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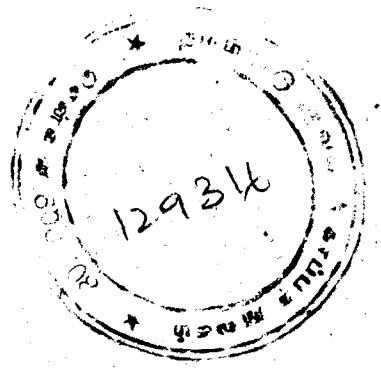


SOUTH RAIL NEWS.

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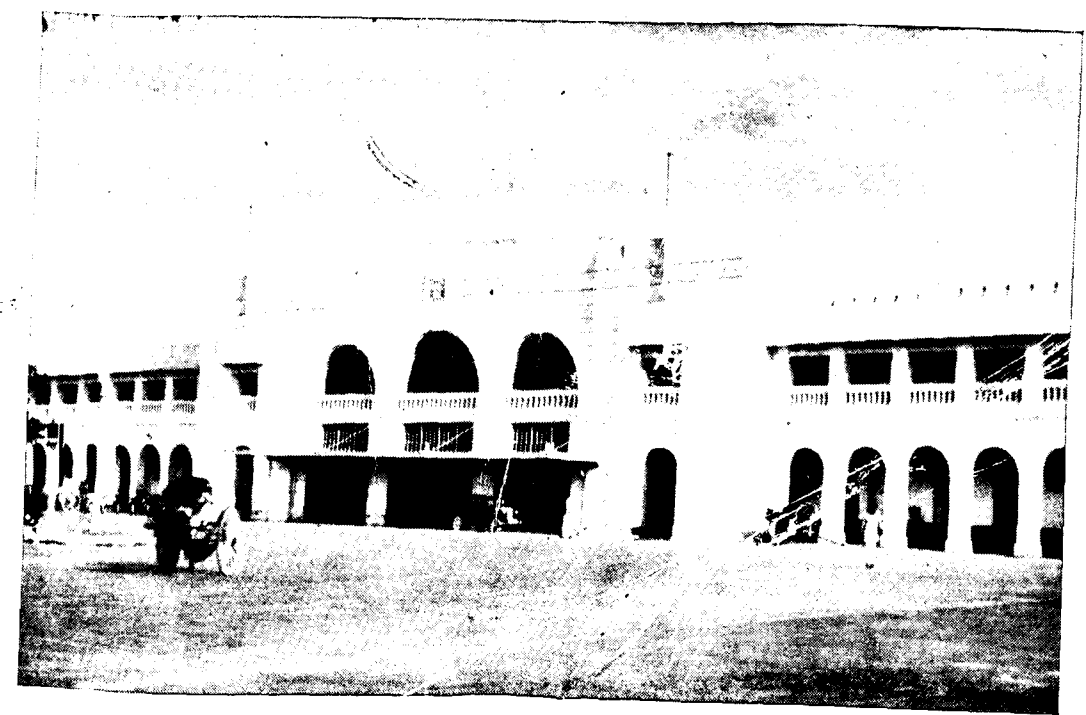


SOUTHERN RAIL NEWS



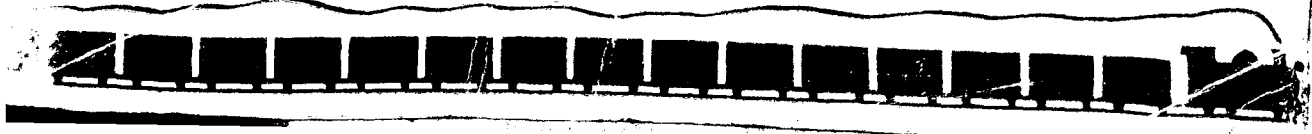
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VOL. I JANUARY 1955 NO. 10

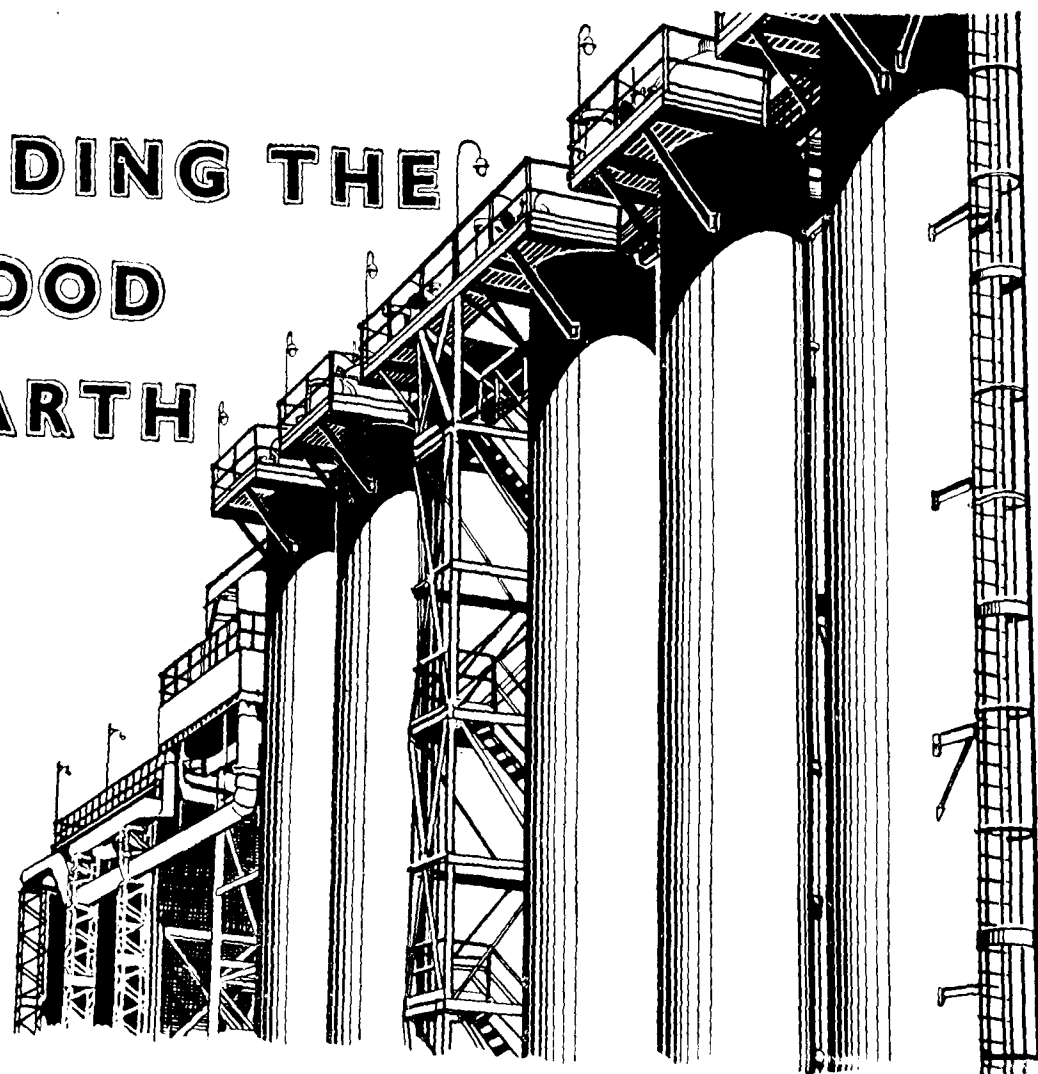


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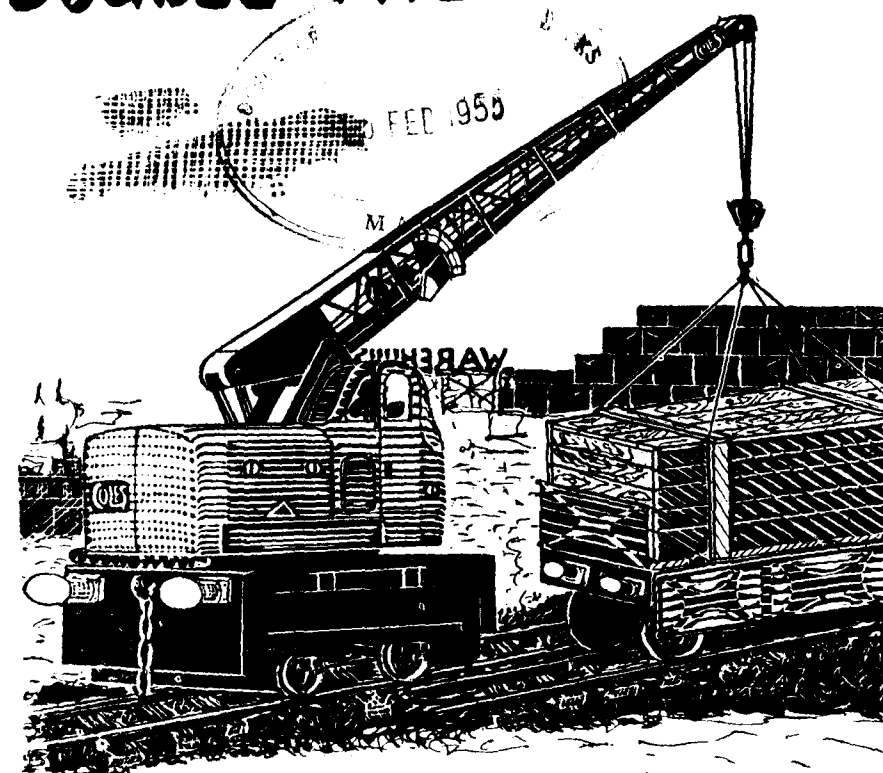
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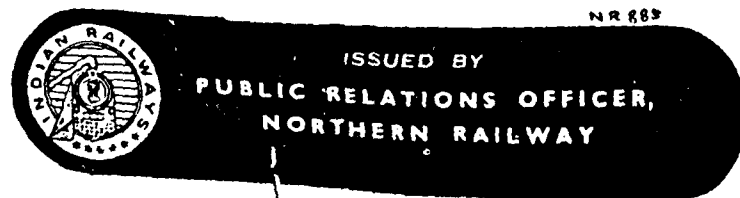
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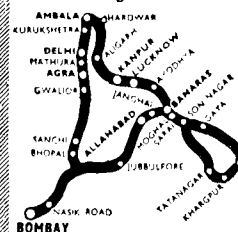
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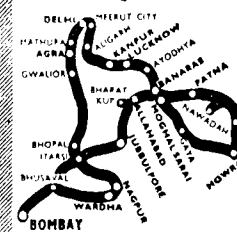
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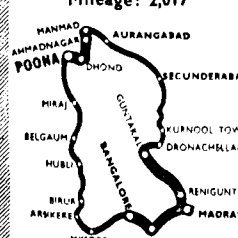
Adult Fares

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Adult Fares

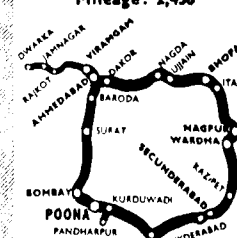
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III Class " 47 " 8 " 0

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TOUR No. 6

Mileage: 2,438



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III Class " 57 " 5 " 0

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Mileage: 2,843



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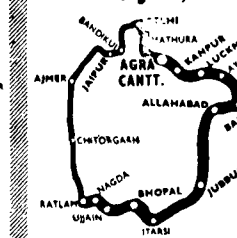
Adult Fares

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Inter Class 117 4 6
III Class 67 1 0

Children Half Rates

TOUR No. 8

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SOUTHRAILNEWS

(Official organ of the Southern Railway)

VOL. I

No. 10

JANUARY, 1955

Editor:

T. S. PARTHASARATHY

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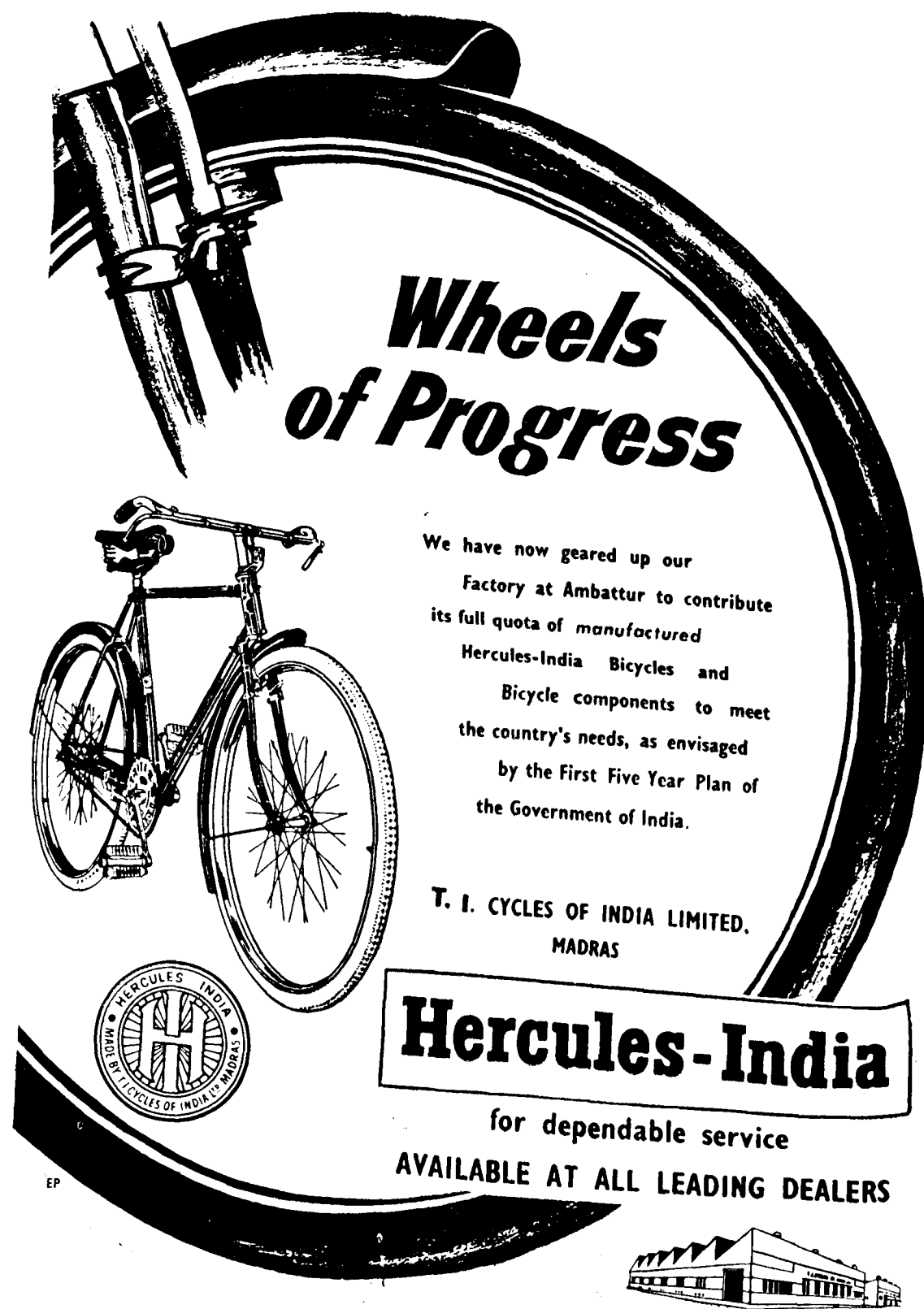
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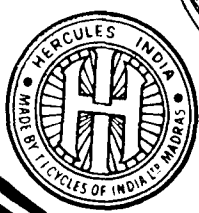


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SOUTHERN RAIL NEWS

Vol. 1

JANUARY 1955

No. 10

RAILWAY FINANCIAL CONVENTION

IN recommending that the present rate of dividend of four per cent on the capital-at-charge payable by the railways to the general finance should remain unaltered for a further period of five years, the Railway Convention Committee has been well advised in making a strictly practical approach to the problem. Ever since 1924, when the Railway Finance was separated from General Finance, to 1950-51, satisfaction of the twin needs of enabling the country to receive a regular dividend on the capital invested in the railways and the railways to adopt general policies for development had eluded the grasp of both. At the time of separation of the finances, it had been admitted on all hands that it entailed the task of bringing the financial administration of the Railways into conformity with the accepted standards of business administration, but circumstances have long rendered the task difficult.

The Kunzru Committee which reported in 1948 had pleaded for the continuance of the existing position, unsatisfactory though it was, because railway finances had not assumed a buoyant tone at that time. In the following year, the Constituent Assembly adopted the formula for a return of four per cent on the capital-at-charge. The Convention Committee, while seeing no necessity to change the formula for another five years, has proposed relief in two directions. There will be no dividend on over-capitalized lines and none for the first five years on new lines.

From the point of view of conformity to commercial standards, the most important problems of Railway Finance were the size of the Depreciation Fund and the basis of contribution to General Revenues. In regard to the former also the Committee has taken a practical stand. An increase in the annual allocation, from Rs. 30 crores to Rs. 35

crores would be not only in consonance with the increase in the total investment on the railways but would also enable the Administration to cope with replacements and renewals. The Planning Commission has stressed the urgent need of wiping out the accumulated arrears of maintenance and rehabilitation. Of the proposed five-year outlay of Rs. 400 crores, only 50 per cent was spent in the first three years. The lag in terms of physical targets such as locomotives and wagons is even more serious.

In the light of the recent emphasis on amenities, the Committee has expressed itself in favour of extending the scope of the Development Fund so as to include amenities for all users of railway transport and has recommended the continuance of the present annual provision of Rs. 3 crores for this purpose. Among amenity works, safety works will be given priority in any allocation of funds over the next few years from the Development Fund.

RAILWAY MINISTRY COMPLIMENTED

The Indian press has been almost unanimous in its appreciation of the recent decisions of the Railway Ministry affecting third class passengers in regard to sleeping accommodation, dining cars and retiring rooms. The proposed measures have been hailed as constituting a 'progressive' policy and a general demand has been made for a large scale extension of sleeping accommodation on other lines. With regard to dining cars the two contradictory pleas made are, that

(a) rush should be avoided at meal time and (b) that the concession has no meaning to third class passengers who cannot afford to pay higher rates for the meals. Praise for Indian Railways has also come in an outspoken editorial in a leading Pakistan daily the 'Hilal-e-Pakistan' of Lahore.

BRITISH TRANSPORT COMMISSION

Surviving the jolt given by the Government, the British Transport Commission has come out with flying colours, as indicated by the working results for 1953. With men of exceptional ability and transparent integrity at the helm, it has demonstrated the inherent strength of a Corporation, in facing odds and overcoming them, indicating to the world once again, that the British genius, remarkable for its resilience and doggedness, has been put to the test and not found wanting. A final net surplus of £4.2 million, after meeting central charges, is disclosed in the Annual Report of the Commission for 1953, published recently, as compared with £0.1 million in 1951 and £4.5 million in 1952. This surplus for 1953 reduces the accumulated net deficit since 1948 to £27.3 million. The working surplus for 1953 was £59.4 million. The net traffic receipts of the British Road Services were £8.9 million—the highest on record.

The Transport Act of 1947 conferred on the Commission a virtual monopoly of the entire transport services of the country; but the Act of 1953 is a changeover to competitive conditions. The reorganisation of railways, under contemplation, and the framing of a

new "charges scheme" for presentation before the Transport Tribunal are bound to give impetus to the Commission for adjusting itself to the changed environment. As in our case, the British Railways have accumulated arrears of building new railway coaches—2,186 passenger-carrying and 1,441 non-passenger-carrying vehicles, at the end of 1953. On account of past restrictions on steel supplies, the year's construction of new rolling stock fell short of the available building capacity of 12,000 wagons. In all, 1,136 coaching vehicles were put into service and 40,820 freight vehicles were constructed during 1953. As compared with this, a country with a well-established locomotive industry, our achievement in rehabilitation is, undoubtedly, remarkable. The Commission visualises, among others, the following objectives, in their long-term plan:—

(1) A commercial policy which by virtue of its drive, flexibility and business character will offer the Commission's services to the using public, on the best possible terms, consistent with financial soundness.

(2) An operating policy which will exploit the potentialities of the various means of transport at the Commission's disposal in a manner calculated to get the best out of them separately and in combination.

(3) Recognition by the public, including trade and industry, of the Commission's concern for their interests and ability to serve them.

The Indian Railways, by their long association for nearly a century with the British Railways, imbibed to a large extent the theory and practice of their working. How the British Transport Commission works and discharges its responsibilities, under the new dispensation, is, therefore, worth closely watching by us, as an alternative to State management, worked on strictly business principles and freeing the Minister for Railways of direct responsibility to Parliament, for the day-to-day administration.

A NOVEL VENTURE

The word 'tourism' has always come to be associated in this country with foreign tourists. While they are, no doubt, important and should be properly looked after, sponsors of tourism should not forget the local sight-seer who is anxious to see his own country first. To the city-dweller of Madras, for instance, a conducted tour of Mahabalipuram and Conjeevaram, two of the nearest historic centres which are veritable cradles of South Indian temple architecture, will enable him to look round the places in greater comfort. An enterprising city firm, Sreeshancs, have recently launched on a scheme of conducted tours of the city and details of the inauguration of the scheme by the Madras Minister for Transport will be found elsewhere in this issue. Only popular support can make such schemes work successfully and render internal tours comfortable, eliminating the many impediments one has to face at present.

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REGIONAL RAILWAY USERS' COMMITTEE

The eighth meeting of the Regional Railway Users' Consultative Committee of the Mysore Region was held at Bijapur on the 6th December, 1954. Mr. P. T. Padmanabhan, Regional Traffic Superintendent, Mysore, presided.

Suggestions and recommendations made by members of the Committee included the provision of fans at the goods shed and cement concreting of the approach road at Pakala, provision of fans at Tirupati station and increasing the third class accommodation on No. 308 Bangalore-Madras Mail. The Chairman stated that the third class accommodation on the Madras-Bangalore Mails has already been increased by 104 seats and the question of providing more accommodation was also under consideration. To a proposal that more taps should be provided at Bangalore City, he replied that one tap had already been provided on the island platform and the question of fitting up water taps at adequate distances on all platforms was being considered on a programmed basis.

A member from Bangalore urged that steps should be taken to speed up the movement of wagons and avoid delays in transit. The Chairman said that constant reviews of the transit time taken for goods consignments were being made, and if specific cases were reported, they would be followed up in more detail. As regards frequent restrictions via Hotgi, he stated that the situation has considerably eased by the end of November, 1954.

The Committee considered the supply of better furniture to the retiring rooms at Guntakal and constructing attached bath rooms. Regarding the provision of more benches at stations, the Chairman explained that, according to a directive from the Railway Board, railways would provide bench accommodation at stations for approximately half the number or 45 per cent of the passengers dealt with per train.

The Committee approved of proposals made by the administration to arrange covering over the platform at Gokak Road, improving the approach road at Narasaraopet and extending the third class waiting hall and fixing up a platform shelter at Gudgeri. The demolition of the existing station building at Shimoga and rebuilding it at a raised platform level was among the other important works proposed by the railway administration.

Requirements of Railway Wagons

It is estimated that about 250,000 (four-wheelers) wagons would be required by the Indian Railways by the end of the first Five-Year Plan to meet their requirements. About 12,000 to 13,000 wagons would be required annually by the end of the second Plan period to meet the needs of the Railways.

India is now practically self-sufficient for normal replacements and additions and within about two years the necessity for ordering abroad is likely to be obviated except in regard to some special type of stock.



The new General Manager of the Eastern Railway, Shri Amiya Kumar Basu, was born in October, 1902. He joined railway service in 1927 as a Probationary Assistant Transportation (Traffic) Officer on the North-western Railway. After completing his training, he worked for a year as the Junior Rates Officer and thereafter as Assistant Transportation Officer at Karachi and Lahore.

In August, 1934 he was transferred to the former Eastern Bengal Railway as an Assistant Traffic Superintendent and in March, 1935 was promoted as District Traffic Superintendent. In December next year he became the Railway's Superintendent Rates, Development and Publicity.

Shri Basu was transferred in 1939 to the Railway Board as Deputy Director, Traffic (Commercial). He returned in 1944 to the then Bengal Assam Railway as its Deputy Chief Commercial Manager. In 1946, while working as the Deputy Chief Transportation Manager of the Railway, he was appointed a Member of the Standing Advisory Committee for investigations about post-war rating initiated by the Railway Board.

With the partition of the country in 1947, Shri Basu was appointed as Officer on Special Duty charged with the formation of the Assam Railway, and when the new Railway was formed, he took over as its Chief Administrative Officer. Towards the end of 1948, he became the Traffic Manager of the then Oudh and Tirhut Railway. In 1949 he also officiated for two months as the General Manager of that Railway.

In May 1950 he came over to the old East Indian Railway as its Chief Commercial Manager and worked in that capacity till February, 1951 when he went on leave. On return from leave he was appointed as Director, Traffic (General), Railway Board, which post he continued to hold until his appointment as the General Manager of Eastern Railway.

Dining Cars in Trains

Dining cars (including restaurant cars) provided on 40 trains on the Indian Railways are now available for the use of third class passengers.

Dining cars (or restaurant cars) are provided at the rate of one per train on which they are scheduled to be run. No additional cars are provided. When there is rush of passengers at meal times, more than one sitting is arranged.

Flood Damage to Assam Link Line

Approximately Rs. 12,11,400 were spent on temporary repairs done to bridges and Rs. 11,77,300 on temporary repairs to the lines on the Assam Link Railway Line damaged due to floods. Approximately Rs. 73,00,000 are expected to be spent on permanent restoration work.

Annual camp of Railway unit of Territorial Army

More than 600 men of a railway unit of the Territorial Army held their annual camp near Delhi, in the first week of December, 1954.

The railway units of the T. A. are different in composition from other units inasmuch as their officers and men are all drawn from amongst railway employees. Their training too is confined only to physical training drill and weapon training such as rifle shooting and bayonet charging and does not include any technical subjects. This is in keeping with the role of these units, for in an emergency their primary responsibility will be to keep the railway communications going. Some of them are, however, trained in the maintenance of telephone, and telegraph lines.

Perambur Coach Factory's Progress

Rapid progress has been made in the construction work of the Integral Coach Factory, designed for the manufacture of 350 B.G. coaches per year. Work at site on the foundations of the shops was started in February 1952, and within the short period of about 2½ years, the giant workshops are taking shape. About 6,000 tons of fabricated steel, of

which nearly 50 per cent is of welded construction, has been erected. The extensive use of welding in the structures of this Factory is a unique feature and has resulted in considerable economy in steel. Out of a total area of 8,48,000 sq. ft. of covered accommodation inside the shops, 7,11,000 sq. ft. are already constructed, and work on the remaining shops is in progress. The magnitude of the work on the Civil Engineering side can be visualised from the fact that approximately 3,000 piles, each 40 ft. long, have been driven at the site for supporting the high structures and nearly 11,100 tons of cement are being used on the floor and other ancillary works connected with the workshops. At present, over 2,000 workmen are engaged in the construction.

Detailed planning has had to be done for the machine layout in the several workshops of this production unit. Such planning is an essential feature involving a detailed knowledge of all the operations of construction. Along with the planning for the layout of the machines, a good deal of thought has had to be bestowed on the services, such as electricity, compressed air, water supply required at the various stages of manufacture and drainage. In preparing the floors for the various workshops, which are now in progress, great care and thought are being given to the details so that the workshop, when completed, will be one of the most modern factories in the world.

The workshops are being fitted with overhead cranes and the space between the different units is covered by outdoor overhead electric gantries so as to minimise the handling of material by manual labour. This is a feature that will make production in the Integral Coach Factory stream-lined and reduce labour costs.

All the plant and machinery have been ordered, and out of a total of 543 machines, 165 machines have been received at site. The first consignment of the machinery was received in the Madras Harbour on the 30th October,

1954, when the Deputy Minister for Transport and Railways, Shri O. V. Alagesan, was also present in Madras. An efficient organisation for handling the receipt of the machines and their installation, as and when received, has been set-up.

Out of the total number of 30 overhead travelling cranes required for the project, 7 have been received and some of them have already been erected. The traversers and other heavy equipment are also on their way to Perambur from Germany.

Side by side with the progress that is being made in getting the Factory into shape, action has been taken for the employment of experts and specialists to help in the establishment of production in the Factory. Under an agreement, which the Government of India have entered into with a Swiss Firm, the deputation of about 35 Swiss engineers and technicians has now been decided upon. The Swiss Chief Technical Manager and one Superintendent and two specialists have already arrived in Perambur, and the remaining Swiss Personnel are expected to arrive within a few months. Their arrival has been phased, and they will be brought into position as and when required.

Electrical energy for the Factory will be obtained through the Madras Grid System by a duplicate 11 K.V. line from Korattur Receiving Station. In the Factory itself, the supply will be through the 11 K.V. ring main feeding a number of sub-stations attached to the individual shops. All the electrical equipments, such as, transformers, H.T. and L.T. panels, cables, etc., have been received and are being installed.

The Technical Training School, which was opened in March 1954, has taken very rapid strides and on date there are 212 artisans on its rolls. The trainees are being given intensive training in three trades of fitting, machining, and welding. These men, after a period of apprenticeship of 18 months, will be absorbed in the Factory as skilled artisans.

New Metre Gauge Station for Lucknow

U.P.'s Health and Civil Supplies Minister Shri C. B. Gupta, declared open on November 28, the newly remodelled massive building of the Metre Gauge Railway Station at Charbagh in the presence of a distinguished gathering which included the Railway Minister Shri Lal Bahadur Shastri.

Speaking on the occasion Shri Gupta said that Lucknow had made vast improvements during the last six years in every aspect of life. Still the gap between what was required and what was achieved was great. The increasing population and continued expansion of Lucknow had set a problem both to its planners and administrators.

Paying glowing tributes to Shri Lal Bahadur Shastri for heading the "railway march" Shri Gupta hoped that in his regime greater facilities to the travelling public would be provided.

Shri Shastri assured the chief host that the latter's suggestions would be earnestly considered by his Ministry.

Shri Shastri said that one of the major causes for the Railway's inability in finding funds to finance new schemes was the expenditure incurred on imports of rolling stock and wagons. It would be a red-letter day when India became self-sufficient in this regard. For, only then, money would be available to finance major schemes to develop and expand amenities to the travelling public.

Shri Shastri further said that the Railway Ministry planned to open more workshops in the country and some of them in Uttar Pradesh. Regarding their exact location, he was not very sure in view of the Lucknow-Allahabad controversy but he felt that it would be a better policy if all important places shared the expansion programme.

The newly opened Metre Gauge station at Lucknow.



WORLD OF RAILWAYS

ARTHUR L. STEAD

Our London Correspondent

OF all the world's railway systems, none have more in common with the Indian lines than the 51,000 mile long British Railways, which became a nationalised undertaking on January 1, 1948. In the present article, I propose to describe for "SOUTHRAIL-NEWS" readers the Southern Region of British Railways, the close counterpart in England of your own efficient system.

It is nearly 130 years since there was opened the pioneer Stockton and Darlington route in Northern England. This was the embryo out of which grew Britain's present-day rail network, and also the vast railway system covering the Indian sub-continent.

Just as happened in India, for many years the various British railways were run as private companies. In 1923, the 123 individual undertakings were re-organised to form four main company "groups" known respectively as the London, Midland and Scottish; London and North Eastern; Great Western; and Southern Companies. Following nationalisation in 1948, these groups were replaced by six regional undertakings—the Eastern; Midland; North Eastern; Scottish; Western; and Southern Regions.

The area served by Britain's "Southern" stretches right along the south coast of England, from Margate and Dover in the east, to Exeter in the west. Headquarters of the system are at Waterloo Station, London, and apart from a certain amount of coal-mining in Kent and many works and factories in and around London, the Southern Region is not heavily industrialised. The system supports very heavy agricultural activity, and because of it serving a long length of coast is intimately concerned in cross-Channel passenger movement and seaside holiday traffic.

In all, Britain's Southern Region system contains 2,100 route miles and 5,500 track miles, and staff employed total 74,000. The main traffic arteries radiate from London to Ramsgate; Dover; Hastings; Brighton; Portsmouth; Southampton; Bournemouth; Weymouth; Salisbury; and Exeter. Sixty-two per cent of the railway's revenue is derived from passenger business, and 38 per cent from parcels, mails and freight.

An outstanding feature of the Southern Region of British Railways is the fact that about 65 per cent of the passenger business is handled by electric services. The huge crowds



Waterloo Station, headquarters of the Southern Region of British Railways.

passing daily to and from London on business and pleasure mainly were responsible for this development, which commenced away back in 1909 when the London, Brighton and South Coast Railway introduced its first electric trains, with the London and South Western Company following.

When World War II broke out in 1939, the Southern Region operated 709 route miles (1,770 track miles) of electric line. After 1945, extensions were put in hand, and the Southern electric system now extends far beyond the South London suburbs to Portsmouth (75 miles); Brighton (51 miles); and Littlehampton (63 miles). These extensions give Britain's Southern Railway the biggest suburban and inter-suburban electric railway network in the world. On an average day 390,000 passengers reach the seven

London stations of the Southern Region by electric trains, 153,000 of these arriving in one hour in the busy morning period.

Electrification of Britain's Southern Region is of the third rail type with direct current at 660 volts at the rail supplied by 150 sub-stations. Introduction of electric services has been welcomed by the public, and it has been the means of speeding up running on all routes and providing cleaner and pleasanter travel.

Hand-in-hand with the conversion of "Southern" lines from steam to electric traction, there has gone the improvement of signalling. Colour light signalling now operate almost throughout from London to Brighton, and train working has been so markedly speeded up that the normal stop at intermediate stations has been reduced

to as little as twenty seconds for electric trains.

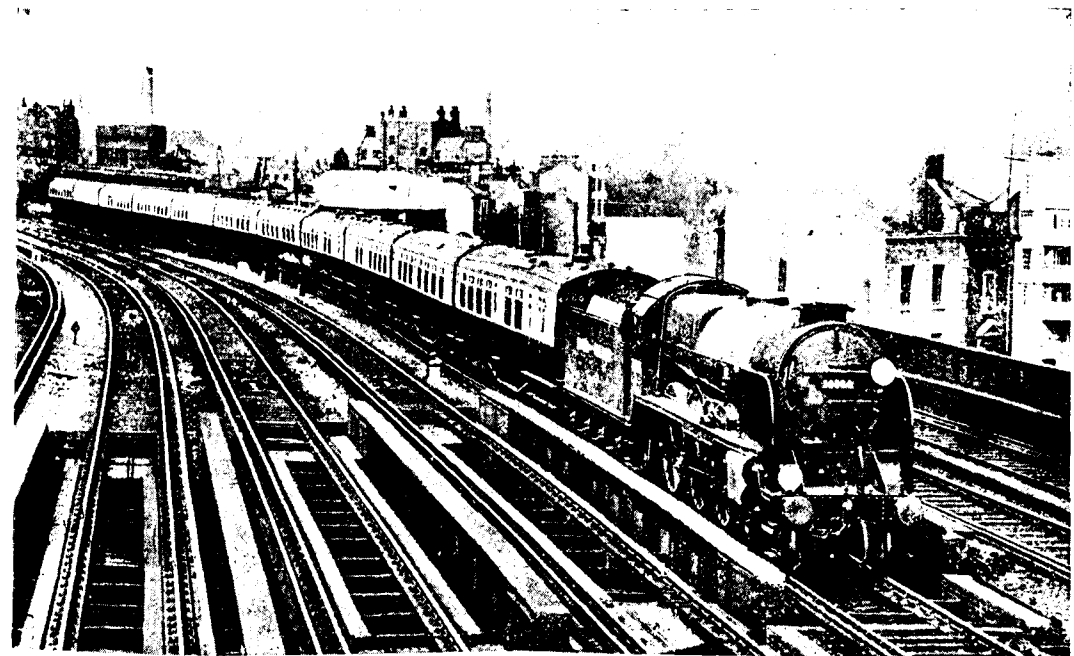
Standard suburban rolling-stock on the inner services of Britain's "Southern" consists of multiple-unit sets of two cars and four cars per unit, with a standard train of eight coaches. The latest coaches each accommodate 102 seated patrons. They have a centre gangway and ten side-doors to give quick loading and unloading. Within the past few months, ten car electric trains have been introduced on busy routes in North Kent.

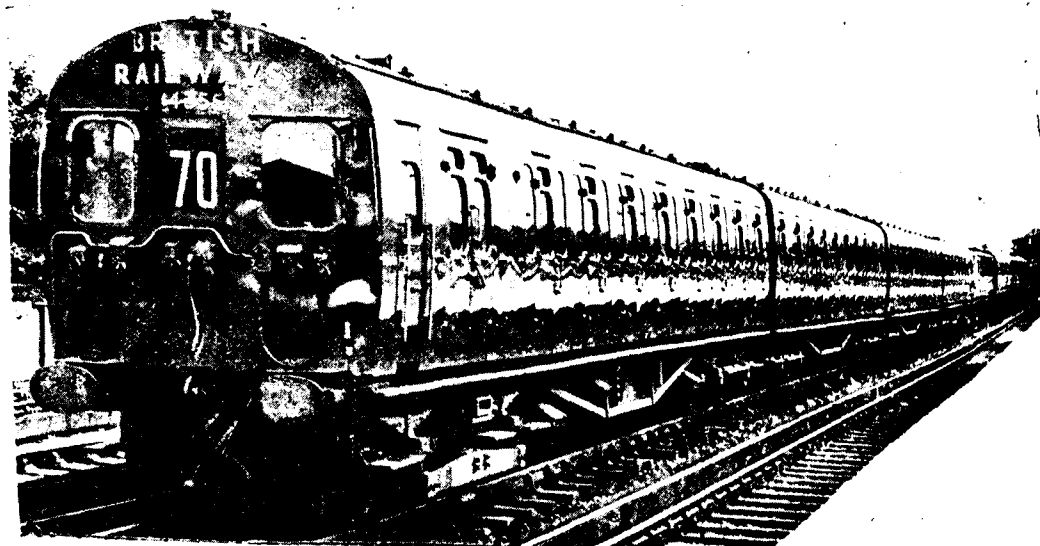
Next in importance to the electric services of Britain's Southern Railway come the steam-hauled trains handling continental passenger business between London and Dover, Folkestone and Newhaven; and boat trains operating between London and Southampton in connection with Trans-Atlantic and other ocean steamship services. Every year, Southern steamships and vessels associated with the undertaking convey to and from the European continent 2,000,000 passengers, 400,000 tons of cargo, and 100,000 accompanied motor cars.

A specialised feature of the Southern Region's continental services is the Dover-Dunkirk train ferry. This employs four vessels—two British and two French—and handles 150,000 tons of freight annually. The ferry also carries the nightly sleeping car service between London and Paris (40,000 passengers annually).

Continental traffic mostly is handled at the Victoria Station of the Southern in London, and the Southampton boat trains at Waterloo Station. Heading Southern Region steam trains are such well-known engine types as the "Britannia" and "Merchant Navy" 4-6-2 machines. The "Merchant Navy" class is a very popular one. These engines have a boiler pressure of 280 lb. tractive effort 37,500 lb. and total weight (engine and tender) 144 tons 2 cwt.. At Southampton Docks, originally built and developed by the London and South Western Railway Company, there are handled ocean giants like the "Queen Elizabeth" and the "Queen Mary." A fine new Ocean Terminal, provided by the railway since World War II, includes every

London-Exeter Express of the Southern Region outside Waterloo Station.





Standard eight-coach suburban train on London electrified routes of the Southern Region.

modern amenity for the rapid handling of passengers and their baggage.

Main locomotive works of the Southern Region of British Railways are located at Eastleigh, near Southampton. Carriages and wagons also are constructed and repaired at this point. In addition to being responsible for the steam and electric locomotives of the Southern, Eastleigh cares for about 40 diesel-electric shunting locomotives, and also from time to time has supervision of main-line diesel locomotives now in experimental service over various regions of British Railways.

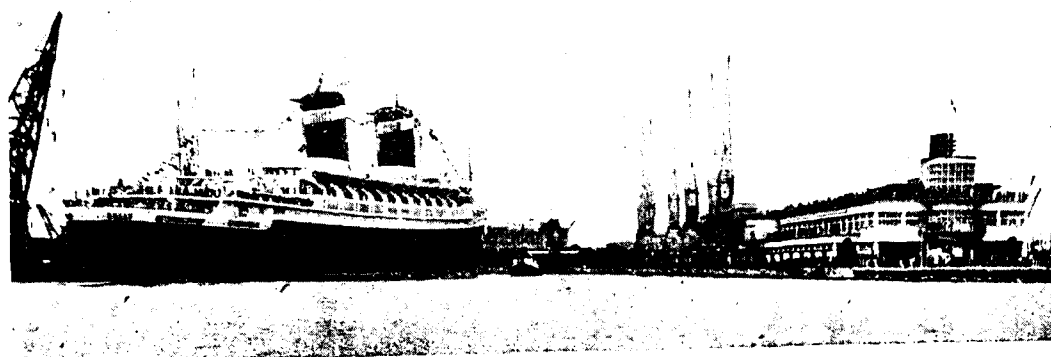
Waterloo Station, headquarters of the Southern Region of British Railways, is the largest passenger terminal in the country. It covers $24\frac{1}{2}$ acres and has 25 platforms, the longest of which stretches out for 961 feet. Over 1,100 trains arrive and depart every twenty-four hours, and train working is supervised from a central all-electric signal box with a 304-lever power frame. Without leaving the station, a passenger can have the facility of a haircut, a visit to the bank, the buffet, restaurant or cinema. Loud-speakers give the latest information regarding trains and broadcast light music

for the entertainment of waiting passengers.

It is from Waterloo that there depart famous expresses like the "Atlantic Coast Express" (London-Devon); and the "Bournemouth Belle" (London-Bournemouth). Always a bustling hive of industry, Waterloo Station is really one of the high-spots of London for the visitor from across the seas.

In contrast to Waterloo, the Victoria Station of the Southern Region of British Railways in London, is a cosmopolitan terminus. In the vast concourse at Waterloo, one hears much American spoken as the boat trains arrive and depart, but at Victoria practically every language under the sun is heard as the continental expresses come and go. From Victoria, through rail-sea-rail services operate to practically every city of importance in Europe and the Middle East, the Southern's daily London-Dover-Paris "Golden Arrow" express linking Britain's metropolis with the French capital and long-distance trains running therefrom to every corner of the continent.

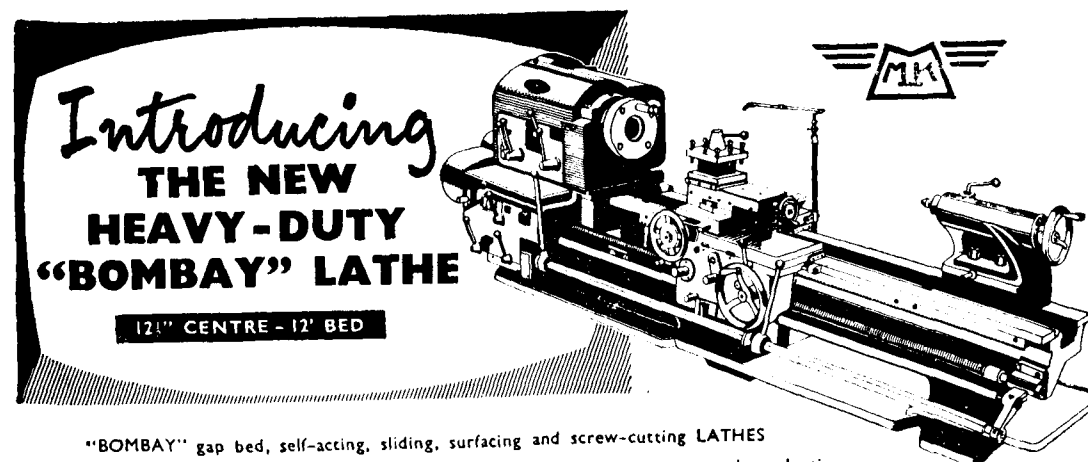
Indian railwaymen in large numbers have, through the years, been welcomed



Southampton Port.

as students by the Southern Region and its predecessors, and bearing in mind the growing interest of the Southern Railway of India in electrification, on none of the other British rail groups can probably so much of interest be found by "Southern" folks in the sub-continent who may be fortunate enough to visit Britain as on England's Southern Region.

In years gone by, the lines today forming the Southern Region of British Railways released many skilled men to help in the running of undertakings now merged in the Southern Railway of India. Times, of course have changed, but certainly between these two great and progressive "twin" railway systems there will always exist the friendliest of links.



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SOUTHERN RAILWAY TENDER NOTICE

**QUILON-ERNAKULAM RAILWAY CONSTRUCTION—SECTION I—
QUILON TO MAVELIKARA. SUPPLY OF STONE JELLY, SAND,
ETC., REQUIRED FOR THE CONSTRUCTION OF MINOR BRIDGES
FROM MILE 12 TO 18 FROM QUILON END.**

The Chief Engineer, Southern Railway, Park Town, Madras-3 invites sealed tenders upto 12-00 hours on 19-1-1955 for the above.

Tenders should be in the prescribed form obtainable from the Chief Engineer's Office, or from the Executive Engineer's Office, Quilon-Ernakulam Railway Construction, Ernakulam South, or from the Assistant Engineer's Office, Quilon-Ernakulam Railway Construction, Quilon, upto 12-00 hours on 17-1-1955 on production of a receipt from the Financial Adviser and Chief Accounts Officer, Southern Railway, Park Town, Madras-3, or from the Station Masters, Ernakulam South or Quilon for payment made 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 amounts will not be refunded.

An earnest money of Rs. 600 is to be paid to the Financial Adviser and Chief Accounts Officer, Southern Railway, Park Town, Madras-3, before 15-00 hours on 17-1-1955.

Income-tax Clearance Certificate, in original, should be attached to the tender. Tenders will be opened at 11-00 hours on 20-1-1955.

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

SOVIET RAILWAYS

[A delegation of officers of the Indian Railways headed by Shri S. S. Vasist, visited the U.S.S.R. in June last and spent about four weeks in that country. On their return journey, members of the delegation visited the railway systems in Sweden, West Germany, France, the United Kingdom and Switzerland.

The delegation studied in general the problems of railway operation and organization. Among the more important subjects studied in detail were: passenger amenities and travel facilities at large terminals and typical medium-sized and way-side stations; the regulation of suburban rail traffic; operation and speed for goods trains and utilisation of line and stock capacity; headquarters and divisional organisations; and developments in rail transport planning.

In this context, the following account of the Soviet Railways will be found interesting by our readers.—Ed.]

The Soviet Railways have a route mileage of about 1,20,000 Kilometres (approx. 72,000 miles). Of this, about 1/8th is electrified. The gauge is 1,524 Millimetre (about 5'). This gauge being different from the standard European gauge of 4'—8½", there is no interchange of rolling stock between Russia and other European countries, excepting Finland, which also has the Russian gauge. The Soviet Railways do not publish any statistics in terms of quantities or units, but, for general information, they indicate variations in terms of percentages, compared with the previous year's performance. It is, therefore, not possible to state the magnitude of traffic actually carried by the Soviet Railways, but it was stated that there had been an increase of about 45 per cent in gross ton-Kilometres and 40 per cent in total loading from 1940 to 1953.

The Railways are controlled by a Central Ministry, called the Ministry of Communications. Apart from the Minister in charge, there is a Senior Deputy Minister and five Deputy Ministers—all railwaymen by profession. Each Deputy Minister is allotted a group of subjects and is assisted by

Chiefs of Departments, dealing with those subjects. The Minister, the Deputy Ministers and some of the Chiefs of the Departments constitute a Board of Administration.

The Soviet Railways, for administrative purposes, are divided into 41 systems or routes. An officer equivalent to the General Manager of an Indian Railway is in charge of each system. Literally, the translation of the Russian designation is 'Chief of the Route.' He is assisted by Heads of Civil Engineering, Mechanical Engineering, Operation and Finance Departments. Each 'route,' in turn is sub-divided into sections equivalent to divisions on Indian Railways. There is an officer in charge of each section who controls all the departments on the Division.

In order to understand correctly, the performance of and conditions on the Soviet Railways it is necessary to have an idea of the economy and the value of the currency of that country. As almost the entire economy is State-controlled, the goods traffic that is offered to the Railways is also controlled and regulated and is almost

entirely on State account. Private traffic is negligible and consists, mainly, of building materials for private houses and household effects. The Ministries concerned supply to the Ministry of Communications detailed information much in advance about the commodities and their quantities required to be moved between specific points. The Ministry of Communications then plans the movements. Normally, 85 per cent of the total transport is provided by rail, 11 per cent by river and 4 per cent by road. During summer months the rivers provide 20 per cent transport and the Railways' transport is correspondingly reduced.

For purposes of foreign exchange, about 11 Soviet Roubles are equivalent to £ 1 or approximately Rs. 13-5. In terms of Indian currency, a Rouble, therefore, is about 18 annas. The purchasing power of a Rouble in the Soviet Union is roughly equivalent to about four annas in India.

Goods Operation

On the basis of the requirements furnished by the Ministries concerned and having regard to the resources available the entire operation is planned in detail every six months. The movements required in winter are finalised in August, and the plan indicates not only the quantities of various commodities to be moved from one place to another but also the kinds of trains by which they have to be carried along with the dates on which to be carried. Details of marshalling of various trains on different dates are also included in the plan. Copies of the plan are supplied to all stations concerned. Movements outside the plan are also permitted by the Chiefs of the Routes and they are mainly in respect of consumer goods, their magnitude is insignificant.

The half-yearly plan automatically fixes the targets of loading and unloading for each station. There are different kinds of goods trains, such as Express trains, Refrigerated vans goods

trains and Ordinary goods trains. All goods trains run according to published time tables. The loads of goods trains vary from 1,200 metric tons in the case of Express trains to 3,500 metric tons in the case of ordinary Goods trains. Their overall speeds range from 25 km. (15 miles) per hour for express trains to 13 km. (about 8 miles) per hour Ordinary trains. 50 to 100 wagons form a goods train according to the kind of wagons used. The Soviet Railways are at present concentrating on building bogie wagons with carrying capacity of 60 tons. A fairly large number of such wagons is already in use.

Goods Tariff

The Goods Tariff on the Soviet Railways is rather complicated. There are separate tariffs for 'smalls' and wagon loads. Goods in 'smalls' are classified in nine classes and those in wagon loads in about 100 classes. The minimum distance for charge is 50 km. The tariff aims at securing better loads for wagons and discouraging long distance haulages. Mineral ores are amongst the lowest charged commodities. For a distance of 200 km. the charge for a 20-ton wagon load for some of the commodities is approximately as follows:—

Ores	...	153	Roubles.
Firewood	...	156	"
Coal	...	174	"
Cement	...	243	"
Wheat	...	245	"
Sugar	...	380	"
Textiles	...	431	"

The wagon rates are telescopic but the telescopic effect is reversed after a certain mileage. For instance, the ton km. rate for coal is as under:—

1,000 km.	...	.58	Roubles.
1,500 "	...	.56	"
3,000 "	...	.62	"

The tariffs generally are being progressively reduced with the result that in spite of an increase in the volume of goods traffic carried, the goods earnings are decreasing.

Passenger Services

Passenger services are classified as follows:—

- Passenger trains.
- Fast Passenger trains.
- Extra Fast Passenger trains.
- Express trains.

Fares for faster trains are higher, being the highest for Express trains. It is stated that there are no classes of travel, but actually there are different kinds of accommodation which are charged for differently. They are:

- Upholstered coupe.
- Upholstered four-berths.
- Non-upholstered compartment type.

Non-upholstered general coach with sleeping or sitting accommodation.

The fare for 'Non-upholstered sitting' for a distance of 50 km. is nine roubles which on the exchange basis works out to a little over five annas per mile, but on the comparative purchasing power basis it would be about 15 pies per mile. For a distance of 800 km. the fare works out to about a little over three annas per mile, on the exchange basis and to a little over 9 pies per mile on the purchasing power basis. The charge for 'Non-upholstered sleeping accommodation' for a distance of 800 km. is about 90 Roubles whereas for an 'Upholstered Coupe' it is a little over 250 Roubles. No fares are charged for children under 5 years of age. Children over 5 and under 10 are charged specially reduced fares, which are considerably less than half the full fares.

Long distance passenger trains run with 14 to 17 coaches, weighing up to 900 metric tons. A fast train from Moscow to Stalingrad—distance of about 1,000 km.—took nearly 35 hours, giving an overall speed of approx. 30 km or 20 m.p.h. Their faster train is the 'Red Arrow' between Moscow and Leningrad which covers a distance of 650 km in 11½ hours, giving an overall speed of 60 km, equivalent to above 40 m.p.h. A punctuality of 99 per cent in case of long distance trains is claimed. About one-fourth of the

coaching stock is all 'steel-welded' construction with a seating capacity of 87 and sleeping capacity of 58. Passenger traffic is reported to be showing a continuous upward trend.

Passenger amenities

(i) **At stations.**—There are spacious waiting halls at all stations and comfortable retiring rooms at terminal and junction stations. At some stations there are special waiting rooms for children and their parents. At some terminal and junction stations there are special rooms for children and their mothers with provision for nurseries and playing rooms for children with medical attention and special hospitalisation rooms. A small charge is levied for the general retiring room but the use of the children's room is free. At all large stations there is a medical point for attention to passengers. Restaurants, barber shops and foodstalls are also provided at stations. Luggage porters are provided at large stations and their charge normally is five Roubles per load.

It is not customary to exhibit sheet time-tables but announcements in regard to the departures of trains are made regularly by loud speakers.

Train platforms are rather low, but the design of the steps in coaches provides for convenient entry. The platforms are not normally covered. Drinking water and hot water can be had directly from the taps provided on the platforms at comparatively larger stations.

(ii) **Trains.**—All long distance trains have sleeping accommodation of different types. Each coach carries two attendants who work in 12 hours shifts. The attendant looks after the requirements of passengers, supplies them bedding free of cost and tea on payment. There is a radio receiving set in each compartment connected with the radio room on the train. There are Restaurant cars on long distance trains and Buffet cars on medium distance trains. The trains are centrally heated during winter.

Ticketless Travel

Owing to the presence of conductors in each coach, there is little or no ticketless travel. Passengers found travelling without tickets are required to pay fares with fairly heavy penalties. In case they are unable to pay on the train, charges are recovered from their homes with the assistance of police, if necessary. There is no difficulty in identifying any person because every one carries with him an identity card.

Signalling and Safety Devices

On important main lines colour-light signals have already been provided. Semaphore signals are being gradually replaced all over by colour-light signals. Track circuiting is also intensively used. There is Central Traffic Control on three busy single line sections totalling to 265 kilometers. Points and signals at stations on these sections are controlled and worked from a distant Central Control Office, eliminating the necessity of providing signalling staff at individual stations and at the same time expediting operation.

Some of the major marshalling yards have been mechanised and controlled by Electro-Magnetic equipment. There is radio communication between the shunting engine and the Controlling cabin in the yard.

The most outstanding amongst the safety devices is the Automatic Train Control with approach signals indications being repeated in the Engine Cab. The repetition of signals in the Engine Cab of steam locomotives appears to have been used in Europe on the Soviet Railways only.

Staff

Recruitment, training and promotion.—There are Children's Railways over short distances in some towns worked entirely by children who are instructed and trained by qualified railway staff. There are night schools attached to workshops and important operating centres. In addition there are 100 Schools, 100 Colleges and

15 Institutes for railway technical education. Staff are recruited for various categories and grades, from amongst those who qualify from these institutions. Promotions are made not on the basis of seniority but on merit, the most suitable man being selected.

The minimum wage of an unskilled worker is about 500 Roubles per month but with various allowances it comes to little over 800 Roubles a month. The wage of a skilled worker and supervisor varies from 1,200 to 2,000 Roubles per month. Most of the staff employed in workshops are paid on a straight piece-work system.

Disciplinary Action

Supervisors at different levels have powers to take disciplinary action against those working under their control. The penalties are normally in the form of reprimands or demotions in grades or reductions in pay.

Staff Amenities

The railway employees participate in the National Social Security and Health Scheme. In addition to that the Communication Ministry and the Trade Union have provided Sanatoria or health resorts at suitable places, where the staff can spend about four weeks' holiday at little or nominal charges. There is a Sanatorium provided by the Ministry at Hosta on the Black Sea with accommodation for 280 beds. It was stated that 3,500 railway employees take advantage of this Sanatorium every year and the cost to the Ministry is about 5½ million Roubles per annum. The Railway Trade Union has a Sanatorium nearby at Sochi where the staff bear 20 per cent of the expenditure and the rest is borne by the Trade Union. All these Sanatoria have arrangements for specialised and ordinary medical aid which is given free of cost.

Children's Camps

The Ministry of Communications and the Trade Union arrange for holiday camps for the children of railway employees. The children remain in

such camps called pioneer camps for about four weeks at a cost of about 300 Roubles, 1/3 of which is paid by the parents, the remaining being shared by the Ministry and the Trade Union. These camps provide ample facilities for recreation, cultural pursuits, physical exercises and arts and handicrafts.

The Delegation visited one of such camps at Staraya Ruza and spent a day with about 600 children of railwaymen. These children gave the following letter for children of India:—

"To Dear Children of India,

Dear children of India! This letter is being written to you by boys and girls of the Soviet Union who have their rest in a pioneer camp of the Ministry of Communication.

Our pioneer camp was visited by the representatives of your Great Country. We were very glad to tell them about our life, studies and rest.

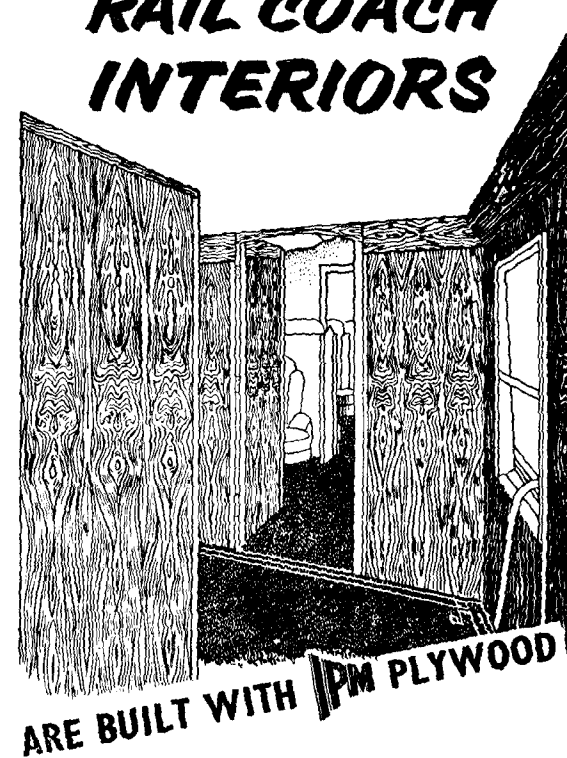
Now six hundred children of the railwaymen have their rest in our pioneer camp. In all there are thousands of such camps in our country and about three millions of children take their rest in them. While living in the camp we swim, bask in the sun, go to the woods for walks, read books, draw, go in for physical culture, cut out different things of wood, organize camp fires. We are very glad that the representative of All-Indian Peace Council Dr. Saifuddin Kitchlew accepted the humble present from the children of the Soviet Union, which was sent to him as to the renowned champion of Peace.

To you, Children of Great India, we send drawings which we drew on wood while being in the pioneer camp.

Let this humble present be the symbol of the growing friendship between the children of the two Great Powers—India and the Soviet Union."

MORE AND MORE

RAIL COACH INTERIORS



* Under orders from the Railway Board, Indian-made plywood is supplanting costly imported boards.

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Rubber Insulated Cables, Flexibles,
Cotton Covered Wires, Enamelled
Wires etc.

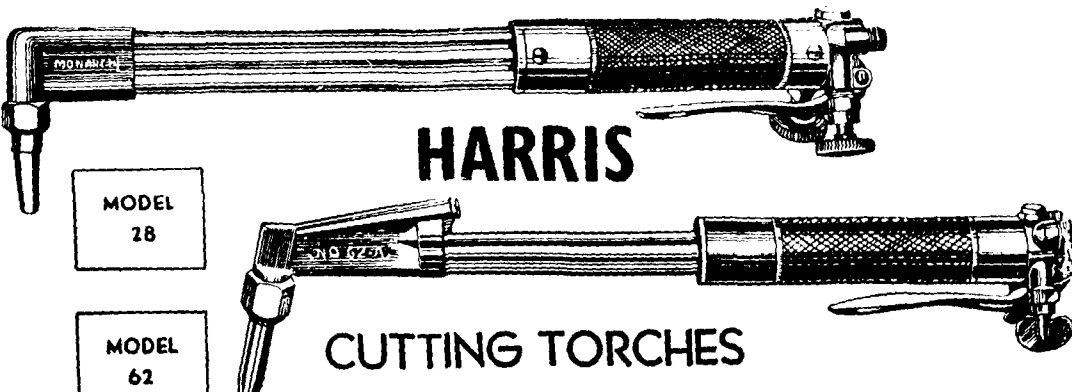
All Strictly to Standard Specifications.

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AOA-F5

THE RAILWAYMAN'S BURTHEN

II

G. RUNGA RAJU

I DO not write now further concerning railways, here or elsewhere. They are to me the most hideous things now extant animated and deliberate earthquakes, destructive of all wise social habit or possible natural beauty, carriages of poor souls on the ridges of their own graves," wrote John Ruskin in 1887. "Englishmen in their own country were more familiar with railroads than with canals and they made the mistake of judging the needs of Indians accordingly," said Romesh Chander Dutt—the famous historian and economist. This preference for irrigation found support later, when Sir Henry Cotton—the architect of the Godavari Irrigation Works—testified before a Parliamentary Committee, "My great point" he said "is that what India wants is water carriage, that the railways have completely failed, they cannot carry at the price required, they cannot carry the quantities and they cost the country three million rupees a year and increasingly to support them." It is strange that the railways, which are the principal carriers in every country in the world today, had such unwanted advent in U.K. and in this country. A century of progress of Indian Railways and their efforts at consolidation were briefly surveyed in the last article. It is, now, proposed to recount their efforts at rehabilitation and development, under the First Five Year Plan.

The decade, following the War of 1914-1919 till the onset of the world-wide trade depression, in the wake of Wall Street crash in October 1929, is a memorable period for the Indian Railways, for their reckless prodigality in capital expenditure. The capital at charge, which stood at Rs. 626.81 crores in 1920-21, shot up to Rs. 856.75 crores in 1929-30 or an increase of Rs. 229.94

crores, as compared with the sum of Rs. 127.33 crores expended in the previous decennium. Stations were remodelled; marshalling yards were built; workshops were expanded and new lines were constructed in this period. Then followed the ominous lull in their progress—fall in revenue aggravated by increasing road competition, stringent measures for economy in expenditure, including retrenchment of staff, curtailment of capital outlay and growing arrears in maintenance of equipment. Before the railways could recover from their effects, the Second World War intervened, demanding intensive war effort, dismantling of lines for use in war fields and transfer of rolling stock overseas. With hardly any breathing space after this war ended, came the holocaust following the Partition. The cumulative impact of these inroads on the railways has been depressing and yet they stood the ordeal exceedingly well.

When we commenced our planned economy in 1951, the principal aims in the railway sector of the First Five Year Plan were :

(1) Extensive rehabilitation of the fixed and mobile assets of railways, so as to recover the standards of efficiency which had declined since the pre-war years.

(2) Removal of principal bottle-necks on existing lines in order to handle currently traffic offering and the provision of additional facilities to the extent possible to meet new traffic arising out of the implementation of the Five Year Plan, and

(3) Improving amenities to the travelling public and concerting measures designed to improve the housing and welfare of staff. For

achieving these aims, the Plan provided an expenditure of Rs. 400 crores and its progress in three years, from its commencement, in crores of rupees, is indicated below :

CATEGORIES OF EXPENDITURE.	Total provision for 5 years.	1951-52 actual.	1952-53 actual.	1953-54 Final estimate.	Total for three years.	Percentage of total provision.
1. Rolling Stock and Machinery	207.96	34.36	33.23	42.19	109.78	52.8
2. Track	64.87	9.72	13.46	9.56	32.74	50.6
3. Bridges	5.60	1.00	0.50	0.45	1.95	34.8
4. Other Structural and Engineer Works	43.41	6.68	7.24	9.25	23.17	53.4
5. Collieries and Ports *	2.49	0.16	0.10	0.16	0.42	16.9
6. Labour Welfare Staff Quarters and other Welfare Works	24.09	3.74	3.14	4.61	11.49	47.7
7. Restoration of dismantled lines	56.6	0.50	3.71	4.18	8.39	44.3
8. New lines including electrification of track and major bridges	28.52	6.76	2.34	2.59	7.38	49.2
9. Passenger amenities	15.00	2.45	3.54	3.73	1.78	..
10. Miscellaneous items	2.40	5.49	..	..	..	..
Total	400.00	70.86	60.18	69.26	200.30	50.1

* Collieries have been transferred to the Ministry of Production from 1st October, 1954.

Out of the sum of Rs. 400 crores, the Railways have to find Rs. 320 crores from their own resources and the general revenues contribute Rs. 80 crores. In other words, the Railway's annual commitment is Rs. 64 crores and of the Central revenues Rs. 16 crores. The expenditure planned for items 1 to 4 above will be dealt with in this article, reserving other heads for later consideration.

The bulk of the outlay is on rolling stock and machinery amounting to Rs. 207.96 crores and the magnitude of their deficiency is as follows :

	Locomotives.	Coaching vehicles.	Wagons.
1. Number of units on line. (Class I Railways in 1951-52)	8,209	19,193	1,99,094
2. Estimated average annual renewals	190	650	5,000
3. Number on 31st March, 1951 over 40 years of economic life in the case of locomotives and wagons and 30 years in the case of coaching vehicles and included in the stock on the line	2,554	6,895	47,256
4. Ratio of overaged stock on line on 1st April, 1951	31.1%	36%	23.7%
5. Number of stock attaining overage in the Plan Period, 1951-52.	1,042	3,021	26,115
6. Total Number of Overaged Stock by 1955-56	3,596	9,916	73,371

Taking into account the sources of supply, foreign and indigenous, it was decided to obtain the bulk of locomotives from abroad and coaches and wagons to be acquired in increasing

quantity from Indian manufacturers as indicated below :

Locomotives

The original intention was to obtain 1,038 locomotives in the Plan period, 600 from abroad and 438 from Tata Engineering and Locomotive Company (TELCO) and the Chittaranjan Locomotive Works. This number was raised to 2,062 locomotives, 737 from India and 1,345 from abroad. In the year 1953-54, 177 locomotives were received, 86 from India and 91 from abroad. During the first three years of

the Plan period, 510 locomotives were received on the whole, 334 from abroad and 176 from India, out of which Chittaranjan manufactured 114 and TELCO 62. The production from Chittaranjan in 1953-54 was 64 and is expected to go up to 92 in the final year of the Plan. TELCO produced 22 locomotives during 1953-54 and is expected to manufacture 50 per year, in the remaining two years of the Plan.

As regards the orders placed in India, it will be interesting, in this context, to recount the past history of about 70 years of locomotive manufacture in this country. The Railway Workshops at Jamalpur built 214 engines between 1,855 and 1923. The Workshop at Ajmer built 435 engines between 1,896 and 1,910. In all, 649 locomotives were erected in these Workshops in 55 years. The manufacture was, however, stopped later and out of 8,417 locomotives, on line in 1953, about 8,000 were imported units. In 1945, the Government of India intended to manufacture engines in this country and a new company—The Tata Locomotive and Engineering Co. Ltd.—was floated. On January 26, 1950, the day of the inauguration of the Indian Republic, the Chittaranjan Locomotive Works, with a Capital of Rs. 14.93 crores was started by the Government.

The progress of Chittaranjan has been rapid. Till the end of 1953, 100 locomotives were completed and the 100th locomotive was driven by the Minister for Railways and Transport on January 6, 1954. In view of the increasing output, the Government have revised the annual target to 200 average-sized locomotives and 150 boilers, in place of the original schedule of 120 locomotives and 50 boilers. The cost of manufacture per engine has shown progressive

decrease, from Rs. 7.7 lakhs in 1951-52 to Rs. 7.6 lakhs in 1952-53 and Rs. 6.5 lakhs in 1953-54, excluding interest on Capital cost of the Works. The components required for the manufacture of an engine are about 5,300 and the Chittaranjan Works manufacture over 80 per cent of these parts—perhaps the only locomotive factory in the world to manufacture such a high percentage of parts in its own Workshops, while in other countries they are manufactured by ancillary industries, probably at lower cost, from which the locomotive manufacturers buy, as the automobile manufacturers do. The Tata Engineering Co. are stated to manufacture 75 per cent of the parts and entire boilers. If the indigenous production increases, we may reach self-sufficiency in the production of locomotives very soon. With the increase in imports and in the local production, the number of locomotives on line is :

On 1st April, 1951	..	8,209
„ 1952	..	8,411
„ 1953	..	8,416
On 31st August, 1953	..	8,417

Against the total number of 2,554 locomotives, which became overage on March 31, 1951—the commencement of the Plan period—2,062 ordered during the Plan period may be assumed to be in service at the end of 1955-56. In addition, 107 engines, ordered prior to the Plan period, would also have been received. If so, the balance of 385 will, remain in service awaiting renewal, as also 1,042 which will become overage at the end of the Plan period. It is estimated that the railways will require about 8,800 locomotives in working order to move currently the traffic offering in 1955-56 and even this number will have some overage units.

Coaching Vehicles

Orders placed in Plan years in respect of Coaching Vehicles, including electric multiple units are :

coaches, 180 are complete, fully furnished broad gauge coaches and 250 metre gauge steel coach body shells, which are being supplied by Indian

YEAR.	Broad and Metre Gauge.		Total.	Cost (Rupees in crores).	Average cost per vehicle (Rupees in lakhs).	
	India.	Abroad.			Broad Gauge.	Metre Gauge.
1951-52	699	303	1,002	9.09	1.10	0.75
1952-53	1,126	274	1,400	11.81		
1953-54	1,172	212	1,384	12.78		
1954-55	2,000	..	2,000	26.00	1.50	1.20
1955-56						
Total	4,997	789	5,786	50.68	..	..

The actual receipts in the first three years were 2,734—2,207 from India and 464 from abroad. In the single year 1953-54, the number of coaches received were 980—806 from India and 174 from abroad.

Apart from the building of coaches in Railway Workshops, the Hindustan Aircraft Ltd. have specialised in manufacture of new type third class coaches, with comfortable seating accommodation and fitted with electric fans. The Coach building section of this factory is being expanded. The Integral Coach Factory, now under construction, close to the Perambur Workshops of the Southern Railway is expected to go into production in the middle of next year, with 350 shells per year for single shift working. Deliveries of coaches—imported as well as indigeneous—ordered above are coming in and out of the present year's programme of 480

firms, costing about Rs. 2.30 crores. The remaining 50 coaches are electric multiple unit stock for suburban railways, which are to be obtained from Italy at about £975,000. Orders have also been placed for 300 metre gauge bogie underframes under 1954-55 programme, with an Indian firm.

It is remarkable that with the available stock of locomotives and coaching vehicles, the railways have introduced 756 new trains between April 1st, 1949 and end of 1953 and extended the runs of over 500 trains. In addition, 18 Janata Express trains—14 daily and 4 weekly—are run for long distances. Behind the machine is the ubiquitous railwayman, coaxing and prodding it, as occasion demands and the driver of an express engine running at 60 miles an hour knows his track every inch—night or day—and he has no need for maps, showing bridges, level crossings, etc.

Wagons

Wagon programme during the Plan period and particulars of receipts are :

track renewals, replacement of rails and steel sleepers, where necessary, as also strengthening of bridges, for speeding up their movement, for ensuring

YEAR.	Orders placed B.G. and M.G.			Cost (Rupees in crores).
	India.	Abroad.	Total.	
1951-52	6,270	7,570	13,840	14.09
1952-53	6,208	1,744	7,952	8.70
1953-54	6,790	3,721	10,501	11.26
1954-55	22,000	5,000	27,000	27.00 (Approximate)
1955-56				
Total	..	..	59,293	61.05

Particulars of Receipts

SOURCES OF SUPPLY.	1951-52.	1952-53.	1953-54 up to Dec. 1953.	Total.
Wagon manufacturers in India	3,707	6,463	4,469	14,649
Overseas	2,459	5,248	771	8,478
Total	6,166	11,711	5,240	23,117

The Plan began with 47,256 overaged units and 26,115 were expected to be overaged during the course of the Plan years. In 1955-56 this number will be reduced to 14,078. An estimate of 2,31,000 wagons have been made, as the requirement in the concluding year of the Plan—1955-56. During the seven months of 1954, 5,850 new wagons were placed on the rails, of which 1,341 metre gauge wagons were received from abroad. The indigenous production has been stepped up, from 6,000 wagons in the pre-Plan years and is expected to reach 12,000 in 1955-56. The potential capacity for manufacture ensures self-sufficiency in respect of wagons very soon, the demand for which is insistent from the trade.

Closely allied with the provision of the required rolling stock are complete

quicker turn round. For this purpose, the expansion of line capacity by provision of additional lines, crossing stations, improved signalling and telecommunication arrangements, rationalisation of workshops, etc. are necessary. The pace of development in all these projects ought to be more or less simultaneous for ensuring optimum results and where we have to depend on imported equipment such as steel rails, sleepers, etc., the progress is checkmated, in case, deliveries are uncertain. If in the thirties, the development of railways was hindered by financial stringency, they have now to reckon with dearth of materials and equipment, for going ahead with their plans with expedition though during the last war and after, they have ample financial resources. Comprehensive schemes, calculated to improve the

operating efficiency in all the Zonal Railways have been taken in hand. Proposals for raising of coal loadings in the Central India Coalfields from 295 to 350 wagons per day, increase from 220 to 320 wagons per day via Waltair towards Madras and from 300 to 420 wagons per day from Bezwada towards Madras, from 134 to 180 wagons a day via Raichur to the South, from 185 to 225 wagons per day beyond Jalarpel towards Mangalore and for coal loadings in Bengal and Bihar Coalfields by 500 more wagons per day—all these involve extensive remodelling of yards; laying out new lines; conversion of

metre to broad gauge of Gudur-Renigunta Section, 52 miles: opening of crossing stations; improvement of water facilities, etc. The railwaymen have to justify by results, whatever the complexity of the problems may be and their capacity for masterly handling of such problems in the past is a guarantee for outstanding success also in the future.

With the available stock and equipment, the improvement effected in transportation is steady, if not spectacular, as indicated by the following figures:

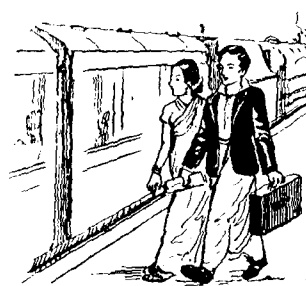
	Broad Gauge.		Metre Gauge.	
	1951-52.	1952-53.	1951-52.	1952-53.
1. Train Miles—				
(i) Passenger and proportion of Mixed (in millions).	58.85	59.76	35.20	35.81
(ii) Goods and proportion of Mixed (in millions).	50.10	50.83	19.99	20.40
2. Freight train loads (tons)	487	514	187	208
3. Average wagon load (tons)	16.4	17	7.79	8.51
4. Wagon miles per wagon day	40.9	42.1	32.4	32.2
5. Net ton miles per wagon day	469	494	197	209

(To be continued)

RATS IN GANDHIJI'S ASHRAM

Once, in Gandhiji's Ashram, it was noticed that rats were going at the wheat and rice bags in the stores. Their holes were finally traced and when they were opened out, it was found, to every one's surprise, that these uncanny creatures had collected all the stolen grain into two neat little piles, one containing all wheat and the other all rice, without an admixture of either kind of grain into the other.

Another incident related to the dilemma of two rats who wanted to drink oil from a rather longish, wide-mouthed bottle, half full of the liquid. Both the creatures looked over the bottleneck and eyed each other inquisitively. Whoever bent his neck low enough into the bottleneck felt sure of being toppled over. Sensing their mutual predicament, they devised a plan. One of the rats dipped his tail into the oil bottle and then pulling it out offered it to the other to suck. They thus took brief turns at this job and drained away all the oil in a short while.



TRAVEL NEWS

A SEASON OF MEMORABLE CHANGES

AUTUMN in the plains is largely a season of unseen changes. The landscape is covered, either by hardy annuals or by trees that renew their autumnal foliage unawares. Even the seasonal flowers shed their petals silently amidst a cluster of perennials, without leaving any enduring trace of death or beauty. On most hill stations too, autumn merely comes as an interlude of bright and sunny days, between the rains and winter. But not so in Kashmir. Here the withering leaves, the beautiful yet fading flowers, the dew-wet Dahlias, the multifoliate roses, the pink carnations and chrysanthemums in many shades add a richer tone to the heart of nature in her manifold aspects— aspects which are sometimes relentlessly devastating, at others surprisingly kind and beneficent. The change to autumn is long and memorable. The trees wear their autumn colours for close upon two months. While the valley is fringed with mist and sunshine, the russet-rot chinars, the lemon-yellow walnuts and flame-red cherry trees, dotted all over the place, in thin clusters or in their solitary magnificence, throw up a landscape of compelling beauty.

While the contours of the valley are still covered by a beautiful haze of shimmering trees, the floods this year, have wrought an atmospheric change.

Autumn has partly taken on a wintry aspect. Days of bright kindling sunshine are unexpectedly followed by chilly evenings and sometimes bleak and windy weather.

But how does the valley look as you traverse on one of its main poplar-studded highways? Once out of Srinagar, which is somewhat cold and damp, the unfolding countryside is all warm and beautiful. And it is here that autumn invests her largesse of beauty and colour over the landscape. There may be a carpet of violet saffron flowers or on the hillsides patches of lemon-yellow, intimately interwoven with deep green or yellowing green and then violently interrupted by flaming red. Earthward the landscape is covered by undulating lengths of yellowing grass or a carpet of crumpled leaves. Upwards it is tinged by shades of maroon, yellow and green. Away in the distance it may be bathed in a hazy light and underneath the cattle, horses and sheep grope for patches of wet grass that are all too rare. All around the valley, on the lower fringes the mist is deeper and lingers low over the tree tops. The poplars standing in their white bark, leafless branches and yellowing tops present a picture of sheer austerity.

As you go near the snow-covered ranges, they make a more intimate



The Jhelum river in autumn.

—Courtesy "Swadesamitran."

picture of mountainous beauty—rugged rocks covered by virgin layers of snow or bare mountains ribbed by long streaks of silvery whiteness. But what about an aerial view of the valley? If you are intending to make an air hop from Pathankot to Srinagar, you can get a picturesque vision of the whole valley. As you cross the Banihal Pass you watch the mountain landscape undergoing a swift change. The wan and discoloured mountains become pine-covered on the foothills and the low-lying fields become dappled with pale patches and shaded with flame-red colours. You are soon gliding along in the near company of a whole range of snow-white mountains. You feel their cold icy breath and the bracing chill of the mountain air. If, however, you wish to take the land route you will find fresh snow on the Pir Panjal all along the range.

The valley, though largely denuded of paddy harvest, is still lined with green-edged waterways. The bare fields in geometrical shapes and different shaded earth make curious abstract patterns. As the plane lands at the airfield, all the snow mountains, which have kept you close company, retreat mysteriously. On the air journey back to Pathankot if the day happens to be somewhat cloudy you are forced to fly above the cloud-line. Then the valley will wear a different aspect altogether. Instead of a colourful landscape you will see vast billowy lengths of white carded wool spread all over. Where the clouds are thin, you see the valley below through a fine curtain of mist and the yellow, green and russet-red now appear strangely amorphous.

A PLAN FOR PROGRESS

E. J. SIMOES

Public Relations Officer, Central Railway

THE central objective of the Five-Year Plan in India, at the present stage, has been to initiate a progress of development which will raise living standards and open out to the people new opportunities for a richer and more varied life. The problem of development of an under-developed economy is one of utilising more effectively the potential resources available to the community, and it is this which involves economic planning. An under-developed economy is characterised by under-utilised manpower and unexploited natural resources. This state of affairs may be due to stagnancy of techniques or to certain inhibiting socio-economic factors which prevent the more dynamic forces in the economy from asserting themselves.

For development to proceed further a re-adaptation of social institutions and social relationships thus becomes necessary. Planning involves the acceptance of a clearly defined system of objectives in terms of which to frame overall policies. It is essentially an attempt at working out a rational solution of problems, an attempt to co-ordinate means and ends; it is thus different from the traditional hit-and-miss methods by which 'records' and 'reconstruction' are often undertaken.

A process of all-round and orderly development must inevitably take time. Large-scale changes in modes of production, in commercial and industrial organisation and in the institutional framework of corporate life cannot be seen through within a brief period of five years. The First Five-Year Plan is only the first phase in the overall planning for the nation's betterment.

In the last four or five decades, there has been considerable industrial development in India. Large towns and cities have grown and transport and communications have developed extensively. The isolation of the village has been broken and the average citizen lives in an environment significantly different from the one in which he lived and worked fifty years ago. Indian enterprise has made considerable headway, and the country has now appreciable experience in the fields of modern business and finance. But the development that has taken place is partial and limited. Agriculture is still the mainstay of life for about 70 per cent of the population, and productivity in this sector is exceedingly low. The size of agricultural holdings has progressively diminished; the old cottage and small-scale industries have been decaying, and the rural population which constitutes about 83 per cent of the total suffers from chronic under-employment and low incomes. Population has increased by more than 50 per cent in the last fifty years, but the growth of alternative occupations has not been on a proportionate scale but in those spheres which have registered expansion, the level of productivity and the level of incomes have naturally been higher.

On the purely material side, the first Five-Year Plan has, as one of its principal objectives, formation of capital. For Britain the available data for 1870-1913 shows that the net investment in this period was, on an average, more than 10 per cent of the national income and in prosperous years as much as 15 per cent. In the United States, the rate of capital formation was higher over the years

1869-1913 for net investment represented 13 to 16 per cent of the national product. In Japan, new capital formation in the decade 1900-1909 is estimated to have averaged about 12 per cent of the national income. The First Five-Year Plan of the Soviet Union had a target of net investment amounting to "between a quarter and a third of the national income;" the actual achievement was perhaps slightly lower. At any rate, though the second Five-Year Plan envisaged a somewhat lower ratio of capital formation to national income, it would appear, on a fairly conservative estimate, that the rate of net investment in the U.S.S.R. in the decade 1928-1938 was of the order of 20 per cent of the national income, if not more.

To produce a doubling of the per capita income within a period of 25 years, it required, in most of the non-industrialised countries, a rate of net investment of the order of 12 to 15 per cent of the national income. In under-developed countries a rate of growth commensurate with needs cannot be achieved until the rate of capital formation comes up to around 20 per cent of the national income.

Saving, individual and institutional, plays a most vital part in rapid capital formation. The programme of investment that can be undertaken at any particular time depends primarily on two factors: the rate of saving in the community, and the volume of unutilised human and material resources which can be used for direct investment. In the earlier stages of development though the unutilised resources would be considerable the scope for using them might be restricted by either lack of technical skill or shortages of specific commodities and services and the reliance on savings has therefore to be greater. As capital formation gets under way and the basic framework of services like transport, communications, irrigation and power is built up, the scope for utilising under-employed resources will expand rapidly. Once fresh capital formation is started on a significant

scale, it increases the ability to undertake further complementary investments, thus creating also new opportunities for employment and breaking the vicious circle of low output, low savings and low investment.

In the initial stage, there are two alternatives open. One is to impose on the community a high rate of saving through taxation, loans, price inflation, or by any other means and to utilise these resources for a sharp increase in capital formation. In this way, development would be rapid and there would be a large increase in employment. But, this increase in employment would not lead to a corresponding increase in spendable incomes; the community as a whole would have very little more to consume than before and there would be set up severe inflationary movements. The other alternative is to step up the rate of capital formation more gradually, but this would mean that progress would be correspondingly less rapid but the hardships on the community would be less.

The question is therefore how quickly the rate of capital formation in India can be stepped up, consistently with other objectives, from about 5 per cent of the national income to, say, about 20 per cent. The answer depends upon the rate at which the national income increases. The national income of India in 1951, when the first Five-Year Plan came into being, was estimated at 9,000 crores of rupees. In the present Five-Year Plan, capital formation is estimated to rise by about 20 per cent of the additional income each year. By 1955-56, national income, it is estimated, will have gone up to about Rs. 10,000 crores which is 11 to 12 per cent above the level for 1950-51.

Savings, then, play an important part in rapid economic development through a high rate of capital formation. There are at present three main sources of savings: savings by private individuals (that is, personal savings), savings by corporations, and public

savings (or surpluses in the public sector). In countries like the U.K. and U.S.A., the role of personal savings as a source of finance for development is no longer as important as it was in the early stages of development. Corporate savings provide, in these countries, a considerable part of the finance needed. In the U.K., public savings are an important source for financing investment. In the pattern of development we envisage for India, it will be necessary to lay more stress on co-operative rather than corporate savings. The co-operative form of organisation is capable of yielding the advantages of corporate enterprise without some of its disadvantages. It is a form of organisation capable of attracting the small man.

The Five-Year Plan involves an outlay on development by public authorities of Rs. 2,069 crores over the period of 1951-56. The distribution of expenditure in the development programme of the public sector is summarised in the following table.

	Crores. Rs.	Per cent of total
Agriculture, and Community Development	361	17.5
Irrigation	168	8.1
Multi-purpose Irrigation and Power projects	266	12.9
Power	127	6.1
Transport and Communications	497	24.0
Industry	173	8.4
Social Services	340	16.4
Rehabilitation	85	4.1
Others	52	2.5
	2069	100.0

In the present Plan period, agricultural development receives the highest precedence, which necessitates an extensive programme of irrigation covering minor as well as major projects. Generation of electric power, which is linked in most cases with the major irrigation projects, has also a high priority in its own right. In

regard to transport, the railways are a nationalised enterprise which has to respond to the needs of development in both agriculture and industry. The State has further to take the initiative in linking up the whole country through a system of roads reaching down to the village, and in promoting development of shipping and aviation.

Industrial expansion in this five-year period will rest largely on private initiative and resources, but they will be supplemented, at certain points, by the resources of the public sector as well as by foreign investment. In the sphere of social services, the needs are so large that what can be achieved through financial investment by public authorities is limited. In the present Plan, the rehabilitation of displaced persons absorbs a considerable proportion of the additional resources available for expansion of social services.

(To be continued)

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TENDER NOTICE

The Regional Engineer, Southern Railway, Mysore, invites sealed **PERCENTAGE SCHEDULE TENDERS** to reach him not later than **12 Noon on Wednesday the 19th January, 1955** for the work of "**Additions and alterations to wash down sidings at Miraj—Belgaum 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. 5 (Rupees five only) paid to the Regional Accounts Officer, Southern Railway, Mysore or Trichinopoly or Chief Cashier, Madras, towards the cost of the form. Extra copies of the form can be had, if available, on payment of Rs. 2 (Rupees two only) each. In no circumstances will the cost of the Tender Form be refunded. The Tender Form is not transferable.

3. Tender Forms will be issued upto 15 hours on Monday the 17th January, 1955 only.

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

5. Earnest Money of **Rs. 1,040 (Rupees one thousand 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 Tuesday the 18th January, 1955, and the receipt submitted along with the Tender. No demand draft, or cheques, etc. should be attached to the Tender.

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

7. The tenders will be opened at 15 hours on **Wednesday the 19th January, 1955** at the Office of the Regional Engineer, Mysore.

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

SOME HINTS TO CANDIDATES FOR RAILWAY SERVICES

D. R. CARMODY

Chairman, Railway Service Commission, Madras

I HAVE applied so often to the Railway Service Commissions for an appointment, without success, that it seems useless to try for a job on the Railway. I hear these or similar words uttered so frequently by candidates that I think it would be a good thing to make it known why so many candidates are foredoomed to failure and to suggest how the seriously ambitious ones may be able to help themselves. First of all, let it be realised that for every railway appointment that is advertised in the popular non-technical categories—for example, clerks and ticket collectors—any number up to one hundred candidates generally send applications. Put simply therefore as many as ninety-nine cannot be chosen. There seems to be an overwhelming preference among candidates to obtain an appointment on the railway, mainly because the Central Government emoluments are a good deal higher than those offered by the State Governments for like work. The more this preference manifests itself the more must be the number of candidates to be disappointed. Even leaving aside the matter of higher emoluments, while full employment for all is not a reality in the country it is to be expected that this rush for railway appointments will not diminish. It is a sad prospect therefore, but nevertheless a true one, that 99 per cent of the candidates cannot succeed in obtaining appointments, but while one cannot get away from that overall result the question that naturally comes next is "In what way can a candidate contribute towards his success, i.e., how can he improve his chances of ranking among the fortunate 1 per cent?" To answer this, some digression is necessary.

Generally, the procedure followed by the Railway Service Commissions is to make a preliminary selection by which some four times the number of persons actually wanted is chosen in the first instance. These candidates are chosen by the Commission after scrutiny of the applications only. The object is to pick up the potential best candidates from among whom the number ultimately required is to be finally selected either by holding a written examination or by interview or by both an examination and personal interview—these alternatives being determined by the nature of the appointments under consideration. In order that as far as possible only those who are actually eligible, that is who possess all the prescribed qualifications, are considered, all those who are not eligible are first picked out. It may be a surprise to the reader to know that as many as 10 per cent of the applications are cast out—mostly because the individuals have not all the advertised qualifications; it, however, includes quite a fair number of applications which, if they had been carefully and correctly filled in, might not have been eliminated at the first sorting. Here, I therefore place point No. 1—Check and re-check the application after reading the advertisements and the instruction printed on the application form detailing what is required not only in the columns provided in the form but by way of accompaniments. An otherwise good application may go out because evidence of date of birth, for example, is not attached. **Therefore heed every word.**

It is evident that this system of preliminary selection is criticised by

some of the rejected candidates and, in fact, there is no system that will satisfy the rejected candidates that they have been left out justifiably. Some of them advocate that all the eligible candidates should be admitted to a written test and given the opportunity of proving their fitness, and that eliminations should be made on the results of such test. But rejected candidates would still find fault on the ground of vagaries of the examiners, or any other ground which suits their case. The holding of wholesale examinations would not merely be a tremendous undertaking but would virtually convert the Commission into an examining body, who would be possessed of no greater virtue or competence than the University examining bodies by whom candidates have already been passed and graded. Again those candidates who have done well in their scholastic examinations urge that those results should be taken by the Commission as the determining factor—thus in practice none but graduates would be taken; that would indeed be a dismal prospect for the countless boys who matriculate annually and cannot go further. The authorities are naturally well aware of all the different points of view on this matter and constructive suggestions from any quarter receive their due consideration but they have to hold as far as possible an even balance and still have a procedure which is workable in practice. Thus it is inevitable that there will be some ill-tempered criticism from some of the unsuccessful candidates who naturally enough look at the matter from their own point of view.

It is not enough to glance through one's application to see that all columns are filled in and enclosures attached, it is necessary that the data furnished is not only correct but is clearly expressed and complete. A candidate who had four years experience as a clerk in a private firm did not mention it in the form because he "thought" that Government Service only was

required to be shown under "previous service." Other candidates showed date of birth, for example, "2nd October" without giving the year. Numerous applications are sent unsigned and still more without authentication of the enclosures. The application must be filled in carefully and methodically—a candidate cannot afford to regard it as a chance in a large Crossword Competition in which he depends mainly on his luck to secure a fat prize.

Next to the number eliminated for incompleteness, probably are those applications which are written badly and, sometimes, almost illegibly. One may not presume that a scrutinizing official is going to try to decipher what has been written badly. The chances are that if a form is not easily readable it will be cast out with as little care as that which was taken in the writing of it. The application has to be in the candidate's own handwriting—if his writing is illegible or untidy it is up to him to improve it. Erasures and overwriting which make a form untidy, make it unpresentable, **and the candidate is to blame.**

Now having hinted at some of the points concerning "how to apply" let us realise that the railway work consists of many different aspects and the railway staff are therefore split up into various corresponding categories. If one sends an application every time the Service Commission advertise simply because he has the minimum qualification prescribed (or more), he need not imagine that this multiplicity of applications necessarily enhances his chances of being taken. This is not a sweepstake in which success may be in proportion to the tickets purchased. Times without number when candidates were asked if they had any idea of the nature of the work they would have to perform if appointed to the post for which they had applied, the majority of them had no notion whatever. To them a job was a job and so they thought it was worthwhile taking a one rupee chance and sending in an

application—result: that feeling of frustration expressed at the beginning of this article. If one does not know the nature of the duties why should one suppose he is a suitable person to be appointed to the particular category? It is not the problem of the Commission merely to find so many persons to fill the vacancies in any advertised category, but it is to select from among a huge number that have applied, those who as far as they can judge are the persons best suited for each category. If one has a mind to join the railway service, one must obviously find out what the various kinds of railway services are. He will then be in a better position to decide in which category he should try, bearing in mind his particular attainments and shortcomings. His physical stature is all important in some categories but there is room for smaller men in other categories. To the candidate who asks where he will get a book to give him the requisite information the answer is "there is none." But every nook and corner of the country has its quota of serving or retired railwaymen and if one bestirs oneself and makes contact with some of them all will be clear that he needs to know. He will soon realise that in those categories where physical fitness is emphasised the chances of a boy succeeding are not good if he is at or near the minimum height even though he is specially well equipped educationally. Even boys below the minimum height some times apply because they hope, vainly, that their B.A. degree will pull them through. The application form requires certain particulars of outdoor activities—sports and athletics, etc.—and unless one has a reasonably good record in these respects, his application is likely to fail for an outdoor category for which even his height-weight ratio is scrutinised because it is indicative of his fitness. To sum up **one should apply for those categories for which he is fit. Bearing in mind the nature of the duties and working conditions, which he should find out.**

The next thing requiring attention, if one is chosen in the preliminary round for examination and/or interview is to go prepared. The Commission's examinations are not an occasion for defending one's S.S.L.C. or B.A. degree. Usually a short essay is required on a very simple general subject. One has had plenty of time between the date of applying and the date of being called, to read and practice assiduously before appearing, if his ability to express himself is weak. If one writes the ungrammatical badly spelt and meaningless nonsense that many of the candidates write, or his handwriting is as bad, he will assuredly go down with them. If there is an interview, a candidate will be asked just a few general questions. He must pay careful attention and answer to the point. He need not imagine hidden pitfalls in a question. As a candidate for a railway appointment one can reasonably be expected to have taken some interest in railway matters generally, broad general features of the railway on which he seeks to serve and its public relationships. Countless candidates appear before the Commission without any knowledge beyond what their school or college taught them, and that too they remember vaguely!

The main purposes of the tests or interviews are to find out whether a candidate has commonsense and an alert flexible mind which can react quickly and with assurance when approached from different angles. He is expected to express himself reasonably clearly (or to write legibly and correctly). In regard to categories which have dealings with the public a presentable personality—neat and clean, and a good bearing—not shrinking away, are essential. Naturally the Commission make due allowance for disturbing factors and for the fact that all the desirable qualities are rarely found in any one candidate, but not too much allowance for nervousness which is a weakness which candidates must conquer.

SOUTHERN RAILWAY TENDER NOTICE

QUILON-ERNAKULAM RAILWAY CONSTRUCTION—SECTION III. ERNAKULAM SOUTH TO KOTTAYAM—JUNCTION ARRANGEMENTS AT ERNAKULAM SOUTH—TENDERS FOR EARTHWORK IN FORMATION, PASSENGER, GOODS AND TRANSHIP PLATFORMS AND APPROACH ROADS.

The Chief Engineer, Southern Railway, Park Town, Madras-3, invites sealed tenders upto 12-00 hours on 20th January, 1955 for "Earthwork in formation in connection with the Junction arrangements at Ernakulam South as mentioned above."

Tenders should be in the prescribed form obtainable from the Chief Engineer's Office or from the Executive Engineer's Office, Quilon-Ernakulam Railway Construction, Ernakulam South, or from the Assistant Engineer's Office, Quilon-Ernakulam Railway Construction, Quilon, upto 12-00 hours on 19th January, 1955, on production of a receipt from the Financial Adviser and Chief Accounts Officer, Southern Railway, Park Town, Madras-3, or from the Station Masters, Ernakulam South or Quilon, for payment made 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 amounts will not be refunded.

An earnest money of Rs. 2,100 is to be paid to the Financial Adviser and Chief Accounts Officer, Southern Railway, Park Town, Madras-3, before 15-00 hours on 19th January, 1955.

Income-tax clearance certificate, in original, should be attached to the tender. Tenders will be opened at 11-00 hours on 21st January, 1955.

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

SOUTHERN RAILWAY TENDER NOTICE

TENDERS FOR—BEZWADA REMODELLING OF YARD— WORKS COMPRISING—STAGE I.

The Regional Engineer, Southern Railway, Rayapuram, Madras-13, invites SEALED PERCENTAGE SCHEDULE TENDERS for the above work to reach him not later than 12 noon on Thursday, the 20th January, 1955.

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

Tender forms will be issued upto 15 hours on Tuesday, the 18th January, 1955. Earnest money of Rs. 1,600 (Rupees One thousand and Six hundred only) should be paid in advance to the Regional Accounts Officer, Southern Railway, Madras-3, Trichinopoly or Mysore, not later than 15 hours on Wednesday, the 19th January, 1955.

TENDERERS are required to submit INCOME-TAX CLEARANCE CERTIFICATE along with the Tender.

The Tenders will be opened at 12 hours on Friday, the 21st January, 1955, at the Office of the Regional Engineer, Southern Railway, Rayapuram, Madras-13.

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

SRIRANGAM

T. S. PARTHASARATHY

WRITING in his inimitable way on Hindu symbology, B. R. Rajam Iyer, the celebrated Vedantin, says: "Our ancient fathers, however poor they might have been in ball-dresses, arm-chairs and steamships, have endowed us with the rich legacy of a silver rock, a gold mountain, a milky ocean, a heavenly river and a rich philosophy. We cannot sufficiently describe the glory of that conception, the poetry of the ocean of milk, the imagination of the mind that could have originally conceived it: the grandeur of the idea underlying it cannot be sufficiently done justice to here."

The reference is to Lord Ranganatha, whose temple, one of the largest and richest in South India, is situated on the island of Srirangam, three miles to the north of Trichinopoly. The magnificent temple, encircled by massive ramparts with stupendous towers and broad courtyards, is a monument to the architectural genius of the Dravidian race and to the munificence of the ancient rulers and noblemen of the land.

The temple has four courtyards, each within a compound. In the largest is the mandapam of a thousand pillars and facing it is another mandapam adorned by beautiful sculptures. The charm of the Orient with its odour of temple incense and the pageantry of its festivals is nowhere else seen and felt in such a degree as at Srirangam.

Work of many Kings

The structure of the temple must date back to the centuries before Christ, though the inscriptions now

existing date only from the 9th century A.D. Later monarchs of every dynasty in South India have left their mark on the temple buildings and the result is a magnificent and imposing structure of great architectural beauty in design and detail. It is, however, a fortuitous assemblage of walls, gopurams and mandapams than a structure built to a well-arranged and preconceived design. The fact is that the temple was the work of many kings and originated in the central shrine which successive monarchs left untouched while rivalling each other in surrounding it with walls and lofty gopurams. An ancient Tamil work 'Koyil Olugu'* faithfully chronicles the benefactions of these kings commencing from Dharma Varma of prehistoric times down to the Nayak kings of Madura.

Architecture

The central shrine is surrounded by no fewer than seven enclosing walls and fifteen gopurams. The outermost wall, which is more than 20 feet in height and 6 feet wide at the top, measures in plan 3,072 by 2,521 feet and is built of fine cut stone. The entrance through it from the Trichinopoly side is by means of a magnificent, but unfinished, gateway built of enormous blocks of granite. A narrow staircase within the gateway gives admittance to the platform at the top and the climb is well forth facing, not only for the view obtained, but also for the sake of examining the massive character of the building. The fourth enclosure wall measures 1,235 feet by 849 feet and among its three gopurams is that known as the Vellai or 'white gopuram' which is 147 feet in height

* A condensed English version of this book has been recently published by the Tirumalai-Tirupati Devasthanams, Tirupati, and is priced one rupee.

and is the finest in the whole temple. After passing through the Vellai gopuram, a mantapam is entered which is separated by an enclosed yard from the hall of 1,000 columns. The mantapam contains the best example of carving in the temple.

The Deity

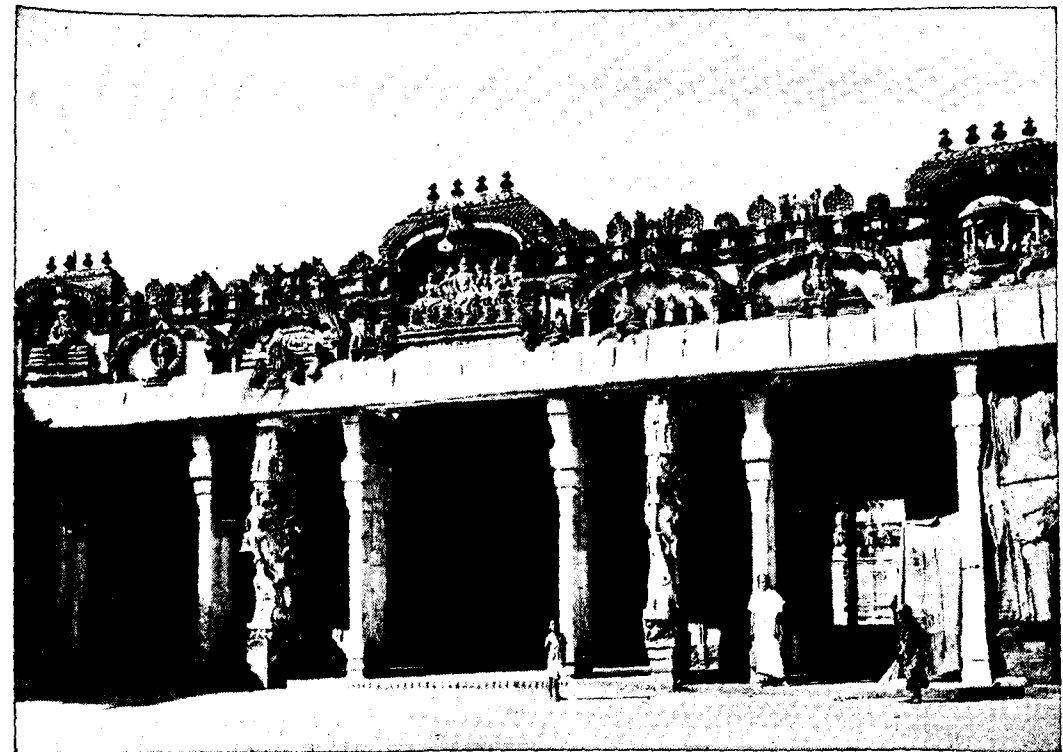
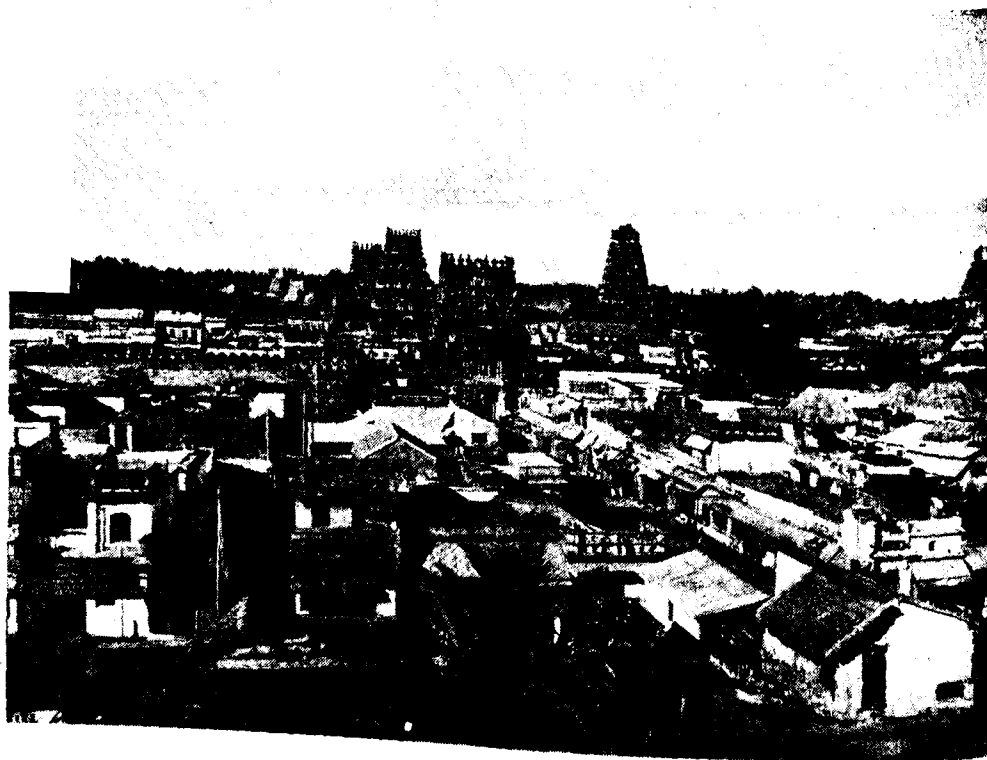
The deity in the sanctum was, according to tradition, consecrated by Vibhishana, the prince of Lanka of epic fame and there is a sculptural representation in the temple showing Vibhishana worshipping Ranganatha. The 'Koyil Olugu' traces the origin of the deity to Brahma who was first worshipping it in Satyaloka for a long time. Passing through the Ikshvaku dynasty of kings, the idol was later worshipped by Rama, who after his conquest of Ravana, gave it to Vibhishana out of affection for him. While the latter was carrying it with him to Lanka, he placed it on the

ground in between the two rivers at Srirangam and found, to his utter grief, that Lord Ranganatha had installed Himself at the spot.

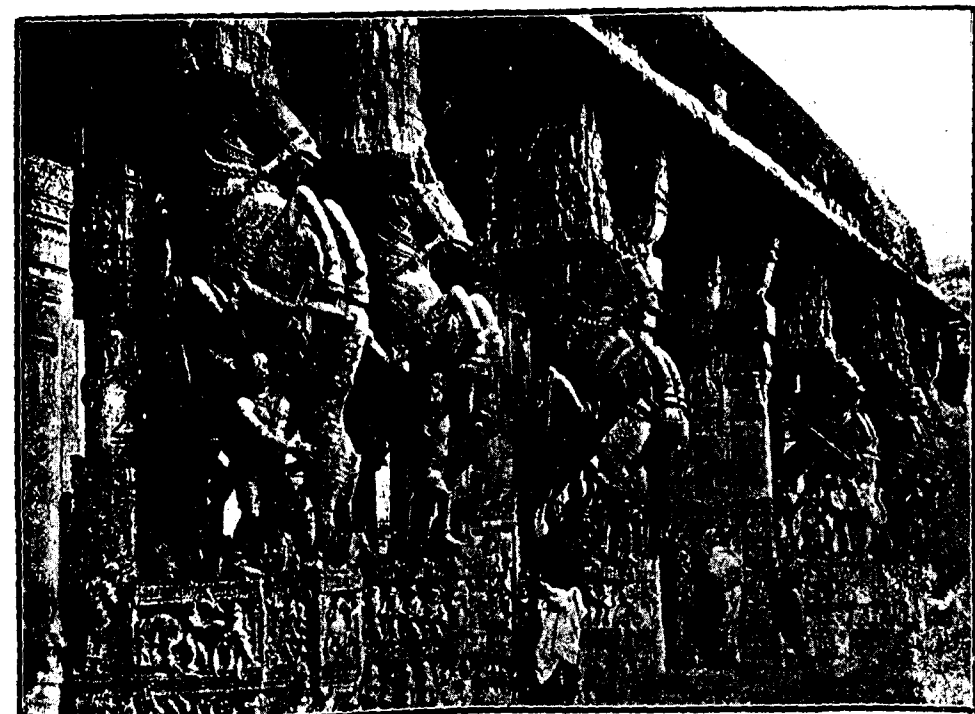
Tradition

Srirangam, to the South Indian Vaishnavite, is what Rome is to a Catholic. The shrine is not only connected closely with the lives of several of the Alvars like Tirumangai, Tondaradippodi and Tiruppanalvar but also with a galaxy of later acharyas like Yamunacharya (Alavandar), Ramanuja, Bhattar, Vedanta Desika and Manavala Mamuni. The great Ramanuja, the systematizer of the Visishtadvaita school of philosophy, rendered invaluable services to the temple and veritably spent a lifetime putting its affairs in order. He was for many years the active manager of the temple and the system of worship introduced by him is being followed in many respects to this day.

Srirangam—Bird's eye view.



Ranga Vilasam—Srirangam.



Stone Horse Court.

After a glorious era of many centuries, the temple passed through troublous days during Malik Kafur's invasion in 1327 A.D. There is perhaps no parallel in history to the devotion with which the Vaishnavites of Srirangam stood by the idol of Sri Ranganatha during this period of travail and did all that lay in their power to protect it from desecration. Finding that all the important idols were missing, the Muhammadan general ordered a general massacre and one account has it that no less than twelve thousand Vaishnavites, including Sudarsana Bhatta, the author of 'Sruta Prakasika' were put to the sword by the heartless marauders. It was not until 1371 A.D. that Srirangam

was completely freed from the Muslim occupation forces by Goppanna, the Brahmin general of Kampana II of Vijayanagar. The later Vijayanagar kings were staunch devotees of Ranganatha and soon restored the temple to its pristine glory.

Festivals

Of all the festivals celebrated at Srirangam, none is so holy and widely known as the "Vaikuntha Ekadasi" which occurs this month. It is considered a rare experience to pass along with the procession of the deity through the sacred gate of the temple—a gate opened only on that one day in the year and symbolical of the gates of "Vaikuntha" or heaven.

A WORD ABOUT CLAIMS

"OPRAIL"

WHEN a merchant tenders a consignment of goods for despatch at a forwarding station, he expects that the railway administration will take all reasonable care of the goods while in rail transit from the forwarding to the destination station. But in spite of the 'reasonable' care taken by the railway staff, whose job it is to handle parcels and goods traffic, various factors may be the cause of a particular consignment reaching destination damaged, pilfered, short on weight, or never reaching destination at all.

When such occasions do arise, the consignor or consignee rarely lets them pass, but promptly asks the railway administration to make good his loss by preferring a claim for compensation. Now to deal with the thousands of claims that come into railway offices, each railway administration maintains an extensive organisation known as the Claims department, and this is how the department functions.

Supposing a merchant goes to a railway goods office to take delivery of a consignment of miscellaneous articles. He finds that the packing case in which the articles were packed has been badly damaged. Naturally he declines to take delivery until the contents have been checked and verified. In claims parlance, this process is known as 'open delivery.' In the presence of the Goods Clerk and Claims Inspector, a detailed inventory of the contents must be made. The merchant will then take delivery under what is known as 'qualified remarks.' This means that in consultation with the Claims Inspector, an assessment of the damage or loss is made, and details of the articles partially or wholly

damaged, etc., are noted. The merchant is now armed with a document with which he can send in his claim.

The Claims Inspector now prepares a detailed report which he sends to the Claims Officer concerned, and if it is found that the merchant is in no way responsible for any loss or damage to his consignment, his claim is paid, according to the assessed value of the goods lost or damaged.

In dealing with claims cases, a considerable amount of laborious routine work has to be done. Somewhere between the forwarding and destination stations, the consignment may have been carelessly handled. If possible, responsibility for this has to be fixed. Or, the clerk who accepted the consignment for despatch at the forwarding point may not have examined packing conditions properly. If the consignment had been insecurely packed in any way, there would be every possibility of even the ordinary handling in transit causing some damage at least. It is for this reason that all parcels and goods clerks must be ever on the alert for insecure packing conditions so that such consignments are not accepted for despatch by rail.

A glance at some of the files in a Claims office would reveal a variety of causes which give rise to claims. For example, take the type of merchandise classified as 'fragile.' Glassware, radios, precision instruments, clocks, watches, etc., must be clearly marked 'fragile,' and very securely packed. In spite of this, somewhere along the journey a station porter may carelessly fling the package out of the train on to the platform at the time of unloading, and so some of the contents may be smashed.

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Then again, when loading valuable piecegoods consignments like silks, brocades, costly sarees, woollen materials, into wagons, great care must be taken by the loading staff to see that such consignments are not stacked up against any consignments of an oily or greasy nature. A grease or oil stain may seep through the gunny packing into the valuable rolls of cloth, leaving an indelible stain, and thus causing a considerable reduction in the price value of the material.

Care must also be exercised to see that consignments of a highly perishable nature are not wrongly marked and sent to a wrong destination, as nobody will come forward to take delivery at the wrong place. The result is that the perishable consignment will soon deteriorate to such an extent as to make it worthless for all purposes other than the refuse heap.

Quite a large part of the work of the Claims department staff is that of tracing missing consignments. Every week printed circulars go out from the Commercial Headquarters office with details of missing consignments. The station staff as well as the Claims men in particular must now do some detective work to locate these strayed consignments. This is not quite a pleasant job, as it means wading through a number of routine documents like loading books, wagon registers and other station records. All this means delay, and time is money to a business man who is waiting for his strayed consignment. If his merchandise is unduly late in transit and there seems little hope of tracing, he then puts in his claims for compensation.

Another aspect of Claims work is that of prevention of claims. How is this achieved? Supervisory claims

staff are required to make frequent surprise checks on the methods of work. They must be on the alert for every little error of omission or commission on the part of the goods and parcels office men. Are all consignments accepted for despatch being thoroughly examined for signs of insecure packing? Are all documents required for transit and accountal purposes being legibly and accurately written? If not, mistake may mean despatching to a wrong destination, under or overcharging of freight due and so on. Accurate weighing of all consignments is also another point that has to be watched constantly to prevent claims on short-weighted goods. Loading and unloading operations also require careful watching, as careless methods must obviously lead to damage and claims. Wagons into which goods are to be loaded must receive meticulous examination, especially in monsoon weather, as if wagons are not watertight, a journey made during heavy rain may result in the entire contents of a leaky wagon being badly damaged, with consequent heavy claims. In yards, Inspectors must keep a watch on shunting operations as rough shunting of wagons often cause damage to contents. These, and many more little details require constant vigilance, and where faults are discovered, staff must be educated to realise that in claims works prevention is better than paying out large sums of money in heavy claims.

The claims bill of a railway administration each year runs into over a lakh of rupees sometimes, and it is the objective of every man of the Claims department to do all he can to settle claims promptly, and perhaps more important, make every effort to reduce this enormous drain on railway revenues.



SHORT STORY

MIND YOUR MEMORY

Mrs. RAMA SRINIVASAN

"You never tell me anything" complained my wife.

I looked up from the magazine I was reading, prepared for an outburst.

"What do you want me to tell you?"

"Anything. Anything at all. Look at me. As soon as you return from the office, I tell you everything about all that I did during the course of the day, however trivial it might be. Not that you pay any attention to what I say, but still But you never care to tell me about all that you did, the things that happened to you from the time you left for office till the time you came back home, however important they might be."

"What is there to tell you? Well, listen. Just before I reached the platform this morning the train left, and I had to wait for the next train. That was packed and I had to stand all the way to office. In the office my table was piled with files. I dealt with them. Then some more came. I dealt with them also. Then some more came. I dealt with them also. Then some more" I was beginning to enjoy myself when she broke in.

"Ha ha! How uproariously funny!!" she said freezingly, damping my spirits, and buried her face in a book.

I know these "We are not amused" moods of hers. Realising that such

humour was wasted on her at the moment, I heaved a sigh, and returned to the interesting article I was reading. Such sudden outbursts followed by equally sudden silences continued through the evening, like thunder showers on a summer day.

The next day work was very heavy in the office, as I had expected. It was quite late by the time I reached home. My wife was waiting for me with a worried look on her face. But as soon as she saw me back home safe and sound, the expression changed swiftly. "Pray where have you been all this time?" she asked, sarcastically.

I was surprised. "In the office of course."

"Here I have been, worrying myself to death because you had not returned home. And now you tell me glibly that you have been in the office all this time. I suppose it never occurred to you to let me know that you would be late. This is what I meant when I said yesterday that you never tell me anything."

"Will you please calm down. I told you yesterday that work was heavy in the office, and that I would be late today."

"You did, did you?" she uttered furiously. The pitch of her voice had risen by one octave.



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"Yes, I did. But you were so busy shouting me down that you probably did not hear me," I said firmly.

I steeled myself to face another outburst, but it did not come. There was another swift change of expression on her face. She muttered, thoughtfully chewing her lip, "You did, did you?" and went away to the kitchen to attend to her work.

The meek way she had given in should have warned me that she was beginning to brew something unpalatable for me. But I did not take heed of this omen as my thoughts were in another strain, construing this as a signal victory for my forceful personality. For soon after she went away, I realised that I really had not informed her the previous day that I would be home late the next day. I had intended to tell her, but as she was in a bad temper, had postponed it to the next morning, and had then forgotten all about it. Anyhow it was too late now to admit my mistake. And after all my firm handling of the situation had given her the impression that I did tell her and that she had not heard me. So, let sleeping dogs lie, I said to myself.

"Did Sushila come to see me a couple of days back?" she asked me one morning.

"Who, which, what Sushila? When?" I enquired, looking up from the newspaper.

"My friend Sushila, your friend Ramachandran's wife. Did she come to see me a couple of days back, when I had gone to my parents' house for the day?" she explained patiently.

"Yes she did." I groped quickly in my memory, and then said, "She asked me to tell you she wanted to discuss some club activities with you. Didn't I tell you?" I asked guiltily.

"Did you?"

"Of course I did." I asserted emphatically this time. She looked at me sharply, but left it at that.

Our friends Mr. and Mrs. Narayan called on us one evening. My wife was surprised to see them as she was under the impression that they were in Trichy.

"Oh, didn't you know? I was transferred to this place a couple of weeks back. I have been seeing your husband daily in the office. Didn't he tell you?" Narayan asked her.

"Don't you remember, I told you the other day?" I said hastily, trying to save my face before the visitors. "You were busy doing something. Perhaps you did not hear me." I gently hinted to my wife.

"I am sorry. Apparently I did not hear him," she told them, taking the cue promptly.

I thought I would get it well and proper, after they left, but I did not.

This kind of thing went on till it became a habit with me to insist that I had told her everything that I had intended to tell her. You know how it is. In the office you think of any special news you have to tell your wife. But when you return home, by the time you have your wash, your tea and so on, the matter slips from your mind. You remember again when your wife is in the kitchen. So you wait for her to finish her work and come. And then one thing or another you forget again. The next time you remember is while you are having your bath the next morning. But when you come out of the bathroom there is hardly enough time for you to dress and have your food before dashing off to your office. Such things do happen. But you have thought so often of telling her the news, that you come to believe that you have done so. So it was with me. And when I insisted that I had told her everything, my wife accepted my word. I was at first surprised by her meek acceptance and wondered if it was a passing mood of non-aggression. But when it continued, congratulated myself on having managed to impose my will upon her.

"Sushila came here today. She said my friend Jaya is getting married on Friday. That is just four days more. I am surprised I have not received an invitation yet. I am sure her father must have sent it to your office. Why didn't you tell me about it?" said my wife a few days later.

I fished in my memory and suddenly remembered having received some wedding invitation a few days before.

"But of course I told you about it. Didn't I give you the invitation?"

"I am afraid you did not."

"Well, it must be in the office. I shall bring it tomorrow. But I distinctly remember having told you about it a couple of days back, when I got the invitation."

"I see."

"My dear! Either your memory is getting poor, or you don't pay any attention to what I tell you," I added, as a final stroke.

When she submitted meekly, I felt in the best of moods. Well, that will show her who wears the trousers in this house, I thought.

The next day when I searched in my office table I could not find the wedding invitation I had received a couple of days before. Still, I thought, if Sushila had informed my wife that Jaya was getting married, the information must be correct. And Jaya and my wife were such bosom friends that the possibility of her not sending an invitation could not be considered. So when my wife asked me about the invitation as soon as I returned home, I had my answer ready. "I could not find it in the office. As a matter of fact I have a faint recollection of having handed it over to you the day I received it. And as I said yesterday, I am positive I told you about it the day the invitation arrived."

"I see. In that case, we'd better go and buy her a present today. And let me tell you beforehand it has to

be something attractive, not the usual blouse piece. Remember she presented us a silver bowl worth about Rs. 40, for our wedding."

"But I say!" I protested. "This is practically the end of the month. Where is the money coming from?"

"You have put by Rs. 25 for buying a new pair of shoes. I am afraid we will have to spend that. You will have to postpone buying your shoes. I am sorry, but what else can we do?"

When she reminded me once again that her friend had spent Rs. 40 on our wedding present, I grumblingly took her ashopping to buy a present. "Remember the estimate is Rs. 25," I warned her.

One hour later we returned home, having bought a pearl ring for Rs. 35. She was feeling as exultant as I felt deflated.

The next day when I returned from office, she came up to me coyly and said, "Sushila was here today. She said Jaya is not getting married now. It seems the rumours she heard are false."

"Rumours? But you said she said" I started angrily.

"What did I say?" she broke in with wide-eyed innocence. "I said Sushila heard that Jaya was getting married. She told me she had not received the invitation and asked me if I had. And you said you remembered distinctly having received the invitation and informed me about it. What more was there to do but go and buy the present?" she said.

I clenched my teeth and kept quiet.

"And anyhow, since we have bought the present, I shall keep it for myself," she continued, smiling complacently.

I was still not so blind as not to know what she had been up to.

What makes me really angry is that for a couple of months more I will not be able to relax in office during lunch time, with my feet on the table,



MY LADY'S TOILET: OIL

SHANTHALAKSHMI

OIL—yes, it is front page news these days. It was only the other day, you remember, you read about that giant refinery at Trombay, producing that liquid gold on a scale hitherto unknown in our country. We do not mean this oil however when we talk about a Lady's toilet. We mean rather the milder oils that your grandma and mine used in those good old days to preserve their youth and heighten their beauty. They sought no beauty parlours but if it is the truth that must be told, indeed, they it was, that laid the foundation for the modern art of cosmetics. This simple system of home beauty treatment will satisfy the most fastidious and is suited to all conditions of weather. The women of Malabar even to this day practice a rejuvenating process of beauty treatment that is unique. It consists of women undergoing a specially prescribed diet, rest and elaborate oiling and massaging for a few weeks every few years. The result achieved borders on the magical for the skin is akin to silk and at least ten years of a woman's life is wiped away.

Oil and massage thus play a great part in the toilet of an Indian woman.

The secret of that beautiful, smooth transparent skin and the long, raven black, luxuriant wavy tresses that are the envy of women in other parts of the globe are more often than not due to the judicious and careful application of oil.

Simple are the many oil treatments, too. All that is required is pure oil and cotton wool. Pure Olive oil leaves no aroma whatsoever but the meticulous could add a few drops of lavender oil or any other scent just for the pleasing aroma. Every night before retiring, face and throat are cleaned in the following manner: A flat piece of cotton wool as large as one's hand is dipped in water, wrung out dry and once more spread out over a cupped hand, into which one pours two table-spoons of oil. Then face and neck are washed with light firm strokes. If the cotton wool shows signs of excessive dust, or powder, rouge, etc., this process can be repeated till the skin is thoroughly cleansed. Then one discards the cotton wool, pours a little oil into the hollow of her hand, and smears liberally on the face. One has now to wait till the oil soaks into the skin.

January 1955

MY LADY'S TOILET: OIL

55

It should be known that facial massage unless done by a skilled masseuse does more harm than good. It is therefore not advisable to rub in the oil but to gently "beat" it in. By this process the skin warms up and reddens while blood flows to the skin surface invigorating the cutaneous skin cells simultaneously.

Lay your hands on your forehead, the tips of your fingers touching at the centre, and begin to beat gently, then as hard as is pleasing all over the forehead, until the skin is thoroughly warm. In the same manner the face is massaged beginning at the corner of your eyes and continuing across the cheeks, upper lip, chin, and finally down the throat. Then lay a soft paper serviette over your entire face and press with dry hands lightly. You will find two or three serviettes suffice to remove all the outer oil from your face but on no account rub or use soap-nut powder, for soap-nut powder removes all the oil from the face whereas a little smear of oil left on the face is good. You can also use good soaps, they are not taboo. In the morning wash with warm water, and a mild pure oily soap like, say, Godrej. Swill with quite cold water and then oil your face again liberally as on the night before, beating it in. You will find no cream foundation necessary before going out. Don't beat or rub away all the oil on your cheeks and around your chin and mouth. Your skin will be in just the right condition for make-up.

If you don't mind taking pains to look ideally groomed, add the following treatment to your daily dose of oil,

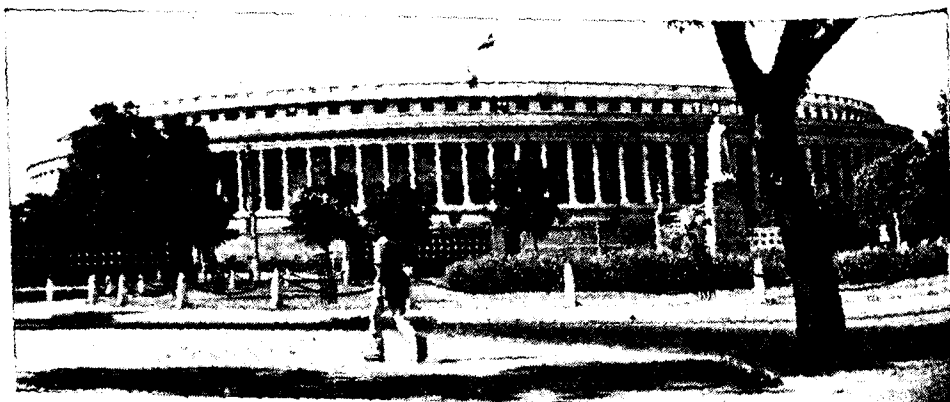
three or four times a week:—stir lemon juice and the yolk of an egg together vigorously; and after washing the face smear the lotion on your skin and let it remain for a little while. Then wash it off in cold water and cotton. When dry beat in oil as usual.

Oil all over is the main principle of the ancients' beauty treatment. Regular oil baths are supposed to be a good tonic for the eyes as well. And proper massaging of the scalp during oil-baths invigorates the hair follicles and promotes the growth of healthy hair. Cocoanut-oil to which a little of menthi seeds (venthiam in Tamil) are added or chem-parutti (Tamil again) flowers soaked in are good for hair dressing.

After your bath rub your arms and legs with oil, especially in cold, damp weather, or when unusually exposed in the open air, hunting, motoring, gardening, etc. The daily use of soap-nut powder and cheap soaps and the hardships our delicate skin cells have to endure, some of which are enjoyed by several as pleasurable thrills,—sun-bathing, swimming, rides against hard wind, the dust and dirt of cities, grime gathered during train travel—make our skin lose its elasticity long before we are ready for them.

You will agree then that our grandmas were wise in their art of preserving their youth and beauty through the medium of oil for their morning and evening cleansing. This is a simple art of the ancients suited to any purse and amenable to any time-table. Believe me, girls, you will never have cause to repent it should you give this treatment an honest trial.

STONEWARE PIPES
SALT-GLAZED
FOR UNDERGROUND DRAINAGE
(A Dalmia Product)
DALMIA CEMENT (BHARAT) LIMITED
DALMIAPURAM — DIST. TIRUCHIRAPALLI.
Misc. 121



RAILWAYS IN PARLIAMENT

The following are summaries of replies given to questions put by Members in the Lok Sabha and Rajya Sabha :—

AMENITIES FOR THIRD CLASS PASSENGERS

The Indian Railways expect to have 6,144 more fans in third class coaches during the current year.

Upto October 1954, fans have been fitted in 572 more coaches. The basis on which fans were fitted was one fan for every nine passengers.

Special amenities provided for third class passengers so far during 1954 included the introduction of third class sleeper coaches on eight trains, throwing open of dining car and retiring room facilities, throwing open of upper class entrances and exits, accommodation set apart for third class reservation, through service coaches for third class passengers, enquiry offices in third class waiting halls, sanitated latrines, and urinals, electric fans and lights in third class waiting halls.

To relieve over-crowding in third class compartments, our Railways have introduced 130 new train services involving a daily train mileage of 4,696, augmented the strength of existing trains and extended a number of them and increased the frequency of certain trains through measures, such as, conversion of bi-weekly services into tri-weekly services.

ELECTRIFICATION OF RAILWAY LINES

A start has been made during 1954 in respect of three schemes of electrification on the Railways. These are Eastern Railway—Howrah - Burdwan main line and Tarakeswar branch (all services); Southern Railway—third line between Madras (Egmore) and Tambaram; and Western Railway—up and down through line between Andheri and Borivli.

The Government of Madras have promised assistance in the matter of the electrification of the third line between Madras Egmore and Tambaram.

RAILWAY TIME TABLES IN II LANGUAGES

Railway time-tables are available on all the Indian Railways in English and Hindi. In addition, they are available in Marathi on the Central Railway, in Tamil, Telugu, Kannada and Marathi on the Southern Railway, in Bengali, Oriya and Telugu on the Eastern Railway, in Bengali and Assamese on the North-Eastern Railway and in Gurmukhi on the Northern Railway.

During 1953-54 the Railways realised Rs. 2,89,205 from the sale of time-tables and Rs. 1,51,859 from charges for advertisements printed in time-tables.



"INSTITUTE DAY" AT MYSORE

The Southern Railway Institute, Mysore celebrated the Annual "Institute Day" on Sunday the 14th November 1954, under the Presidentship of Sri M. Cheluve Urs, Regional Mechanical Engineer.

Mrs. A. B. Laxman distributed the prizes to winners.

The President in his speech, impressed that everyone in the workshops should become a member of the Institute and thereby increase its activities. This was very necessary for the well-being of all and to increase production. He also further stressed that after the attainment of independence, everyone should strain hard to assist in building up national activities for the country's progress.

Sri M. Cheluve Urs, Regional Mechanical Engineer presiding over the "Institute Day"



Reception to Newly Weds at SRI S. K. MUKERJI'S RESIDENCE

On the evening of 4th December 1954, a colourful reception was held in the spacious lawns of "Plaxtole", the residence of Sri S. K. Mukerji our Chief Commercial Superintendent, in connection with the wedding of his daughter **Sheila** and was attended by a large and distinguished gathering which included the elite of the town and officers of the Southern Railway. Friends and well-wishers met to felicitate the newly married couple **Lt.-Col. Jyotirmoy Guha & Mrs. Sheila Guha**.

The marriage ceremony was held in an artistically decorated pandal facing the lawn. The General Manager, Sri T. A. Joseph, Mrs. Joseph, Sri B. C. Desikachari, Chief Operating Superintendent and other high Government and Railway officials were among the numerous guests who attended the reception.



Lt.-Col. Jyotirmoy Guha and Mrs. Sheila Guha



The bridal couple at the marriage ceremony



The Hon. Secretary of the Institute, Sri A. B. Laxman, and Assistant Personnel Officer, Sri G. Krishnamoorthy, took this occasion to present 25 and 100 books respectively, in all languages as a free gift to the institute.

With a vote of thanks by Sri K. S. Ramaswami, Sports Secretary of the Institute, the function came to close.

Indian Railway Institute, Arkonam

The annual general body meeting of this Institute was held in the Institute main hall on the evening of 16th October, 1954. Sri M. K. Menon, Chairman of the Institute and Assistant Engineer, presided over the meeting. After the reading of the annual report by the Secretary and passing of the annual accounts by the general body, the following office-bearers for the year 1954-55 were elected :—

Sri S. A. Kumbuswamy,
Clerk, Engineering Work-
shops, Arkonam ... Vice-Chairman

Sri M. Kamalakannan, Clerk, Engineering Work- shops, Arkonam	Secretary
Sri V. N. Varadarajulu, Lathe Turner	Treasurer
Sri K. Vadivelu, Clerk, Engineering Workshop, Arkonam	Member
Sri A. G. Babco, Welder, Engineering Workshops, Arkonam	"
Sri P. S. Arunachalam, " V. R. Kannuswamy, Engineering Fitter, Loco, Arkonam	"
Sri T. R. Ramamurthy, " A. Ranganathan, Permanent Way Inspector, Arkonam	"
Sri M. Narasimhan, Com- mercial Clerk, Arkonam	"
Sri S. Radhakrishna Murthy, Clerk, Grain- shops	"

Southern Railway Institute, Golden Rock

The third annual general body meeting of the members of the Southern Railway Institute, Golden Rock, was held at the Reading Room on Monday the 27th September 1954, with Sri M. M. Parthasarathy, Works Manager, Golden Rock, the President of the Institute, in the chair. The audited statement of accounts for the year 31st March 1954, was passed. Thereafter the election of the managing committee was conducted with Sri D. S. Aruldas, Assistant Personnel Officer (Colony), as the polling officer. Voting was by ballot. The following elected as members of the managing committee :—

Sri J. Aron Rethinam
" A. Budain Baig
" L. M. D'Monte
" S. George
" M. Gopalakrishnan
" W. Macedo
" D. J. Samuel
" P. Thomas
" R. Vardon

Before the meeting terminated, Sri C. V. B. Menon, Personnel Officer,

Golden Rock and Vice-President of the Institute, made a speech in Tamil thanking the members present for having attended the day's meeting.

Commendation

On 3rd November, 1954, Sevathian, keyman, Manaparai section, who was on leave, while passing by the level-crossing at mile Q. 226/22-23 between Kolatur and Samudram stations, observed that the sand ballast under the sleepers of the track over a culvert had been washed away due to heavy rain. He at once took prompt action in sending information to the nearest Station Master, and the gangmate through the night patrolman who was returning after duty, and proceeded towards Kolatur station side wherefrom No. 603 Tuticorin Express was expected. As he was on leave and had no flags, he raised both his hands above his head and stopped the train thus averting what might have been a serious accident.

The keyman has been highly commended for his vigilant watch and prompt and timely action.

Apprentices' Hostel for Coach Factory

Shri Sri Prakasa, Governor of Madras, laid the foundation stone of the apprentices' hostel of the Integral Coach Factory at Perambur, on December 3, 1954. Shri K. Kamaraj Nadar, Chief Minister of Madras, presided on the occasion.

The hostel, which will be attached to the factory's technical school is to be built at an estimated cost of Rs. 8.4 lakhs and will provide accommodation for about 250 persons.

The gathering included the G.O.C. Madras Area, the General Manager, Southern Railway, the Commissioner of Police, the Collector of Madras and prominent officials and non-officials.

The Governor and the Chief Minister, on arrival at the factory, were received by Shri P. C. Mukerjee, Member

(Engineering), Railway Board and Shri K. Satagopan, Chief Administrative Officer and taken round the Project.

Shri Satagopan, welcoming the gathering, said that the technical school attached to the factory was the latest started on the Indian Railways and it was their aim to make it a model one. Building a hostel was partly in fulfilment of such a aim. He recalled Shri C. Rajagopalachari's words at the time of opening the school "A factory without a school attached to it is useful but barren." The school was intended to train all the workmen required for manning the factory. They had a programme of recruitment and training spread over a period of four years, at the end of which the school would have trained nearly 3,000 skilled workmen. There were now 212 boys on the rolls. "Some of our workmen and instructors who were deputed to Switzerland for advanced training for periods varying from 6 to 12 months, have returned and have taken up their posts as Instructors in the school. The school workshop itself has been expanded and a new wing has been completed to cope with the accelerated programme of training," he added. Attention was also being devoted to physical training and civic education. All the boys were members of the Auxiliary Cadet Corps and it was their intention to start a junior wing of the N.C.C. "An organisation for the installation of the machinery as it arrives has been set up and it is my hope that the factory would go into production towards the latter half of 1955 as programmed by the Government."

Shri Mukerjee said that technical education had been given a certain amount of prominence on the railways, and in their workshops throughout the country a large number of men had been given training. This training had helped private industry too to get going. The country was now suffering from shortage of technical personnel

and that was the reason why we had not been able to make quick progress. He had noticed that there was "a gap between the man who knows the theory and the one who did the practical work." He thanked the Madras Government for all the facilities they had given to this undertaking.

In the course of his speech, the Governor said that the Railway as they all knew, was the biggest employer in the land, employing about a million people and hence they were anxious that this important industry-cum-utility service should have the assistance and co-operation of everybody. "I am happy that we are able to attract talent from foreign lands so that they may help us. I should like to thank all the engineers who have come from Switzerland and elsewhere for the assistance they are readily giving us," Shri Sri Prakasa said.

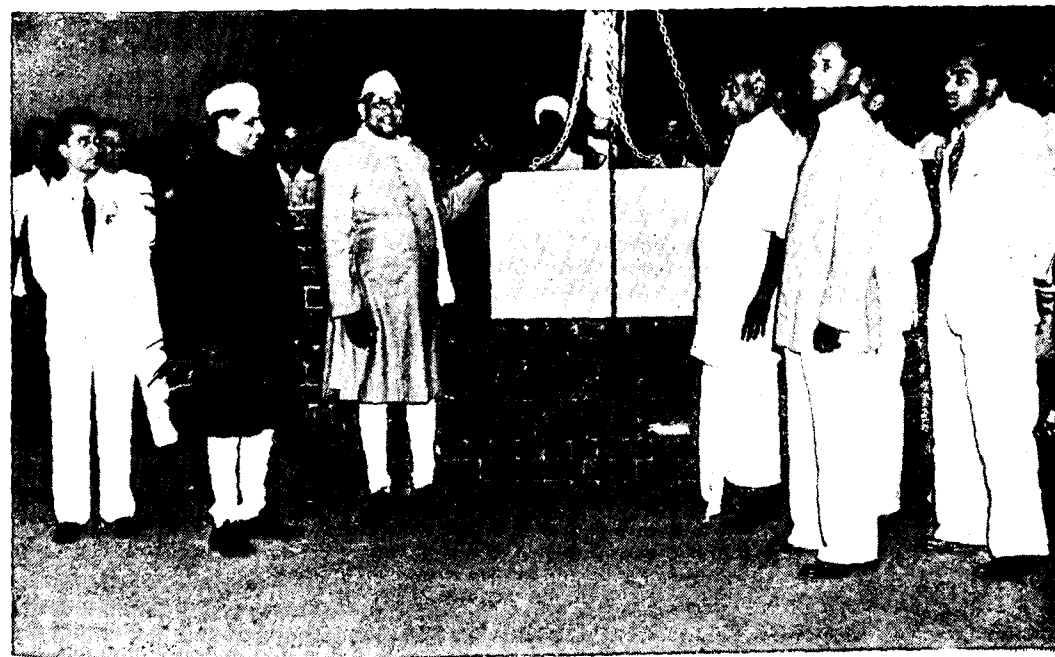
A number of people had been sent abroad for training. He knew there were some who thought that we should

have all the training here. But owing to centuries of neglect, we had lost our latent capacities and it was good that they were being developed by training. He had no doubt that the training which our men were receiving in Switzerland, America and in other places would stand them in good stead.

In this factory, Shri Sri Prakasa continued, they were going to produce what was called the Integral Coach. Referring to the announcement that sleeping coaches would be made available to III class passengers, he pleaded for provision of sufficient space for conveniently seating passengers.

The hostel, the Governor said, was not meant only for the officer class of our workers but was meant for the skilled artisans. Those of them who had the opportunity of seeing these young men at work would certainly have been pleased that with the coming of freedom, the complex that used to prevent our middle class folk from undertaking manual work was

The Madras Governor laying the foundation stone.



isappearing. The lakhs of railway workers were being told—and should be told that they were not working only in order to keep the pot boiling in their homes but that they were taking a great part in nation-building. "If you all work in the confidence that, however, humble our contribution may be, we are really constructing a mighty edifice, that will enable us to give help and happiness to everybody.

Earlier Shri Satagopan read messages received on the occasion. Shri Lal Bahadur Shastri, Union Minister for Railways, in his message, said that the factory was an important milestone in the path of progress of the Indian Railways. He thanked the Governor and the Chief Minister of Madras for their kind interest in its activities and sent his good wishes and congratulations to the Chief Administrative Officer.

Sri O. V. Alagesan, Deputy Minister for Railways, in his message, said that he was confident that the apprentices who would live in the hostel "would not only come up to the high standard of technical skill but will also set an example in hard work, efficiency and devotion to duty."

CENTENARY EXHIBITION TRAIN AT BEZWADA

Bezwada station wore a gala appearance on December 12, 1954, when the Indian Railways Centenary Exhibition Train was put on show for the public. In the morning there was a preview of the train for the Press and other special invitees, who included prominent officials and non-officials of Bezwada, Members of the Railway Users' Consultative Committee and representatives of Chambers of Commerce. From 3 p.m. the train was thrown open to the public.

The Broad Gauge Exhibition Train left Delhi on the 10th of July 1953 and has so far completed over 14,000 miles visiting all the Broad Gauge portions of Indian Railways and has been

visited by over 18 lakhs of people. Before coming to Bezwada, the train was exhibited at important stations on the Broad Gauge portion of the Southern Railway where nearly 4,60,000 persons visited the train.

Elaborate arrangements had been made at Bezwada to enable visitors to purchase their tickets without delay and enter the train in an orderly manner. Separate provision had been made for ladies to purchase tickets and enter the train. Special arrangements for lighting and supply of water and refreshments to visitors had been made. There was a free cinema show daily from 7 p.m.



A huge boulder measuring 30 feet in height slipped and fell on a cutting between Ariankuru and Tenmalai on 15th October, 1954. The above photo shows the blasting and clearing operations.

Photo by C. Yogeswaramurthy,
T.R., Tinnevely.

Fifth Anniversary Celebrations of Bapuji Literary Society

The Fifth Anniversary Celebrations of the Bapuji Literary Society was held in the Officers' Canteen premises, N.G.O., Madras, on 30th September, 1954, when Sri B. G. Balakrishnan, Asst. Accounts Officer, Southern Railway, presided.

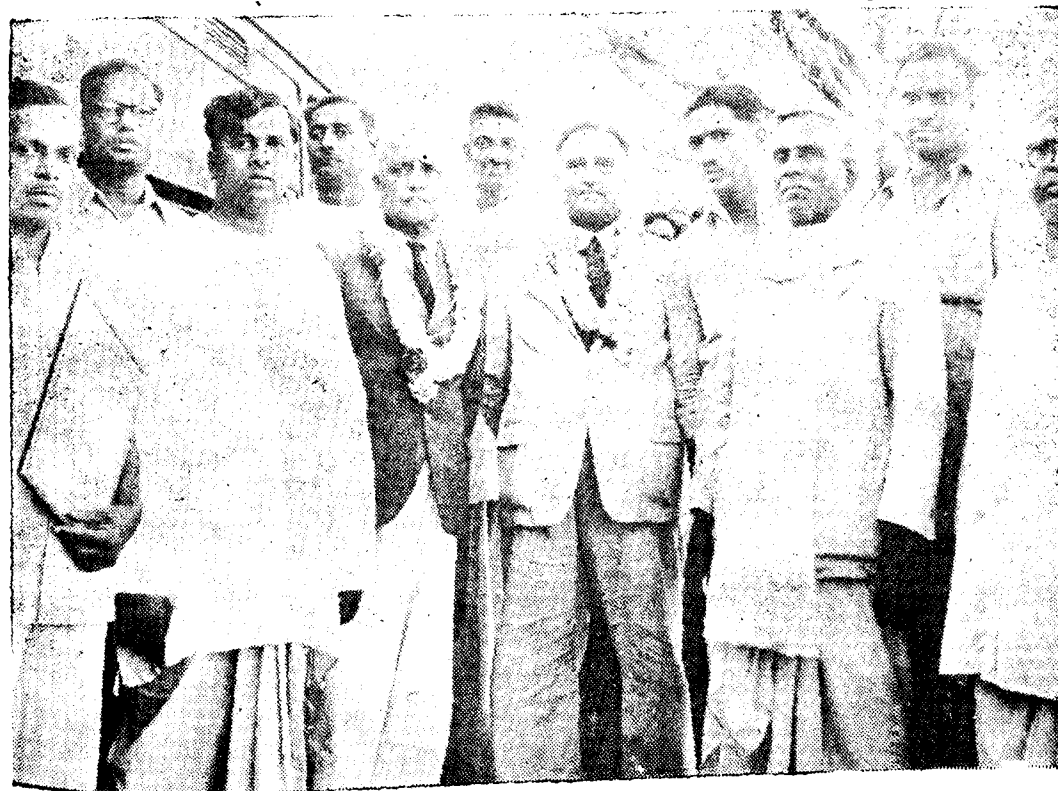
The function began with prayer by Sri C. D. Subrahmanyam of the R.A.O.'s Office, Madras. The annual report and the audited statement of accounts were presented before the meeting by Sri T. T. Mokshanandam of the R.A.O.'s Office, the Honorary Secretary of the Society.

At the request of the President of the day, Sri A. V. Subrahmanyam, Assistant Personnel Officer, addressed the gathering on "Literature in Life." He said that to enable man to develop the higher faculties in life,

Literature plays the vital role. In order to relieve oneself from the boredom of a routine method of life, one finds a great succour in Literature. One will find himself in an entirely happy realm if one were to concentrate and read literary works. Literature and particularly classics, he said, is found to leave in one's mind a rich impression and the power of Literature is such that the more a man is literate, the more he finds himself on a higher plane in that he gets completely elevated in mind. He advised the gathering to read only literary classical works. He, in this regard, commended the work done by the Society in general and the valuable library maintained by them in particular.

Sri R. V. Subrahmanyam (Senior Officer, Movement COPS's Office, Madras) and Sri S. Ramamoorthy (Asst. Accounts Officer, R.A.O.'s Office,

Photo taken at Rajahmundry recently when the Gowtami Chamber of Commerce presented a memorandum to Sri A. R. Rao, Deputy General Manager (Senior). Sri B. C. Desikachari, COPS, is also in the picture. —Courtesy "Andhra Patrika"



Madras), then spoke the importance of literature. Sri R. V. Subrahmanyam stressed the imperative need for literature in the daily monotonous way of life. Sri S. Ramamoorthy described the beauty and richness of English literature especially of the works by great writers like Shelley and Tennyson. He compared their work with that of Poet Kalidasa and advised the gathering to read more and more of books to forget the worries in our day to day life.

Sri B. G. Balakrishnan in his concluding speech, paid a warm tribute to the work done by the Society during the past five years. Recalling an earlier incident in his childhood, he told the audience how literature makes a man very happy making him forget what was happening around him. It is literature, he said, which makes a man live in this world even though he is surrounded by gloom and darkness. He said that literature was the light of life. He jocularly remarked that a railway employee should find great solace in literature which enables him to forget for a while the dry office routine.

Conducted Tours of City

A scheme of "Conducted City Sight-Seeing" sponsored by the Tourist Information Office, Government of India, was inaugurated in the city of Madras on December 4, by Sri B. Parameswaran, Minister for Transport. The function was held at the office of the Madras Centre of the Tourist Information Office.

Sri R. Sankaran, on behalf of Sreeshancs, as the organisation working the scheme is called, welcomed the guests.

Miss S. G. Kalyan, Tourist Information Officer, Madras Region, requesting the Minister to inaugurate the scheme, said that it was to be welcomed inasmuch as the South had not been particularly enterprising in this direction so far. She said that there was need for close co-operation between private enterprise and Government organisation in promoting tourism.

The Minister said that whenever they referred to tourists they only thought of tourists from outside the country. They should think of tourists from sister and neighbouring States as well.

The special bus for 'Conducted City Sight-Seeing.'



A tourist guide to be successful should not only be conversant with the history of the place where he served but should also possess a knowledge of several languages to be helpful to the tourists. Transport facilities played a large part in the success of tourism, the Minister said and added that the Government Transport Department was trying to do its best to meet the needs of visitors to the city in this respect, particularly with reference to the forthcoming session, in Madras, of the Indian National Congress. South India abounded in big temples and places of historical interest for the tourists.

The Sreeshancs, tourist guides and agents, who have their office at Purushotham Buildings, Mount Road have announced an offer of "Conducted City Sight-Seeing" under which a special bus carrying tourists will visit all the important places in the city, like the Museum, National Art Gallery, Bazaars, Fort and Adyar. The charge for the trip is rupees five.

Regional Railway Users' Committee

The eighth meeting of the Regional Railway Users' Consultative Committee of the Madras Region of the Southern Railway was held at Rayapuram on December, 16, 1954, with Sri D. B. Patel, Regional Traffic Superintendent, in the chair.

The Committee took up for discussion a long agenda containing various suggestions from the members of the Committee for providing more amenities to passengers both at stations and on trains. Suggestions were made to introduce Diesel Rail Car services on the Madras-Waltair section to relieve overcrowding on certain trains, to replace brass vessels in Refreshment Rooms by stainless steel vessels and to arrange for cane or wooden sofas in waiting rooms on which passengers could take rest. The Chairman replied that twelve Broad Gauge rail cars were expected shortly and the question of introducing them on the Bezvada district would be considered. As regards vessels in the Railway Refreshment Rooms, he said, that the present

policy was gradually to replace all existing vessels with those made of stainless steel. He added that the question of providing flat wooden couches in the waiting rooms would be looked into.

In connection with a suggestion to provide covered accommodation on the sixth and seventh platforms at Madras Central Station, Sri Patel stated that there was a proposal to cover the entire length of all the platforms in stages. As a result of certain representations received from the public, the closing of the Out Agencies at Coonoor, Aravan-kadu and Ootacamund had been deferred pending a reconsideration of the matter.

The Committee were of the opinion that Air-conditioned accommodation on the Nilagiri Expresses should be provided only during the 'Ooty' season and during the rest of the year, an extra third class bogie should be attached instead. As regards suggestions for improving Godavari and Pedda Ayuthapalle stations, the Chairman announced that the re-modelling of the former and the construction of a station building for the latter to replace the present carriage-body had already been sanctioned.

The Committee approved of the proposals made by the administration for providing more amenities at certain stations. These included the raising of the platform at Melalathur, constructing a new station building at Satyanarayanapuram, electrification of Medapadu and asphaltting the circulating area outside Gooty station. A refreshment stall would be provided on the platform at Whitefield station, waiting rooms at Bangalore East and Krishnarajapuram, shower baths in Katpadi waiting rooms and an approach road to Ponneri station.

Caltex Refinery at Visakhapatnam

Mr. Howard B. Nichols, Vice-President and Director of the California Texas Oil Company Limited, in charge of its World-wide Refinery activities visited India recently in connection



Mr. Nichols

with the new Caltex Refinery to be built at Visakhapatnam. He indicated that this modern refinery will have a capacity one-third larger than originally planned, if accepted by Government. It will be flexible enough to process crude oil from either the Persian Gulf or Sumatra and its yield will closely resemble India's actual needs for finished products.

With Mr. Nichols travelled Mr. W. E. Tucker, Asst. Chief Engineer Refining Division, California Texas Oil Company Limited, and Mr. S. Hollin who will be in charge in India of the preliminary work in connection with the refinery construction work which is expected to commence in the near future.

Mr. Nichols left India en route to Manila to participate in the opening of the new Caltex Refinery located at Batangas near Manila which is the first refinery to operate in the Philippines.

Mr. J. D. Fosque is at present visiting India in connection with the Caltex plan to erect a modern Refinery at Visakhapatnam. He is General Manager of the Central East Division of the California Texas Oil Co. Ltd., and is responsible for the supervision of its activities in India, Pakistan, Ceylon, the Middle East and parts of Africa.



Mr. Fosque

Mr. Fosque first arrived in India in 1933 and thereafter was District Manager at Madras, New Delhi and Bombay. After War Service he returned to Bombay in 1947 as General Manager of Caltex (India) Limited. He was later appointed Managing Director, which position he held for several years prior to his transfer to New York in July of last year.



Office of the Military Secretary to the President, India,
MADRAS
26th November, 1954.

CERTIFICATE.

On the occasions of the rail-journeys of the President of India from Mysore to Madras on the 23rd/24th August, 1954, and thence to Bangalore on the 24th/25th August, 1954, the arrangements for the supply of Early Morning Tea and Refreshments were made by Shri C. J. Kamani, Caterer, Hubli. The catering was done satisfactorily, and the President was pleased with the services rendered by the Catering Staff on these occasions.

(B. Chatterjee) Major-General,
Military Secretary to the President.

Shri C. J. Kamani
Hubli.

Letter of commendation received from the Military Secretary to the President by Sri C. J. Kamani, Railway Caterer, Hubli, for the arrangements made by him during the President's visit to Mysore in August 1954.

CHIDAMBARAM

HOLY OF HOLIES

P. S. VEDHACHALAM

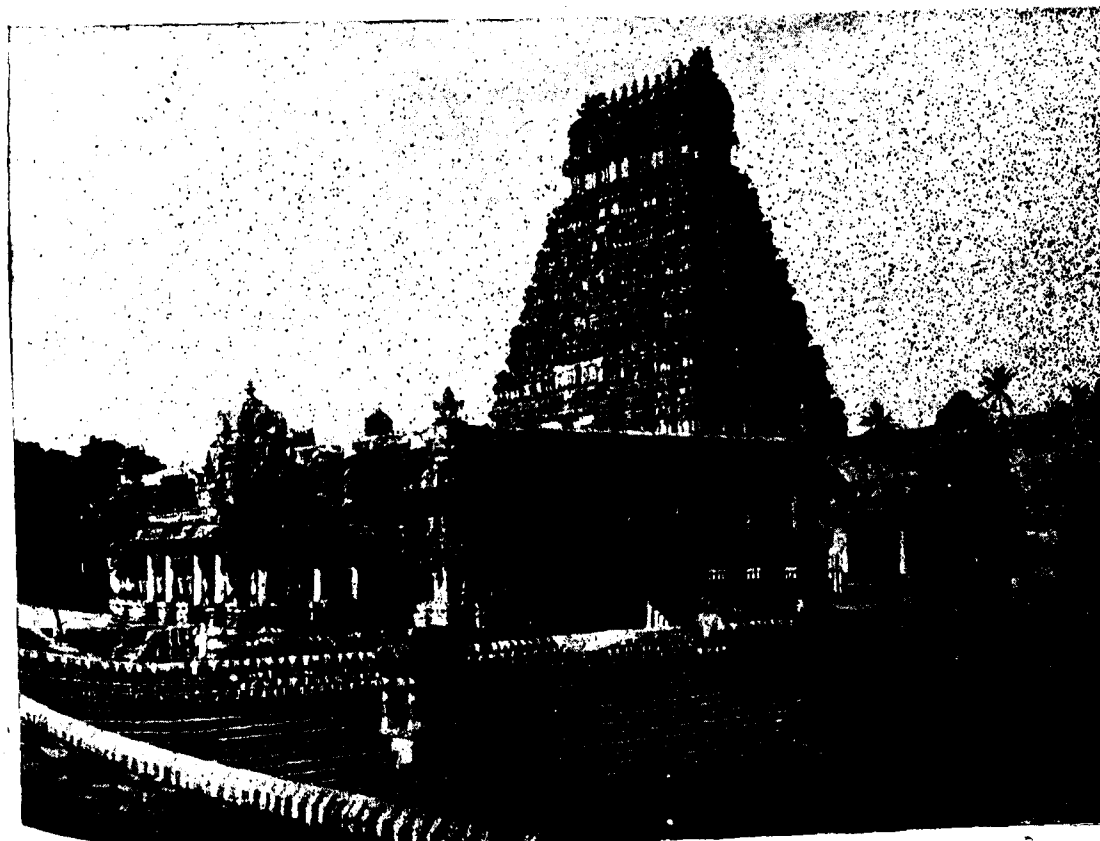
Publicity Inspector

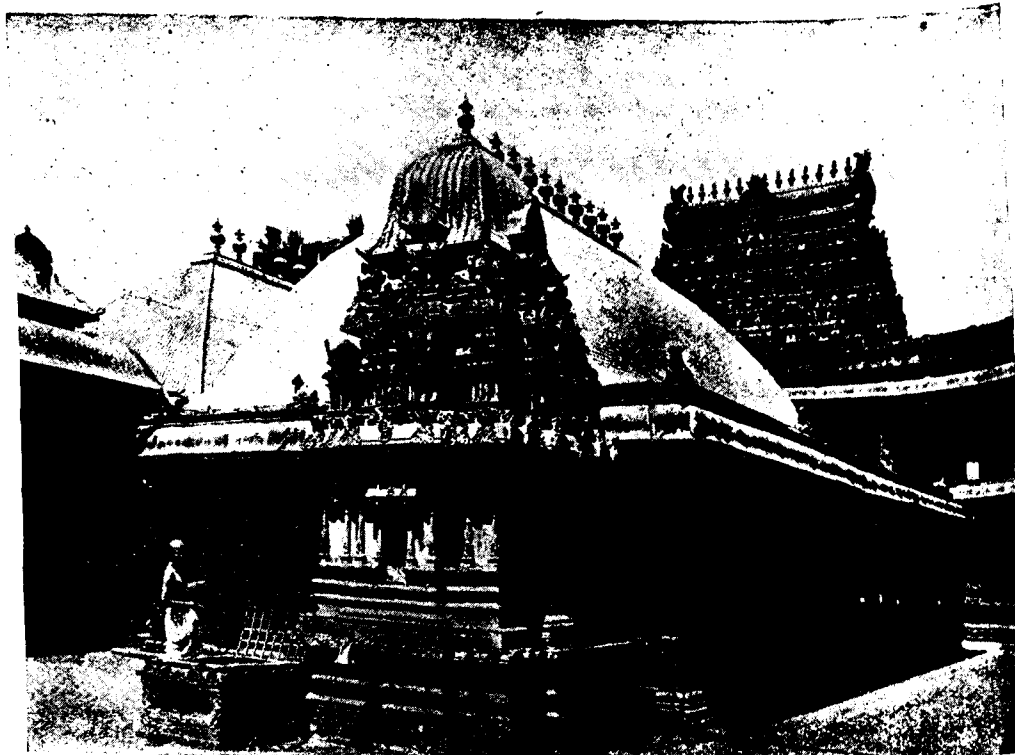
CHIDAMBARAM, otherwise known as Chitrambalam, "the atmosphere of wisdom" is on the main line (Metre Gauge) of the Southern Railway, 151 miles away from Madras. The great temple at Chidambaram is of hoary antiquity and stands foremost amongst the Siva temples in South India. For, it enshrines the "Akasa Linga", one of the important Pancha Lingams, the other four being "Prithivi Lingam" at Conjeevaram, "Appu Lingam" at Tiruvanaikkaval, otherwise known as Jambukeswaram, "Tejo Lingam" at

Tiruvannamalai and "Vayu Lingam" at Kalahasti.

The famous temple at Chidambaram is consecrated to Nataraja (God Siva in His aspect as the Cosmic Dancer). The figure of Nataraja is the noblest image of God and the peak of Hindu art. The grand conception of the cosmic dance of Nataraja is attributable to the rishi-artists of India. "The arch over Sri Nataraja is Omkara; and the akshara (Panchakshara) which is never separate from the Omkara is the contained splendour."

Temple and tank—Chidambaram.





The sanctum sanctorum.

The figure of Nataraja has a spiritual and highly philosophical meaning. It signifies His five activities (Panchakrityas) viz., creation, preservation, destruction, illusion and salvation.

The drum in the right hand in the rear indicates creation, meaning thereby that sound (Sabda) gives rise to creation and the other right hand in front is in the Abhaya pose, the hand of hope from which protection is assured. The left hand in the rear holds fire from which destruction proceeds. "But what does He destroy? Not merely the heavens and earth at the end of a Kalpa, but the fetters that bind each separate soul." The left hand in front, Tandavahasta points to the lifted foot in the turiya state which grants eternal bliss to those that approach Him. These five acts represent the activities of the deities Brahma, Vishnu, Rudra, Maheshvara and Sadasiva, according to the Saiva Siddhanta school of philosophy.

The right foot crushes the giant Muyalaka representing the forces of evil. The way in which the artist has balanced Siva on the Muyalaka is unique. The amiable face of Nataraja indicates Anugraha which is the last of the Panchakrityas attributed to him. He wears the skin of the tiger which he slew, signifying that egoism or Ahankara must disappear. The deer is placed near the legs and apart from the figure of Nataraja. The deer is comparable to the mind. This is to illustrate that the Atman is beyond the reach of the deer-like mind. The Ganges on the head represents Chit-Sakti or wisdom. These are some of the main symbolic features of the Nataraja image which is the most beautiful representation that the human mind can think of throughout the Hindu pantheon. It is not strange, therefore, that the esoteric meaning and mystical significance of

the dancing aspect of Siva have fascinated for ages the imagination of sages like Patanjali, Vyaghrapada and Tirumular, poets and saints like Manickavachagar, Sekkilar, Tiruneelakantar, Maikanda Thevar and Nandanar. The temple at Chidambaram has been sanctified to a large extent by their association.

This temple is one of the very few in India where both Siva and Vishnu have shrines in such close proximity that their respective followers may worship at the same place and have darshan of both the deities at the same time. The shrine dedicated to Sri Govindaraja is referred to as "Chitrakutam" in Vaishnavite literature.

On the wall behind the idol of Nataraja is a Chakra of mystical disc over which runs a curtain which is removed on specific occasions of worship and the Holy of Holies is revealed as mere space out of which the blissful Nataraja is stated to have emerged.

The main tower.



This Holy of Holies constitutes the Chidambara Rahasya or the Secret of Chidambaram.

The huge gopuras, the numerous mantapas, and the fine temple structure at Chidambaram are the lavish endowments and liberal gifts of the rulers of the land, the Pallavas, the great Cholas, the Pandyas, the Nayaks and the monarchs of the Vijayanagar Empire.

The Gopura or tower at the Northern entrance was erected by the celebrated Vijayanagara King, Krishnadevaraya. The Eastern and Western towers are worthy of study as they contain sculptural representations of the 108 postures of the Hindu classical art of dancing mentioned in the Bharata Natya Sastra.

Among the other places of interest inside the temple may be mentioned the hall of 1,000 pillars with the exquisite carving, the shrine dedicated to the Goddess Sivakami, the Sivaganga tank, the shrine of a huge Ganesha, the shrine of Subrahmanya with its recent paintings underneath the roof, the Nritya Sabha or Hall of Dance and the **Sanctum Sanctorum** known as Chit Sabha. The five steps leading to the Chit Sabha are plated with silver and signify the five sacred letters of "Panchakshara Mantra." The Karaka Sabha or the Golden Hall opposite the central shrine is a fine specimen of Dravidian architecture.

It was from the shrine at Chidambaram that the sacred Tevaram hymns of Saints Sundarar, Tirunavukkarasar and Gnanasambandar were unearthed by the Chola King Rajaraja the Great with the help of Nambiandar Nambi who afterwards compiled whatever was salvaged from the ruin wrought by white ants.

Two important festivals in this temple attract thousands of pilgrims every year by rail, viz., the Ani Thirumanjanam in the month of June-July and the Arudra Darsanam during this month.

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- (1) Supply of stone jelly, rubble, sand, etc., for construction of road over-bridge No. 31-A across Hill Palace Road at chainage 32274.
- (2) Forming approaches to the road overbridge.

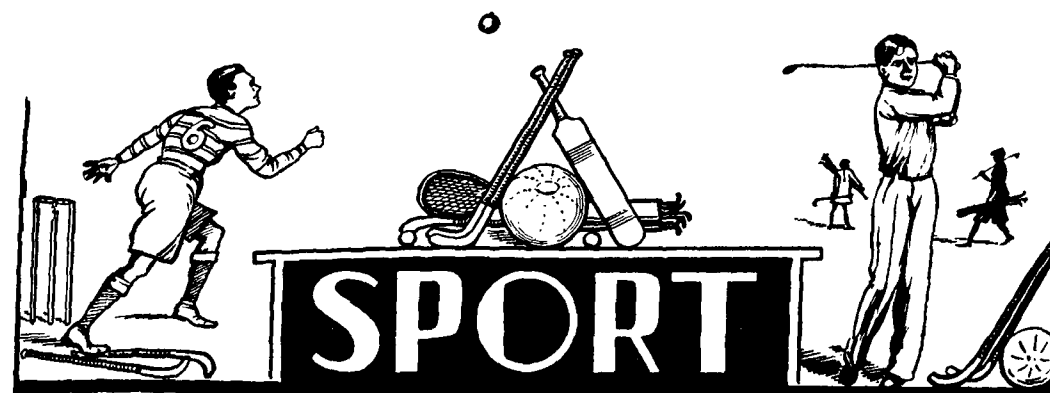
The Chief Engineer, Southern Railway, Park Town, Madras-3, invites sealed tenders upto 12-00 hours on 19th January, 1955, for the above works.

Tenders should be in the prescribed form obtainable from the Chief Engineer's Office or from the Executive Engineer's Office, Quilon-Ernakulam Railway Construction, Ernakulam South, or from the Assistant Engineer's Office, Quilon-Ernakulam Railway, Quilon, upto 12-00 hours on 17th January, 1955, on production of a receipt from the Financial Adviser and Chief Accounts Officer, Southern Railway, Park Town, Madras-3, or from the Station Masters, Ernakulam South, or Quilon, for payment made 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 amounts will not be refunded.

An earnest money of Rs. 900 is to be paid to the Financial Adviser and Chief Accounts Officer, Southern Railway, Park Town, Madras-3, before 15-00 hours on 17th January, 1955.

Income-tax Clearance Certificate, in original, should be attached to the tender. Tenders will be opened at 11-00 hours on 20th January, 1955.

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



OUR FOOTBALLERS AT KHARGPUR

C. V. GOPAUL

Assistant Personnel Officer & Member-in-charge (Football) S.R.A.A.

THE Inter-Railway Football Tournament was conducted this year also by the Eastern Railway Athletic Association at Khargpur. The Southern Railway was fortunate enough to be placed in Bye and had to play straightaway the Quarter Final with the Chittaranjan Loco Works on 28th August 1954. The Team left Madras on 25th August 1954 with great hopes of bringing away the coveted cup. Whatever might have been the confidence of the Members of the Team, the fear of rain was always there. As was apprehended, the moment the Calcutta Mail steamed into Khargpur station, it started drizzling. The Members of the Reception Committee, who came to receive the team, while wishing all good luck, prayed at the same time that if their wishes were to come true, it should not rain. However, on the day the S.R.A.A. had to play, it started pouring in torrents and when the match started, there was about two inches of water all over the field. Usually South Indian Footballers find it very uncomfortable to play on heavy grounds, and except for Thanikachallam, our brilliant Centre-forward, all others were finding it very difficult to cope with the situation. Confused and confronted with such difficulties, there was a melee

near our goal area within 10 minutes of the commencement of the game, and this resulted in our custodian Munuswamy leaving his position, making it easy for the Chittaranjan Loco Works to put the ball into the net. In spite of this early reverse, the Southern Railway kept on attacking, and led by Thanikachallam, there were several good moves with understanding between Thanikachallam and Padmanabhan. Several chances were missed. Just a few minutes before the closure of the first half, the skipper of the Southern Railway Eleven, Padmanabhan rose to the occasion by availing a fine opportunity to lob the ball into the goal and thus brought about the equaliser. When the second half commenced, it was the lot of the Southern Railway to defend the Southern-end of the field, which was somewhat better than the Northern-end leaving a better portion for the forwards to do their attack. Thanikachallam realising the difficulty of the other members of the team, mostly tried on his own, and on one occasion he carried the ball straight to the left-wing and sent a stinging shot from there aiming at the goal. One of the member of the opposing team, in his attempt to save the ball, deflected it into the goal. Gurunathan, as Centre-half, did excellent work in this match and he not only

picked up several balls intercepting beautifully but also gathered a lot of mud rolling all over the slushy field.

Due to the matches between the Western and Northern Railways, Central Railway and Eastern Railway Blues, resulting in draw, we had to play our next round only on the 3rd September, 1954 against the Eastern Railway Blues. It started raining on that day also. To aggravate the position, the drawn match between the Western Railway and the Northern Railway was played before our match, and the field became still worse, when our team got in, especially at the northern end. However, the unbeaten Thanikachallam at the sixth minute of the commencement of the game made a splendid solo effort, dribbled through three of the members of the opposing team and scored a very spectacular goal earning the applause of the spectators all round. The Eastern Railway Blues,

however, attacked vigorously and before the first half came to a close, they not only equalised but also scored an additional goal. Immediately after the commencement of the second half, the Eastern Railway again scored a goal and the score was 3.1. Just at that time, an unfortunate event took place. Thanikachallam, our Centre-forward, was running with the ball towards the Eastern Railway Blues goal, and the Left half of the opposing team in his attempt to prevent Thanikachallam from running through with the ball, clashed against him, and this resulted in the half back being injured and carried away from the field. It was purely accidental, but unfortunately Thanikachallam was ordered to march out of the field. The departure of Thanikachallam was a serious loss to the team. He was a tower of strength and the centre of all hopes. The remaining men did their best but luck was against them.

The All Railways Eleven which played a match with the I.F.A. Team.



The Losing Semi-Finalists match and the Finals were fixed on the next day. As a losing semi-finalist, we had to meet the Western Railway which was made up of champion soccer players like Sanjiva, Soman, Peter, Joseph Janki, Gulab singh, etc. After introducing the team to Sardar Karnail Singh, General Manager, Chittaranjan Loco Works, who was the President for the Finals, the game was started. Though the result may show that we lost to the Western Railway by two goals to nil, considering the strength of the team, we should say that our players put up a good fight. Sardar Karnail Singh observed in his speech in a jocular vein, that General Managers of the Northern, Southern and such other railways should arrange for artificial showers at least to enable the members of their football teams to get used to play on wet fields.

Our team being introduced to Sri Karnail Singh, General Manager, Chittaranjan.



There was a match to be played on the 5th September, 1954 between the All Railways Eleven and the I.F.A. Team. Three of our players got selected for the All Railway Eleven. Thanikachallam was selected to play as Left-in, while Padmanabhan was selected to play as Right-in. Gurunathan was kept in the reserve for the half line. Both Thanikachallam and Padmanabhan proved their worth by scoring a goal each for the All Railways Eleven and maintained the prestige of the Southern Railway.

Southern Railway Retain Trophy

The Southern Railway Athletic Association retained the D. O. Thomas Cup for the second year in succession, when they defeated the Madras United Club by three goals to nil in the Ever Merry Hockey Tournament at the Corporation Stadium on December 3, 1954.



Southern Railway Team which won the Ever Merry Hockey Tournament.

Courtesy "Hindu."

The Railway were deserving winners, for they were the greater opportunists and they utilised the openings they obtained. Cotter scored the first goal off a penalty corner and D'Cruz, the nippy, inside-left, scored the remaining two.

The game began at a brisk pace and both were visited in turns and the first concerted move came from the United Club. After five minutes of play, Thangaraj, inside-left, pushed in feebly and Garret had no difficulty in clearing it. The rival teams forced a couple of penalty corners, but nothing came out of them.

Purushotham, the left-back of the United Club, made a wild swing within the ring and off the resultant short corner, Cotter netted, to score the first goal in the 16th minute. Spurred by this success, the very next minute, D'Cruz cut in nicely and, moving from the left to the right, scored easily beating the onrushing custodian Natarajan. Half time came with no addition to the score board. After the interval, the United Club pressed hard, but could not achieve their objective. Again, a lapse by Purushotham enabled the

Railway to obtain their third goal. D'Cruz was the scorer.

After the match Sri K. S. Ranga Rao welcomed the guests and Janab Hameed Khan, who presided. His Highness the Prince of Arcot distributed the prizes. Janab Aziz Ahmed proposed the vote of thanks.

The Southern Railway team consisted of the following:—A. A. B. Garret; T. Almeida and T. Pais, Newman; Cotter and D'Sylva; Hurmat Ali, Cleur Reay, D'Cruz; and Jones.

Railway Intershop Final

The Carriage Repair Shop won the final of the Southern Railway Intershop Hockey Tournament defeating the Offices combined by a solitary goal.

Although it was not till after the interval that the Carriage Repair Shop could score their only goal, there was no doubt about their superiority. Even in the first session Pears had a good chance, but he failed to utilise it. But, the goal scored by him in the second session was a good effort. His powerful shot taken from the top of the D went clean through. Towards the close the Offices Combined made determined

efforts to score the equaliser, but the Repair Shops defence held out.

Mr. Conran, Carriage Works Manager, presided and Mrs. Conran distributed the prizes. Mr. Ramaswamy, Chairman of the tournament committee and Loco Works Manager, proposed a vote of thanks.

The Yard Shop (Loco) won the inter-shop volley ball tournament of the Southern Railway, defeating the wagon Shop (Carriage Works), in three games; 16-8, 15-7, 15-6. The match produced a keen fare. Narasimhan and Kuppaswami for the winners and Rajabathar for the losers impressed.

Mr. K. Viswanathan, Assistant Loco Works Manager, presided and Mrs. Viswanathan distributed the prizes. Mr. D'Costa, convener of the tournament, proposed a vote of thanks.

Mysore Railway Institute Win Final

The Railway Institute, Mysore beat the Southern Railway Club by two goals to nil in the final of the Inter-Railway Institute football tournament (metre gauge), Mysore Region on December, 9. The Institute had slightly the better of the exchanges. The Club, who had a number of scoring chances, wasted them by shooting either wide or straight into the goal-keeper's hands.

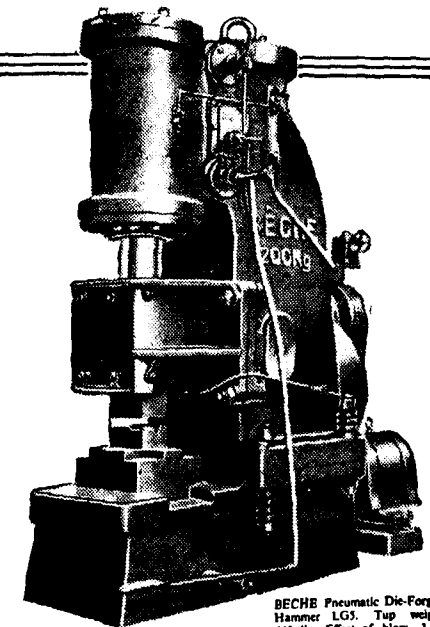
Five minutes before the change over Appu the Institute's centre-forward, opened the scoring with a fine first-timer off a pass from Parthasarathy. Except for the last ten minutes the game in the second half was confined to midfield. Ten minutes before the final whistle, Appu consolidated his side's position. The Club went all out to reduce the margin, but Srinivasa Rao, under the bar, could not be beaten. Mousin sent in a rasping shot but Srinivasa Rao saved it with fine anticipation.

The winning team:

Railway Institute: Srinivasa Rao Raseed and Basheer, Anwar, Shariff and Shanker Singh; Sathyanarayanan. K. N. Naidu, Appu, Javaraja and Parthasarathy.

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"Mr. BONES" TRAVELS

T. RAGHUNATHA RAO

Claims Inspector

'Mr. Bones' was intended to be consigned from a way-side Railway Station on the Eastern Railway to Kodavaluru on the Southern Railway. His unwary boss Sri. Jan Singh made out the travel document for forwarding 'Mr. Bones' in the proper form and sent him through his illiterate cartman. The cartman tendered 'Mr. Bones' and the document to the Station Master and demanded the 'passport' for 'Mr. Bones' to travel to the above destination.

The Station Master, somewhat negligently glanced over the document and immediately pitched upon the station name as Cuddalore, instead of Kodavaluru, he being an expert in phonetics. He quickly consigned 'Mr. Bones' to Cuddalore, a station farther South, put 'Mr. Bones' into a wagon readily available at his and handed over the travel 'passport' to the cartman, the latter having met all 'station expenses'. Sri Jan Singh received the 'passport' and in his ecstasy on having captured a good market in the South, quickly forwarded the same to his agent at Kodavaluru through his Bank, so that 'Mr. Bones' might be received with due formalities at the other end, little suspecting that the 'passport' had been made out to Cuddalore a different Railway Station than the one intended.

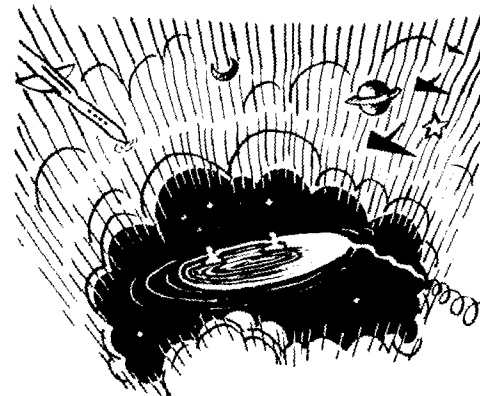
'Mr. Bones' comfortably lodged in an air conditioned wagon, made his way till about four hundred miles and arrived at a midway junction, where he was suspected to be a little too heavy for carriage over a certain section of the Railway, a fact which neither he nor his Boss were made to understand at the beginning of the journey. 'Mr. Bones' was not put on a weigh-bridge either, enroute, for the purpose of determining his weight but merely a little part of his was pulled out from

the wagon in a routine manner and lodged in an open truck which came handy at the junction. 'Mr. Bones' however, was permitted to continue his journey in his own wagon followed by his little counterpart in a huge open truck wherein 'Little Mr. Bones', as we may call him, appeared like an oasis in a desert. Thus, both 'Mr. Bones' and 'Little Mr. Bones' wended their way to Cuddalore as labelled.

Sri. Jan Singh's customer at Kodavaluru cleared the travel document from the bank and tendered the same at the Railway Station, only to be told that the sending Station had consigned 'Mr. Bones' to Cuddalore by mistake. Hasty telegraphic enquiries were put through by the customer with Sri Jan Singh who in his turn blamed the Station Master of his town for the muddle. Everything was too late as 'Mr. Bones' was reported to have almost reached his destination. Nevertheless Sri. Jan Singh cleverly managed to contact one of his agents at Madras through the Trunk telephone and had the 'Passport' transferred to him though he had to forego a large slice of his profit in the mess thus created. His agent at Madras pitched upon a prospective customer at a nearby station, and necessary arrangements were telegraphically made with the Railway authorities for the return of 'Mr. Bones' from Cuddalore, if he had not already reached his destination. But the Railway authorities replied him back stating that his request could not be complied with as 'Mr. Bones' had already been berthed at Cuddalore.

Both 'Mr. Bones' and 'Little Mr. Bones' arrived Cuddalore safe and awaited a reception. Misfortune did

(Continued on page 78)



SAUCERS WITH WINGS

S. R. SRINIVASA RAGHAVAN

Public Relations Office

I do not know who it was that gave the name of "saucer" to the wonderful circles of whirling light that are engaging the attention of both the man in the street and the research scientist in his laboratory. The association is weird but brings that Martian mystery down to human understanding and makes the "flying saucer" as supple a thing as the china dish on which hot coffee is cooled.

The saucer is as much a western utensil as coffee itself is a western stimulant, having become part of our inevitable daily routine and somehow assumed close association with us. The advantage of the china is that it aids us avoid the labour of pouring forth that stimulating liquid when it is too hot from one vessel to another repeating the operation many times, resulting in an accumulation of bubbling froth, and in the operation occasionally spilling it on our clothes. The saucer is as magical as its flying foster-brother in that it cools the liquid in a moment's time rendering it potable. Secondly there is gusto about sipping coffee from a saucer, in a grandiose manner and with a superior air. It makes you have an inflated idea of yourself while you take in that wonderful liquid through a saucer and you unconsciously lift your right leg and make it ride on your left, reclining cosily in your chair, with your eyelids shut.

The flying saucer is the latest furore all over the world and a scientific study of the "problem" is in full swing in America and Britain. Donald E. Kezhoe

has made a serious study of it and come to the conclusion that these saucers are inter-planetary and are controlled by beings from another world "making a mysterious surveillance of the earth." Noel Scott, an American physicist, thinks that these might be anode glows caused by the ionisation of thin air in the upper atmosphere. In fact he has produced saucers of his own in his laboratory in Virginia and they are said to have all the qualities of the radar-spotted objects seen in Australia, India and all over the world at intervals.

These are all simple guesses. They may be in the right direction—well, they may be wrong too. An imaginative mind would like to fall in for the Martian theory. It will be an interesting day when lots and lots of these whirling tea-containers descend down upon us from thin air and force us to vacate our houses and come into the open with terrified cries, seeking the help of the Almighty, begging Him to intervene and save us from the onslaught!

In one of the sensation-mongering dailies I happened to see the interesting information that every saucer contained a helmeted soldier with three heads and six arms each of which held a curious and strange weapon. The news item asserted that soldiers from Mars had started right away an invasion of this planet!

If the Martian theory comes to be proved true, our standard of vaules will

have to be quickly modified, and colour-bars, East-West tensions, iron curtains and cold wars will have to vanish. The United Nations Organisation will become true to its name and will begin uniting the whole world under one banner to stand together in the fight for our lives and possessions.

I think H. G. Wells thought about the future on these lines in his "Shape of Things to Come." It is high time really, that our standard of values changes and we get to think of the world as one united whole, setting aside our passions, angers and prejudices.

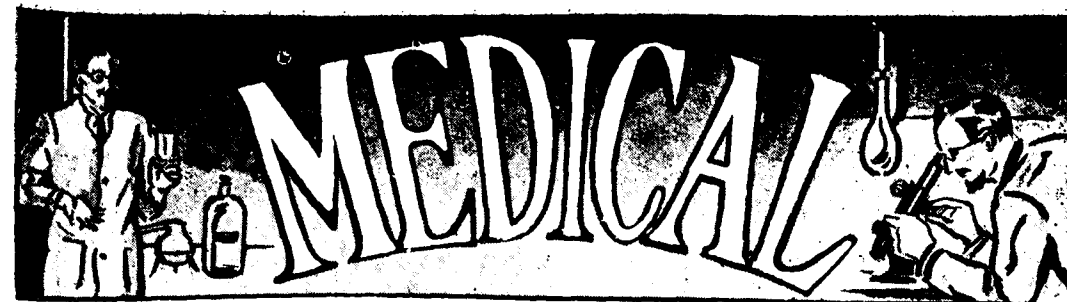
The Marxian theory of human activity has long been exploded but a substitute is still to arrive and we are all groping in the dark to fish out the right basis for all human endeavours and actions. The Martian theory about the flying saucers may be a boon in the sense that it might urge us on to find a way out of the present confusion in our values.

I wish Mars replaces Marx and the flying relative of the cooling utensil unites humanity in a common bond with one aim and one objective.

"Mr. BONES" TRAVELS

(Continued from page 76)

not come to 'Mr. Bones' singly, here too. 'Little Mr. Bones' was found missing. His huge truck being mistaken for an empty wagon was shunted off to a coal siding, where, in spite of "Little Mr. Bones" wailings, slack coal was dumped on him mercilessly and he was buried underneath. The Railway authorities at Cuddalore found out the mistake rather late as 'Mr. Bones' had already been taken over and transported again to the customer's place. However, 'Little Mr. Bones' was exhumed from under the debris and was already in colour. He had already been branded an 'untouchable' by the customer who thought it not worthwhile to pay for 'Little Mr. Bones' passage and extra freight demanded by the Railway authorities. Thus, poor 'Little Mr. Bones' was left unclaimed at Cuddalore for a considerable time as he was practically abandoned and finally disposed of in accordance with the rules of the Railway.



TUBERCULOSIS

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

Assistant Surgeon, Salem Jn.

**T**HERE seems to be hardly a worse killer of mankind than Tuberculosis—the dreadful. It is said that every minute one person dies in our country on account of this disease. And for every one person who dies, there will be at least three persons in the family and relatives who are likely to fall ill. Such is the infectious nature of this destructive scourge. It is, therefore, imperative that we should know something—at least the essentials of this problem.

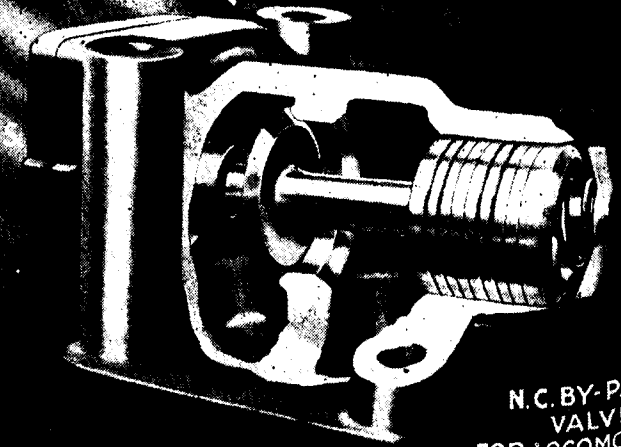
The main factors for the wide prevalence of the disease are defective social and economic conditions, bad housing, poverty, malnutrition, early motherhood, frequent pregnancies and childbirths, indiscriminate spitting, the purdah system which prevents females from having fresh air and sunlight and want of knowledge of the disease itself from a layman's point of view.

To prevent tuberculosis from spreading, it is desirable to find cases suffering from infectious tuberculosis (the open cases) whose sputum contains tubercle bacilli, of which several hundred millions are coughed out every day, and get them isolated. After isolating the open type cases, the contacts should be investigated thoroughly

whether they have the disease. To put it in a nut-shell "Seek, find, segregate and treat (infective) the case."

It is essential to relieve overcrowding to prevent alarming incidence of tuberculosis. Another factor is to increase the resistance capacity of the people by means at our disposal, specific or otherwise. Nutrition, particularly animal protein, is of great value in prevention of tuberculosis. The education of the masses in the principle of nutrition and the importance of including sufficient proportion of proteinaceous and vitaminaceous foodstuffs in the daily dietary is of much importance. Prevention of the disease can be ensured by sanitary town planning, by demolition of slums and the establishment of improvement trusts for building houses for the poor with sufficient ventilation including cross ventilation, provision of open spaces, parks and play-grounds in and near all towns and cities for recreation and exercise; the importance of light and air in all living and bedrooms should be inculcated in the people. All living and bedrooms should be freely exposed to light and sun as much as possible. B.C.G. vaccination has been introduced in our country. It has also been introduced in our Railway and has been proved to be harmless but effective under very

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unfavourable conditions in protecting a high percentage of population against suffering from and dying of the "White Plague."

Now, what are the most common symptoms? Persistent cough, fever recurring each afternoon or evening, loss of weight, loss of appetite, etc. When there is unexplained anaemia, recurrent frequent attacks of influenza or if a person has a cough with sputum lasting more than several weeks, or if he spits blood, tuberculosis should be considered. Of course, the final diagnosis is based on careful physical examination, X-ray and laboratory tests.

An appreciable percentage of patients turn up to a doctor when they have symptoms of early disease. When advised to take an X-ray picture, they just postpone and say "Fifteen rupees a film, Doctor! Where can I go? Give me some temporary relief." Of course, it is to be admitted that while the X-ray is expensive, considering the inevitable expenses that would ultimately involve, if the disease is finally recognised and got to be treated, I would say that it is safer to incur the initial expense and know the actual condition sufficiently early. Experts in the field stress that early recognition is most important. Otherwise if there should be more extensive damage to lungs, the hazard is greater.

Fortunately, for Railwaymen, X-ray plants are being installed at more places in our railway and we have two improved sanatoria at Pattabhiram and Golden Rock and it is hoped the plants and sanatorium will be managed by expert qualified hands in the near future.

By screening, it is not possible to diagnose very early cases of tuberculosis. Films, big or small, have to be taken to detect early cases. Mass miniature Radiography, the greatest achievement for the last 15 years, is very useful. The size of the film is 3" x 2½". Thirty-six radiographs can be taken in one role film. It is very cheap, but the unit costs initially nearly a lakh of rupees, which our railways can afford. It pays for itself by preventing sanatorium expenses and loss of manpower.

Treatment should be begun as immediately as possible if the disease is confirmed in diagnosis. Absolute rest in bed, proper diet and medicines prescribed by the doctor constitute treatment. Equally important that a strict routine of physical and personal habits should be followed to protect others.

Thanks to the inventive genius of expert medical scientists, the new wonder drug streptomycin, P.A.S. and Iso-nicotonic Acid have come to the quick and almost sure relief of the victims of the disease. Tuberculosis is cured by surgical treatment by collapsing the affected lung by various methods.

It is hoped that railwaymen, if they have early symptoms of the disease, will hasten to approach the medical authorities, seek their advice and avail of the facilities provided for them.

Let me once again stress, that by early recognition and cure, we can fight better and more successfully the colossal socio-economic problem caused by tuberculosis—the enemy No. 1 of humanity.



### The Monkey and the Crocodile

**W**HENEVER a batch of monkeys who are swinging from tree to tree suddenly spot a crocodile sneaking out of a river and on to the bank, they all chatter and scream and seem to be laughing. Why they do this, comes from an old, old story of the simple jungle people of Malay, and I will tell you this story.

For some days the rain had been coming down in torrents and the river that flowed through the jungle was swollen with all this extra rain water. Then one day the rain stopped and out came the sun, but because of the rainy weather everything was so damp.

Mrs. Crocodile had crawled out of the river on the bank and was sunning herself for a while. Mr. Crocodile was also with her. After a while Mrs. Crocodile suddenly started groaning and moaning. "Ooooh! I am feeling so awful with pains all over me, and if something is not done soon, this will be the end of me."

Mr. Crocodile replied, "There, there, dear, don't complain so much, but the only way that you can be cured is by eating the heart of a monkey."

"Then why don't you hurry and get me the heart of a monkey," replied Mrs. Crocodile.

"Now dear, it's easy for you to say, but it isn't as simple as all that," said Mr. Crocodile. "After all, you know that those sly rascals the monkeys live way up in the trees, and how the devil do you think I'm going to catch one? Crocodiles can't climb trees or swing from branch to branch."

His wife groaned and moaned all the more. "Then, must I be in this terrible pain for the rest of my life? You're a fine husband, you are, always making excuses."

"Now dear," replied Mr. Crocodile, "don't start finding fault with me, and expect me to do the impossible..."

Mrs. Crocodile cried out aloud, "Ooooah! The pain is breaking me in two; hurry and get hold of a monkey soon..."

Mr. Crocodile was now alarmed. He was sure his wife was not shamming, but in real pain. "All right, dear," he said, "I'll find some way to get you your monkey, so that you can eat his little heart."

Mr. Crocodile now waddled along and slid swiftly into the river and called out to his wife. "Just you wait there and I'll be back soon with your monkey."

As he moved along the water swiftly, Mr. Crocodile kept his little beady eyes open for a monkey, and tried hard to think out some way to make a monkey come down from off a tree. He had moved a few hundred yards down the river when he saw a monkey perched on a tree near the river bank. Mr. Crocodile swam towards the bank, and then waddled on to the land until he was under the tree. While he had been on the lookout he had also devised a plan.

"Good morning, Mr. Monkey," said Mr. Crocodile. "I'm sure you must be glad for all this sunshine after so many days of heavy rain."

The monkey heard the crocodile and replied, "Good morning, Mr. Crocodile. Yes, we monkeys are happy to see some bright sunlight again."

"Yes, yes," said Mr. Crocodile, "you monkey people are glad, but I am very sad on this bright day."

"Why?" asked the monkey, "What makes you feel sad?"

"It's my wife," said the Crocodile sadly. "She's very, very sick, and I must find a doctor for her soon, or she will die."

The monkey replied, "I am sorry to hear that."

Then Mr. Crocodile said, "Mr. Monkey, do you know who is the best doctor on the jungle?"

The monkey puffed out his little chest and said boastfully, "You've come to the right person. I'm Dr. Monkey, the best jungle doctor."

"Oh, so you're the great Doctor Monkey all we jungle folk have heard about?" Mr. Crocodile said cunningly.

Dr. Monkey now almost burst with pride at these grand words, and said, "Yes, I'm that Dr. Monkey, and what can I do for you, Sir."

Mr. Crocodile replied swiftly, "Well just hop on to my back and come along up the river to see Mrs. Crocodile. Perhaps you can cure her."

The monkey, without thinking came scampering down the tree and perched himself on to the hard, scaly back of the crocodile, who now walked back into the river, with Dr. Monkey riding on him.

When Mr. Crocodile was half-way up the river he suddenly chuckled and said, "So, you're the best jungle doctor? Well, you won't be very long, because as soon we get near Mrs. Crocodile she will come into the river, open her big jaws and kill you."

Dr. Monkey now found he was trapped. Even if he jumped off the crocodile's back and tried to swim to the bank, Mr. Crocodile would soon have him in those long, evil jaws. So in his fear, he thought and thought how he could get away from the crocodile.

Pretending he was not afraid, the monkey asked, "But why should your wife want to kill me. After all, if she eats me up that won't help to cure her, will it?"

Mr. Crocodile grunted out some thing like a laugh. "That's it Dr. Monkey. Didn't you know that the best cure for a crocodile's sickness is the heart of a monkey?"

Dr. Monkey scratched his head. "Why of course, it is. Fancy me a doctor forgetting this. But just a moment, Mr. Crocodile, we are going the wrong way."

Mr. Crocodile suddenly stopped and said, "What do you mean, the wrong way? I'm taking you to my wife."

Dr. Monkey grinned. "But you must have my heart first, and I forgot to tell you before, I left my heart on that tree on which you saw me."

(Continued on page 85)



### CHEAP RETURN TICKETS TO TIRUTTANI

In connection with the Tiruppugazh Bhajana at Tiruttani, cheap third class return tickets at 1½ single journey fares (mail/express or ordinary fares being chargeable as the case may be) were issued from Madras Central, Basin Bridge, Perambur, Villivakkam and the town booking offices in Madras. The tickets were issued on the 30th and 31st December 1954, available for commencement of the outward journey on 31st December 1954 and valid for completion of return journey by the midnight of 1st January 1955.

### SINGLE AND RETURN JOURNEY TICKETS TO AVADI CONGRESS

In connection with the 60th Session of the All-India National Congress to be held during January, 1955, near Avadi, a station on the Madras-Arkonam section, a temporary halt named 'Congress Camp' and a station named 'Satyamurtinagar' will be opened for local and through booking of passengers and their luggage. The 'Congress Camp' halt will be between Ambattur and Avadi, 3 miles from Ambattur and 2 miles from Avadi station. The 'Satyamurtinagar' station has been located near the Congress township to which a railway line has been laid from the main line between Ambattur and Avadi. The distance chargeable for traffic to and from Congress Camp Halt will be:

- (a) in respect of traffic from Madras side, distance upto Ambattur station plus 3 miles
- (b) in respect of traffic from Arkonam side, distance upto Avadi station plus 2 miles.

The distance chargeable for traffic to and from the proposed Satyamurtinagar station will be the distance upto Ambattur station plus 3 miles.

### For Booking to and from Congress Camp Halt

For the convenience of delegates and visitors to the Congress Session, single journey tickets will be issued for II, Inter and III classes to Congress Camp Halt in local and through booking. Similarly, tickets will be issued in the reverse direction, i.e., from the proposed Congress Camp Halt. So far as the Southern Railway is concerned, tickets will be available for issue from all stations to the proposed halt.

Return tickets will also be issued to Congress Camp Halt from certain selected stations on this and other railways. These tickets will be issued at two single journey fares for II, Inter and III classes. The fares for tickets will be charged according to the train by which the passengers elect to travel (mail or ordinary or both combined, as the case may be).

### For Booking to and from Satyamurtinagar Station

This station will be open for traffic from and to stations on the section Ambattur-Madras, and via, in local and through booking and it will not be open for traffic to and from stations on the section Pattabhiram-Arkonam and via.

Return tickets at two single journey fares will also be issued to Madras Central from selected stations on this and other railways. In addition, return tickets on the same basis of fares will be issued to Madras Egmore from certain selected stations on this railway.

The period of availability for completion of the return journey in the case of return tickets issued to the proposed halt and station will vary from station to station according to the distance and the date by which the return journey should be completed will be mentioned on the ticket by the booking staff at stations.

(Continued on page 85)



**RAILWAY STATISTICS :** By L. V. Gopalan. B.A., B.L., Retired Assistant Accounts Officer, Ex. M.S.M. Railway and Managing Editor, "The Railway Accountant," Madras. Copies available from the Author at 14, Balakrishna Road, Madras-4. Price : Rs. 3-8.

Some form of statistical measurement is necessary for a proper control of railway working. The head of a railway or a department cannot possibly watch every detail of the service and has, therefore, to fall back on averages. To scrutinize a large mass of detail would be a waste of his valuable time.

Statistics may be defined as 'numerical statements of facts.' In the compilation of statistics, large numbers are reduced to reasonable proportions by means of averages, percentages and ratios. The averages or statistical units are calculated to show the results of railway working in single figures which shall convey the information required without recourse to a mass of detail.

The two standard works on railway statistics in India were those by Major Budden, late of the Railway Board and H. A. Outhwaite, late Statistical Officer of the Eastern Bengal Railway. Due to passage of time, both the manuals have become out-of-date in some respects and have not been replaced by an up-to-date book on the subject. The author, an Ex-Accounts Officer with many books on railway accounts to his credit, is now placing before the public a manual which has been made as up-to-date as possible in the ever-changing railway sphere.

The book has been written in an easy style and the various chapters have been carefully arranged by the author who is well aware of the difficulties of the average railwayman plunging into statistics for the first time. The publication will be found very useful by all railway employees who desire to enlarge their knowledge of railway working. T.S.P.

**THE STATES OF INDIA—SAURASHTRA :** Published by Burmah-Shell.

The publications branch of Burmah-Shell is doing extremely useful work by publishing these series of books. "The Industries of India" "The Projects of India" "The States of India" and the like. In a booklet, which is hardly bigger than the size of your palm, all the information about the subject chosen is compressed in a manner that makes a subject like 'flood control' read like a romance. Sparkling line drawings of the important sights in the State dealt with and a pictorial chart of the leading statistics in each booklet add considerably to the attractiveness of these little volumes.

Saurashtra is a very ancient land, known in the ice age and **puranic** legends narrate vividly the epic excursion of Lord Krishna from Mathura to Dwarka. The earliest reference to it is found in the Ramayana and the Mahabharata and later, Emperor Asoka set out to establish a welfare State there. It is today one of the progressive States of the Indian Republic striving hard to make the land worth the name of Saurashtra 'the welfare State.'

A collection of these books published by Burmah-Shell will constitute an extremely useful reference library for the respective subjects. T.S.P.

**BURMAH-SHELL NEWS :** November 1954 issue. Editor : D. A. Jilla. Editorial Office : A.I.P.D. Burmah-Shell House, Ballard Estate, Bombay.

Not many business houses in this country can manage to publish a house organ of this class with art paper, colour printing and expert editing making it a feast to the eye. To break monotony, technical articles are interspersed with light and entertaining articles on places of interest, hobbies and sport. Staff news there is of course in plenty and reports of activities sent in by mofussil branches of this great oil firm help to bring

January 1955

the employees together. Good photographs and the excellent printing by the Times of India Press, Bombay, are the other factors which go to make the journal a publication of which any firm should be proud. T.S.P.

**THIRATTU :** (Tamil Monthly Digest, Edited, printed and published by E. Balasubramaniam, I-C. 17, Dinroze Estate, Mount Road, Madras-2, Associate Editor : N. S. Mani.)

There are many Digests in the English language the most popular being the Reader's Digest, with its publication centres in almost all the countries of the world. The idea of publishing a Digest in Tamil is comparatively recent.

"Thirattu" which is about to complete a year of its life is a good model of what an ideal Digest should be and covers all fields from politics to philosophy. The issue under review is the eleventh number in the first volume and contains interesting articles on science, a story from the Vikramaditya legend retold in a simple manner, a short note on Madura as a place of historical and legendary interest and a fund of other material which presents us with a fine cross-section of literature in variety culled from various journals.

In the field of Tamil journals, almost all of which usually present the reader with light stories for his leisure, a Digest is a welcome novelty and has great potentialities. The monthly issue is priced 8 annas.

S.R.S.

**GRAMA OOZHIAN :** (Tamil monthly. Edited and published by A. V. R. Krishnaswamy, Teppakulam, Trichy.)

This is a revival from Trichinopoly of the once famous literary journal published from Turaiyur in Trichinopoly District. The extinct one was also a monthly and such renowned names in the field of Tamil letters as K. P. Rajagopalan, N. Pichamoorthy and Professor V. Saranathan (once Principal of the National College, Trichinopoly) were closely associated with it and gave a delectable repast to the reader.

The revived journal is devoted to rural uplift and tries to feed rural folk with useful information on problems relating to cultivation of land, fertilisers, village co-operation, etc.

The issue under review contains an interesting article on Dutch Farmers' Societies and news items relating to agriculture picked up from daily newspapers and Government hand-outs. It is hoped that the journal will fill up the lacuna in the field of Tamil journals left unfilled by the popular Weeklies and Monthlies which cater to the tastes of a leisurely middle-class with its peculiar tastes and standards.

This monthly is priced 4 annas. S.R.S.

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## CHILDREN'S CORNER

(Continued from page 82)

Mr. Crocodile foolishly turned and started swimming down river again. "Then, let's go back and fetch it."

As soon as Mr. Crocodile reached the spot, and crawled on to the land, Dr. Monkey hopped off and made a dash to the tree and scrambled up till he was perched on a high branch. Then he looked down at Mr. Crocodile and started chattering and screaming. Before long some more monkeys joined him and each one started chattering and screaming. Some of the monkeys even plucked off large nuts from the trees and pelted Mr. Crocodile until he waddled back into the river and swam away.

So it is that whenever monkeys see a crocodile they always get together and scream and chatter as loud as they can.

UNCLE TELLATALE

## OUR COMMERCIAL NEWS LETTER

(Continued from page 83)

Return journey tickets at two single journey fares will also be issued :

- (i) from station on the Madras Central-Ambattur section including Madras Beach, Rayapuram and Washermanpet stations to Avadi, Congress Camp Halt and Satyamurtinagar ;
- (ii) from stations on the Arkonam-Pattabhiram section to Avadi and Congress Camp Halt only ;
- (iii) from stations on the Korukuppetai-Gummidipundi section to Avadi, Congress Camp Halt and Satyamurtinagar ;
- (iv) from all stations on the Madras Beach-Chingleput section to Avadi, Congress Camp Halt and Satyamurtinagar via Madras Beach.

Return journey tickets issued under items (i), (iii) and (iv) above for Congress Camp Halt will also be valid for Satyamurtinagar, and both the names will be printed on the tickets.

The return tickets will be available for completion of the return journey by midnight of the date of issue.

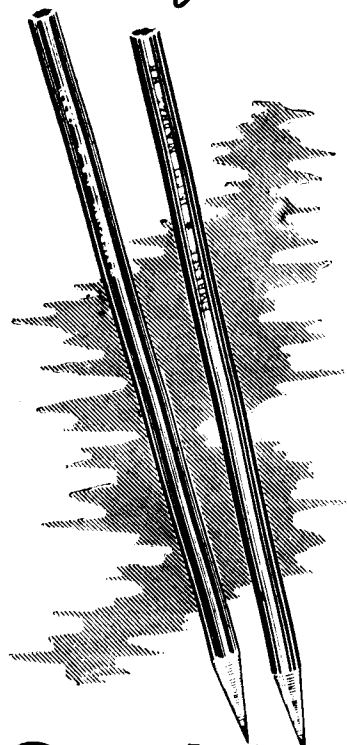
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EDITOR.

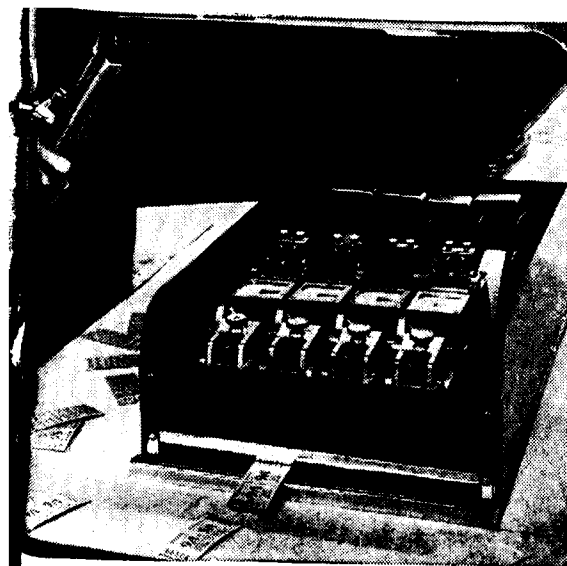
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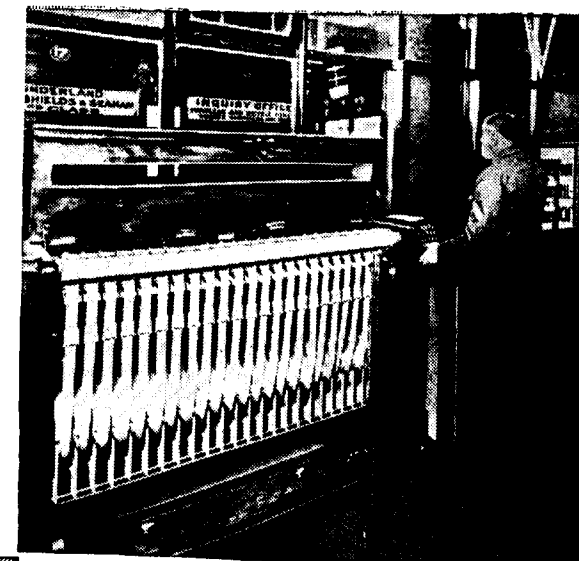
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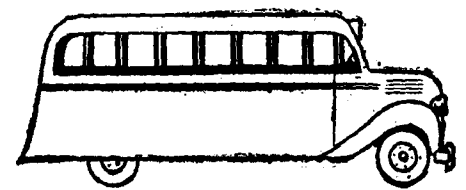
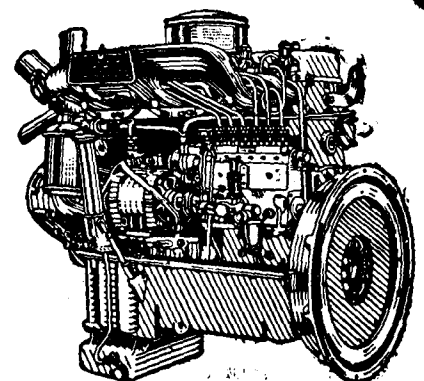
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