being opened and dismantled branch lines re-laid. The Chunar-Robertsgunj line in Uttar Pradesh recently opened by the Prime Minister and the Trombay-Kurla line on the Central Railway opened last month are among the newly constructed lines. Equally important is the reopening of branch lines closed before and during the last war, prominent among these being the Madura-Bodinayakanur section of this Railway and the Unao-Madhoganj-Balamau line of the Northern Railway. With the completion of the Chunar-Robertsgunj line, over 1,050 miles of railway lines have been built since Independence and of these, new lines account for about 735 miles and the restoration of dismantled lines, for about 315 miles. The Government proposes to lay four new railway lines in Uttar Pradesh shortly and of these, two will be constructed on the Indo-Nepalese border town of Nautanwa to connect it with Rampur and Deoria and the other two on the Etah-Hathras and Etah-Kasganj routes. Hyderabad has recommended four new lines in the State for inclusion in the Second Five Year Plan, which will accommodate the construction of 1,500 to 2,000 miles of railway lines including doublings and restorations throughout India. The completion of these projects will usher in an era of industrial expansion, unrestricted movement of goods and general prosperity of the Nation as a whole.

DRIVE FOR CLEANER STATIONS

The Railway Board's decision to increase the amount of prize money awarded every six months to the best kept stations among different categories of railway stations is bound to give a further stimulus to the drive for cleaner and tidier maintenance of railway stations. The prize money has been increased from Rs. 150 to Rs. 500 for large stations, from Rs. 100 to Rs. 300 for medium stations and from Rs. 50 to Rs. 150 for small stations. In addition to these monetary awards, a challenge trophy will also be given away to the best kept station among the bigger stations on each railway.

It is but natural that only those members of the staff who materially contribute to the maintenance of cleanliness or beautification of the station should be allowed to share the prize money. The Board have, therefore, stipulated that 80 per cent of the prize money will go to Class IV staff who actually work in station gardens, the remaining 20 per cent being equally divided between the Station Master and other Class III staff who assist him.

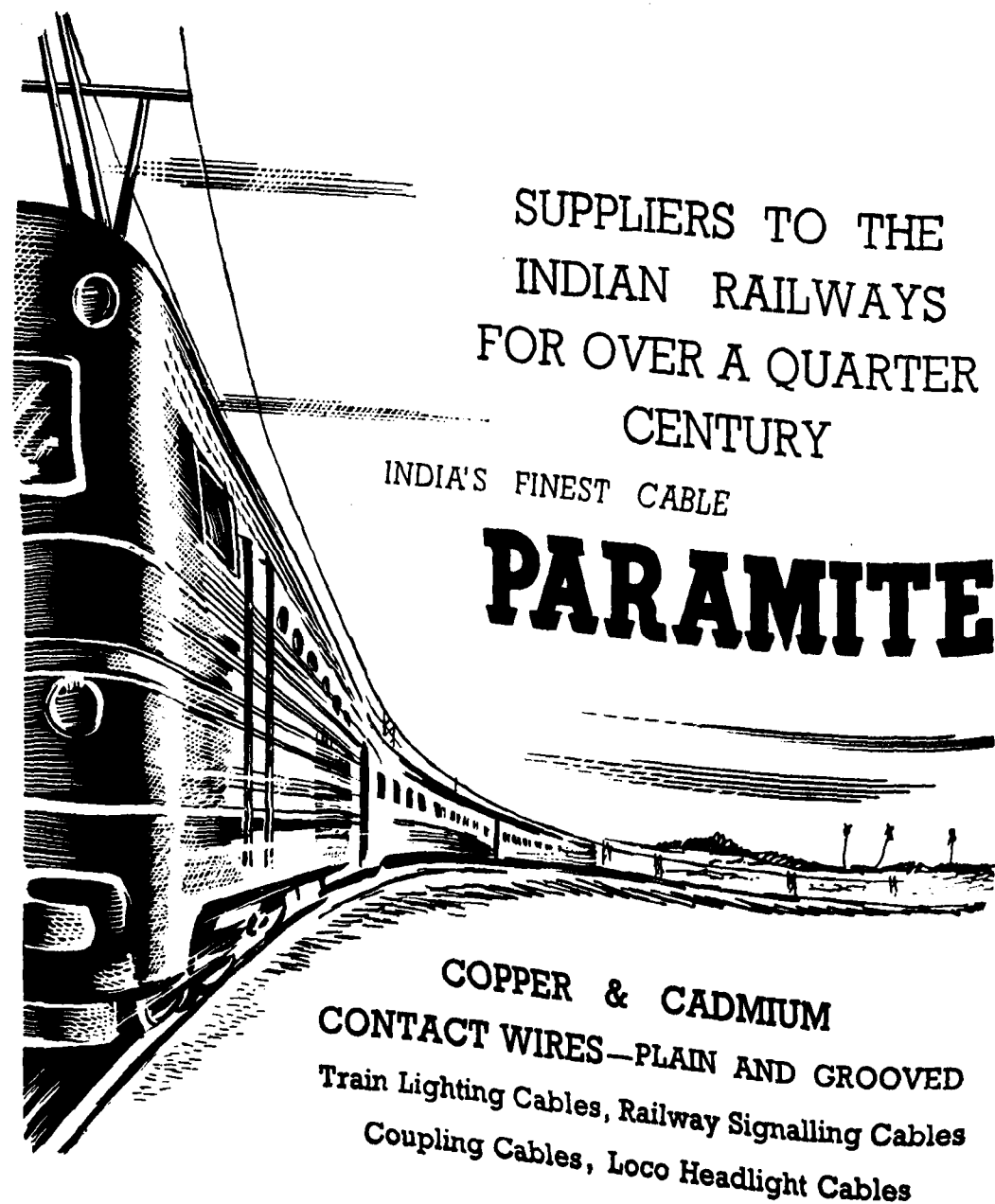
PROGRESS OF HINDI ON RAILWAYS

Considerable headway has been made in the matter of introducing Hindi on the Railways. A provisional list of Hindi equivalents of words in common use on railway stations, booking offices and goods depots has been prepared and the work of standardizing name boards and notices is now in progress. A Hindi Section has been opened in the Railway Board whose main function is to reply in Hindi letters received in that language. A number of railway publications like the Annual Administrative Report of the Ministry and the Railway Centenary Volume will be published in Hindi and the Railway Administrations serving areas where Hindi is spoken or understood have been asked to draw up in Hindi the agenda and minutes of the respective Railway Users' Consultative Committees. The Board have also decided to bring out an All-India Hindi Time Table from 1st October, 1954. We hope that these measures will make railwaymen, whose mother-tongue is not Hindi, Hindi-conscious and pave the way for an increased study on their part, of the future language of India.

AWARDS TO RAILWAY SERVANTS FOR SUGGESTIONS AND INVENTIONS IN REGARD TO RAILWAY WORK

The attention of staff is invited to the functioning of a Standing Screening Committee (Inventions and Suggestions) at the Headquarters for examining all suggestions and inventions received from railway staff as well as members of the public.

Any member of the staff desiring to submit his suggestion or invention should send it to the **Secretary, Standing Screening Committee, General Manager's Office, Madras.**



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Progress of Tourism

THE Executive Committee of the International Union of Official Travel Organizations (IUOTO), which held its 36th meeting at Copenhagen recently, heard reports from its President, Mr. Mogens Lichtenberg, and other delegates. Mr. Lichtenberg reported on his visits to different places like Calcutta, Delhi, Karachi, Hong Kong, Tokyo, Manilla and on the United Nations Conference in New York called to conclude a world customs convention on tourism and a customs convention on temporary import of privately-owned motor vehicles. Mr. Yoshimoto of Japan reporting on behalf of the President of the Asian and Far Eastern Commission, outlined the improvement of air connections in this part of the world and the creation in Manilla of a centre for the training of hotel personnel. The Executive Committee approved a provisional plan for the publication of the Union's magazine—World Travel Tourism—*Mondial*.

Delegates at the Executive Committee's meeting expressed confidence about the prospects for the development of tourism. It is estimated that the total annual turnover of tourist exchange throughout the world at present is 5,000 million dollars. In Europe alone over 20 million people, apart from those living in frontier areas, cross one or more borders each year. During its existence as an International Organization since the end of the war, the IUOTO has secured the removal of nearly 450 visa requirements, has

standardized many customs formalities and has generally worked for making travel easier and more pleasant.

Committee to review capacity of Railway Workshops

The Railway Board has set up a committee to review the capacity of Railway Workshops with a view to increasing their output. The Committee, which is headed by the Director of Mechanical Engineering in the Railway Board, will recommend which new ranges of manufacture should be introduced in Railway Workshops in order to produce components which will otherwise have to be imported and which indigenous manufacturers are not likely to produce at present.

The Committee will, among other things, examine the possibility of introducing the manufacture of complete items of rolling stock which are at present imported, such as narrow gauge coaches and wagons. It will review the requirements of machinery and plant for Railway Workshops and recommend the range of machines of each type to be standardised for future purchase. It will also recommend necessary changes in the specifications for machines used in Railway Workshops so that they can be manufactured by the indigenous machine tools industry. The rationalization schemes in Railway Workshops will be reviewed by the Committee to bring them up-to-date and increase output.

The Committee will also examine the feasibility of setting up re-conditioning centres for wagons and, if necessary, for coaches and locomotives, in some of

the workshops. The present capacity for construction of coaching vehicles will be examined by the Committee which will suggest steps to provide additional capacity to fulfil the requirements of coaching vehicles and underframes for the next seven years. It will also recommend steps for more intensive and efficient use or expansion of existing facilities for the overhauling of rolling stock, in view of the increased holding or rolling stock in relation to the existing and planned capacity for such overhaul.

Chunar-Robertsgunj Line opened

The 50-mile Chunar-Robertsgunj line of the Northern Railway was opened to traffic by the Prime Minister at a ceremony at Chunar, near Moghalsarai, on July 12.

Built at an estimated cost of Rs. 2½ crores, this fifty-mile broad gauge line will serve the Uttar Pradesh Government's Cement Factory at Churk and help in the construction of the 35-crore-rupee Rihand Dam, which is a multi-purpose project. It will also open up for development the undeveloped areas of Mirzapur District, which is rich in mineral and forest wealth. The area has considerable deposits of limestone, building stone, coal, marble and lead ore, but owing to lack of communications in a large part of the district only building and limestone could be exploited so far. The new line will thus help to meet the growing transport demands of the area as industries will develop and agricultural production expand as a result of the irrigation and power facilities made available by the Rihand Dam.

The construction of the line, which was begun in January, 1952, involved 5½-crore cubic feet of earthwork and 60-lakh cubic feet of rock-blasting. There are 146 bridges, including nine major bridges, on the line. The line passes partly through a plateau and partly through a hilly and rocky area. It crosses two 60-foot deep gorges, 750

and 600-foot wide. At one place a 1,500-foot long and 50-foot deep cutting had to be made through the rocks. Originally planned from Chunar to Robertsgunj, the new line was built up to Churk. The alignment has been so laid that the line can be extended by another 12 miles to Pipri to serve the requirements of the Rihand Dam. It has been built to austerity standards but is capable of further expansion as traffic develops.

The line passes through a region which has historical associations and natural beauty. The ancient town of Chunar is surrounded on three sides by the Ganga and the Jirgo Nala. Its century-old fort, noted for its strategic importance, has now been converted into an industrial home for displaced women where they are taught useful handicrafts. Eighteen miles from Chunar are the 300-foot high Siddhant waterfalls. At the foot of the waterfalls is a beautiful lake which is the main source of the Jirgo Nala.

With the completion of the Chunar-Robertsgunj line, 735 miles of new lines have been built since Independence, this being the 15th line to be completed in the last seven years. This is in addition to 315 miles of restored lines.

New Railway Line in Bihar to be opened shortly

A 14-mile metre-gauge railway line between Dauram Madhepura and Murliganj in North Bihar is expected to be opened to traffic shortly. Built at an estimated cost of about Rs. 32 lakhs, the new line closes the existing gap between Dauram Madhepura on the Saharsa-Dauram Madhepura section and Murliganj on the Purnea-Madhepura section of the North-Eastern Railway.

As a result of the westward movement of the Kosi River, the town of Dauram Madhepura, which is situated in the Kosi area, is often cut off from the outside world whenever the wild

Kosi is in flood. This causes considerable hardship to the people who could not be provided any relief in the absence of any means of communication. It was, therefore, decided to connect Dauram Madhepura with Murliganj on the Katihar Purnea-Murliganj line.

The construction of this line was begun in September, 1952. It passes through a fertile agricultural belt in Bihar State.

Zonal Consultative Committee

The fourth meeting of the Zonal Railway Users' Consultative Committee of the Southern Railway was held at Bangalore on the 28th June with Mr. T. A. Joseph, General Manager of the Railway, in the chair.

The Committee discussed in detail an agenda consisting of more than eighty-five items. Various suggestions were made by members to liberalize the present system of allotment of wagons, to allow more time for unloading of goods and to speed up the transit of consignments booked from foreign railways. To a complaint that wagons were being allotted to merchants on Sundays when they were unable to make use of them, the Chairman pointed out that it was not compulsory for merchants to accept wagons for loading on Sundays and they were supplied only to those who were willing to do the loading. He added that the registrations in such cases were kept pending and the fee was not forfeited. The question of increasing the unloading time for wagons was an all-India matter and no relaxation could be made in the case of individual stations. He accepted a suggestion made by a member that allotment of wagons at Bangalore should be made between 7 and 8 a.m. and not between 10 and 11 a.m.

He announced that air-conditioned service would be introduced on important trains on the Southern Metre Gauge system within the next two months. The service would first be introduced on the Indo-Ceylon Expresses before the end of July and on the Trivandrum Expresses by the end of August this year.

To a suggestion that overbridges should be built at Ramagiri and Hindupur, Mr. Joseph explained that it was essentially a matter for the State Governments to take up, the cost being borne by the State Government and Railways in accordance with Code Rules.

The representatives of Chambers of Commerce made a number of suggestions which included a revision of the present rules for insurance of 'excepted' articles, more careful handling of packages by Railway staff, prompt intimation of the arrival of goods to consignees and preventing the collection of higher charges on consignments by Railway staff. Replying to the suggestions, the Chairman said that all overcharges wrongly collected by staff were promptly refunded by the administration on application from the concerned parties.

A complete list of passenger amenities provided on the Southern Railway up to 31st December, 1953, was placed before the Committee. Explaining that the present policy of the Railways was to convert all halts into flag-stations, the Chairman announced that Valiwade Halt near Kolhapur would be converted into a flag-station. Arrangements were in hand for improving the furniture provided in the retiring rooms at Bezwada and the question of running a Janata Express between Madras and Vijayawada was also under consideration.

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WORLD OF RAILWAYS

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A TRULY red-letter event for railways and railway folks everywhere was the holding, from 19th to 26th May, in London, England, of the International Railway Congress, with over 450 delegates from more than 30 countries assembled to discuss current railway problems and the latest techniques.

The International Railway Congress Association is the outstanding international railway body engaged in encouraging the free interchange of technical and general information between the railways of the world, and the furtherance of good railway construction, maintenance and operation throughout the five continents.

Britain's Duke of Gloucester was delighted to open the London Conference. He was supported by Alan Lennox-Boyd, British Minister of Transport and Civil Aviation; Monsieur de Vos, President of the International Railway Congress Association and General Manager of the Belgian National Railways; Sir Brian Robertson, Chairman of the British Transport Commission; and other railway and civic representatives.

In addition to numerous business sessions and sectional discussions in London, delegates visited important

railway centres, and inspected recent examples of technical development on British Railways and London Transport. These visits included Willesden passenger carriage cleaning and service depot; electrical control rooms and sub-stations on the Southern Region of British Railways; the Swindon locomotive works of the Western Region; Southampton Docks; Rugby locomotive testing plant; and railway coastal protection works in the Dover area.

Throughout the Congress, the Indian railway representatives were much to the fore, and all appeared to be enjoying themselves immensely, and to be eager to exchange views with fellow delegates from far and wide. This mingling of railway officers from the far corners of the globe was a most striking affair, and a most encouraging one.

In many ways, the International Railway Congress Association resembles a sort of specialised United Nations, although, of course, the railway organisation was born long before either the United Nations, or its predecessor the League of Nations, were envisaged. With the solitary exception of the Russian railways, which are not unfortunately at the moment represented, there is scarcely a railway undertaking anywhere which has not for many years



*Electrification was a subject much to the fore in the International Railway Congress.
A fine four-coach train of the Netherlands Railways, typical of modern electric services in Holland*

enjoyed and profited by membership of the I.R.C.A. and an enormous number of through International rail services owe their introduction and continuance to this unique body.

The first International Railway Congress, attended by 229 delegates, was held in Brussels, Belgium, in 1885. Since that time, Congresses have been held at many world centres at intervals ranging from two to twelve years. The longest gap between meetings was brought about by World Wars I and II, but even then the I.R.C.A. headquarters in Brussels remained on the job doing what they could to maintain the links between the various railway undertakings.

As is usual, discussions at this year's International Railway Congress were conducted in the English and French languages. "Reporters" handled each of the main subjects on the agenda. Special care had been taken to select live topics for discussion, among the

subjects handled being maintenance of track; betterment of station buildings; a survey of electric traction systems; radiophonic communications; staff recruitment; railway participation in road transport; and protection of electrical equipment to secure employee safety.

It may seem a far cry from, say, London to Londa, or Swindon to Sholapur, but information gleaned by India's representatives at this year's I.R.C.A. gathering may quite easily lead to improvements in the working of India's Southern Railway, just as data furnished by Indian experts often proves most helpful to British and other foreign railways in their daily task.

Since the holding of the first International Railway Congress in Brussels in 1885, there are few subjects of importance which have not appeared on the agenda of one or more of the gatherings. The work covered by the Association includes establishment of

railways, construction and maintenance of roadbed and tracks, building and repair of motive power and rolling-stock, operating methods, employee safety, housing, and the general and financial organisation.

In accordance with time-honoured custom, this year's Congress was divided into five distinct sections, each with their own specialists, as follows: (1) way and works; (2) motive power and rolling-stock; (3) operation; (4) general; and (5) narrow-gauge railways. To facilitate the consideration of the topics selected for the agenda, the respective "Reporters" had secured preliminary data from railways all over the world, and the resulting information represented the very essence of the subject to be dealt with. Taking this information as basis, the delegates got down to work in earnest and often tore the data almost to pieces to get at the truth.

Obviously, it would be quite impossible for me to condense, within the brief space of a magazine article, the week's proceedings of the International Railway Congress. Looking through past reports of the Congress, one notes much information brought to light which contributed greatly to world railway progress, and after this year's gathering betterments of all kinds will doubtless accrue to railway working here, there and everywhere. These Congresses, it should be mentioned, are not only the means of giving direct help to railways faced with their own special problems: they also, through suggestion of members, furnish valuable indication as to the direction in which research work and tests may most profitably be carried out.

Steel sleepers, for example, were on the agenda of the very first Congress, and this is a subject (of great importance in countries where wood-boring insects abound) which has been handled

time and again. Scientific track maintenance, discussed at length this year, is another topic which has always been to the fore, and the Association has greatly encouraged the development of modern track maintenance machinery, now a feature almost everywhere. All-metal passenger coaches, electric train lighting, gravity marshalling yards, power-operated points and signals, automatic train controls, and the housing of railway employees, all are subjects to which the I.R.C.A. has given continuous thought and contributed greatly to progress.

It is generally recognised that in no industry has there been more intimate association between the nations of the earth than in that of railway working. Right at the birth of the "Iron Way," George and Robert Stephenson and other pioneers were delighted unselfishly to aid the whole wide world in the development of the railway, and through the years this sensible whole-hearted co-operation has proceeded in splendid fashion.

In the regular meetings of the International Railway Congress Association we have a shining example of how representatives from all over the globe, speaking many different languages and holding varied political and religious beliefs, can come together in the friendliest fashion around the conference table, and work and play side-by-side for the duration of the Congress through the common bond of good railway working.

A United Nations organisation, in miniature, teaching us all a lesson in sensible "give-and-take", the delegates drawn from the four corners of the earth to this year's I.R.C.A. meeting in London, will certainly have carried back with them to their own lands the happiest of memories of this great international gathering.



Call to the Nation

THREE years ago, in March 1951, the people of India started to build themselves a better-life. Our first Five-Year Plan aimed at growing more food, producing more goods, improving social services and creating more employment.

Progress so far has been impressive. We have already spent nearly a thousand crores of rupees in this mighty adventure of building a New India. We no longer depend on outside help for food. We have built huge dams like Tilaiya, set up thermal power stations like Bokaro, established factories like Sindri and constructed cities like Chandigarh. We make our own railway locomotives and assemble our own motor cars and aircraft. Through Community Projects and Rural Extension Service, we have laid the foundations of rural prosperity.

ALL-OUT EFFORT NEEDED. In spite of this progress, an all-out effort is needed during the remaining two years to achieve the target we set for ourselves. To pay for this effort India still needs about thirteen hundred crores of rupees.

The National Plan Loan is a Call to the Nation to rise to the occasion. The Five-Year Plan is the People's Plan. It is the people's duty to contribute their share to the success of this venture. **IT IS YOUR DUTY AND MINE.**

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PROGRESS OF THE PLAN			
		TARGETS for the Plan Period 1951-56	ACHIEVEMENTS upto 1953-54
FOOD		76.0 lakh tons (Additional production per year).	60-70 lakh tons
IRRIGATION (through major projects)		8,533,000 acres	3,556,000 acres
POWER		10,87,000 kwts.	7,24,000 kwts.
NEW ROADS		870 miles	447 miles
COTTON PIECE-GOODS		982 m. yards (Additional production per year).	1,143 m. yards
COMMUNITY PRO- JECTS AND RURAL EXTN. SCHEME		1,20,000 (villages)	48,750 (villages)
NEW SCHOOLS		49,695	29,723
NEW HOSPITALS		996	609

INVEST IN INDIA'S FUTURE

NATIONAL PLAN LOAN

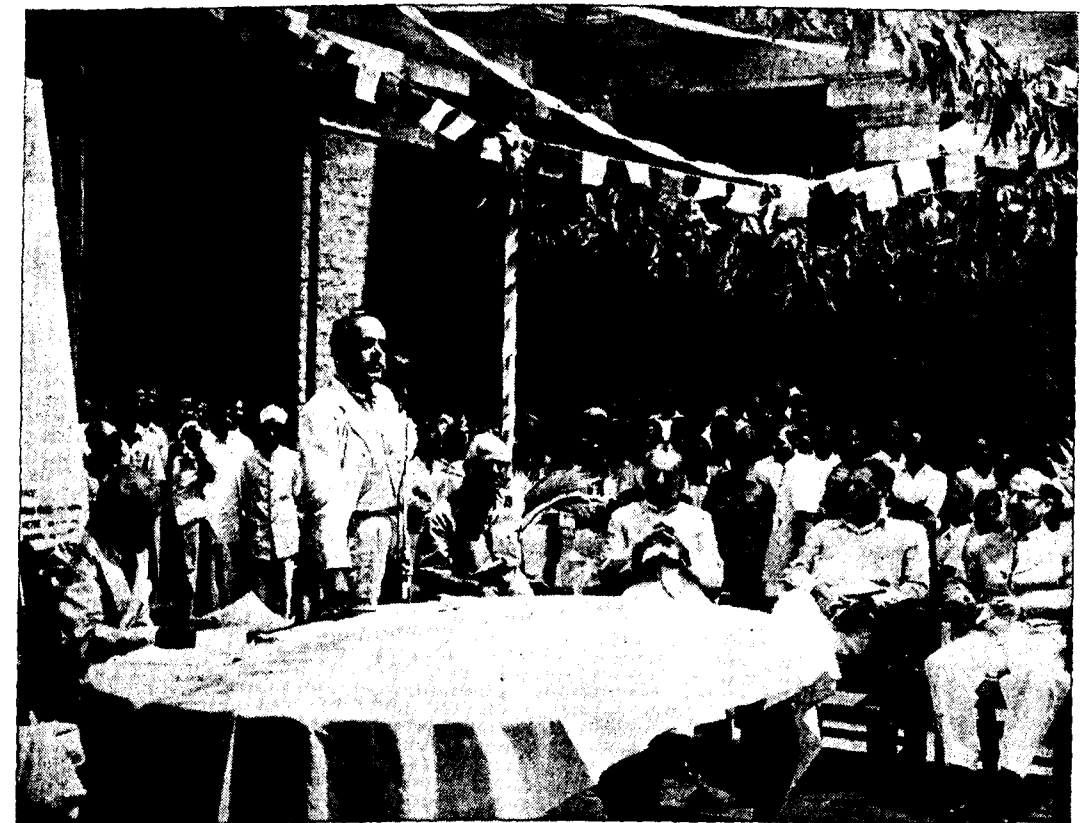
CONTRIBUTIONS FROM S. R. OFFICERS

AT a function held in the quadrangle of the General Manager's Office on 10th July, Shri T. A. Joseph distributed National Plan Loan bonds and certificates to Heads of Departments and Officers of our railway who had subscribed to the National Plan Loan. The function was attended by a large number of officers and a still large number of staff working in the Head Office. At the commencement of the function Shri A. R. Rao, Senior Deputy General Manager, said that out of 386 officers in the

Southern Railway 189 had so far contributed towards the National Plan Loan. Applications for contributions were still coming in and he expressed the hope that the example set by the officers would be emulated by other railway employees.

Before formally distributing the bonds and certificates to officers, Shri Joseph, General Manager, said that with the attainment of independence, they had to prove their worth and extend their co-operation to achieve

Shri T. A. Joseph addressing the gathering on the psychological importance of the National Plan Loan



AC 566

progress in all directions. The First Five-Year Plan was an earnest attempt at national advancement. Leaders like the Prime Minister had made an appeal to everyone to contribute their mite to the National Plan Loan. They must therefore help as much as they could. He was glad that the officers of the railway had contributed so far nearly Rs. One lakh to the Loan. If all the employees of the Southern Railway also contributed, they could collect at least ten times that amount.

At Golden Rock

A vigorous drive for contributions to the National Plan Loan was instituted in the Southern Railway Workshops at Golden Rock on July 7 to enable railway employees to understand the special significance of the National Plan Loan and other savings schemes as also the benefits that accrue to them through thrift and the investment of their small savings in national schemes.

Special arrangements had been made by the postal authorities to sell savings certificates and stamps from mobile counters located near the main gate to the Workshops. Hundreds of employees participated in the drive and still more are expected to take part in the coming weeks.

At the Integral Coach Factory

In pursuance of the appeal made by the Minister for Railways and Transport and following the example set by him at New Delhi, Shri K. Sadagopan, the Chief Administrative Officer, Integral Coach Factory, accompanied by all the officers and staff of the project marched in procession to the Ayanavaram Post Office on 1st July and purchased National Plan Savings Certificates. The Regional Savings Organisation of the Ministry of Finance also assisted in the arrangements. Earlier, Shri Sadagopan had appealed to his officers and staff to come forward and avail themselves of this opportunity to participate in the building up of a new India by investing in the National

Plan Loan and the National Plan Savings Certificates each according to his capacity. The response to his appeal as witnessed during the above function was very gratifying.

At Mysore

At a meeting of the Officers and staff held at Mysore on the 15th July, 1954, Mr. N. Kamalakara Rao, Regional Traffic Superintendent, Mysore, stated that it would be the privilege of every citizen of India to help the Nation by contributing to the National Plan Loan. He exhorted all those present to carry the message forward to all staff with whom they came into contact and persuaded them to contribute their mite. Mr. Kamalakara Rao then distributed Bonds and Certificates which had been purchased by the Officers of the Mysore Region.

At Rayapuram

Mr. D. B. Patel, Regional Traffic Superintendent, presided over a function specially got up on 19th July, 1954, at the Regional Offices of the Southern Railway at Rayapuram to distribute National Plan Loan Bonds to officers of the region who had made contributions to the Loan. A large number of railway officers and staff were present.

After distributing the Loan Bonds to the officers present, Mr. Patel made a fervent appeal to those officers and staff of the region, who had not yet made their contributions, to contribute liberally to the loan and make the scheme a success. He said that the loan was designed to meet the nation's requirement of various projects from the resources available within the country and afford an opportunity to every citizen to participate in the national venture. The Railway Board have decided to permit advances from the Provident Fund to staff for the purpose of the investment in the National Plan Loan and railway staff could take full advantage of this concession.

An old Indian Conception

Direct approach to the people to provide funds for development which is the underlying idea of the Loan—is not a new conception in India. In fact, ancient Indian history is replete with instances whereby such funds had been contributed by the people for carrying on development work mainly in the area inhabited by them. Instances also exist showing that guilds or business corporations have advanced considerable sums of money to the State for essential purposes.

Ancient Guilds

The Jataka stories show that occupational corporations like the Merchants' Guilds and Crafts Guilds had grown financially strong by the time of the Mauryas. Some of these Guilds also operated as banks and it is clear from Kautilya that they could lend even to the king "vast quantities of gold, silver and other commodities on pledge" and also "bar gold or coined gold for various kinds of merchandise to be procured from abroad." Inscriptions and monuments that still exist bear testimony to the prosperous existence of such Guilds, till the end of the Gupta Empire (500 A.D.) in modern U.P., Madhya Bharat and Bombay States. These Guilds built temples and monasteries and made endowments for various social purposes from their own funds.

The institutional investors, banks, insurance companies, etc., who to-day have a most vital role to play in contributing funds for national development are the successors of these ancient guilds. In the subscription to the National Plan Loan, some of these institutional investors have contributed liberally and maintained the traditions of India's ancient past. Such contributions should, of course, be proportionately much larger as the requirements of an all-comprehensive national development programme of an all-India character far transcends the needs of the state with its limited functions at that time.

A Familiar Practice

Contributions by individuals have also played an important role in the past for community development. In fact, accumulation of local funds through loans and donations and their appropriation for social welfare and public works have been India's own financial device from ancient times. In Maharashtra, it was a familiar practice to raise expenses for public works by voluntary levy and by contribution in labour, kind or money. The tradition continued in the Maratha period and was found to animate village communities all over Western India even in the beginning of the British period. Elphinstone, the British Historian, reported that the village communities in Western India were in the habit of raising funds by public loans. Such debts were gradually redeemed by an additional annual assessment and sometimes even by mortgages of village lands.

In Tamil Nad, certain inscriptions of Parantaka Chola (907-52 A.D.) show that the village assembly (Sabha) used to raise funds for urgent public works from a neighbouring temple the treasury of which was full. As the assembly did not expect to be in a position to repay the principal, it made some arrangement, like the appropriation of the sales-tax, by which interest due every year was secured to the creditor temple.

Instances of execution of public works on a co-operative basis by defraying the cost from voluntary contributions in labour, kind or money come from villages now included in the districts of Nasik, Khandesh, Sholapur, Bijapur, Ratnagiri and also Kathiawar. Expenses on education, medical relief and sanitation were charged on public subscriptions. But in matters like repairs of the village well, defence against marauders or construction of embankments, the necessary funds were raised by public loans.

Larger Sphere

The efforts which were thus sanctified by our ancients and which brought forth useful results in improving the economic conditions of the community are now sought to be made in a much larger sphere covering entire India and its population of 360 millions. The National Plan Loan is now before the people for more than 14 weeks. Supplementary investment programmes that have been launched include the National Plan Certificates which have a much lower minimum subscription than the National Plan Loan, a higher rate of interest and freedom from income-tax. These Certificates are on sale from May 10 and will remain open till such time as the Loan remains open. Then there is the Annuity Scheme which ensures a steady income to the investor or his heirs and successors for a period of 15 years. Finally, the Government of India have also

sponsored the Gold and Jewellery Scheme whereby those who do not have cash but have gold and jewellery might be enabled to convert them into currency and subscribe for national development.

A Peoples' Plan

All these schemes are based on the accepted philosophy that when national development on a large scale is contemplated, the wherewithals must be furnished by the people. The Five-Year Plan is a Peoples' Plan. It is running the fourth year of its operation. The ultimate success of the Plan will depend on the amount of willing co-operation, sacrifice and effort that the people put forth for it. The National Plan Loan and the associated schemes provide an opportunity to the people to contribute towards the success of the Plan.

THE DIVA-DASGAON RAILWAY PROJECT

H. P. HIRA

General Manager, Central Railway

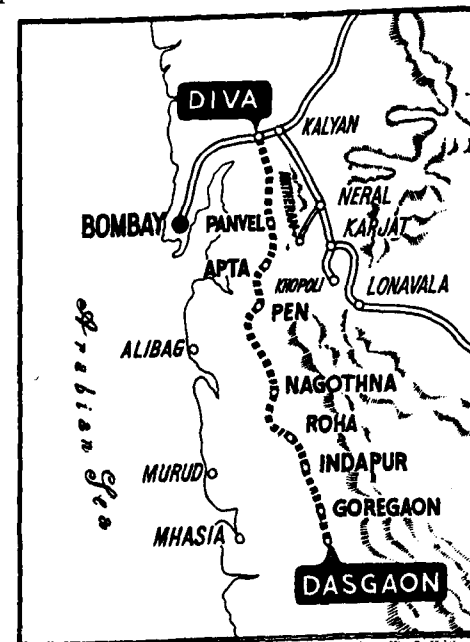
GLANCING at the physical map of India's Western seaboard and its hinterland, it would be seen that from Bombay southwards upto Mangalore there is a long coastal strip separated from the Deccan plateau by the barrier of the Western Ghats. This coastal strip, whose width varies from a few miles to as much as 50 miles is not only a fertile strip with a good agricultural yield of rice, but has also a high production of such things as timber, charcoal, firewood, mangoes, cashew-nuts, salt, etc., and in addition there is also a flourishing fishing industry in this area. It is a well-populated region and communications, therefore, for the development of this part of the country are a very important matter.

Looking once more at the map, one sees that the Western Ghats have been penetrated at three points by Railways.

We have firstly the North-East Broad Gauge line of the Central Railway which passes through the Thull Ghats, then we have the South-East Broad Gauge line of the Central Railway passing through the Bhore Ghats and finally on the Indo-Goa border we have the Metre Gauge line of the Southern Railway passing over the Braganza Ghats.

In between Bombay and Mangalore, various schemes for the development of rail communications to facilitate the transport of the produce of the coastal area to the hinterland have been examined from time to time. After careful consideration, the Central Railway has recently taken in hand a preliminary engineering and a traffic survey for examining the proposal of constructing a Railway line, approximately 93 miles in length, from Diva station situated on the main line of the Central Railway between Thana and Kalyan in Thana District of Bombay State, to Dasgaon a township to the west of Mahad in the Kolaba District of the Bombay State.

The objects of the proposed Railway are threefold. In the first place it will serve to open up the portion of the Konkan lying south of the existing Central Railway mainline from Bombay to Kalyan in the Thana and Kolaba Districts. Secondly, it will afford additional facilities for exploiting the valuable forest products in this area and for assisting the salt trade along the Western Coast. Thirdly, it will assist in the development and industrial utilization of the enormous quantity of electric power which will be made available in the area traversed by the proposed Railway, on the completion of the Koyna hydro-electric scheme by the Bombay State.



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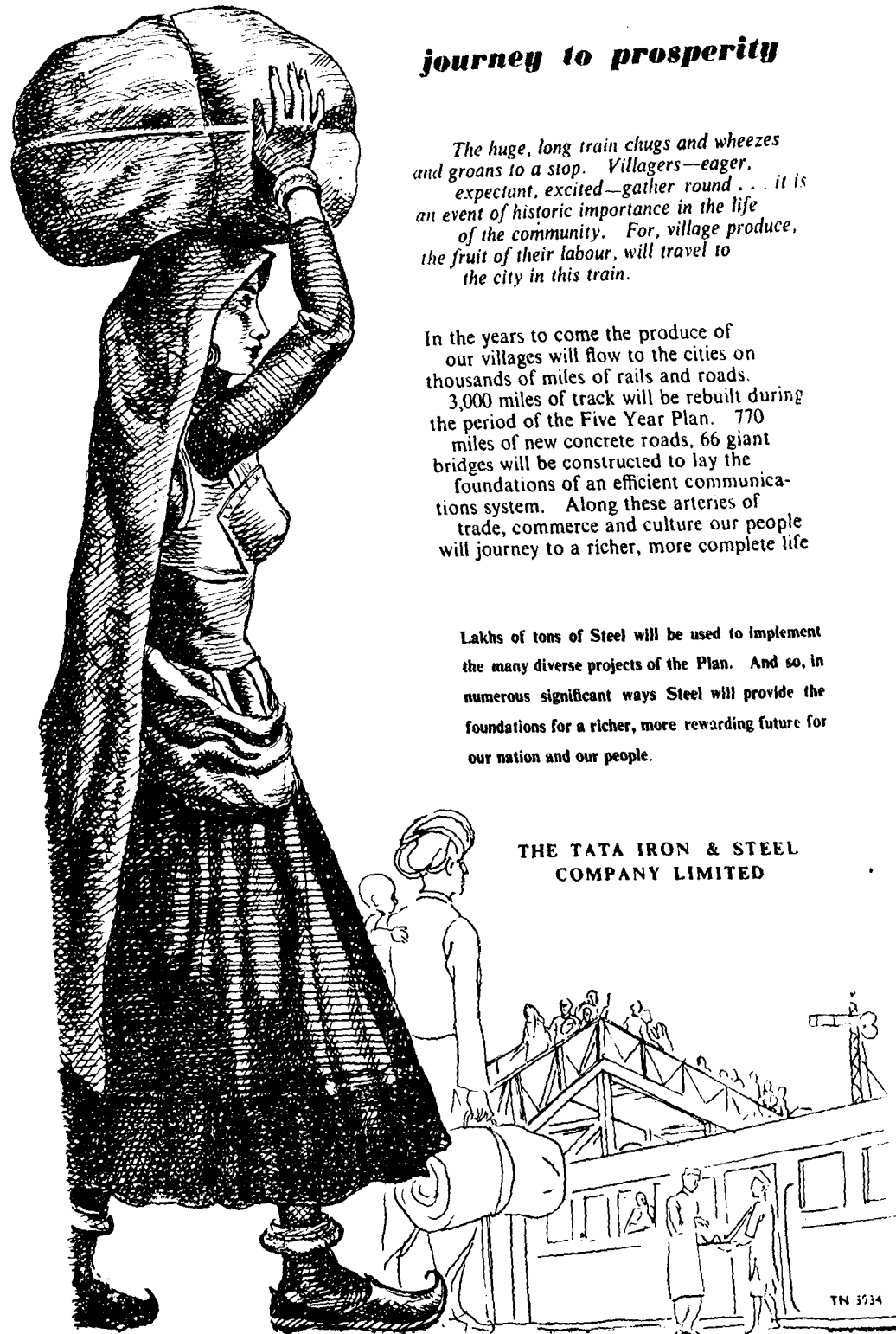
journey to prosperity

The huge, long train chugs and wheezes and groans to a stop. Villagers—eager, expectant, excited—gather round... it is an event of historic importance in the life of the community. For, village produce, the fruit of their labour, will travel to the city in this train.

In the years to come the produce of our villages will flow to the cities on thousands of miles of rails and roads. 3,000 miles of track will be rebuilt during the period of the Five Year Plan. 770 miles of new concrete roads, 66 giant bridges will be constructed to lay the foundations of an efficient communications system. Along these arteries of trade, commerce and culture our people will journey to a richer, more complete life

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This tract of country is not served by any existing railway and the population, providing as it does a considerable proportion of the labour supply to the industrial concerns in and around Bombay, requires improved modes of transport. The only present mode of travelling is by a road which traverses this area from North to South and runs between the Western Ghats and the coast. A motor bus service is being run by the Bombay State Transport, but the service is inadequate, especially during the monsoon period. The area is also served by steamers of the Bombay Steam Navigation Co. which provide a fairly regular daily service in the fair weather months. This service, however, has to be closed down during the monsoon which then throws an increased burden on the Bombay State Transport bus service operating on the road. Generally, therefore, communications are normally unsatisfactory in this area and become even more so during the monsoon period. An efficient railway service running throughout the year and not subject to the vagaries of weather would prove a great boon to the population and to the development of this area by affording greatly increased facilities for travelling and movement of goods. It will also serve to a large extent to develop a part of this area, upto Panvel, as a suburb of Bombay.

In 1918 when schemes for development of hydro-electric power from the waters of the Koyna river at a point between Karad and Chiplun were outlined, the "Bombay-Konkan Railway" project, which had been thought of earlier, was revised and the Railway Board ordered a detailed survey to be carried out by the then M. & S. M. Railway for a Metre Gauge line between Karad-Chiplun and Ulva. This survey was carried out during the years 1919 to 1922. Simultaneously, however, the Railway Board in 1920 ordered a detailed survey for a Broad Gauge alternative for the Chiplun-Ulva section and as it was obvious that any Broad Gauge line in this area should not terminate at Ulva but should

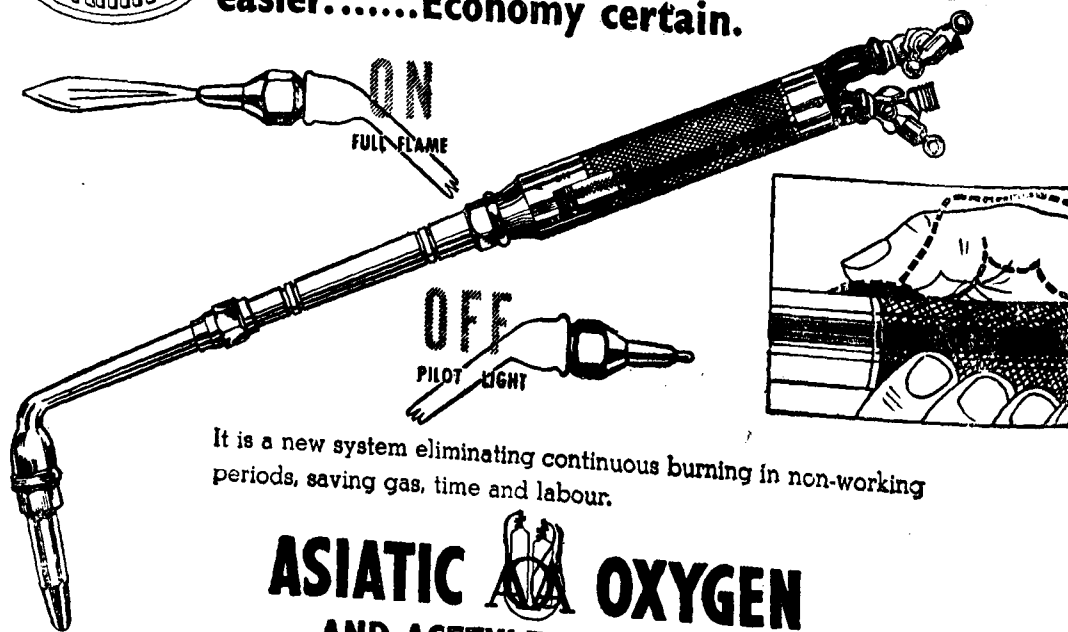
connect with some station on the ex-GIP Railway system and form part of the system, the work of carrying out traffic and engineering surveys for this line was entrusted to the ex-GIP Railway. The Railway Board suggested that this Broad Gauge line should take off either from Thana or from Mumbra on the existing Broad Gauge mainline of the ex-GIP Railway and terminate at Mahad. A detailed survey for this project, namely, from Mumbra to Mahad was carried out in the years 1926-27 by the ex-GIP Railway. During the course of this survey it was found that the best "take off" for the line would be from Diva station, and that the terminus should be located at Dasgaon as, not only was the length from Dasgaon to Mahad (approx: 6 miles) likely to prove extremely costly but also terminating the line at Dasgaon would facilitate extension of the Railway line at a further date to Chiplun. The project, therefore, came to be known as the Diva-Dasgaon Railway Project. The detailed survey was completed in 1927 but as the estimated cost of the construction, at that time, was considered high and as the line did not appear to be remunerative the construction was not undertaken.

Again in 1948, as part of the post-war reconstruction programme, this project was taken up for investigation by the ex-GIP Railway and traffic and engineering surveys for the project were undertaken. However, after the commencement of the survey and its progress upto Panvel, approximately 16 miles from Diva, the investigation was discontinued, as the traffic prospects did not prove to be sufficient to justify the undertaking of the project.

The preliminary engineering survey and the traffic survey taken in hand early this year, will provide the latest information, when completed, of the cost of construction of the proposed Diva-Dasgaon Railway both for Broad and Metre Gauge and of the cost of operation for steam and for diesel traction as also of additional revenue anticipated as a result of the construction of this proposed line,



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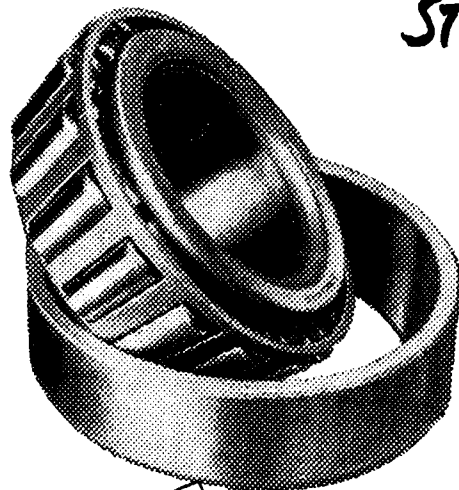


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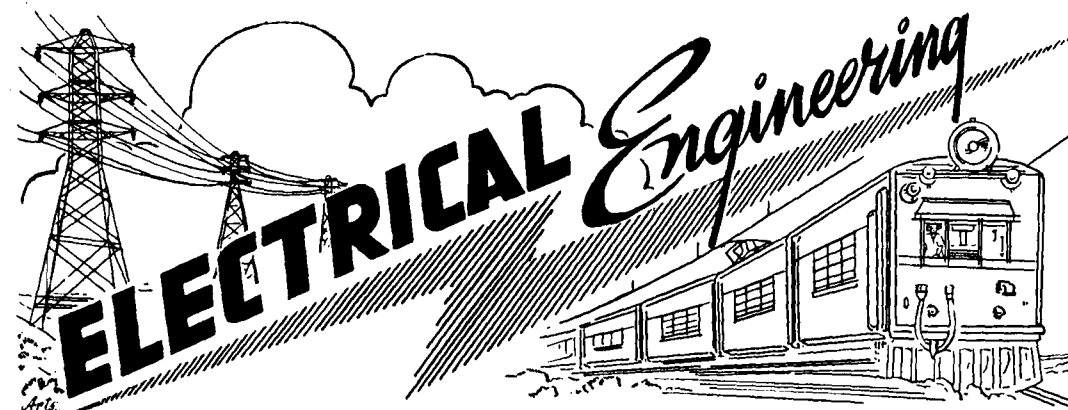
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THE ROLE OF ELECTRICITY ON RAILWAYS

B. V. SURYANARAYANA RAO

District Electrical Engineer

ELECTRICITY is so universally employed in modern life that it hardly needs any introduction. It has now become an indispensable tool of every industry and naturally the Railways are using it for a variety of purposes. The Southern Railway alone is consuming some 30 million units annually and the future will show even a greater expansion of the services rendered by it.

The uses to which electricity can be put are too numerous to be mentioned individually. It is, however, interesting to consider the many ways in which it is assisting the operation of the Railways and has helped to make the life of the Railway staff more pleasant at home as well as at work and made conditions of travel more comfortable and safe.

Electricity as motive power

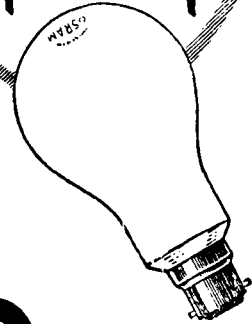
Electricity is widely employed in all the Railway workshops in every conceivable way, i.e., for operation of all machines, cranes, blowers, air compressors, hydraulic accumulators, etc. for arc and butt welding for electroplating

and so on. The majority of modern machines are individually driven by electric motors incorporating several automatic features which are unattainable except with the help of electricity. Steam and hand pumps are being replaced by electric pumps where electric supply is available. Mention should also be made of the remote control, indicating and metering facilities which electricity confers which enable fault location and restoration so much more expeditious and convenient.

Electricity for signalling and telecommunication

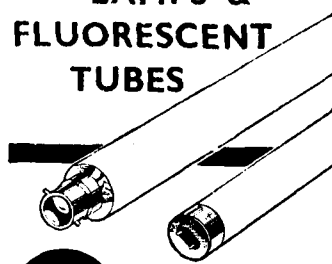
Another field in which electricity has helped operation is in signalling and telecommunication. Electric block instruments, track circuiting and electric interlocking have added immeasurably to the safety of operation of Railways. The vital services, telegraphs, administrative and control telephones, tele-printers and wireless would never have been possible without electricity, nor could the Railways have been functioning efficiently as a single organisation alive and throbbing with life as it were,

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Electricity for lighting and ventilation

Electricity has made the life in the home as well as at the workshops and offices much more comfortable for the Railway worker. Brilliant lighting, glare free and shadowless and good ventilation by fans is the order of the day, so that work can be carried on as efficiently and comfortably in the night as during the day. The lighting of Railway stations and yards has an important economic aspect. Improved lighting reduces delays to shunting operations and makes for better utilisation of the available stock and punctual running of freight trains. Secondly, the possibility of wrong marshalling of wagons and consequent misdespatch is reduced to the minimum. Thirdly, due to reduction of rough shunting, damage to rolling stock and goods and the consequent claims by the public are avoided. Pilferages of goods which constitute a serious loss to the Railway become very difficult in well lighted yards. Above all, better illumination reduces the hazards of night shunting operations to the minimum.

Electricity in Railway quarters and hospitals

A large number of Railway bungalows and quarters have already been electrified and the remaining quarters will also have electricity shortly as the work will be undertaken on a programme basis wherever electricity is available. Street lighting in colonies is also being provided in nearly all cases.

Another direction in which electricity has been of service is in the medical field. X-Ray, Diathermy and Ultra-violet Ray equipment, etc., are available at all important hospitals permitting quick and accurate means of diagnosis and treatment. The Perambur headquarters hospital is also air-conditioned for the benefit and comfort of all patients under the gruelling conditions prevailing in summer in Madras.

Electricity as an amenity to passengers

Any one who watched the operation of the Indian Railways during the last 10 years will be struck by the remarkable improvement, particularly after the advent of Independence, in the conditions of travel especially, of the third class passengers. The Railway budget for the last few years will show the great care now being given by Government to improve the service to the public of this vast transport organisation generally, and the passenger amenities in particular.

One has only to cast back one's mind to the travelling conditions of third class passengers a couple of decades ago to realise the revolutionary progress now achieved. The rush at the booking windows and the confusion in the handling of cash and tickets due to insufficient lighting; the lack of adequate shelter and clean drinking water at most stations; the primitive sanitary arrangements both in trains and at stations; lack of ventilation and lighting in trains and stations—these were the order of the day, so much so that, travel by rail was undertaken for unavoidable business, submitting to all the attendant hardships with philosophic resignation or by pious pilgrims visiting distant shrines when religious ardour made them oblivious to their physical discomforts.

Electricity has become so much a part of modern life that it is not surprising that electrical amenities constitute a very important part of the Railway amenities programme.

There are in all 1,345 Railway stations on the Southern Railway system. Of these, only 115 stations were electrified in 1939, whereas now 398 stations have electricity. The provision of electric lighting is important at about 40 per cent of the stations from the passenger amenity point of view. It will thus be apparent that all stations of importance will now have the benefit of electric lighting.

Attention has also been paid to the lighting of name boards, provision of

fans in waiting halls and platforms, water coolers, night lights, embarkation lights outside trains, etc., which go a long way to make travel more pleasant.

With the shift of emphasis on the comfort of third class passengers, a very important decision has been taken to equip all third class coaches with electric fans. Few may be aware that this involves in most cases equipping each coach with not only fans but the necessary dynamo, battery and auxiliary switch-gear. The total number of fans provided up-to-date is over 5,360 fans in third class compartments alone.

The provision of fans in third class compartments is a far-reaching and beneficent measure. This work is, therefore, being carried out with the utmost speed on the Southern Railway, so that this welcome facility is not denied for long to millions of our men, women and children who travel in our trains.

Air-conditioned Coaches

During the last year or two, a large number of foreign visitors have visited India and widely toured round our country in connection with several International Conferences, etc. To cater to this new tourist traffic and also to provide a high degree of comfort and luxury in our trains, air-conditioned coaches have already been introduced on the Madras-Bombay, Madras-Delhi and Madras-Calcutta lines on some days in the week. The railways have already embarked upon a programme of construction of a large number of air-conditioned coaches and as this work progresses more and more coaches will become available for use on the trains, so that ultimately all important mail and express trains will have air-conditioned service to provide a degree of comfort and luxury which was never before available in this country. The coaches are soundproof and their riding comfort leaves nothing to be desired. The temperature is maintained at 75°F

automatically to make the internal conditions delightful. Air-conditioned coaches offer several attractions even over air lines and every passenger can have a perfectly comfortable and restful journey. A train conductor is in attendance and linen, pillows, blankets, etc., are supplied. The coaches are completely dust-proof and the exhilaration of being able to travel in a spotless white dress from Madras to Delhi is to be experienced, to be believed. The Southern Railway too has already constructed one A.C. coach in its workshops at Perambur.

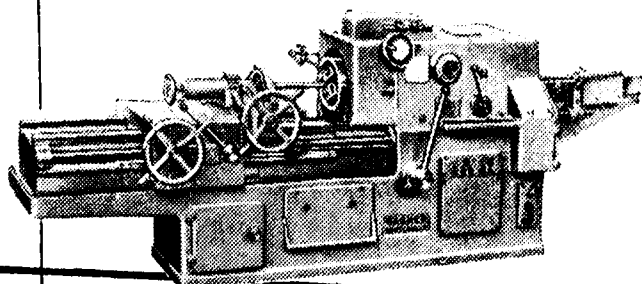
The ease with which electricity can be generated, transformed and distributed makes it unrivalled in the field of motive power. The introduction of electric traction on the Madras-Tambaram section in 1931 has brought about a vast transformation and phenomenal development of the suburbs of Madras. The number of passengers carried has increased from 3.3 million in 1931 to 31.6 million in

1952 which represents an increase of over 850 per cent within 21 years. We are fortunate in South India in having an abundant and cheap supply of electricity, owing to the vision and foresight of the authorities concerned in harnessing all possible hydro-electric power resources available in the area during the last two decades.

Railway Electrification

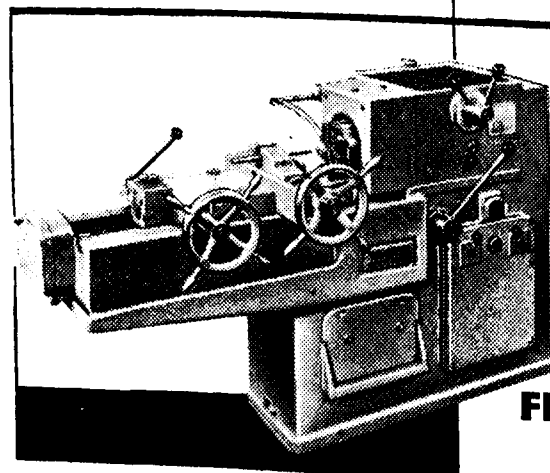
The provision of electrical facilities on the Southern Railway is not only keeping pace with the public demand, but in many respects anticipates such demand. In the light of the new awareness of public needs on the Indian Railways, the Southern Railway is conscious that the next big step in passenger travel must come from railway electrification, so that comfortable, clean, fast and frequent passenger trains can be run to suit public convenience with economy in operation.

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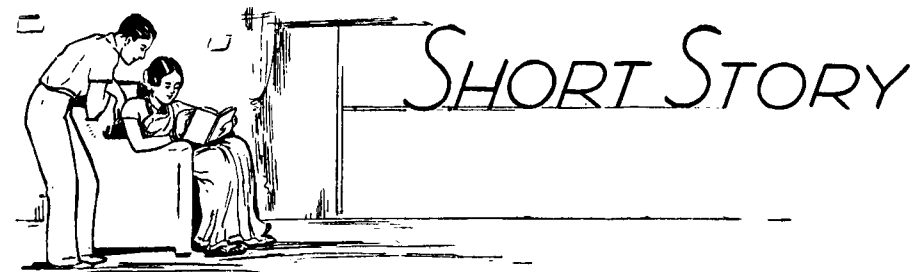
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GIVE ME A CHANCE

S. R. SARMA

Chief Operating Superintendent

VENKU was a railway tranship clerk. His was a small tranship station, unattached to any regular station. His duty was to see to the careful handling of consignments, to avoid delays to them and to guard against all risks of pilferages from them. In practice, he was inclined to take it easy. This suited the tranship hamals working under him. They had their way. Reports against the tranship shed were several.

Complaints of goods damaged in transit, pilferages from consignments, multi-unit consignments reaching destination in uncertain instalments and consignments not reaching destination at all, were *prima facie* indicative of slack working in Venku's tranship shed. One day seven hamals reported for duty to Venku with a letter from his D.T.S. to the effect that they were a temporary extra sanction.

The men told Venku that they were ex-service (Military) men and requested that they might be given light work for a time and enabled to adapt themselves to hard work. Venku readily complied with the request. The men did their allotted work well enough. They were also diligently watching the others at work. After a month, one day, they did not turn up for work. Venku learnt that they had left the place.

Two days later several of the hamals were arrested by the Police. Venku was ordered by the Police to report at the Police station in the town. He went there. The Inspector told him that a surprise search of the hamals' quarters had resulted in the discovery there of many things pilfered from railway consignments and that the arrested hamals had confessed their guilt and were to be prosecuted.

Venku started to condemn the hamals in strong language. The Inspector cut his talk short and told him that full investigation showed that his slack supervision was the basic cause. He added that the trying magistrate would no doubt comment on it. Venku begged of the Inspector to save him somehow. The Inspector said his duty was unpleasant but clear and then he rang the call bell on his table.

In came seven constables in uniform. For a few seconds Venku looked at them and felt puzzled. Then he knew that they were the temporary hamals who had worked for a month. He sensed more trouble to him than he had anticipated. The Inspector told the constables to go out, gave to Venku a file of papers to glance through. It was the constables' report for the month they had worked as hamals.

The top page was all that Venku read. On it was shown, side by side, the types of cases and how Venku's slack working was responsible for them. The Inspector told Venku that he was not required any longer that day. Venku returned to his tranship shed. There a reliever was waiting for him and with a letter to the effect that he was under suspension from duty. Venku handed over charge to him.

Days rolled on. The prosecution proceedings dragged on. Venku was daily pilgrimaging to the court. He was frequently called in to be examined. The defence lawyer made him feel very uncomfortable. The Magistrate appeared unsympathetic to him. Venku felt more and more that he was being treated as the principal accused and not as a witness. One day, the judgment was delivered.

The Judge concluded by stating: "The accused hamals succumbed to temptations. In a way, they became victims of circumstances. They are first offenders. I sentence them till the rising of the court. The tranship clerk is most to blame. The railway should deal with him severely." The Magistrate left the court hall. Then the hamals were automatically free. But Venku did not feel free.

He returned home with grim anticipations. He was not sure if he would be dismissed or his service "terminated." In either case he would get no certificate. Without a certificate, who would employ him? Returning home he was surprised to see orders received putting him back to duty "without prejudice to any action that may be taken on receipt of the copy of the judgment."

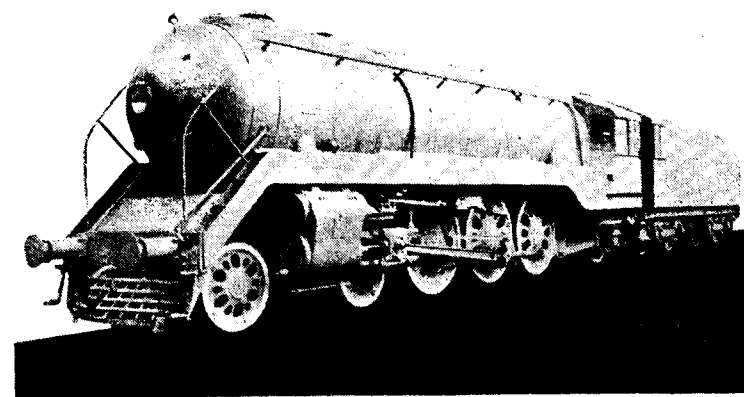
(A melancholy interest attaches to the posthumous publication of this short story written by Shri S. R. Sarma. This is the last of a series which he had planned to do for the magazine, in the conduct of which his active interest was of great assistance—Ed.).

Luck had favoured him. His reliever was urgently required elsewhere. No detailed police report had yet been sent to his D.T.S. The copy of the judgment would take some time to reach the officer. Venku now saw a ray of hope. It was to work so well as to convince his officer that he had radically improved in his work and was determined to more than neutralise his slackness in the past.

His luck held. He had three months before his explanation was called for. During the three months he supervised the work so well that there were no shortage or damage reports against his tranship shed which were not covered by his own reports on arrival of the concerned consignments at his shed against others who had previously handled them. This he could safely mention in his explanation.

His explanation was: "I cannot deny I had been negligent in my work. I shall not make matters worse by inventing excuses. I have learnt a lesson and benefited from it. During the last three months there has not been one case reported for which my tranship shed can be held responsible. I promise to keep it up. Now I am at your mercy. Please give me a chance."

And he got his chance. He was let off with a warning. It was five years ago. To-day Venku is a District Movement Inspector. His reputation is high. Wherever there is slackness, corruption, or rudeness, he is sent out to remedy matters. He invariably succeeds. He is never tired of telling others of what he went through, and how he made good in life. They are generally amenable to his advice.



PROBLEMS OF A LOCO MAN

(3) MAINTENANCE OF TOOLS

C. CHALAPATI RAO

Works Manager, Eastern Railway

ONE of the major problems to be tackled for efficient maintenance of locomotives is to supply proper tools to the staff and see that these tools are maintained properly. Ill-fitting spanners, blunt chisels, etc., are some of the items which not only result in considerable skilled man-hours being lost but also in staff doing unsatisfactory jobs.

There are three methods of maintaining tools in a Running Shed and I propose to discuss the advantages and disadvantages of the various methods. These are:

- (1) Each individual skilled staff being given a set of standard tools and special tools occasionally used being in the custody of supervisors.
- (2) Concentrating all tools in a central tool room.
- (3) Each specialised gang being provided with tools required for day-to-day work and special tools being kept in a separate tool room.

The advantage with item (1) is that since the individual is responsible for

the upkeep of tools under him he will look after them properly. Although it is a big advantage, the administration has to provide a large number of tools, all of which may or may not be used, resulting in heavy initial expenditure. Apart from the expenditure to keep the tools in good working order, the individual has to spend a considerable amount of time which could have been otherwise spent in repairs to locomotives. Moreover, the shed will be filled with a large number of tool boxes at various places and this affects the appearance of the shed.

Regarding item (2), i.e., concentrating tools in a central tool room with separate staff to issue, account and maintain tools, this is a good system in small sheds. The staff, as soon as they come to work, can draw the tools which have already been attended to by the tool room staff, go to the spot of work and attend to repairs. The disadvantage of this system, however, is that in large sheds, time is wasted in drawing tools from the tool room as tool rooms are sometimes far away from the work spot. Besides, when the shift staff come to work, there is a rush

Wimet

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PROBLEMS OF A LOCO MAN

35

and considerable time is wasted by the time all the staff receive the tools.

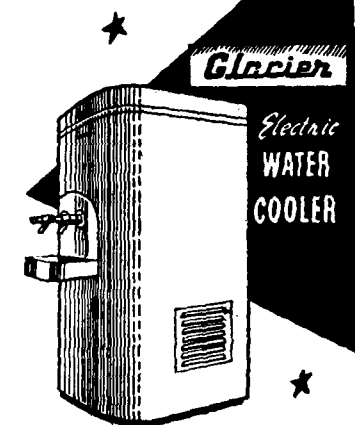
Item (3), i.e., decentralising the tools is by far the best arrangement. In the previous article, I have mentioned that we should have specialised gangs in sheds. The specialised gangs have to work in particular places in the shed and if close to these places tools required for the gang are provided in properly designed steel almirahs, with a person in the gang looking after the tools, the advantages of items (1) and (2) can be had and at the same time the disadvantages are eliminated. This system has been introduced in the Eastern Railway sheds with considerable advantage. There is also a keen sense of competition among the various gangs as to which gang maintains tools more efficiently with the result tools are maintained in perfect condition. The gangs also knowing the various types of jobs they have to do, have always with them certain non-standard tools made and kept ready for use. With this system special tools which are to be used by several gangs are still centralised in a separate tool room.

While on the subject of maintenance of tools in sheds, I would also add a few remarks on maintenance of engine tools. This is a constant headache to a Loco Foreman as their upkeep is most difficult and several running staff refuse to leave shed with engines unless they are provided with a proper set of tools required by them for working the engine. Unlike shed tools which are handled in the shed itself, engine tools go with the engines from place to place, driver to driver and unless a proper organisation exists, the upkeep of the tools becomes difficult. With intensive pooling of locomotives, attempts made to pool tools between drivers have only resulted in considerable loss of good tools and the never-ending correspondence to fix responsibility. Although the initial expense is high, it is much better to provide each driver with a set of tools as his personal equipment.

To carry these engine tools compact, tool carriers have to be designed. Taking into consideration the number of things a driver has to carry with him (as his personal belongings when going out with a train) which are tools, lamps, detonators, flags, rule books, provisions for his meals at outstations, change of clothes, a special box designed to take all these things is of considerable assistance to the driver. This box can be made in such a way that the tools, lamps, detonators and flags can go into a tray at the bottom of the box, the rule books and provisions can be kept in separate compartments in the box and the clothes in a compartment in the lid of the box. If in sheds accommodation is made for drivers to lock up their boxes and keep them, the problems of maintenance of engine tools will be solved.

(To be continued)

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TRAVEL NEWS

TWO MILES ABOVE SEA-LEVEL

WHILE it took several decades of courageous endeavour and a Tensing and a Hillary to conquer Everest, it is possible for any person under sixty in Kashmir today to climb beyond the Tree Line, nearly two miles above sea-level within the space of 4½ hours! This of course is insignificant compared with the achievement of Everest, particularly when one can do this climbing on pony-back, but there is only one Tensing and one Everest.

The place is Khilanmarg — "the Meadow of Goats"—11,000 feet above sea-level. The Tree Line ends there and the snows continue till July. The boiling point for water is 88 degrees Centigrade compared to 100 degrees at sea-level.

The expedition to Khilanmarg can be accomplished in 4½ hours from Srinagar which is just 5,250 feet above sea-level. This means that one can have the thrill of climbing nearly one mile into space in this brief period of time.

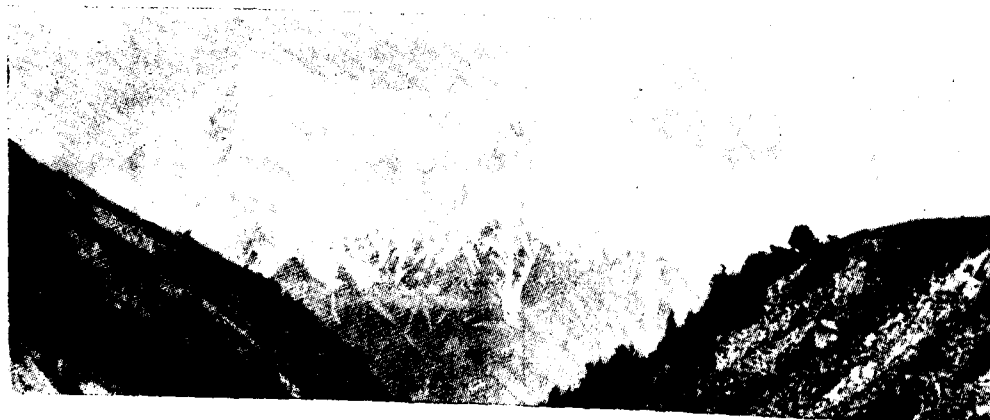
The Kashmir Valley is full of the wonders and beauties of nature but the climb to Khilanmarg is perhaps one of the most exciting experiences that a plainsman can have.

The expedition to Khilanmarg requires no other arrangement than the

purchase of a ticket on the State transport buses from Srinagar to Tanmarg—a distance of 30 miles. The return ticket costs only Rs. 2-8. The bus starts at 9 a.m. and Tanmarg 1,500 feet above Srinagar is reached in just 90 minutes. The road passes through somewhat wild country dotted with paddy fields and herds of sheep. A mountain torrent from melting shows gushes down by the road.

At Tanmarg, the mountaineer has the choice of climbing on his own power the 4,000 odd feet to Khilanmarg—which is seven miles distant. Or if he wants to do it without much exertion, a mountain pony can be hired for Rs. 5-8 for the return journey. The ponies are so well-trained that all one has to do is to climb on their backs and hold on to the reins—and the ponies do the rest. No previous acquaintance with horses or horse-riding is required for this.

The pony trots, tirelessly on the 3½-mile jeep-track which leads the mountaineer to Gulmarg — "the Meadow of Flowers",—which is more popular than Khilanmarg, within an hour. All who have heard of Kashmir have heard of this delectable spot which invites the traveller to linger. A spacious meadow which looks like a well-kept lawn, surrounded by thick



forests of pine and fir, with the background of snow-covered peaks—this is Gulmarg. If the mountaineer is tempted—as he well may be—he may stay here overnight in one of the many hotels or tourist's huts.

From Gulmarg, a climb of another 2,500 feet over a distance of 3 miles brings one to Khilanmarg. The climb on pony-back can be performed in 1½ hours in comparative comfort. Leaving Gulmarg, the bridle-path winds through pine forests. Snow lies on the ground till June and little mountain streams gurgle down the slopes. There is a hush in the forest which is strangely soothing to the traveller from the plains.

The last half mile is somewhat steep but the sure-footed pony climbs steadily. At last the meadow of Khilanmarg, which is beyond the Tree Line is reached and dismounting from the pony, the mountaineer, if he wishes, may loll in chairs! For here too, far beyond human dwellings, in the reach of clouds, are little tented restaurants where the mountaineer can refresh himself.

The view from Khilanmarg is one of the most glorious ones in Kashmir. The whole Valley of Kashmir spreads out below like a map, and the lakes—the Wular and the Dal, glisten in the sun. Beyond the Valley is range upon range of the Himalayas—white-topped and the majestic Nanga-Parbat and other peaks in serried array.

From Khilanmarg, if the snows have melted, the traveller can climb another 3,000 feet to the Apharwat ridge. On the other side of the ridge lies the mysterious frozen lake of Alapathar, the Snake God of Shiva. Sledging is possible on the Apharwat ridge up to June.

The return journey is even quicker and unless the mountaineer wishes to tarry at Gulmarg for the night which is a worthwhile experience, he can be back in Srinagar by 7 o'clock, after having climbed a mile into the mountains. For long the plainsman will recall the thrill of the climb, the hush of the forests and some of the wonders of the panorama from the "Meadow of the Goats."



LIGHT-WEIGHT COACHING STOCK FOR INDIAN RAILWAYS

U. A. KAMATH

Integral Coach Factory

FROM the constructional point of view, coaching stock in India may be divided into the following three categories:

- (1) Timber body bolted on to a I. R. Standard underframe of high tensile steel.
- (2) Steel body bolted or riveted on to a steel underframe:
 - (a) Cammel laird type coaches supplied to the EIR and old NWR in 1925-28, steel bodies riveted on a steel underframe.
 - (b) 12 feet electric suburban stock working in Bombay area with steel body on a steel underframe.
 - (c) H.A.L. coaches, steel body, bolted on I.R. Standard high tensile steel underframe.
- (3) Skin-stressed, integral type body and underframe, with special type bogie of mild steel.

Most of the coaches in India are timber bodied, bolted to steel underframes. Our experience with the steel body coaches on a steel underframe, though not so extensive, has been of some considerable duration. H.A.L. coaches have been in service for about five years. Our experience of the skin-stressed integral type light-weight steel coaches with Schlieren type bogies has been very limited though similar types of coaches have become, more or less, universal in advanced countries of the West,

Light-weight skin-stressed coaches:

Unlike timber or steel body bolted or riveted on to a separate underframe, where the underframe takes all the vertical and buffing loads and the body is designed to carry its own weight and to withstand normally the movement and wind stresses, in the skin-stressed type construction, all the body members as well as the outside panels and flooring are stressed.

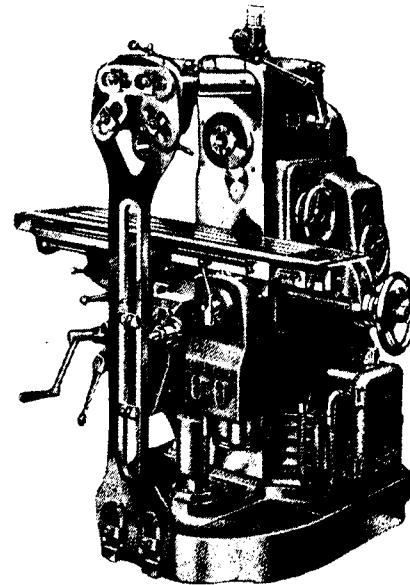
To appreciate properly the basis of light-weight design it is essential to realise that old-fashioned considerations based on statics and founded on the conception of force, do not meet the requirements of modern design. These views have to be replaced by a dynamic conception, based on the work to be done. The 'static' designer considered every detail as a separate unit and not as a part of the complete structure. If a member of a structure failed in service, that particular member was strengthened thus adding to the weight. However, development proceeded from the 'static' to the 'dynamic' conception rendered necessary by higher outputs, performance and speeds. It is necessary therefore to consider all designs from the 'dynamic' point of view and here to deal not with force, as in the case of 'static' considerations, but with the ability to do work. If some section of the dynamically stressed unit fails then it is up to the designer to appreciate that its ability to do work was insufficient and must be increased. The first and foremost, yet simplest, means to achieve this is to ensure that all stresses are adjusted to the given maximum value. Thus the designer will increase the capacity to do work of all low stressed parts by removing

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redundant material and this will in turn increase the working capacity of the entire structure and its ability to withstand dynamic stresses. As will be appreciated from this, the dynamic considerations force one to keep the use of materials to a minimum, which in turn leads to reduced weights, and this is the basic meaning of light-weight design.

Effect on Operation

Light-weight designs have considerably improved the economics of carriage operation. For example, express corridor-carriages built for the German State Railways in 1932 weighed from 45 to 47.5 tons, whilst the latest carriage of the same type weighs but 27.8 tons, i.e., only 58.5 per cent of what formerly was a normal value. This weight reduction resulted in very appreciable reduction of the operating expenses. Of still greater importance, however, is the fact that stressed-skin carriages possess very favourable static and dynamic qualities. This applies particularly to the resistance against torsional and bending stresses which is considerably better than that of the heavy standard carriages. Moreover the vehicle possesses an extraordinary high compression rigidity, particularly over the entire length of the passenger compartments. This ensures a greater protection in case of accidents, still further increased by the fact that the sections located at the ends, i.e., platform floors, lavatories, etc., possess a lower compression rigidity than the passenger accommodation. In case of accidents these parts would be destroyed first and thus absorb the collision energy. It should also be mentioned that the energy which must be dealt with in case of collisions will be appreciably reduced, being directly proportional to the vehicle weight. It can therefore be claimed that this carriage is the most collision-resistant of its kind.

Production of Rail Coaches in India

Railway Coach building in India has, for the last many decades, been confined to some sporadic building in a dozen or so Railway workshops. Underframes were either manufactured in the country or obtained from abroad and worked to Railway workshops on their own wheels where the timber body was assembled on to it and the interior furnished before despatch to traffic. However the need to reduce tare weight of passenger stock and at the same time, to provide a greater degree of comfort and improve the safety of high speed travel justified the decision taken in 1948 to construct future vehicles entirely of steel except for interior furnishings.

The need for mass production of large numbers of coaching stock suggested manufacture in one Central Shop working up to an economic and fairly constant annual load in contrast to the old system of sporadic building. Indeed, there is much to be gained by copying the methods of motor car manufacturing (e.g.). mass production in specially built production plants, production of all spares and duplicate parts in the same plant for the entire country and freezing of all part designs once in production, restriction of the introduction of new models or new details to definite times, say once in three years. Existing Railway workshops would then become "Service Garages" at which servicing and periodical repairs would be carried out.

Description of the Schlieren Coach

A technical aid agreement was concluded with the Swiss Car Elevator Manufacturing Corporation, Ltd., of Schlieren, Zurich, Switzerland for obtaining the necessary technical assistance in the establishment of the factory at Perambur. This firm had perfected a light-weight skin-stressed design of railway coach which was popular on the Continent. This design was suitably modified to suit Indian conditions. Prototypes of this coach were ordered and have been in running

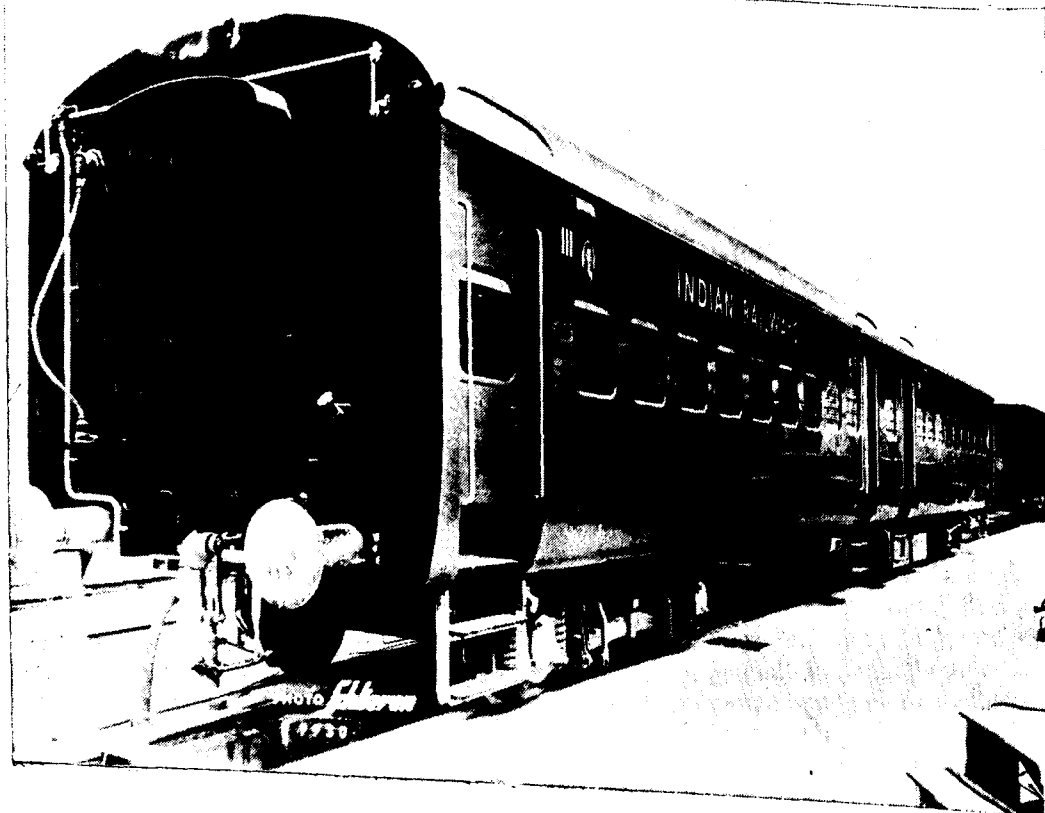
service for the last three years on the Indian Railways. These coaches have been named "Schlieren" coaches.

The tare weight of a Schlieren coach is 35 tons complete whereas a standard coach of Indian design built on a standard underframe weighs 42 tons. There is thus a resultant saving of 7 tons per coach. The tubular Schlieren coach has been designed for a compression load at buffer centres of 200 tons. The trough flooring is of 3/32 inches pressed sheet stretching between the solebars for more or less the full length of the coach forming an important compression load carrying member. The coach carries an antitelescopic end panel consisting of four pressed plate vertical pillars of 10 inches depth welded to the headstock at the bottom and to the end bulk-head construction of the roof frame at the top, along with a number of horizontal stiffeners

between these pillars. The bogies are of mild steel and of special type, fitted with hydraulic dampers in the axle box spring guides. The axle boxes are high grade steel castings as the two wings of the box have to carry the load of the coach. Roller bearings are fitted.

Many of the production methods used in the assembly of these coaches are of interest. The structure is built up as a number of large component sub-assemblies and every stage in production is carefully jigged and inspected to insure inter-changeability of parts. The roof, bodysides, floor structure and body ends are each fabricated in its respective shop or bay and all are then erected as the coach shell. The roof is built up complete as one unit in a jig to take the full length of the coach. The bodysides are constructed in a number of sections extending

A "Schlieren" Third class coach built for Indian Railways



between doorways and the floor structure as one welded sub-assembly. The various welded sub-assemblies are finally assembled by welding in the assembly shop.

With the exception of key members, almost the whole of the body structure is constructed of steel sheet pressed or rolled to form. This type of build up is the most effective in steel as relatively light gauges of material can be used and each member made to the most suitable profile. Particular attention has been paid to weight saving and the design of a structure which will act as a unit, each part taking its full share of the loads. The main aim of construction was to devise sub-units for mass assembly, these sub-units to be convenient to handle and permit of quick and economical fabrication.

Much has already been done in the way of reducing weight by good design

based on experience. To effect further savings of material used in coaches, exact information as to loading conditions, stress distribution and deflection should be available. To this end, general stress and deflection characteristics of the structure are first assessed in great detail by theoretical methods. However, true stresses and deflections of all detail parts can only be obtained by a most comprehensive and elaborate system of tests which also provide a check on the calculated values. For this purpose, special test rigs are designed and built, capable of taking the largest coaches capable of applying buffing loads to the specified amount. Simultaneously, the equivalent of various vertical passenger loads are applied by hand weights correctly distributed over the coach floor. Thus a thoroughly effective practical design based initially on sound theory is evolved to combine lightness and rigidity.



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Aladdin Lubricators were first installed by this Department in 1933 on the Sydney Suburban Area. They proved so successful that by 1935 over 500 had been installed on electric tracks, and their use was extended to cover most sharp curves throughout the New South Wales Railways.

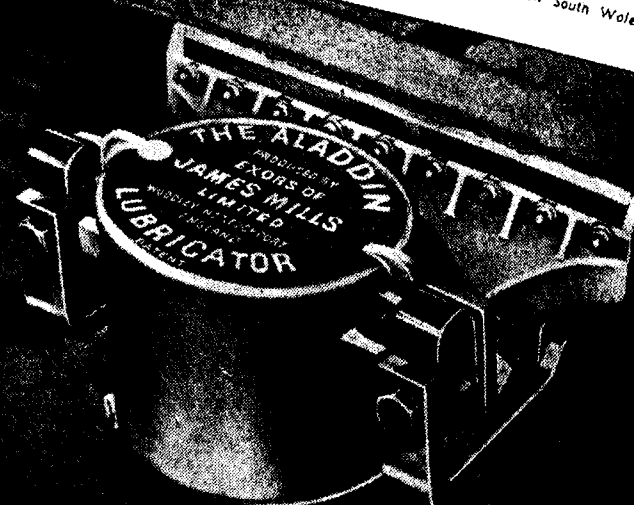
After some experience it was estimated that the average life of high rails on electrified lines had been increased from 4 to 15 years, and on main steam lines from 6 to 20 years.

There are now over 3,000 Aladdin Lubricators in service. Apart from saving in rail wear, they have been proved to effect a very considerable saving in the wear of wheel flanges.

Little trouble is experienced in maintenance. Lubricators are installed by a small specialised staff, who also supervise their operation and carry out repairs when necessary. Filling, cleaning and general care are carried out by the fettling staff in the course of ordinary duty.

To sum up, the Aladdin Lubricator is a simple device which performs in an efficient manner.

Reproduced by courtesy of the secretary for Railways, New South Wales Government
3rd May, 1950



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CENTENARY EXHIBITION TRAIN VISITS TRIVANDRUM

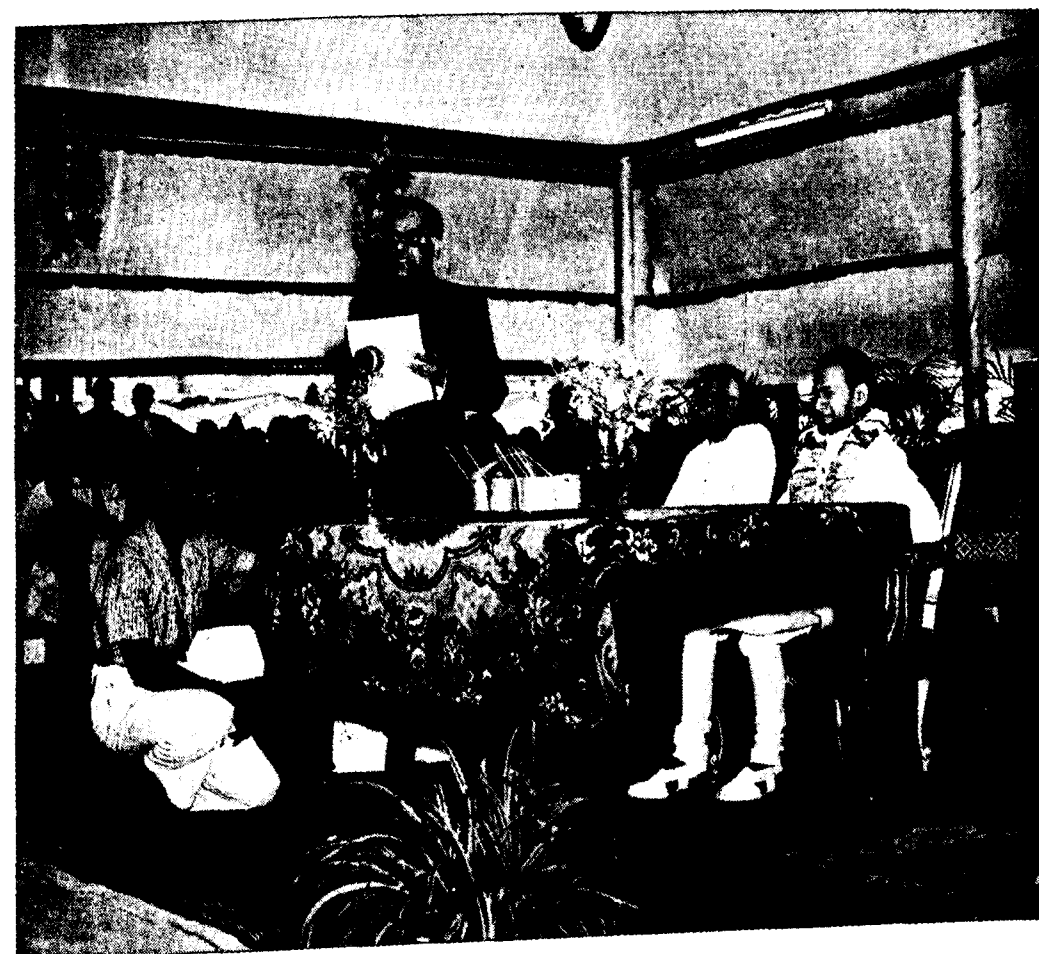
INAUGURATION CEREMONY BY HIS HIGHNESS THE RAJPRAMUKH

TRIVANDRUM wore a gala appearance on the 1st July, 1954, when the inauguration ceremony of the Railway Centenary Exhibition train was performed by His Highness the Rajpramukh of Travancore-Cochin. There was a large and distinguished gathering including the Chief Minister, Cabinet Ministers, leading officials and non-officials, the Mayor of Trivandrum and the Raja of Ramnad, Minister of Madras State.

The function was held in a very tastefully decorated and brilliantly illuminated pandal. Shri T. A. Joseph, our General Manager, welcoming the gathering, said:

"On behalf of the Southern Railway administration I have great pleasure in extending to you all a hearty welcome on this occasion to inspect the Indian Railways Centenary Exhibition Train. It was with some trepidation and misgiving that I approached His Highness to declare open this exhibition in the capital city of this

Shri Joseph welcoming His Highness and guests



August 1954

State, as I was well aware that, amidst his manifold duties, he might not easily find time to accede to my request. But he was gracious enough to accede readily which I take is only another illustration of the keen interest he takes in the development of this progressive State. I have also to thank you all, ladies and gentlemen, for your generous response to our invitation, which we take as a mark of your appreciation of our efforts however critical you might be of our actual performance on occasions.

One of the greatest occasions in the history of Indian Railways was the celebration of the Centenary on the 16th April, 1953. It was exactly a hundred years earlier on 16th April, 1853, that the first Railway train in India steamed out of the Bombay hauling a load of distinguished citizens of that town on an epoch-making and adventurous journey to Thana, 22 miles away. It was undoubtedly epoch-making, but you might not agree with me when I say it was adventurous too. But you should remember that Railway transport was still very much in its infancy and had not got over its teething troubles even in England where it originated. Trains by that time had begun to attain the magnificent speed of 25 miles per hour. A keen controversy had by then started in England about the suitability of this mode of travel. Amongst the various arguments advanced by its detractors, was the one that human beings were not built to stand speeds of over 20 miles per hour, that such speeds were unnatural and hence would result in irreparable damages to the human system, even if there were no accidents. You would be surprised to hear that there were even doctors amongst those who advocated these views. It is no wonder, therefore, that when the date for the opening of the Railway from Bombay to Thana was fixed, His Excellency the Governor of Bombay discovered that he could not take part in the function and had to depart for Poona a few days earlier by more orthodox means of transport. He probably thought discretion was the better part of valour. The *Times of India* published from Bombay was rather caustic about it. You will find a framed copy of their leading article about this inauguration ceremony on 16th April, 1853, in the Central Railway Coach.

On 16th April, 1953, Indian Railways thus completed one century of service. You are aware that in commemoration of the occasion, the Railway Board organised an Indian Railway Centenary Exhibition in New Delhi, which was opened by our Prime Minister on the 7th March, 1953. The central theme that was depicted in the exhibition was the progress made by Indian Railways during the 100 years of their growth, the technical and industrial effort that lay behind this progress and the planning of

self-sufficiency in the manufacture of railway components. The exhibition had been designed also to enlighten the public how the railways functioned, how much of the country's capital was invested in them and in what manner they assisted in the implementation of the First Five-Year Plan.

The Delhi Exhibition, however, could have been seen only by those who were able to visit India's capital for the purpose last year. With a view to enabling sections of the public who were not in a position to do so, two exhibition trains, one on the Broad Gauge and the other on the Metre Gauge, were fitted up to be taken round the country and exhibited at important places. The pick of the models, photographs, charts, etc., which had been displayed in the exhibition at Delhi was fitted up in the coaches of these two trains. Each railway contributed one or two coaches.

At about this time the Planning Commission was trying to get their message across to the great mass of our people and make them plan conscious. They felt that these exhibition trains would be ideal vehicles for conveying their message. It was accordingly arranged that four coaches on each train should be allotted to exhibits by the Planning Commission.

The Metre Gauge Centenary Exhibition Train, which will be presently declared open by His Highness the Rajpramukh and which will be on exhibition here to the public for four days from this afternoon, left Delhi on the 10th July last year. After its departure was signalled by the Prime Minister, it has so far covered over 12,000 miles, visiting the various metre gauge Railway stations in the North. It has been exhibited at about 100 stations so far and has been visited by more than seven lakhs of people before coming to this historic city.

Before concluding I have to make two apologies. The Railway exhibits in this train are only a limited section of what were actually exhibited in Delhi. Some of the larger exhibits could not be accommodated in either of the trains. And out of those that could be accommodated the better half, I regret to say, have been appropriated by the elder brother the Broad Gauge train. The Broad Gauge train will be visiting Ernakulam, the northern capital of this State, after three months and I would request one and all of you not to pass judgment on our efforts before inspecting that train also.

The second point is about the delay. It was originally planned that these exhibition trains should complete their tour of India within about six months. But these trains proved rather popular in the North. There were pressing demands to extend the duration of halts and to add new halts which had to be complied with. Besides it was decided

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that both the trains should be kept for exhibition at Allahabad for nearly two months throughout the period of Kumbh Mela. As you are aware this time there was a record concourse of several lakhs of people at Allahabad for the Kumbh Mela. These changes put our schedules completely out and hence the trains reached the Southern Railway rather late, but I hope you won't be uncharitable enough to add that this was only typical of our other trains also.

With your leave, ladies and gentlemen, I now request His Highness to declare the Railway Centenary Exhibition Train open."

His Highness the Rajpramukh formally opening the exhibition said:

"It gives me great pleasure to be here this morning to inaugurate the Exhibition of the Railway Centenary Train.

We have been taking the train so much for granted that it will be difficult for us in

this age to contemplate that over a hundred years ago the fastest method of locomotion was perhaps, the horse. During the course of the hundred years of its existence from the year 1853, the Indian Railways have developed to such an extent that they cover 34,000 route miles of which a fairly large portion is laid with double track. Perusing the *Souvenir* published on the occasion of the Centenary of the Indian Railways, I came across the interesting information contained therein that the train mileage covered in 1951-52 was 188 million miles, being 14 million miles more than the distance between the Sun and Mars. Though during the last hundred years great progress has been made in the Railways in India, much more has still to be achieved to improve them to be on a par with some of the best Railways in the West. Considering the rapid pace of development in all fields of industrial activity in India after she attained her Independence, I am sure that we can expect

His Highness the Rajpramukh delivering his opening speech





His Highness declaring the Exhibition open

the improvement up to Western standards in a very short time.

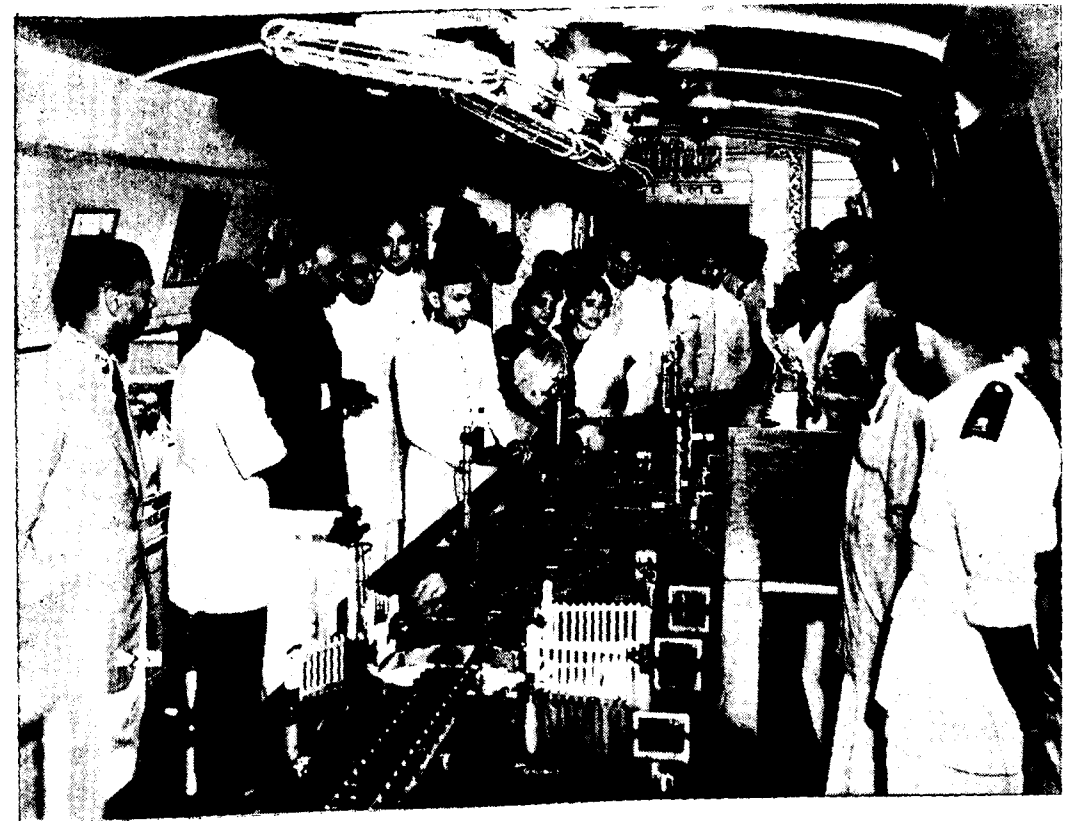
I would like to take this opportunity of saying how much we appreciate your having brought out the exhibition of the Railway Centenary Train to this southernmost State of India as a further indication that the Railway authorities are alive to the necessity of acquainting the public at large of this State with the progress made by Railways, and the new schemes contemplated even though from the point of view of length of railway lines this State may not be important enough now. When, however, the railway link between Quilon and Ernakulam becomes a *fait accompli* in a few years, and when, as we hope the extension of the railways from Trivandrum to Cape Comorin is also taken up, railway travel in this State will certainly become one of the important modes of travel as well as transport of goods, and the railway will play an important part in the life of our people.

As has been pointed out by Shri Joseph, the train contains the pick of models, photographs, charts, etc., which had been displayed

in the exhibition at Delhi. Here is an opportunity for the people of our State to come and see for themselves what we have been able to achieve in railways so far and what possibilities the future holds for us. I am sure this opportunity will be availed of by the public in large numbers to their advantage and benefit.

I have now great pleasure in inaugurating the exhibition and declaring the Railway Centenary Train open."

The Rajpramukh then cut the ribbon and declared the exhibition train as open. His Highness and the other distinguished visitors were then taken round the train by Shri Joseph and Shri Bose, Officer-in-charge of the train. His Highness the Rajpramukh evinced a keen interest in the various exhibits displayed inside the train and asked the demonstrators several questions which revealed his deep interest in railway matters.



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THE KODAIKANAL HILLS

"NIGEL"

It is not known whether the Indian aristocrats of old ever spent their summer on the hills. Life in ancient India was much less hurried and all the peace and quiet that was needed could then be obtained nearer home. The earliest we hear of hill stations in India is during the time of Moghuls, who, tired of the fierce heat of the North Indian plains, made Kashmir their summer home. We owe it to the enterprising survey officers of the 19th century who, during their rambles in the hills, discovered and reported upon likely spots where settlements could be located.

The Discovery

Kodaikanal was discovered in about 1820 and became popular with the advent of American missionaries of Madura who soon founded a colony on the hills. Successive Collectors of the District of Madura chose the hills as a summer habitation and to these must be attributed the many improvements that were rapidly undertaken. In particular, Mr. Vere Levinge, who was Collector of Madura in 1860, planned the lake, constructed several roads and bridle-paths and introduced European fruits and flowers. A monument to his memory erected by his friends and admirers may still be seen on the lake road opposite the Municipal Office.

Kodaikanal, one of the healthiest hill stations in the whole of India, stands on the southern crest of the upper Palni Hills at an elevation of about 7,000 feet above sea-level. The Palnis apparently derive their name from the town of the same name which lies just north of them. Their Sanskrit appellation is 'Varahagiri' and to account for it, there is a legend of twelve naughty children who, for scoffing at a devout sage, were transformed into pigs,

though luckily later rescued by Lord Siva.

Old Times

Kodaikanal is now within three hours reach from the nearest railway station at Kodaikanal Road but it was not always so easy to reach the hills in the past. Until about thirty years ago, when the first car attempted to ascend the hill, travellers had to do a weary journey by bullock carts and dholies and the more adventurous on horseback. The journey occupied nearly forty-eight hours and though the wooded hills and the mountain air rendered the prospect cheerful, it was yet a fatiguing attempt not undertaken by all. Now there is an excellent motor road fit for high speed automobiles. An enterprising firm once made attempts to construct a tramway to the hills but the project was finally abandoned and all attention was concentrated on perfecting the road. The first car appeared on the hill in 1915. Regular services now ply between the hill station and the plains.

Climate

Kodaikanal has a mean annual rainfall of about 65", a major portion falling in the months of October, November and December. Pleasant showers are experienced during April, May and June, the season months and help to keep the place dust-free and nice. Neither hot nor cold, Kodai ever accords a warm welcome to every visitor seeking a holiday, a haven of ease and comfort to recoup and rejuvenate, free from the dust and heat of the plains. Kodaikanal is the delight of the casual gardener and the scientific botanist alike. Seeds and cuttings planted in any season of the year produce a plentiful harvest. Roses blossom all the year round. Several varieties of lilies and other flowers grow wild everywhere.

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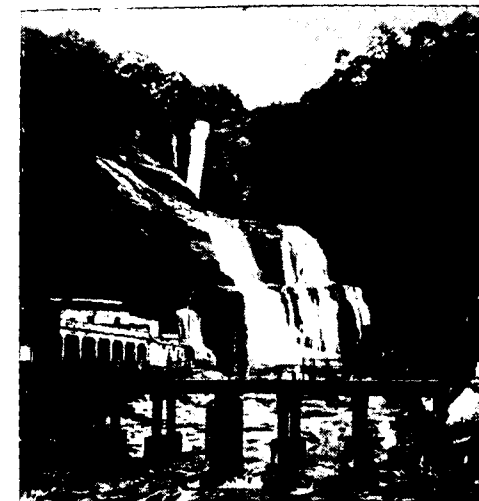
THE KODAIKANAL HILLS

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The station is situated amidst an ever-green forest which lends it an appearance of an extensive leafy bower rather than a busy town.

Amenities

Kodaikanal affords a great variety of exhilarating amusements to the tired visitor. The lake in the centre is the chief attraction. About sixty acres in extent and skirted by a three-mile road which makes for excellent walks, it is full of boats all through the day. Overlooking the lake are several hotels and residences. The excellent golf course is popular during the season. The many waterfalls make for ideal picnic resorts. The Berijam Lake, the Pillar Rocks, the Perumal Peak, etc. further off are favourite excursion spots. The adventurous can find big game within a few miles of the town. Riding is not popular of the hills for lack of facilities. Hiking finds many votaries. The station is well-equipped with hospitals, schools, shops and similar amenities of town life.



COURTALLAM

S. R. SRINIVASARAGHAVAN

Beauty ever lies in Nature's nude forms,
Amidst verdurous vales, the roaring sea,
Hills rising up in proud majesty,
Streams and waterfalls amidst sylvan scenes.

Legend has borne you proudly in her bosom
Full of dreamful tales combined with
realism;

Proud possession of this our country,
Pet shrine of Tamil poets and prophets.

Oh! how, how do those waters gush,
Wherefrom? which way? perhaps like the
Ganges

Released from Siva's matted locks
In a mood of regained liberty?

Ozone-laden, the air is full of your rhythm,
The rhythm of your waterfalls,
Rushing like a prodigal child unmindful
Of the obstacles which beset its path.

Cool and gay, soft and full of sweet scents,
Laden with the efficacy of herbs
That are enshrined on the crest of your
mountain summit,
You shower forth in gay celestial rapture.

July brings in the inviting season;
Merciful rain pours forth in torrents
And waters rush in vast colourful sheets
Like the eternal outpouring of an inspired
poet.

I hear the tinkling as of bells, of bangles
Belonging to young maidens gaily moving
under your torrents
Laughing and gossiping as they pass
And think of the green days when you were
one among them.

SOUTHERN RAILWAY

TENDER NOTICE

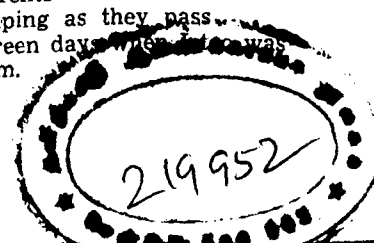
Quilon - Ernakulam Railway Construction
Sections I & II
Quilon to Mavelikara and
Mavelikara to Kottayam

Tender for Manufacture, Supply and Erection of
Steelwork (Mild steel) in Girders to MG/ML standard
alternatively Manufacture and Erection at site
prestressed concrete Girders 40 ft. span.

The date for submission of Tenders, issue of
Tender Forms, deposit of earnest money, and
opening of Tenders are extended as noted below:-

Date of receipt of Tenders:- 12 hrs. on 30-9-54
Date of issue of Tender Forms:- 12 hrs. on 29-9-54
Date of deposit of earnest money:- 12 hrs. on 28-9-54
Date of opening of Tenders:- 12 hrs. on 1-10-54

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August 1954

ON SLIMMING



ON SLIMMING

V. S. SHANTHALAKSHMI

THE modern ideal is for long sinuous lines, well-balanced and gently curved; for braced muscles without an ounce of extra flesh or flabbiness; for small, soft feminine outlines. A tall girl, slim and slender (of course, not the too slim, gaunt type) is hailed in Tamil, Sanskrit as well as English literature as graceful, beautiful, elegant and lovely. She is admired, loved and imitated.

It is not everybody that is blessed with such a slender, enviable figure and graceful personality. There are many a people with a rather generous proportion who yearn to attain that so-called standard of elegance and grace. And even in the case of slim girls the problem is not over. They have to maintain their stream-lined figure which is equally, if not more, difficult than slimming itself.

We know there are two reasons for excess weight: (a) eating more energy-making food than your body needs, and (b) defective team-work of the endocrine glands. The weight-making foods are carbo-hydrates and the fats. These are high-fuel foods. In small quantities they play a vital part in the production of immunity from disease,

but unless the energy thus produced is burnt up by a sufficient amount of exercise and fresh air, these high-fuel foods are stored as fat deposits. Growing children and people who do manual jobs have a great need for this stored food. But housewives, business girls, city-workers, middle-aged and elderly people who have the least demand for this fatty food must, to keep a well-balanced figure, substitute a little of the carbohydrates and fats with plenty of fruits, vegetables and salads.

A serious amount of overweight may be associated with a defect in the endocrine system. An over-secretion or an under-secretion of one of the glands like the pituitary or the thyroid, upsets the circulation, as well as the chemical changes which take place in the food you eat. Starchy foods—sugars and fats—cannot be used properly by the body as fuel for energy and hence are left stored up as adipose tissues which give undesirable curves to your body line.

The various methods of slimming can be listed under the following headings (1) diet, (2) drugs, (3) exercises, and (4) passive reducing treatments. But the best way to reduce weight is to

team up a sensible reducing diet with maintenance exercises, fresh air, and foundation garments made to give you the necessary support. For those who can afford the time and money, a course of passive reducing treatments should be included as they provide a valuable addition to the whole reducing regime.

Of course, by diet alone you can lose a considerable amount of weight but as the fat deposits melt away the face is apt to become lined and the neck scraggy. Unexercised muscle will give way to flabbiness and in cases where too much weight is lost in too short a space of time, the flesh is left hanging in loose, limp folds. Semi-starvation diets which entail the hardship of hunger and thirst can damage the digestion, cause constipation and upset the natural function of the kidney. So you won't make a satisfactory job of reducing by diet alone. You must have exercise also. You can't fail to make a success of both together.

Exercises have this advantage over dieting: that with them you can take off or put on weight just where you want it; slim your hips, give yourself slender arms or waist, and make all your measurements as you wish.

There are also maintenance exercises which are not intended to reduce the weight; but they double the efficiency of a slimming diet in so far as they encourage deep breathing which is very important when you are reducing weight. These exercises also give you the habit of good posture and make the muscle play their part in keeping the body sleek, supple and well-balanced.

Massage is equally important during slimming than at any other time, especially for the throat and face. A rich emollient massage cream will help to keep lines and crows-feet at bay. Five minutes facial gymnastics each morning (facial massage have been dealt with in a previous issue) are necessary to keep the throat and face firm and prevent that dreary, withered appearance which is so often a "fellow-traveller" of weight reduction.

The passive reducing treatment by electric impulse is very good for spot reducing. They can be localised on upper arms, thighs, hips, diaphragm, thickening around waist or ankles. The advantage of this treatment is that general circulation is stimulated so that the contour and colour of the limbs will also be improved with the treatment. Special electrical vibratory massager called Pifco, radiant heat, ultra-violet ray, rollers, massage, foam and pine aeration, etc., are used in the West for spot reduction. But all these treatments are very expensive. The various baths like Turkish bath, wax bath, foam bath, etc., also come under passive reducing treatments. These baths heat you up and produce a tremendous amount of sweating. A large amount of fluid is lost through sweating during this treatment and the resulting loss of weight is due to dehydration. These hot baths have also the added advantage of deep skin cleansing. But any form of sweating bath can be dangerous to people with high blood-pressure or heart symptoms and therefore none of these treatments can be safely undertaken without the doctor's permission.

Coming to drugs, there are a number of weight-reducing pills and tablets. They work in one of the two ways: either as an aperient or else as an appetite destroyer. The aperient type of weight-reducing tablets are nothing more than laxatives and purgatives. And a great many people also try the appetite destroyers as well. A possible disadvantage of this drug is that it may interfere with sleep to such an extent that you may have to take sleeping tablets. It may also give you the jitters and even cause halitosis (bad breath). Moreover the popular drugs, such as dinitrophenol, and dekrysal are considered to be rather injurious to health. So it is advisable to consult your doctor before you start taking any of these drugs.



GOVERNOR'S CUP IN SALEM SOCCER

~~~~~T. A. KRISHNAMOORTHY~~~~~

Salem Junction

**N**EARLY 85,000 people visited the Railway Colony Grounds at Salem Junction since 29th May, 1954, to witness the Football (Sevens) Tournament which was conducted for a period of 20 days.

The unique honour of receiving the Governor's Rolling Cup went to Mr. A. P. Chandrasekhar, the captain of the Magnesite Sports Club 'X' team, which won the Finals beating the United Gymkhana 'B' team.

The tournament has become a regular feature in the activities of the Southern Railway Institute, Salem Junction, since 1952. In 1953, His Excellency Shri Sri Prakasa, Governor of Madras, donated a beautiful Silver Rolling Cup to the Institute to be awarded to the winners in the Annual Tournament.

This year, the committee of management of the Institute, under the able guidance of its Secretary, Dr. L. R. Parthasarathy, formed an organising committee with the following Railway officials:

Mr. R. K. Anantharam,  
" Popaly.  
" S. Rengasamy.  
" K. F. Rozario,

Mr. T. A. Krishnamoorthy.  
" K. Marimuthu.

Three influential local non-officials were also included in the committee.

Thirty-two teams from various parts of the State, viz., Arkonam, Jalarpet, Dharmapuri, Yercaud, etc., participated in the tournament.

The other teams noted for their excellent game were the United Gymkhana 'A', the Municipal Seven, Salem, the Railway Institute, Arkonam, the Jin Sevens, the Seven Dollies, the Equal Fighters, the Young Talents and the Magnet 'A'. These players won the appreciation of the large number of spectators for the very good display of their game.

The teams that were able to come up to Finals were from the Magnesite Sports Club and the United Gymkhana Club.

The grounds were tastefully decorated on the finals day when Mr. P. Sharfuddin, District and Sessions Judge, presided.

Mr. P. Sabhanayagam, District Collector, Mrs. Sabhanayagam, Mr. M. U. Hattikudur, District Engineer, Mrs. Hattikudur and a large number

August 1954

GOVERNOR'S CUP IN SALEM SOCCER

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The Magnesite Sports Club 'X' Team

of officials and non-officials were present. At a very conservative estimate, six thousand people witnessed the game on the finals day.

Mr. J. S. Cameron, Assistant Engineer, and President of the Institute, welcomed the gathering.

The finals game was highly exciting. Both the teams showed good team-spirit as well as individual skill. The corner kick of Magnesite earned the first goal for them and it was indeed a superb one and without any effort, entered the net like an arrow.

Thereupon, the Gymkhana played with determined confidence and the score was immediately equalised by them by scoring amidst the full defence, a score which proved the efficiency of the right forward of Gymkhana, Mr. Philip.

The second-half was also equally thrilling from its very commencement. The free kick allowed by the referee, Mr. D. K. Peter, in favour of Magnesite, appeared to be more or less a penalty kick which decided the game in favour

of the Magnesites with one more goal. The credit goes to the left forward Mr. Varadaraj, who scored the earlier goal too.

The outstanding players of the evening were Kanakaraj, the centre forward, S. Pushparaj, the full back and of course, Mr. Varadaraj also, on the Magnesite side. The Gymkhana's star players were R. Sundaram, the centre forward, Philip, the right forward and Ramachandran, the full back.

Umpiring by Mr. D. K. Peter was excellent.

Mr. P. Sharfuddin, the president, in his address congratulated Dr. L. R. Parthasarathy, and the organisers Mr. R. K. Anantharam and Mr. K. F. Rozario and the committee for their laudable efforts in successfully conducting the tournament on such a grand scale. He said that Salem could easily be associated with the big centres like Madura, Madras and Cannanore which were well known for public enthusiasm in conducting such first-rate Football Tournaments.

Mr. L. R. Parthasarathy gave a report on the tournament. Mrs. Savithri Sabhanayagam distributed the trophies to the winners and the runners.

Mr. K. F. Rozario proposed a vote of thanks and the gala festival, which focussed the attention of Salem City and the surroundings on Salem Junction for over 20 days, came to an end.



### Clive Institute, Trichy Goods Yard

The annual General Body of the Clive Institute, Trichy Goods Yard, was held on 27th June, 1954 under the presidency of Sri K. Basheer Ahmed, Regional Traffic Superintendent, Trichinopoly.

The proceedings began with opening remarks by the President. The Honorary Secretary, Sri G. A. Jaleel, presented the Annual Report for the year 1953-54. After the adoption of accounts and distribution of prizes for the winners and runners-up in Billiards, Ping Pong and Carroms, the following members were elected to the Committee of management for the year 1954-55, Srimans R. Swaminathan, S. Mariappan, D. Hudson, M. Murugesan, Vincent Martin, A Dhanasamy and S. Paranjothi.

Sri G. A. Jaleel, Chief Instructor, was nominated as the Honorary Secretary for the year 1954-55.

At the close of the meeting, members were entertained to tea.



### SRAA (TRICHY REGION) VOLLEYBALL VIs, HOCKEY XIs, FOOTBALL XIs AND FOOTBALL VIs TOURNAMENTS, 1954-55

The following Regional Tournaments were conducted at the Bell Recreation Ground, Trichinopoly Goods Yard on the dates noted against each:—

1. Volleyball (Sixes) ... From 7-6-54 to 11-6-54
2. Hockey (Elevens) ... From 14-6-54 to 19-6-54
3. Football (Elevens) ... From 21-6-54 to 24-6-54
4. Football (Sixes) ... From 28-6-54 to 2-7-54

There were 10 entries for Volleyball VIs, 11 entries for Hockey XIs, 8 entries for Football XIs and 14 entries for Football VIs.

The following are the results:

#### Volleyball (Sixes)

##### WINNERS

Southern Railway Recreation Club and Reading Room, Shencottah.

##### RUNNERS-UP

Clive Institute, Trichinopoly Goods Yard.

#### Hockey (Elevens)

##### WINNERS

Railway Institute, Tambaram.

##### RUNNERS-UP

Clive Institute, Trichinopoly Goods Yard.

#### Football (Elevens)

##### WINNERS

Railway Institute, Golden Rock.

##### RUNNERS-UP

Railway Institute, Trichy Fort.

#### Football (Sixes)

##### WINNERS

Clive Institute, Trichinopoly Goods Yard.

##### RUNNERS-UP

Railway Institute, Golden Rock.

### INDIAN RAILWAY INSTITUTE, HUBLI

The open Championship Tennis Tournament conducted under the auspices of the Indian Railway Institute, Hubli, came to a successful termination on the 3rd May 1954. Players from places like Kolhapur, Eezwada, Guntur, Podanur, Kundgol, Dharwar and the local players at Hubli took part. Poona champion Mr. G. N. Powar, and Southern Railway champion Mr. James were eliminated in the earlier rounds by Mr. Gopal Rao of Guntur and Mr. K. P. R. Shetty of the Southern Railway, Hubli, respectively. Credit goes to Mr. T. J. Whitehouse and Mr. K. P. R. Shetty of Southern Railway, Hubli, who combined well to defeat the holders, Mr. G. N. Powar and Mr. N. L. Divekar, in the finals.

Sri K. S. Ramaswamy, Works Manager, Hubli, presided over the function and distributed the prizes to the winners and runners up.



# STAFF NEWS

## FAREWELL TO SHRI G. VISWANATHAN

A very pleasant party was got up by officers of this railway on the 6th July, at Woodlands Hotel to bid farewell to Shri G. Viswanathan, Deputy Chief Engineer (Construction), on the eve of his transfer to the Western Railway on promotion as Chief Engineer. The function, which was well attended, was held on the spacious lawn of the Woodlands Hotel.

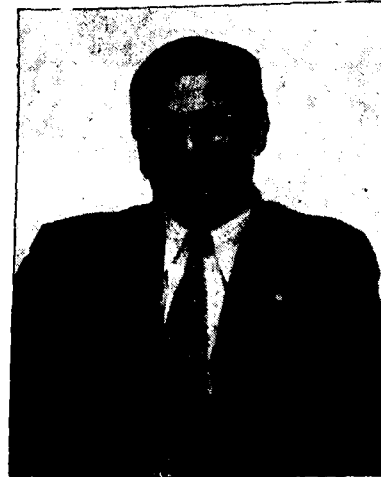
Shri T. A. Joseph, General Manager, Shri M. Ganapathy, Chief Engineer, and Shri V. Jagannath, Member of the Allahabad Railway Service Commission spoke on the occasion praising Shri Viswanathan's capacity for hard work and his great drive. Shri Ganapathy said that both he and Shri Viswanathan started their careers on the Ex.-M. & S. M. Railway almost at the same time and used to vie with one another in getting good commendations. He added that from a purely selfish point of view he was sorry to lose Shri Viswanathan, but what was being lost by the Southern Railway was being gained by the Western Railway. Shri Viswanathan replied suitably stating that although he was sorry to leave his parent railway for a second time, he had to obey the call of duty and thanked the officers present for their good wishes.

Born in 1903, Shri Viswanathan joined the Ex.-M. & S. M. Railway in 1927 as Assistant Engineer. About 4 years ago he went on promotion to the Assam Railway as Deputy Chief Engineer and re-joined the Southern Railway as Deputy Chief Engineer (Construction) recently.

## Retirement of Sri R. Ramaswamy, Senior Statistical Inspector

An enjoyable function was held on the afternoon of the 16th June by the staff of the Statistical Branch on the eve of the retirement of Sri R. Ramaswamy, Senior Statistical Inspector. The Statistical Officer who presided observed that Mr. Ramaswamy was retiring after 32 years of service on the Railway with 29 years on the Ex. S. I. and that from humble beginnings, by dint of his diligent, sustained and loyal effort, he had risen to the second highest place in the whole office. He recommended the example of the retiring Chief Inspector to the rest of the staff.

Mr. K. Krishnan Nair, Head Clerk, then referred to the many excellent qualities of the chief guest. He pointed out that the valuable guidance that Mr. Ramaswamy was giving to his juniors in service stood them in great stead.



## THE LATE MR. S. R. SARMA

We deeply regret to record the passing away of Mr. S. R. Sarma, Chief Operating Superintendent, on the 19th July, 1954, in the Railway Hospital, Perambur, after a short illness.

Born in 1902, Mr. Sarma, after a brilliant academic career, served as a lecturer in the Meenakshi College at Chidambaram, an experience which he used to recall with great pride in later years. He entered service in the ex.-M. & S. M. Railway in 1924 as a Traffic Probationer. He later served in various capacities, as District Traffic Superintendent at Bangalore, Guntakal and Bezwada, and as Harbour Traffic Superintendent at Mormugao Harbour. In 1948, he was appointed as joint Public Relations Officer for the Ex.-M. & S. M. and Ex.-S. I. Railways in which job he had an opportunity of displaying his many-sided talents. He became the Chief Operating Superintendent of the Ex.-M. & S. M. Railway in 1950 and of the Southern Railway after its integration in 1951.

Mr. Sarma was an accomplished writer and was a regular contributor to this journal. For the inaugural issue of the magazine, he contributed an article on "Railway as a career" and in the subsequent issues, two of his short stories "Kondu" and "It is never too late to mend" were published. His last short story entitled "Give me a chance" has been published elsewhere in this issue. As a gifted conversationalist, he was an extremely popular figure not only in the railway world but also in social circles and had numerous friends outside the sphere of his professional work. He was a keen Rotarian and was Governor of the 56th District of Rotary International in 1947-48. He had made extensive tours of Europe and America and gained a first hand knowledge of the transport problems of the countries he visited.

## THE LATE MR. M. S. IYENGAR

Mr. M. S. Iyengar, District Engineer, whose death occurred on 7th July, 1954, was born in 1902 and entered service in the subordinate cadre of the Ex.-M. & S. M. Railway in 1925. By dint of merit and hard work, he rose to the position of a gazetted officer in 1931. He was promoted as District Engineer in 1944 and since then he held charge of several important districts of the Ex.-M. & S. M. Railway. After the formation of the Southern Railway in April, 1951, he held the post of Personal Assistant to Chief Engineer and to Regional Engineer, Rayapuram.

Quiet and unassuming in demeanour Mr. Iyengar was the soul of courtesy and was liked by one and all with whom he came in contact in his official career.



# Children's CORNER



Hello Children !

**W**HAT is it that you wish for most? If I had to collect all the answers I am sure not two would be the same, as one may like a cycle, another a model aeroplane, another a lovely doll, and so on. But if you have ever overheard grown up people wishing, you may have heard some say, "I wish I had a lot of money." Now if this wish were suddenly to come true, I wonder what the lucky person would do with a lot of money. Well, I would now like to tell you the story of a young man, and what he did with a lot of money.

## "The Miser's Son"

An old man, his wife and son, lived in a wretched hut not far from a king's palace. The old man, who was a merchant, was a terrible miser. Every piece of money he earned he would want to save up. So he spent only enough to give his wife and son the poorest and barest of food, and even less for himself. As the merchant grew older and older, he would eat less and less, so that he could save up more money. The time soon came when the merchant was so starved of food, that he became weaker and weaker, until one day he died.

With the old merchant dead, the vast fortune he had saved up was now left to his wife and son, and because they had lived in such a poor way for years and years, they did not quite know how

to use the money. Then one night the son had a dream. An unknown man came to him in the dream and said, "Your father is dead, and your mother who was starved will die within a few days. The large fortune will then be yours. But remember this. Most of your father's money was got by him by squeezing the poor, and you must give back half of his fortune to the poor. The other half you must throw into the sea. But when you are throwing the money into the sea watch carefully, and whatever you may see floating on the water, catch it and look at it carefully, even if it is only a bit of paper." Then the dream man melted away, and the son awoke.

The dream troubled the son, as he did not want his mother to die, nor did he want to throw away so much money into the sea. It did seem such a waste. But, although he was the son of a miser, the young man was a fine lad, and he did not mind giving away half the fortune to the poor, as he knew what it was to be poor and hungry.

A few days later his mother died. The son was now the owner of all his father's large fortune. He remembered the dream, and he at once set about doing what the dream man told him. Half the fortune he gave away to poor people; and the other half he put into a bag, went to the seaside and with all his might slung the bag into the water. He was about to turn away, when he saw a piece of paper floating in towards him from the sea. He waited until the

August 1954

CHILDREN'S CORNER

6

paper was near his feet, then picked it up. When he opened the paper packet he found a small sum of money inside, worth about six rupees.

This was now all the money he had in the world. But he was young and healthy, and did not worry, as he knew he could earn his living. So he wandered away from his hut into a nearby jungle. After he had been walking for some hours he felt hungry, and seeing a small house near by, he went up to it and knocked on the door. An old woman opened the door and the young man asked if he could have a simple meal. The kindly old woman took him in and soon had him sitting at a table, with enough simple food for a hungry man. She also told him he could stay the night.

While he was eating, another old woman and an old man came in and sat down at the table. A cheerful wood fire was burning merrily in the fireplace, and on a cushion near the fire was a strange black furry animal, with golden eyes. The young man had never seen such an animal before, and when he asked, the old man told him it was a cat.

The young man was so drawn to this strange animal that he asked the old people if they would sell it to him. They agreed and the price they asked was just the amount of money he had with him, nothing more, nothing less. He paid for the cat, and next morning after thanking the old people for their kindness, he tucked the sleek black cat under his arm, and went on his way.

The young man and the cat still wandered on, and as evening came on both felt hungry and weary. Once again, the welcome light of a little house drew him, and he went up and knocked. The door was opened by an old man who welcomed both man and animal. The cat was placed on the floor and the young man was asked to sit at the table while a meal was being got ready. Soon the mother and daughter of the house came in, and the black cat, who was a friendly fellow,

rubbed himself against their legs and purred loudly to show them how pleased he was at their kindness.

Both the young man and his cat were then given a hearty meal, and offered shelter for the night. While he was eating the young man told the family that the black cat was all he had in the world. The old man then advised him to go and see the king, who was not only a kindly and fine man, but never turned away anybody who came to him for advice or help.

The next morning, after thanking the good people who had been so kind to him, the young man and his cat soon found themselves on the way to the king's palace. At the palace gate he asked the sentry to ask the king if he would allow him and his cat to see him for a few minutes. His request was soon granted, and the young man was led into a large dining hall, where the king, his lovely daughter, and a large number of important people were having a state dinner. But they were not enjoying this grand dinner at all, as hundreds of little grey creatures were scurrying about all over the dining table, nosing and nibbling away at the food that was being served. And the strange part of all this was that none of the people at the table were doing anything about driving away these hundreds of mice, for mice they were. But the young man was not the only one who had noticed these mice. The black cat under the young man's arm soon had his golden eyes darting dagger glances at the greedy mice. Suddenly, he squirmed and shot away from his young master and was on top of the dining table like a streak of black lightning, with his sharp claws out smacking away at the mice. Before long, quite a number of mice were lying dead on the table, and the others seeing that war had been declared on them by this black giant, jumped off the dining table and did not stop running until they disappeared into whatever holes they could find.

The king was amazed when he saw the last mouse jump off and disappear.

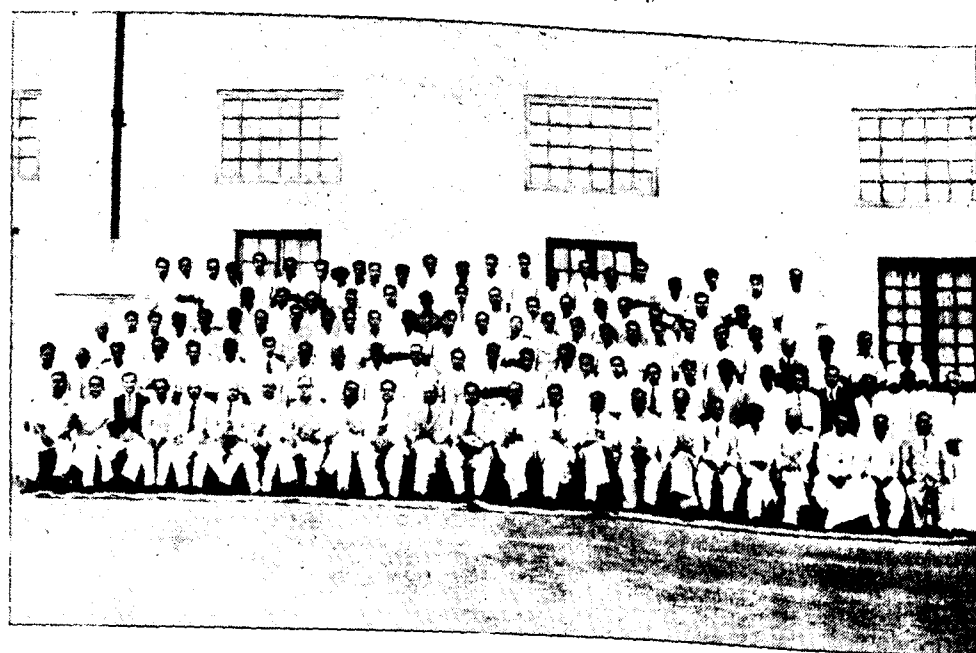
"Thank you, sir, for what you and your pet beast have done. For these awful mice were a terrible plague to us, and we didn't know how to get rid of them. By the way, what is that strange black beast called?" When the king was told that it was a cat, he said, "We must have some more of these cats in our kingdom, and then we will have very few mice. As for you young man, I must now reward you. Either you will be my Prime Minister, or else

marry my daughter and become king after me. Take your choice."

The young man looked at the lovely girl seated beside the king, and she smiled at him. "Sire," he said, bowing low, "with your permission, I would rather marry the princess, and as for the kingdom after you, I care little for that." But the young man married the princess, and in time also got the kingdom.

—UNCLE TELLATALE.

(Photo taken on the occasion of the transfer of Mr. S. G. Raman, A.T.S.,  
Rayapuram to Trichinopoly)



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## RE-OPENING OF MADURA-BODINAYAKKANUR RAILWAY

**T**HE residents of Usilampatti, Doddappanayakkanur, Andipatti, Teni and Bodinayakkanur mustered in their thousands and displayed unprecedented enthusiasm when the special train carrying Shri M. Bhaktavatsalam, Minister for Agriculture, Madras State, special invitees and railway officers steamed out of Usilampatti station and proceeded to Bodinayakkanur.

The Usilampatti Bodinayakkanur section of the Madura-Bodinayakkanur railway was declared open by Shri M. Bhaktavatsalam at a function held at Usilampatti on 24th July, 1954. A large and distinguished gathering, representing the cross-section of the people of Madura district, was present on the occasion. The ceremony was held in a tastefully decorated pandal adjacent to Usilampatti station.

Shri A. R. Rao, Senior Deputy General Manager of this Railway, in his welcome speech, said :

On behalf of the Southern Railway Administration, I have great pleasure in extending to you all a hearty welcome on the happy and important occasion of the re-opening of the Usilampatti-Bodinayakkanur section of the Madura-Bodinayakkanur line.

As you might be aware, a number of branch lines all over India were closed for traffic during the last War partly because their working was found uneconomical and partly because the permanent-way materials were required urgently in overseas theatres of war. The Madura-Bodinayakkanur line and the Shoranur-Nilambur line were among the lines so dismantled in South India. The Madura-Bodi line was originally constructed in 1927-28 and was opened for traffic in November, 1928. Covering a distance of 56 miles in the Cumbum Valley, the line provided the whole of the valley with a direct rail connection not only with Madura but also with Tuticorin, the nearest port. It

Shri A. R. Rao welcoming the guests



also linked this important cardamom-growing area with the whole of the north via Dindigul. The line was dismantled in 1942 to meet urgent military demands for permanent-way materials.

After the nationalization of Indian Railways, a vigorous policy of improving the means of communication is being pursued by our Government as is evident from the new rail links that are being opened and the dismantled branch lines that are being restored. The Chunar-Robertsgunj line in Uttar Pradesh recently opened by our Prime Minister and the Trombay-Kurla line on the Central Railway opened last month are among the newly constructed lines. In the South of the country, the construction of the Quilon-Ernakulam rail link is progressing at a rapid pace and we hope to throw open the line for traffic in stages—the first section from Ernakulam to Kottayam in 1955. So far as restoration of dismantled lines is concerned, the Shoranur-Nilambur line and the Madura-Bodinayakkanur line in Madras State and the Unao-Madhogunj-Balamau line in the North have received attention up to now.

The Shoranur-Angadipuram section was re-opened for traffic in April last year and the Angadipuram-Nilambur section in April this year. The whole branch line has thus been re-opened for traffic. The restoration of the Madura-Bodinayakkanur section at a cost of Rs. 43 lakhs was commenced towards the end of 1951. The 23 mile long Madura-Usilampatti section of the line was completed and opened to traffic in September last year

*Shri Bhaktavatsalam addressing the gathering*



and the remaining portion of the line is being declared open today.

With the re-opening of this line, over 1,050 miles of railway lines have been built since Independence and of these, new lines account for about 735 miles and the restoration of dismantled lines for about 315 miles.

We are extremely grateful to you, Sir, for so kindly agreeing to be present on this occasion and to declare the line open. Considering your multifarious engagements and the demands on your time, your presence here today reveals the keen interest that you are taking in the matter of railway development in this progressive State.

With your leave, gentlemen, and on behalf of the General Manager who has had to be away, I will now request Shri Bhaktavatsalam to declare the new line open.

After the welcome speech, leading citizens of Usilampatti and the areas served by the newly opened section including Shri Subbaraj, M.L.A., spoke thanking the Railway Administration and those who were responsible for the re-opening of the section for the expedition with which they had completed the work.

Declaring the new line open, Shri Bhaktavatsalam said :

Transport is a vital need of the people and it is closely related to any programme of



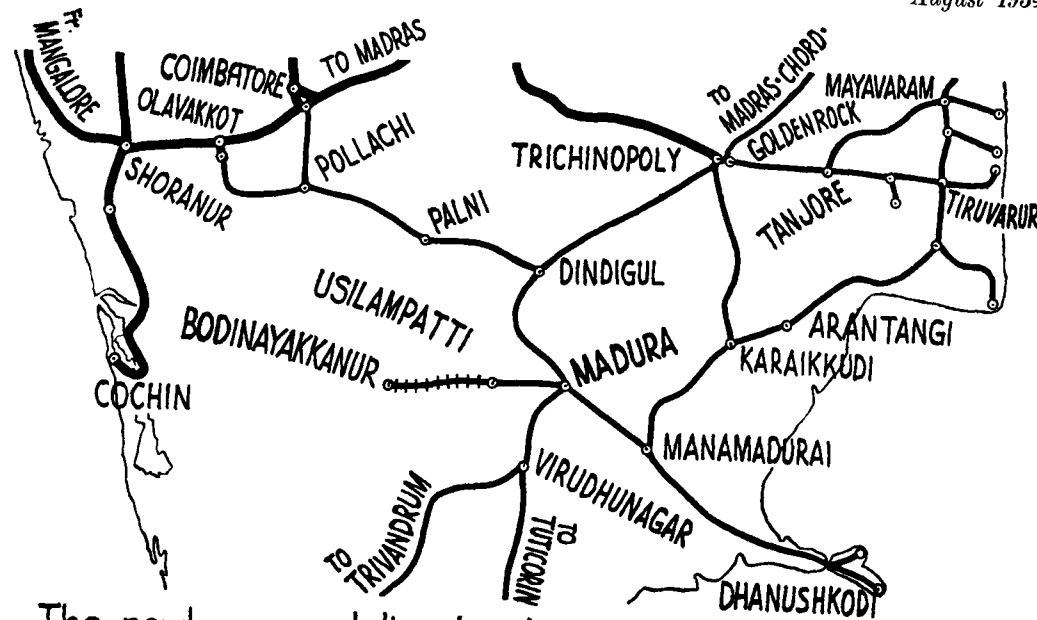
*Shri Bhaktavatsalam performing the opening ceremony*

economic development. Of the various modes of transport, the railways are the best and the most popular. This is why there is such a great demand from the people for new railway lines. Although this State is fairly well developed in the matter of railway connections, still there are large areas, even complete taluks, which have no railway connection. I am glad to see that the Ministry of Railways has begun to appreciate this vital need of the people and has been programming to open new lines.

There are two problems that have to be primarily tackled by the railways and they are very difficult problems. One is ticketless travel and the other is corruption. These two cannot be tackled successfully without the unstinted co-operation of the people.

I am glad to see such a large gathering on this occasion. It is natural that people should rejoice on the restoration of this line for the joy of getting back what we have lost is something more than what we feel in getting a new thing. I thank the railway authorities for having invited me to perform the pleasant duty of declaring this line open.

Shri Bhaktavatsalam then cut a ribbon fixed across an arch specially constructed for the occasion and the special train steamed forth to Bodinayakkanur. Unbounded enthusiasm was displayed by villagers living close to road side stations on the line and the train was received with great ovation by hundreds of them gathered all along the track. At Andipatti and Teni, special receptions had been arranged. On arrival at Bodinayakkanur, the special train was received by a crowd of more than five thousand persons and a meeting was held in a huge pandal where speeches were made expressing the people's gratitude for the restoration of the line which was dismantled during the last war.



The newly opened line has been shown thus -----

Map showing the Madurai-Bodinayakkanur Railway now completely re-opened for traffic

### SOUTHERN RAILWAY Tender Notice.

The Regional Engineer, Southern Railway, Mysore, invites sealed Percentage Schedule Tenders to reach him not later than 12 Noon on Friday the 3rd September, 1954, for stone ballasting working material trains in connection with the work of relaying the existing 41½ lbs. rails on steel sleepers with 50 R rails on steel sleepers for 60 miles M.le 141½ to 81½ on Pakala-Dharmavaram Section, Bellary 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. 2 (Rs. Two 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 transmissible.

3. Tender forms will be issued up to 15 hours on Tuesday, the 31st August, 1954 only.

4. The quotations submitted in the tender shall be on the basis of a percentage above or below the rates shown for Bellary 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. 5,940 (Rupees Five Thousand Nine 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 Thursday, the 2nd September, 1954, and the receipt submitted along with the tender. No demand draft, or cheque, e.c. to 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 12 hours on Saturday, the 4th September, 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.

## SYMPHONIES IN STONE - SOMANATHPUR

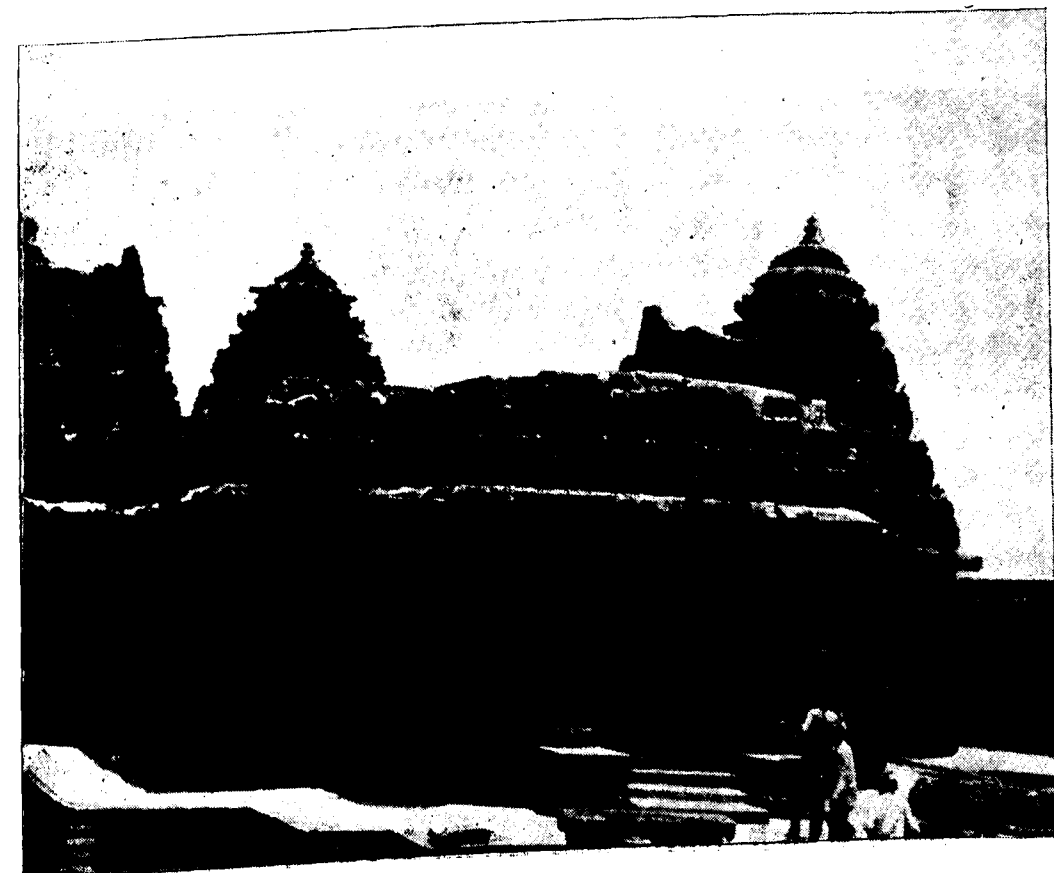
T. SRIKANTAI AH

Regional Engineer's Office, Mysore

**T**HE temple of Sri Channakeshava-swamy at Somanathpur, 30 miles away from Mysore, situated on the left bank of Cauvery River was constructed by the famous architect Jakanachari as far back as in 1263 and is the chief attraction of this place. The carvings on this temple have the resemblance of the sculpture of Belur and Halebid and impress every visitor by their exquisite beauty which is

superior to Belur and Halebid. This 'symphony in stone' attracts all lovers of art. The carvings and the designs in the ceiling are quite exquisite. The idols in the temple are made of a stone of a particular variety and when tapped gently by hand, produce a metallic sound. This temple has been preserved by the Department of Archaeology as a protected monument.

Somanathpur Temple—Exterior view





Beautifully carved images with ornamental canopies

The skill and technique of the architect who designed this temple could be seen even on its exterior walls. The stone carvings are very attractive and visitors are impressed with the many other symmetrical floral designs on the walls. Most of these have been damaged and yet the beauty of the sculpture remains untarnished.

Till recently, the interior of this temple could not be studied in detail due to the lack of light in the temple, and visitors were able to go round the temple only with the aid of hand-torches. Recently, the temple has been illuminated with electricity and it is now possible to examine minutely the interior of the temple and the fine carvings on the ceiling.

One unusual feature of this temple is that the chief idol of Sri Channakshavaswamy is not in existence at present.



## OUR COMMERCIAL NEWSLETTER

### Earnings

**T**HE approximate earnings on originating traffic for June, 1954, showed an increase as compared with those of the corresponding period of the previous year. The increase was visible chiefly in passenger and goods earnings.

| (Figures in thousands of rupees) |           |           |
|----------------------------------|-----------|-----------|
|                                  | June 1953 | June 1954 |
|                                  | Rs.       | Rs.       |
| Passengers                       | 1,62,35   | 1,67,03   |
| Other Coaching                   | 28,58     | 27,00     |
| Goods                            | 1,50,56   | 1,57,31   |
| Sundries                         | 5,62      | 7,52      |
| Total                            | 3,47,11   | 3,58,86   |

### Ticket Checking

1,06,758 persons were detected travelling without proper authority during the month of May, 1954 and an amount of Rs. 1,95,516 was realised from them by way of excess fare. The number of passengers who were prosecuted and the number of passengers who were fined or imprisoned, however, showed a considerable decrease.

Special drives against ticketless travel were conducted on 3 sections of the railway during the month and a drive conducted on the Madras-Bezawada section resulted in 1,359 cases

of ticketless travellers being detected. An amount of Rs. 4,128 was realised from them.

### Through Booking arrangements to Ceylon

Prior to 1st May, 1954, through booking arrangements were in force for the despatch of all commodities (subject to the export and import regulations) from stations on the Ex-S. I. Railway to all stations on the Ceylon Government Railway via Dhanushkodi and Talaimannar Pier and a similar arrangement was in force from stations on the Ex-M. & S.M. and M. S. Railway areas, only in respect of certain selected commodities and from certain specific stations, wherefrom traffic in such commodities was regularly moving.

With effect from 1st May, 1954, with a view to facilitating traders to despatch their goods through to Ceylon, this through booking arrangement was extended from a number of additional stations on the Ex-M. & S. M. and M. S. Railway areas as well as for a number of additional commodities, in consultation with the Ceylon Government Railway. The through booking arrangement applicable from stations on the Ex-S. I. Railway area continues to apply from 1st May, 1954, also.

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## SOUTHERN RAILWAY

Tenders for the purchase of used empty gunnies and tins Ex. Railway Stock Depots at Trichinopoly Junction and Rayapuram.

### TENDER NOTICE

1. Sealed tenders are invited for the purchase of

(a) Used empty gunnies and tins which will be made available at the Railway Stock Depot at Trichinopoly Junction and

(b) Used empty gunnies only which will be made available at the Railway Stock Depot at Rayapuram

during a period of three months from 1st September, 1954 to 30th November, 1954 or till the closure of the Grainshop Organization whichever is earlier.

2. Separate tenders on the prescribed forms must be submitted for the purchase of empty gunnies from each Railway Stock Depot. Regarding empty tins which will be made available at Stock Depot Trichinopoly Junction—the tenders should be submitted separately. The price of each tender form is Re. 1 (Rupee one only) and is payable to the Chief Cashier, Southern Railway, Trichinopoly Junction for tenders at Trichinopoly Junction and the Chief Cashier, Southern Railway, Park Town, Madras, for tenders at Rayapuram.

3. Intending tenderers should obtain the tender form together with the terms and conditions from the undersigned in respect of Railway Stock Depot, Rayapuram and from the Asst. Controller of Grainshops, Southern Railway, Trichinopoly Junction in respect of Railway Stock Depot, Trichinopoly, on production of the Official Receipt granted by the Chief Cashier concerned towards the cost of the form. The Tender form is not transferable and its price is not refundable.

4. Production of Income-Tax Clearance Certificate in the prescribed proforma In Original is an essential condition for consideration of the tenders. Proforma of Income-Tax Clearance Certificate can be obtained free of cost from the office of the undersigned.

5. Tenderers who have no taxable income and who are therefore unable to produce a Tax Clearance Certificate in the prescribed proforma must submit a duly sworn affidavit to that effect countersigned by the Income Tax Officer concerned as to its correctness.

6. The last date for the receipt of the completed tender is 15-00 hours on Thursday the 12th August, 1954.

Office of the Controller  
of Grainshops,  
Madras Beach,  
Dated, 20th July, 1954.

CONTROLLER OF  
GRAINSHOPS.

## SOUTHERN RAILWAY

### TENDER NOTICE

Quilon-Ernakulam Railway Construction-  
Section I-Quilon to Mavelikara-Supply  
of materials required for the  
construction of Bridge No. 416-9-60'  
Spans over PERUMAN KAYAL.  
Ashtamudi lake.

The Chief Engineer, Southern Railway, Park Town, Madras-3, invites sealed tenders for the supply of "Stone jelly, rubble stones, sand, etc.," for the construction of Bridge No. 416-9-60' spans over Peruman Kayal, Ashtamudi lake, upto 12-00 hours on 28th August, 1954.

2. Tender should be in the prescribed form obtainable from the Chief Engineer's Office, Southern Railway, Park Town, Madras-3, or from the Executive Engineer's Office, Quilon-Ernakulam Railway Construction, Ernakulam South, upto 12-00 hours on 26th August, 1954, on production of a receipt from the Financial Adviser & Chief Accounts Officer, Southern Railway, Park Town, Madras-3, or from the Station Master, Ernakulam South, towards the cost of Tender Forms 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.

3. An earnest money of Rs. 2,200 is to be paid to the Financial Adviser & Chief Accounts Officer, Southern Railway, Park Town, Madras-3, before 12-00 hours on 26th August, 1954.

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

5. Tenders will be opened at 11-00 hours on 30th August, 1954.

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

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சே. எண் : 219952 ப. எண் :

| வெங்கிய<br>நாள்.<br>(1) | திரும்பிய<br>நாள்.<br>(2) | வழங்கிய<br>நாள்.<br>(1) | திரும்பிய<br>நாள்.<br>(2) |
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