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SOUTH RAIL NEWS.

VOL. II.

No. 1

April 1955

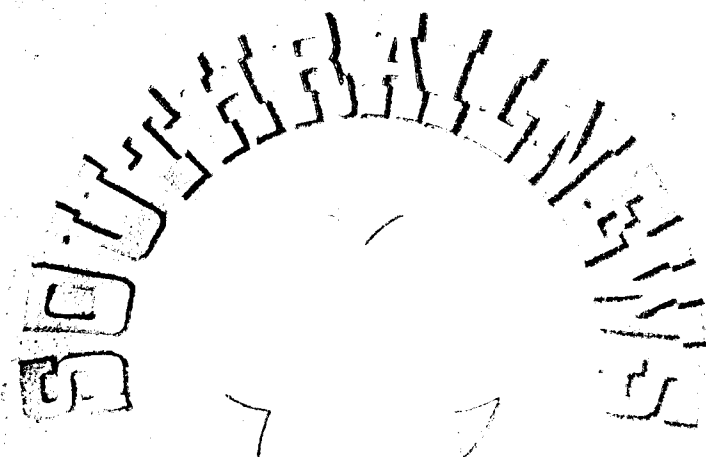
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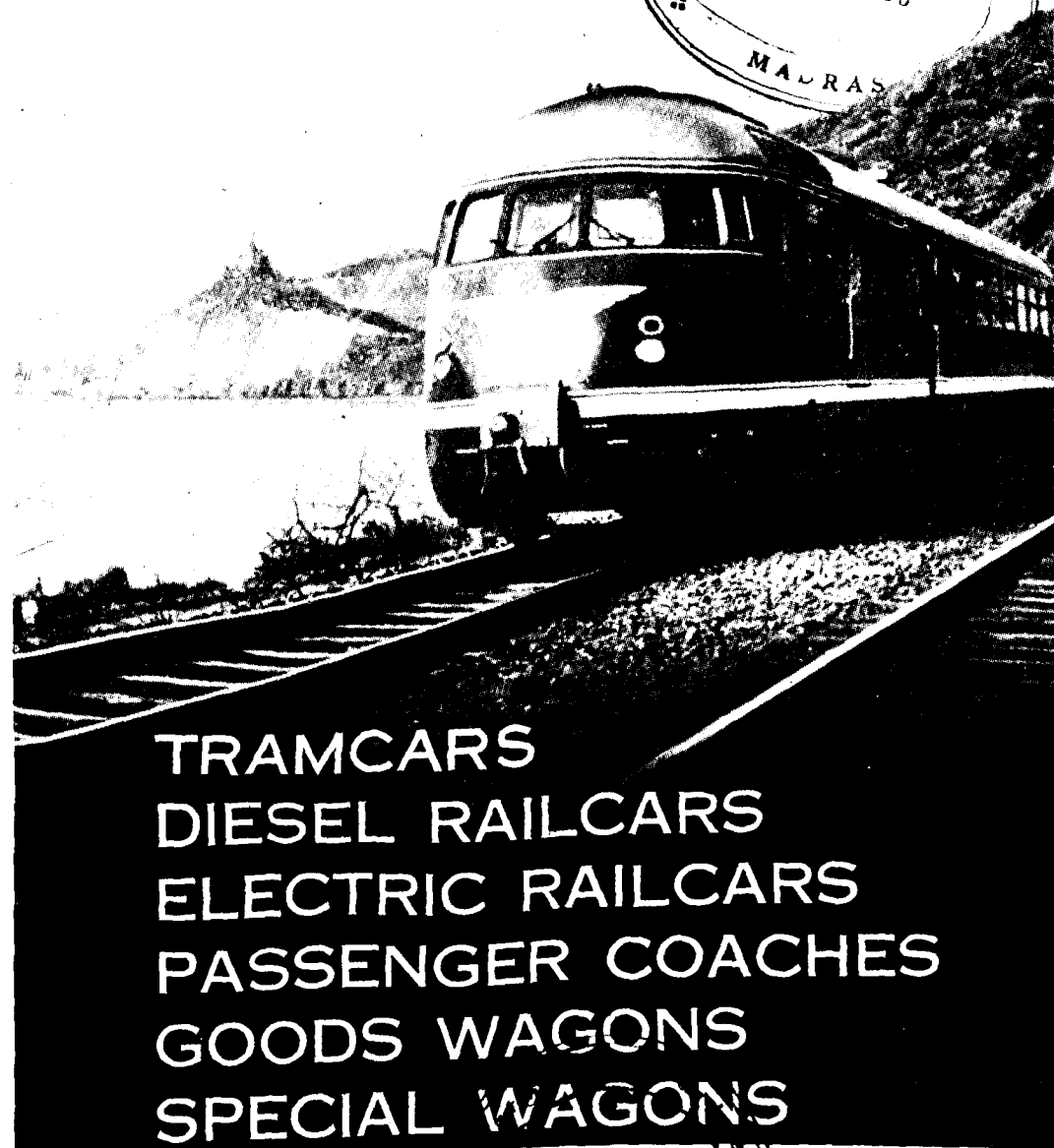
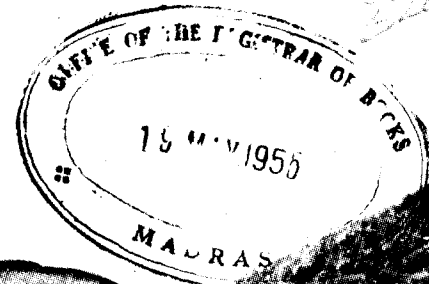
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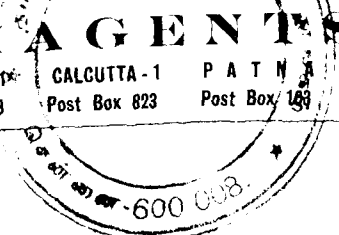
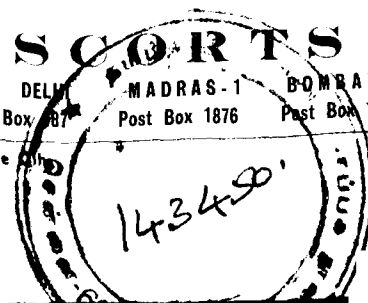


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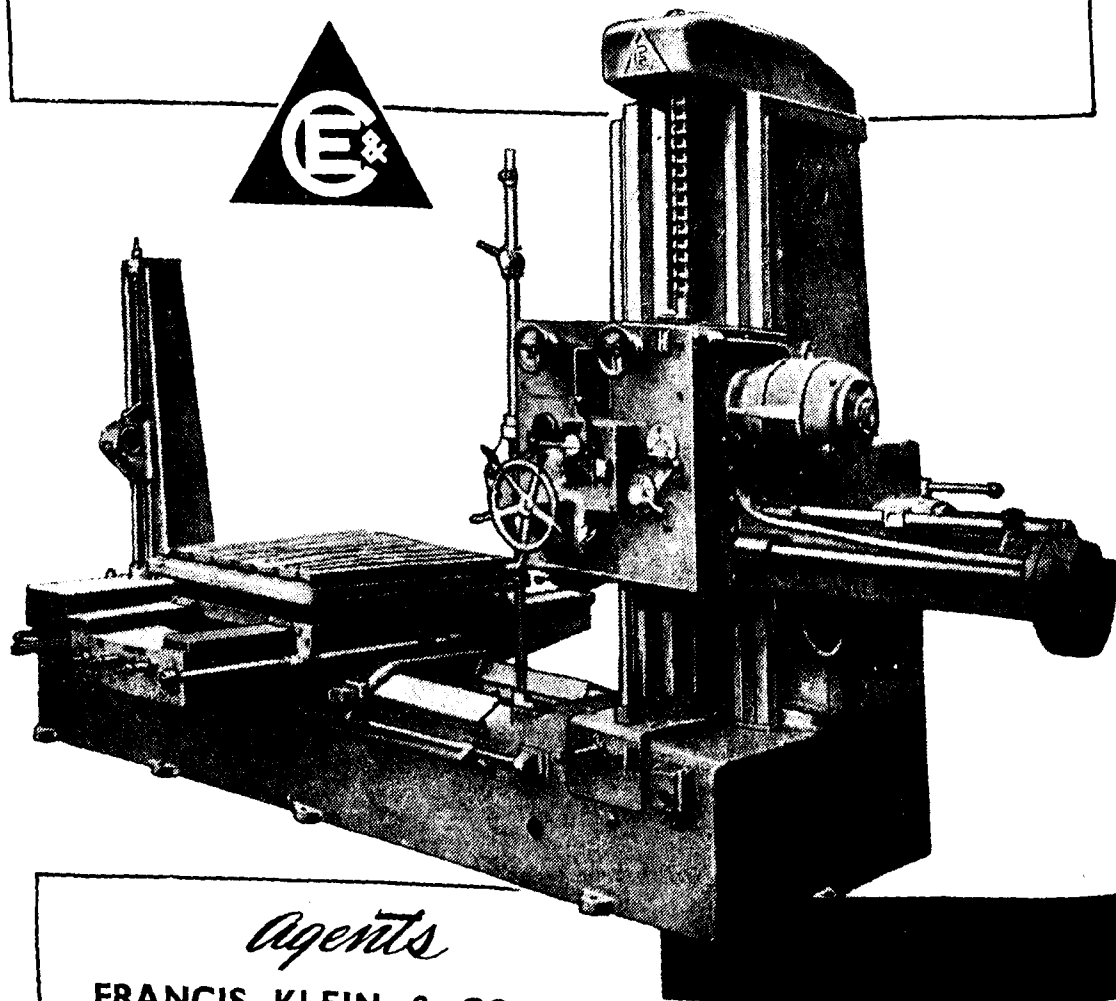
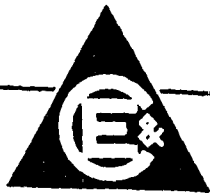
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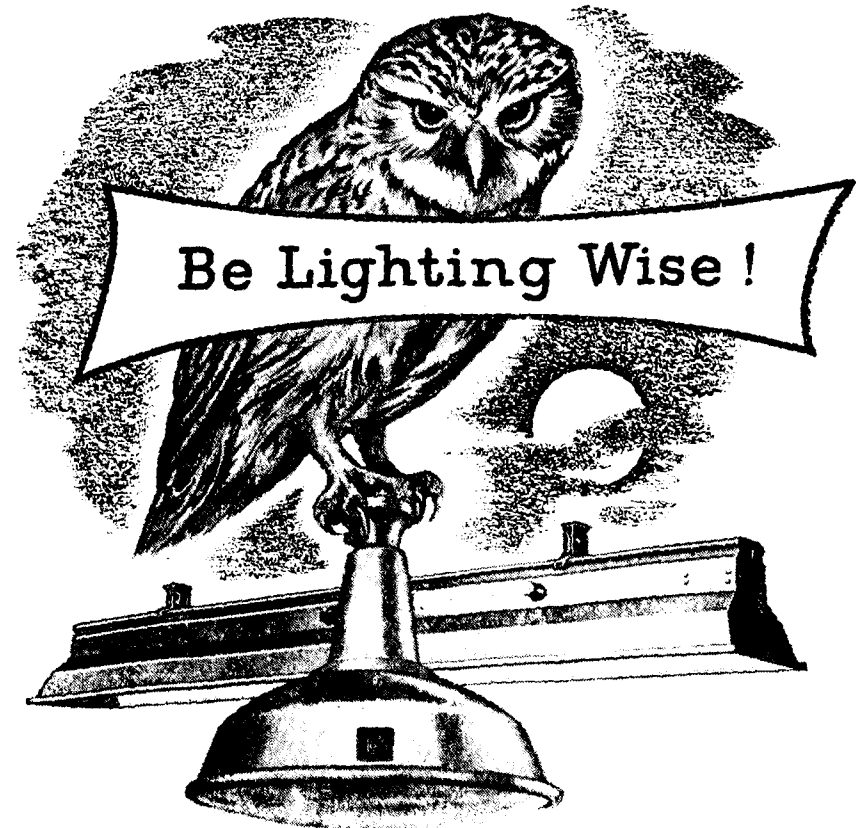
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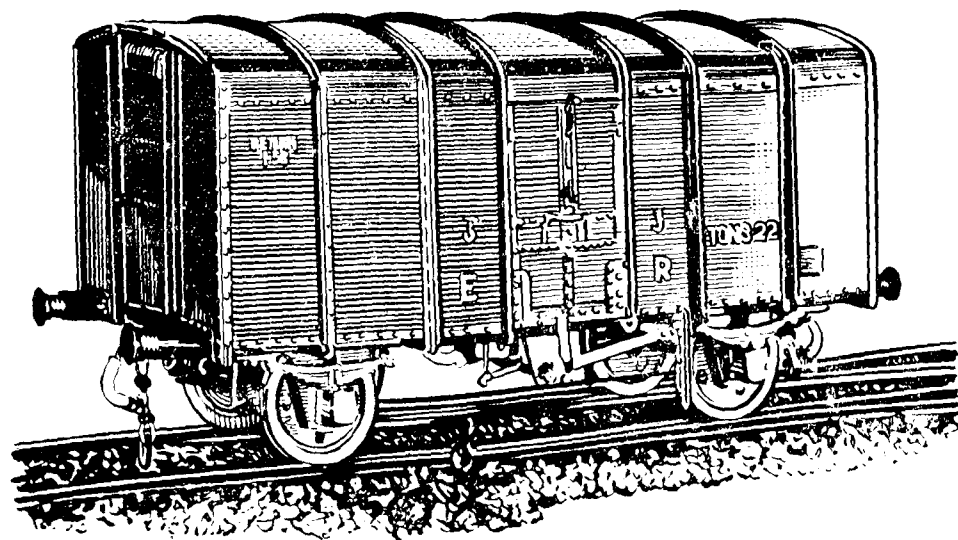
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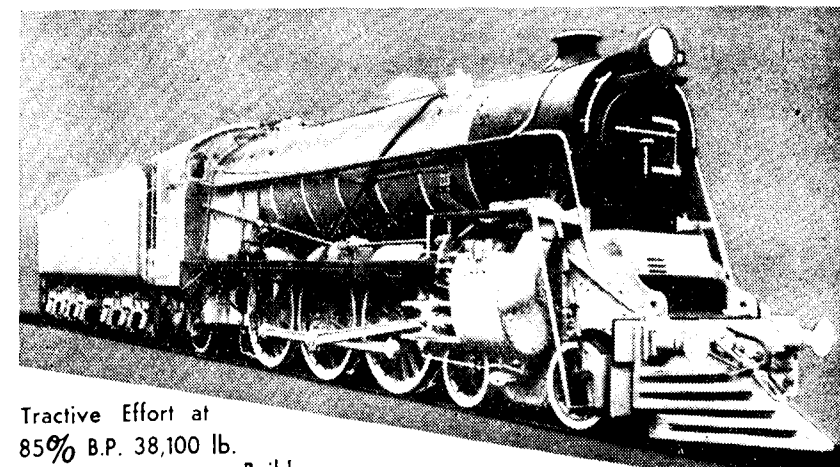
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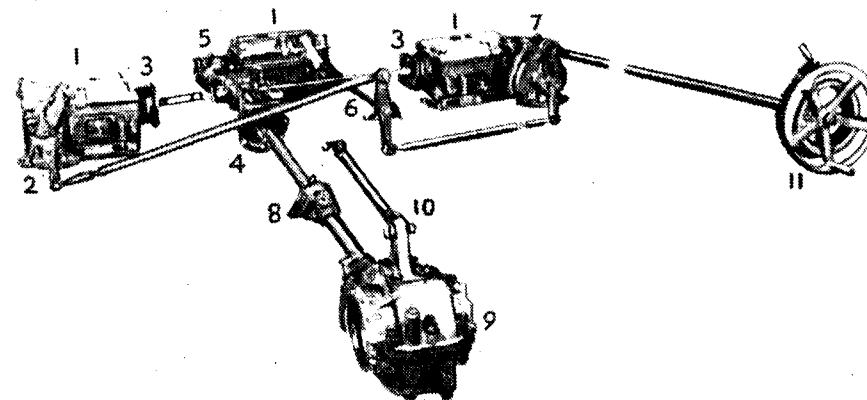
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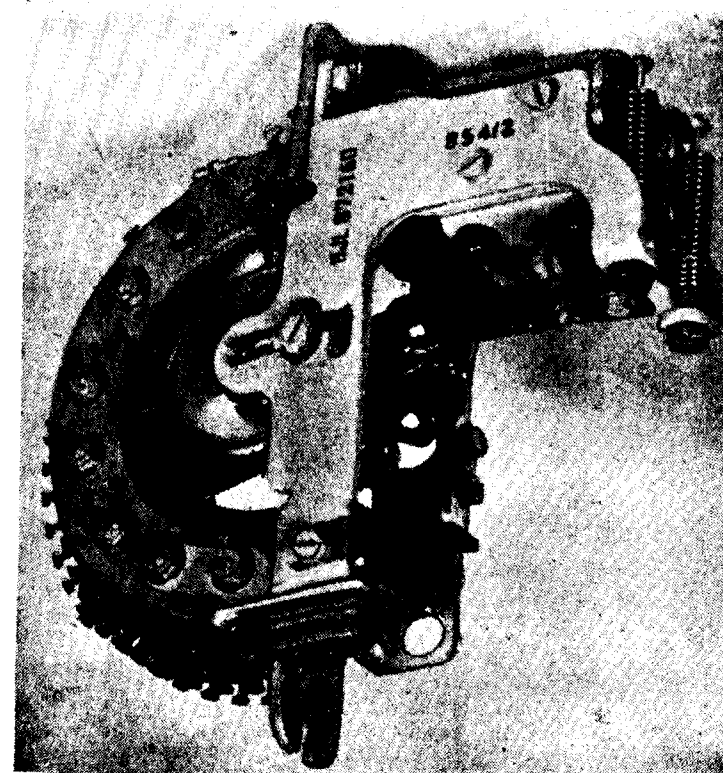
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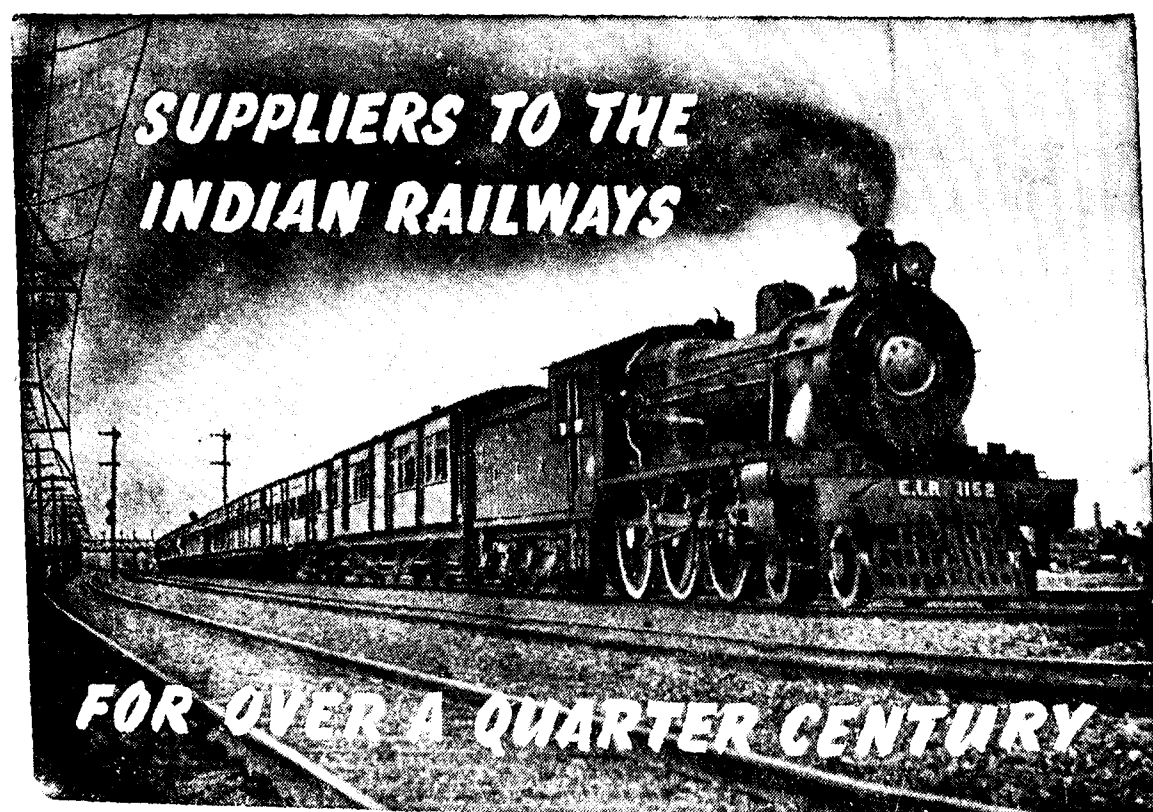
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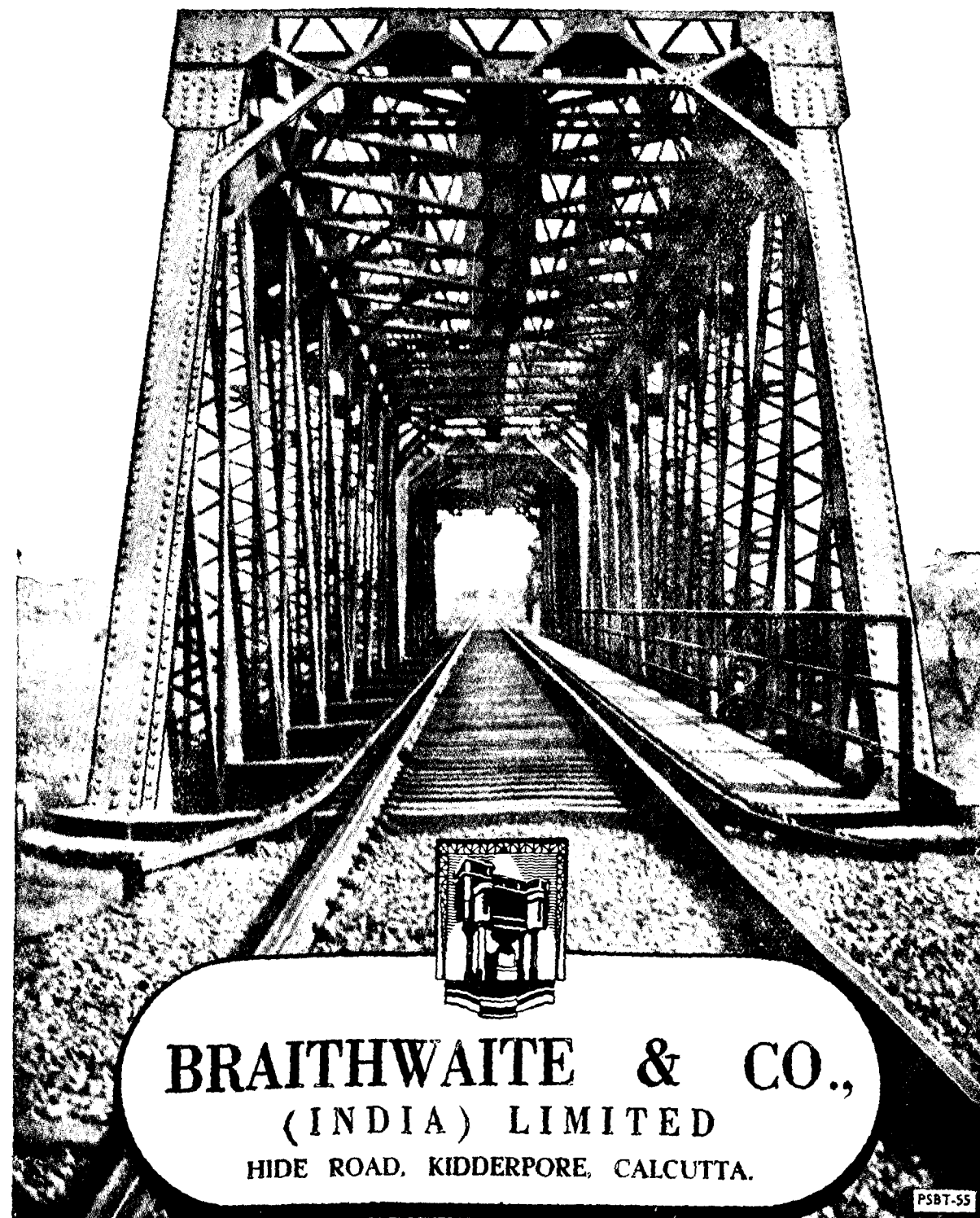
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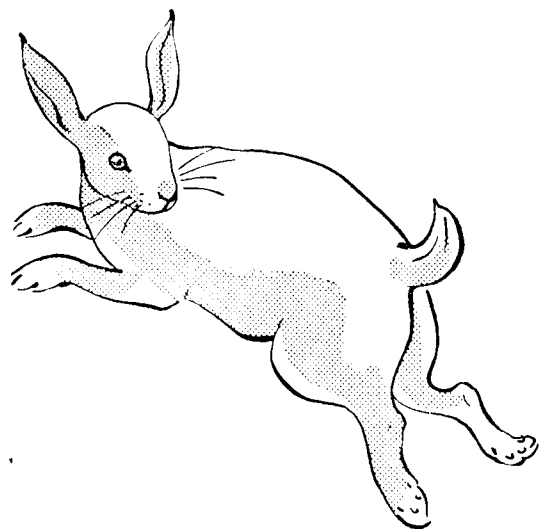
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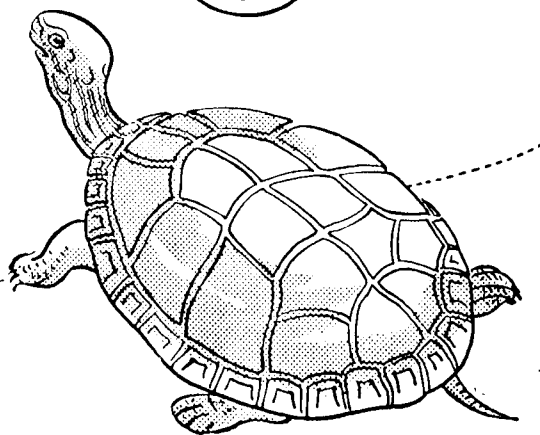


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General Manager
SOUTHERN RAILWAY

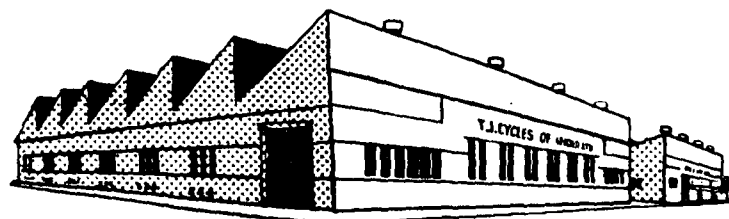
MADRAS
9th April 1955

With the March 1955 issue 'Southrailnews' has completed its first year of publication and the current issue (April Number) is our first Annual number. It is to be acknowledged that the patronage of our advertisers, subscribers and the enthusiasm and interest on the part of our contributors have in a large measure contributed to the success of this monthly Magazine. The advice, given by the Railway Minister that all important events on the railway and every instance of good work done should find a place in the Magazine, has been followed. A considerable amount of literary talent which was latent in our staff has been discovered.

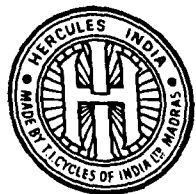
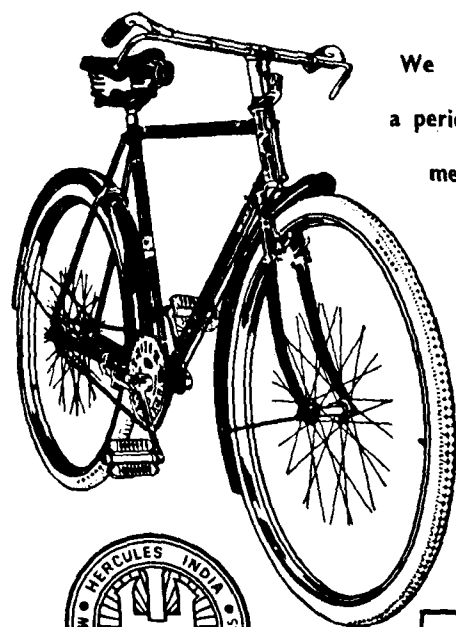
Now that we are entering the second year of our publication we hope to expand our activities with the object of fostering 'esprit de corps' among all classes of railway staff and also for building up the better relations between the railway administration on the one hand and the press and the public on the other.

The object of this Magazine is to disseminate correct information pertaining to Railways in general and this Railway in particular. The Railway needs public understanding, sympathy, tolerance and goodwill. I hope the magazine 'Southrailnews' during the second year of its publication will extend its activities and increase its popularity with the railway staff and the public alike.

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(Official Organ of the Southern Railway)

VOL. II

No. I

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THE EDITOR
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APRIL 1955

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SOUTHERN RAIL NEWS

Vol. II

APRIL 1955

No. 1

ABOUT OURSELVES

With the March 1955 issue, our magazine completed its first year of publication and this, our annual number, marks the commencement of the second year. The continued patronage of our advertisers and subscribers and the commendable enthusiasm and interest on the part of our contributors were, in a large measure, responsible for our success in maintaining a fairly high standard which, in all modesty, we set for ourselves as regards the journal's general get-up and contents. The advice given by the Railway Minister in his message to our inaugural issue that "all important events on the railway and every instance of good work done should find a mention in it" was constantly kept in view in the conduct of our magazine. The hope expressed by Sri Rajaji that we would "have interesting matter enough for the journal" in the shape of short stories and articles written by employees of this railway was fulfilled in practically every issue and the fact that a considerable amount of literary talent was latent in our staff came to us as a pleasant surprise.

We look forward, in the second year of our publication, to expanding our activities in the task of fulfilling our twin aims, viz., the fostering of 'esprit de corps' among all classes of railway staff and the building up of a better understanding between the railway and its users, the public.



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MODERNISATION AND REHABILITATION IN RAILWAYS

THE First Five Year Plan in referring to the Railways stated, "The problem of rehabilitation and replacement created by the post-1930 economic depression, neglected by the conditions of the war years and accentuated by the special features of Partition has become the major concern of the railways". Thus the broad objective of the first five year plan for railways was the rehabilitation of the rolling stock and the fixed assets. It is roughly estimated that after acquisitions under procurement orders had been placed in service the position of the overaged stock at the end of the first plan period will be about one fifth of locomotives and coaches and one sixth of goods wagons on line. The state of immobile equipment has been a subject of no less concern. The condition of the track has also deteriorated during the last two decades during which renewals were carried on only to the minimum extent required for safety in operation leaving considerable rehabilitation of the track for completion in future. As a result of extensive track renewals there was a reduction in the mileage under speed restrictions from 3,000 to 2,000 miles in 1953, and it is anticipated that by the first plan period the mileage would be further reduced.

It is gratifying to note that 13 out of 26 dismantled lines have been

restored and opened for traffic. In addition 9 new lines have been opened and work is in progress on 5 new lines.

Another important point is that Railways had embarked on the programmes for the removal of principal bottlenecks on existing lines and the provision of additional facilities to meet part of the present demands from the increase in traffic arising out of the implementation of the first five year plan. It is encouraging to note that the improvement of housing, welfare of the staff, and amenities to the public are being progressively implemented.

The Railways are now expected to spend Rs. 418 crores by the end of the first five year plan as against the original provision of Rs. 400 crores in the plan.

NATIONAL ECONOMY, HIGH PRODUCTION TARGETS AND RAILWAYS SECOND FIVE YEAR PLAN

Railways Second Five Year Plan will have to be coordinated with the more important branches of the national economy such as agriculture, coal, mineral, steel, cement, etc. in order to evolve a coherent and integrated plan. The second five year plan is not only aiming at self sufficiency in Rolling stock and equipment but active

April 1955

EDITORIAL NOTES

19

steps are being taken for the fulfilment of this aim. It may be of interest to know that Chittaranjan Locomotive Works would have turned out 120 average sized locomotives during the current financial year and the production capacity of the works is being increased to 200 locomotives. The Tata Electric Locomotive Company has been advised to increase their production from 50 to 75 Metre Gauge locos and they should be prepared to raise the production to 100 locos. The Perambur Coach Factory will go into production in the course of this year and the output will be gradually increased to 350 in 1959-60.

New construction is being planned on a large scale. About 4,000 miles of new construction inclusive of double line is being mentioned. It is gratifying to note that among electrification schemes proposal to extend electrification from Tambaram to Villupuram on Southern Railway costing Rs. 3.3 crores has been approved.

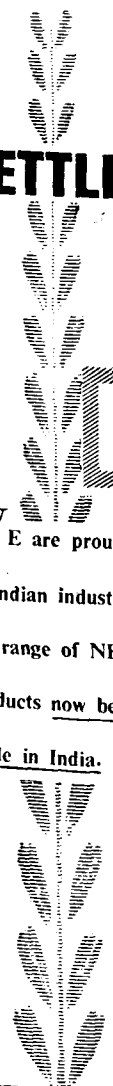
As for additional line capacity, the Ministry of Railways are planning to develop 50 per cent increased capacity for the second five year plan over the estimated demand at the conclusion of the first five year plan. For the first five year plan if there is going to be 20 per cent increase in the carrying capacity it is proposed to increase the carrying capacity for the second five year plan by 50 per cent which will be equivalent to 80 per cent increase in carrying capacity at the end of the

second five year plan over the pre-first five year plan period.

Provision had been made for a sum of Rs. 15 crores to be spent on passenger amenities during the second five year plan period. The amenities would cover items like additional trains, sleeping cars, cheap food, reservation of seats, reserved compartments for long distance passengers, provision of waiting halls, covering over passenger platforms, raised platforms, foot over-bridges, improved lighting arrangements, suitable drinking water supply, improved arrangements for dealing with luggage, proper booking arrangements, pucca platform surface, improved type latrines, benches and planting of shady trees etc.

Besides, improved signalling expansion of yard capacities, rationalisation of Railway workshops and sheds improving economy and efficiency, application of scientific developments to Railway operations, doing research and giving technical training to personnel and achieving coordination of all forms of transport, the railways have to face difficult problems in meeting demands for rail transport arising out of developments in other sectors of economy under the second five year plan. In order to fulfil the ambitious second five year plan for Railways coordinated and concerted effort is necessary on the part of all grades of railway men.





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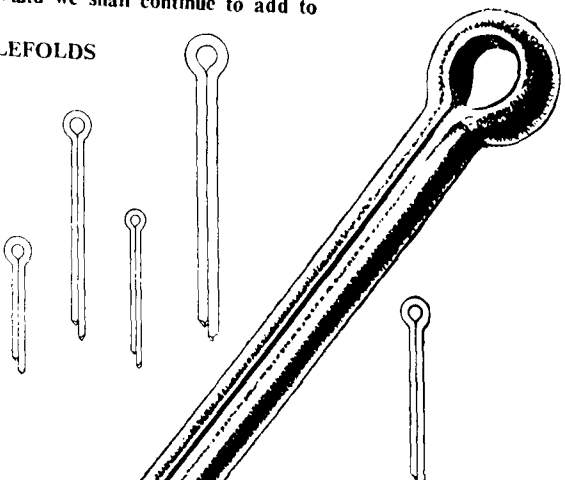
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SECOND FIVE YEAR PLAN FOR THE INDIAN RAILWAYS

SHRI J. N. NANDA
Adviser (Transport) to the Planning Commission

RAILWAY SECTOR UNDER THE FIRST PLAN :

THE First Five Year Plan in referring to the railways stated as follows: "The problem of rehabilitation and replacement created by the post-1930 economic depression, neglected by the conditions of the war years and accentuated by the special features of Partition has become the major concern of the railways". Thus the broad objective of the First Plan for railways was the rehabilitation and the modernisation of the rolling-stock and of the fixed assets. At the beginning of the First Plan about one-third of the locomotives and coaching vehicles and one-fourth of the goods wagons on line had reached their normal age and were due for replacement. To this were to be added the replacements becoming due during the First Plan period. At the end of the First Plan period about half of the locomotives and coaching vehicles and over one-third of the goods wagons on line would become over-age and due for replacement. Consequently the problem of the renewal of the rolling stock was urgent and formidable. The Planning Commission agreed to the acceleration of the procurement programme of the rolling-stock and the orders actually placed for the replacement of locomotives and goods wagons exceeded the number provided in the Plan by 50%. It is roughly estimated that after acquisitions under the procurement orders had been placed in service, the position of the over-aged stock at the end of the First Plan period will be about one-fifth of locomotives and coaches and one-sixth of the goods wagons on line. The likely position of the over-aged stock at the end of the second plan period indicates that approximately 17% of locomotives, 37 per cent of coaches and 12 per cent of wagons will be due for replacement after making allowance for the retention of about 10 per cent of over-aged stock in service.

In regard to immobile assets, the First Five Year Plan states "The state of immobile equipment has been a subject of no less concern. The

condition of the track has also deteriorated during the last two decades during which renewals were carried on only to the minimum extent required for safety in operation leaving considerable rehabilitation of the track for completion in future. Speed restrictions have had to be continued on hundreds of miles of Main Lines, as track renewals could not be carried out. The primary task of railways is thus to overtake this heavy accumulation of arrears at as early a date as possible. Attention had to be given as much to the track on which the traffic was being carried as to the renewal of the rolling-stock. Speed restrictions were in force over 3,000 miles of the line, thus restricting capacity and slowing down movement. As a result of extensive track renewals there was a reduction in the mileage under speed restrictions to 2,000 miles in 1953 and it is anticipated that by the end of the First Plan period the mileage under speed restrictions would be further reduced.

The restoration of the dismantled lines has made satisfactory progress, as so far 13 out of the 26 dismantled lines have been restored and opened to traffic. In addition, 9 new lines have been opened and work is in progress on 5 new lines aggregating 335 miles.

The railways had also embarked on the programmes for the removal of the principal bottlenecks on existing lines and the provision of additional facilities to meet a part of the present demands from the increase in traffic arising out of the implementation of the First Five Year Plan.

The policy under the Plan of improving the housing and the welfare of the staff and giving increased amenities to the travelling public is being progressively implemented.

The railways are now expected to spend Rs. 418 crores by the end of the First Five Year Plan as against the original provision of Rs. 400 crores in the Plan. As already stated, the programme in the railway sector of the First Five Year Plan was mainly restricted to the rehabilitation and the modernisation of the mobile and the immobile assets. It is accepted that the railways are not able to carry the traffic as it offers. Not only this condition has to be remedied, but it is necessary that railway facilities should be expanded in all directions to adequately meet the needs of the developmental economy which is envisaged in the second five year plan.

RAILWAY SECTOR UNDER THE SECOND FIVE YEAR PLAN :

The Indian Railways with a capital of Rs. 869 crores are unquestionably the largest nationalised undertaking in the country and will continue to be the backbone of the country's economy during the foreseeable future. The second five year plan aims at high production targets for the more important branches of the national economy such as, agriculture, coal, mineral ores, the production of iron and steel, cement, fertilisers, heavy and light machinery, consumer goods, etc. These targets will not be achieved unless rail transport keeps in step with the development plans in other sectors. It is, therefore, obvious that the railway sector under the second plan will have to be conceived and planned so as to meet the country's rail transport requirements. These requirements have yet to be fully ascertained and assessed, as development and production plans under other sectors have not yet been finalised. When these are ready, the Railway Plan will have to be co-ordinated with them until a coherent and integrated plan is framed. At this stage it is possible to consider only the framework of the railways' second plan and to study some of the important aspects of the railway development which are in view.

The rehabilitation and the modernisation of the mobile and the immobile assets will have to be continued so that at the end of the second plan period not more than the permissible over-aged stock is retained in service and speed restrictions over the track due to the past inadequate renewals are eliminated. The production targets in other sectors of the second five year plan will generate increases in the demand for rail transport and it is, therefore, necessary that both increases in line capacity and in rolling-stock should be planned adequately.

TOWARDS SELF-SUFFICIENCY :

The requirements of rolling-stock will not only be on account of the completion of the rehabilitation programme but also to meet the increased demands of transport resulting from the implementation of the second five year plan and the back-log at the end of the First Plan period. In this context the policy of self-sufficiency in the matter of rolling-stock assumes importance. It may be of interest to know that the Chittaranjan Locomotive Works will have turned out 120 average-sized locomotives during the current financial year and the production capacity of the

Works is being increased to 200 locomotives. The Telco have been advised to increase their production from 50 to 75 M.G. locomotives and they should be prepared to raise the production to 100 locomotives. The Perambur Integral Coach Factory will go into production in the course of this year and the output will be gradually increased to 350 in 1959-60. The increase in the manufacture of coaches in railway workshops is also being examined. When Perambur Integral Coach Factory reaches its peak production, the Hindustan Aircraft Factory at Bangalore will manufacture exclusively M.G. coaches and its output is expected to be 240 M.G. coaches per year. The wagon building industry has already been assured orders of 12,000 wagons a year for five years and as the requirements of the railways would be in excess of the present indigenous capacity, the manufacturers would have to consider expansion of their capacity to produce more wagons. There is a considerable number of parts and components which are not manufactured in the country but have to be imported. A Committee has recently been appointed by the Ministry of Railways to locate idle capacity in the manufacture of railway equipment and to suggest ways and means of expanding existing plant or setting up new industries for producing railway equipment not at present manufactured with existing resources.

Thus the second five year plan is not only aiming at self-sufficiency of rolling-stock and equipment but active steps are being taken for the fulfilment of this aim. In view, however, of the likely magnitude of the demands for rolling-stock, equipment and materials, it will still be necessary to import requirements which cannot be met from indigenous sources.

NEW CONSTRUCTIONS :

The developments projected in other sectors will have to be matched by the increase and expansion in line capacities. It will be necessary to construct new lines to serve new heavy industry areas, and regions rich in minerals requiring development, and for opening up backward and low mileage areas. Having regard to these needs, new constructions will have to be planned on a large scale and about 4,000 miles of new constructions inclusive of doubling is being mentioned. But it is too early to state definitely the programme of new constructions until the plans in a concrete form are finalised.

ELECTRIFICATION SCHEMES :

With the increasing availability of electric power from hydro-electric schemes or other projects and on sections of line with heavy density traffic areas, where line capacities have reached saturation, the electrification schemes would require special consideration. In this connection, the first sub-phase of electrification of the section between Howrah and Burdwan via Main Line and Tarkeshwar branch of the Howrah Division has been sanctioned at an estimated cost of Rs. 11.84 crores. This scheme is likely to be completed by the middle of 1957. The scheme of extending electrification from Tambaram to Villupuram on the Southern Railway costing Rs. 3.3 crores has also been approved.

ADDITIONAL LINE CAPACITY AND ROLLING-STOCK :

The Ministry of Railways are planning to develop 50 per cent increased capacity for the second five year plan over the estimated demand at the conclusion of the First Five Year Plan period. This would cover the current demand for rail traffic, the normal increase in general traffic and the increased demand generated under the developmental plans of other sectors in the second five year plan.

The requirements of additional rolling-stock cannot be definitely fixed at this stage as these have to wait the finalisation of the development plans in the other sectors but the allotment in the second plan has to be much in excess of the provision in the First Plan.

IMPROVED SIGNALLING AND EXPANSION OF YARD CAPACITIES, ETC. :

In the context of the rapidly growing demands for rail transport, greater stress will have to be laid on the use of improved signalling and tele-communications to ensure safety and to increase the rate of traffic flow in suitable areas. It will also be necessary to undertake extensive works for increasing capacities at transshipment points, for the expansion and remodelling of marshalling and terminal yards, for the construction of new crossing stations and for the lengthening of loops, etc.

RATIONALISATION OF RAILWAY WORKSHOPS, SHEDS, ETC. :

Modernisation and expansion of railway workshops, sheds and sick lines assume importance and urgency in view of the huge additions to the rolling-stock which will have to be provided to meet traffic requirements.

ECONOMY AND EFFICIENCY :

One of the most urgent and important tasks facing the railways is to secure the best use of the rolling-stock and line capacities with a view to improve progressively efficiency and economy on Indian railways. This requires initiative and drive from the top and senior officers and the willing and the enthusiastic co-operation of the staff. Our country will not obtain the full benefit of the enormous sums which are being spent and earmarked for the railway development unless our railway assets are fully, economically and efficiently utilised.

HOUSING AND STAFF WELFARE :

Indian railways are the largest single employer in the country and the contentment and welfare of its employees is essential for the satisfactory working of the railways. Housing and welfare of the staff must continue to receive special attention.

The policy of improving amenities to third class passengers must also continue to be implemented. Special measures will have to be undertaken to reduce over-crowding in passenger trains.

APPLICATION OF SCIENTIFIC DEVELOPMENTS TO RAILWAY OPERATIONS :

There is also the need for the progressive application of modern scientific and technological developments to railway operations with a view to increasing the efficiency of operation. This assumes special importance in view of the serious problem of the rising working costs and the possibility of substantial economies in operation which can be secured by increasing use of the contributions of science in various fields of railway operation. It will have to be carefully thought out what specific technological developments can be adopted for improving railway operations.

RESEARCH :

With the rapid development and introduction of modern equipment and material in use on the railways, it is essential that research should be carried out concurrently with a view to obtaining the maximum benefit relating to safety, efficiency and economy of operation. The research organisation of the railways continues its specialised activities but in view of the extent and complexity of problems which it has to face, the expansion of this organisation would have to be considered.

TRAINING :

Rehabilitation, expansion and development of railway facilities will generate demand for increased employment on the railways during the second plan period. The question of adequate technical personnel will be of very great importance and suitable and adequate training facilities will have to be created to meet these requirements.

PLANNING ORGANISATION :

The formulation of the plan and its implementation would impose heavy responsibility on the Railway Board and the General Managers. It is necessary for the fulfilment of the assignments that adequate organisation should be set up for this purpose. It is understood that a Planning Cell has been set up in the Railway Board Office and similar units are proposed to be set up on the zonal railways. The procurement programme for rolling-stock, equipment, stores and materials will have to be planned carefully, so that phased implementation of the plan is not impeded by the supplies not being received in time. Supplies of steel, cement and coal will require planning in advance. The railways require about a million ton of steel a year which cannot all be supplied from indigenous sources.

CO-ORDINATION OF TRANSPORT :

The railway plan has obviously to take into account the development of other means of transport, namely, the road, inland water-ways and sea and, therefore, an effective policy of co-ordination of all forms of transport in their appropriate functions avoiding wasteful duplication, to serve the special needs of the country has to be formulated. The Planning Commission had already formulated a basic policy for the development of road transport and has suggested the formation of tripartite corporations in which railways would be partners, for the development of nationalised road transport by the State Governments. Such corporations should lead to the co-ordination of rail transport with road transport with a view to having 'integrated operations' in the best interest of the country. There is the problem of the co-ordination of rail transport with inland water transport and this has special importance in the North-East of India where the Joint Steamer Companies carry considerable traffic. There is further the problem of co-ordinating the

development of railways and coastal shipping to ensure harmonious development of the two forms of transport. An expert Committee is being appointed by the Ministry of Transport to undertake examination of the various aspects of this problem.

RAILWAYS' TASK :

The railways have to face difficult problems in meeting the demands for rail transport arising out of developments in other sectors of the economy under the second plan. I feel confident that the importance of the role of railways in the fulfilment of the economic plan of the country will be fully realised by all grades of railwaymen, and by their co-ordinated and concerted effort, they will fulfil this national assignment with confidence, vigour, imagination, initiative and ability.

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AN APPRECIATION

Copy of letter dated 22-2-1955 from Shri Durga Das, Joint Director, "The Hindustan Times," Cannught Circus, New Delhi, to Shri T. A. Joseph, General Manager, Southern Railway, Madras.

The Railway Board Press Party whom you met in Madras returned to Delhi a fortnight ago after completing a 6,000-mile tour of railway projects.

Of the 26 days we were away from Delhi we spent some 12 days on the Southern Railway. Mirchandani tells me that we covered very nearly 2,000 miles on the Southern Railway out of 5,200 miles which we did in our entire trip. The strain of such intensive travel was forgotten by members of the party because of the overwhelming hospitality shown to them everywhere they went.

It was very considerate of you to have asked your Public Relations Officer, Shri T. S. Parthasarathy, to accompany us throughout our journey on your Railway. We could not have had a better guide and friend. His presence was mainly responsible for the smooth manner in which the party was able to go through its heavy programme and benefit by on-the-spot study of various railway projects.

Indeed, we received nothing but courtesy and consideration throughout our journey on the Southern Railway from railwaymen generally.

I would also like to place on record the party's appreciation of the excellent arrangements made by the Catering Staff. We were exceedingly well looked after by your Catering Inspector, Shri Natesa Iyer.

On behalf of my colleagues and myself I wish to place on record our sincere thanks for all you and your officers did for us. We request you to bring the contents of this letter to the notice of those who were charged with looking after us and showing us the various places we visited.

INDIAN RAILWAY RATES TRIBUNAL

(I) A RESUME OF ITS DECISIONS

G. RUNGA RAJU

THE Indian Railway Rates Tribunal was constituted in April 1950 under Section 34 of the Indian Railways Act IX of 1890, as amended by Act LXV of 1948. It has the powers of a Civil Court, under the Code of Civil Procedure 1908, for the purpose of taking evidence on oath, enforcing the attendance of witnesses, compelling the delivery and production of documents etc. It has drawn up its own rules of procedure, with the approval of the Ministry of Railways. The Tribunal consists of a President and two Members, appointed by the Union Government, having the qualifications for appointment as Judge of a High Court or is or has been a Judge of a High Court. The Union Government has constituted two panels of Assessors, one consisting of 60 Members, representing the trade, industry and agriculture and another consisting of 30 Members, with railway experience. All matters are decided by the Tribunal, with the aid of Assessors and the decisions of the Tribunal shall be by a majority of the Members sitting and shall be final. Its jurisdiction lies under Sections 28 (undue preference) 41 (complaint against a railway administration) and 42 (power to alter rates or reclassify commodities). It is expressly barred on certain subjects under Section 45 (passenger fares and luggage, military traffic, demurrage charges, etc.).

The decisions of the Tribunal, bearing on facts as well as law, are extremely informative and weighty and printed copies, in a concise form, are available for sale in the Office of the Tribunal at Adyar, Madras. The entire proceedings of every case heard by its predecessor—the Railway Rates

Advisory Committee—were printed in extenso; but in respect of the Tribunal, this practice was given up, possibly with a view to economise costs. A reprint of all the volumes of the proceedings of the late Advisory Committee and the publication of the proceedings verbatim of the Tribunal will be valuable works of reference to the students of railway Economics, lawyers and the general public, who may be interested in them, since they contain citations from authoritative publications and case law, the originals of which are not readily available in this country. A resume of these decisions from 1951 to 1954 will be given in this and the following articles and the rules of procedure have been included as Appendices to this article, in which will be found Sections, 28, 41 and 42 of the Indian Railways Act IX of 1890, referred to in them. In this brief survey, it is proposed to dwell only on the main contentions of Applicants and Defendants and the significance of the decisions of the Tribunal.

Cases Decided in 1951

1. APPLICATION 1 OF 1950

Central Government ... Applicant

Messrs. Trivedi & Lince,
Calcutta ... Interveners

The Union Government desired under Section 42(1) of the Indian Railways Act IX of 1890 that the classification of "jeera seed, white, (cummin seed)" should be raised from Class 3 to 9, under the main head of "Spices", which includes jeera seed, black pepper (not otherwise classified): cardamoms etc., on the ground that jeera seed, white, placed

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at Class 3, was due to error by oversight in compilation of the Goods Tariff. A public notice was issued, inviting those who were interested in this Application as Interveners, and Messrs Trivedi & Lince, Calcutta, the Madura-Ramnad Chamber of Commerce, Madura and the Indian Chamber of Commerce, Tuticorin came forward under Rule 40(1) of the Railway Rates Tribunal Rules 1949; but only Messrs Trivedi & Lince presented the written statement, objecting to the Application of the Union Government.

The General Classification of Goods was revised from time to time—1922, 1938 and 1948—and the number of heads varied from 10 to 16 and later to 15, where they now stand. When articles were fitted into these heads at every revision, involving their equation from 10 to 16 and later to 15 classes, the possibility of error in fixation to the correct head, may not be wholly eliminated, subject to correction of such errors later, when noticed. That was the position, as regards the head of classification of jeera seed, white. The plea of oversight has to be reconciled however, with the fact that the head of "Spices" is not inclusive, as certain articles such as coriander, ajwan, methi—also used as spices—were classified under Seeds, Common, classified under Class 1, Railway Risk and W/L.F scale for wagonloads of 450 maunds and over for broad gauge etc. It was admitted by the Union Government that they were placed on a lower basis of charge, as they were widely used and this lent colour to the view that jeera seed, white, which was also widely used and not one of the higher priced luxury articles under "Spices" was deliberately allowed to remain at Class 3. All the four Assessors were of the view that there was no oversight and that no case was made out for raising the classification for jeera seed, white. The tribunal agreed with them and rejected the Union Government's Application. What could have been done by the

Railways, before the advent of the Tribunal in 1950, by issue of a Correction to the Goods Tariff, is not possible now, in cases where such correction involves enhancement in classification.

The significance of the proceedings in this case as well as the decision of the Tribunal may appear to be quite simple, on the surface; but they have deeper import. As stated above, the revision of the heads of classification was made more than once for the purpose, mainly, of increasing revenue, while the nomenclature of articles continues more or less, as it was originally fixed years ago with subsequent interpolations, resulting in incongruities, repetitions, unfamiliar names in local languages etc. It is quite likely that such "oversight" in compilation, brought to light in this case, may linger elsewhere. A thorough revision, taking into consideration, among others, the changes in value of articles, the classification for which was fixed in the past on what the traffic in such articles could bear appears to be called for. Another significant fact which emerges from the decision of the Tribunal, emphasises that legal proof is wholly different from statement of facts, however correct they may be, and their evaluation as pleas cannot be sustained, before the Tribunal—a Court of Law.

2. COMPLAINT No. 1 OF 1950

Messrs. Modi Food Products
Co., Ltd., Modinagar,
Meerut District

} Applicants

vs

1. Great Indian Peninsula Railway
2. Madras & Southern Mahratta Railway
3. Bombay, Baroda and Central India Railway
4. Nizam's State Railway
5. Barsi Light Railway
6. Saurashtra Railway

} Respondents

Messrs Modi Food Products Co., Ltd. manufacturing groundnut and vegetable oils, filed this Complaint under Sections 28 and 41 of the Indian Railways Act IX of 1890, stating that between 1946 and 1948, some of the Respondent Railways carried groundnuts (without shells) at reduced station-to-station rates, which were cancelled, when the goods rates structure was revised in 1948. They asked for restoration of these rates; but later, they amended the complaint and averred that the revised classification for groundnuts (without shells) was unreasonable in itself, that they should be charged as oilseeds (not otherwise classified) and that the Applicant's traffic was subjected to undue and unreasonable prejudice and disadvantage. Prior to October 1948, the classification for them varied from Class 1 to Class 4, over the Railways, in addition to existence of several station-to-station rates. This disparity in classification was in vogue for other articles also, such as tea, chillies, etc. The confusion was worse confounded, in respect of schedule rates, lower than class rates: grain and pulses were charged under 16 different schedules: timber under 15: oilseeds under 14: salt under 10 and cement under 7, in addition to several station-to-station rates, lower than these schedule rates. Effective from October 1, 1948, the entire rates structure was rationalised with uniform scale of rates for adoption over all railways, without option as in the past—Class as well as wagon load scales (formerly schedules) with procedural simplicity, hard to beat among the Railways of the World. Practically all the station-to-station rates, with a few exceptions, were swept away, in view of the adoption of the telescopic bases, for class as well as wagon load scales, by which long distance traffic had considerable advantage.

During the proceedings in this case, certain principles governing rate-making have been discussed, having in view the decisions of the Interstate

Commerce Commission of U.S.A. and the normal methods of rate adjustments to which the Commercial Offices of Indian Railways were accustomed for a long time would not avail, before the "dry light" of judicial interpretation. Firstly, the Applicant's plea for consideration flowing from the location of the factory far away from the centres of groundnut production in Madras, Hyderabad and Bombay State. On this point, in a case between Northern Pine Manufacturers' Association vs Chicago and North-Western Railway Co., the Interstate Commerce Commission observed as follows: (33. I.C.C. 360—page 363)

"The Commission has repeatedly held that it has no authority to equalise economic conditions or so to adjust rates that compensation is made to one producing region for its natural disadvantages as compared with another producing region with which it desires to compete."

The Rates Tribunal adhered to this view and turned down the Applicant's plea.

Secondly, the fixation of classification for an article. The Tribunal took as precedent another decision of the Interstate Commerce Commission—Stowe-Fuller Co. vs Pennsylvania Company; Pennsylvania Railroad Company and Baltimore & Ohio Railroad Company (12. I.C.C. 215—page 216) in which it is held

"Classification must be based upon the real distinction on a transportation standpoint. The Commission cannot regard the classification as scientific or a difference in rates as well-based which is altogether founded upon a distinction that has no transportation significance. Such a differentiation, if permitted and extended throughout the various classes of freight, would lead to an almost endless multiplication of rates." Based on the similarity or dissimilarity of commodities from the transportation point of view, the Tribunal decided to lower the classification of groundnuts, without shells,

to the level of oilseeds. The Respondents put forth the plea that on the same principle, the classification for oilseeds might be raised to the level of groundnuts; but the Tribunal declined to take cognisance of it, on the ground that none of them alleged accordingly in their written statements. Again, the Respondents' plea, that reduction in classification in compliance with the Applicant's request, whose requirement was only two per cent of the total production in the country, was not called for, did not prevail with the Tribunal, which stated that they were determined to rectify a manifest anomaly existing in the Tariff, in contravention of settled basic principles. Again, the fact that about 98 per cent of the produce was moved by consignors, without demur, would not weigh with the Tribunal, which relied on the case—Southern Cement Rates-Lehigh Portland Cement Co. vs Aberdeen & Rockfish Railroad Company (132 I.C.C. 427—page 446) wherein it was stated

"The carriers also lay much stress upon the fact that cement apparently moved freely under the existing rates. While, however, the circumstance that rates impede freedom of movement tends to show that they are unreasonable, as being in excess of the value of the service, it does not follow that rates which permit freedom of movement are necessarily reasonable. If this were true 'what the traffic will bear' would be the standard of reasonableness."

This case was tried, as usual, with 4 Assessors, who were unanimously of opinion that groundnuts (without shells) ought to be charged the same rates, both in respect of smalls and wagon loads, as oilseeds N.O.C. and that the Applicant was not entitled to any station-to-station rates. The Tribunal agreed with their opinion and the classification for groundnuts (without shells) was reduced accordingly from October 1, 1951.

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The decision in this case is of outstanding importance to the commercial community as well as to the Ministry of Railways. To the former, the general reduction in the classification is an unexpected windfall and the principles of charging adverted to during the course of the proceedings have far-reaching consequences, if they care to pursue the matter further. To the Commercial Officers of Railways, it is something of a jolt, which has necessitated a reorientation in their age-old methods of rate adjustments. To the Ministry, it is a reminder that if the Tribunal should give the benefit of their judicial wisdom and impartiality, the entire charges scheme should be reviewed by them and they should have the authority to initiate enquiries, having unfettered jurisdiction on all matters, concerning the railway users, who are generally ill-informed and more often apathetic, concerned primarily with their limited interests. And lawyers, who have specialised in railway Economics and law of Transport, are very few in this country.

3. COMPLAINT NO. 1 OF 1951

Sardar Sunder Singh Sawhney, Proprietor, Messrs. Sundarsingh, Radha-bhavan, Ajmer	} Applicants
Hathibatta,	

vs

1. Bombay, Baroda and Central India Railway	} Respondents
2. Jodhpur Railway	
3. Rajasthan Railway	

Mr. Sardar Sunder Singh Sawhney filed the complaint under Section 41 of the Indian Railways Act IX of 1890, stating that limestone booked by him should be charged as for "stone (not otherwise classified)" and not as for "marble" and moved the Tribunal for decision, without taking delivery of certain consignments booked by him from Chhuchhapura to Kankroli, thence to Makrana, on which wharfage

accrued. The complainant demanded also special damages of Rs. 15,000. This case is of more than ordinary interest, and the issues were partly legal and partly resting on expert evidence on facts. As regards the former, whether the Tribunal had jurisdiction under Section 41 of the Act for deciding whether the article, in question, was chargeable as marble or limestone or otherwise for the purpose of rating, whether it had jurisdiction for passing orders in respect of levy of wharfage and whether special damages can be awarded by it, had to be decided.

In respect of the jurisdiction of the Tribunal under Section 41, when the nature of the article and not its classification was the issue, the legal arguments in favour or against are subtle and ingenious, as they usually are, and the readers, who are interested, will do well to go through the printed decision, for a fuller appreciation. Suffice it to say here, that the Tribunal ruled that it had jurisdiction, relying on the decision of a case, which came up before the Railway and Canal Traffic Commission in U.K. As regards jurisdiction on wharfage and award of special damages, it did not express its opinion on the former, except recommending to the Railways to take a sympathetic view and the claim for special damages was disallowed, on the ground that the Applicant was bound to pay the freight demanded.

As regards the fact, the evidence of experts—a Chemist and a Geologist—is equally interesting. The consignments, in question, were styled as "Baroda Green" in commercial practice and in the case of Thos. W. Ward Ltd. (XVI Railway & Canal Traffic Commission, 178) Lord Cozens Hardy, M. R. observed,

"We must take terms, such as you find in the classification, with reference to the usage of commercial men who are using the articles. There are a number of words in the classification which to me convey no idea whatever. Our attention has

been called to some of them, but you must in a case like this, allow years of commercial usage to point to the sense in which in the world of commerce the words are found and are used."

Relying on this and judgments of the Canal Commission in other cases, the Rates Tribunal held that the consignments mentioned in the complaint were geologically marble and should be charged accordingly, suggesting that the entry "Marble" in the Goods Tariff should include "Baroda Green".

The proceedings in this case have a bearing on Section 58 of the Indian Railways Act, requiring correct declaration of the description of articles by consignors. Misdeclaration of articles—wilful or otherwise—is not uncommon, which, if undetected, results in loss of revenue to the Railways. In view of the large number of consignments handled by them, it is not practicable to have them examined closely before delivery, as the Customs authorities do at Ports etc. A test check is done, at present, by staff specially detailed for the purpose; but the provisions of Section 58 appear to be quite innocuous, under the present day conditions, and appear to require revision, for making wilful misdeclaration and cognisable offence, deterrent in effect.

ANNEXURE A

Indian Railways Act IX of 1890

TRAFFIC FACILITIES

SEC. 28. PROHIBITION OF UNDUE PREFERENCE

A railway administration shall not make or give any undue or unreasonable preference or advantage to, or in favour of, any particular person or railway administration, or any particular description of traffic, in any respect whatsoever, or subject any particular person or railway administration or any particular description of traffic to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

RAILWAY RATES TRIBUNAL

SEC. 34. CONSTITUTION OF THE TRIBUNAL

(1) There shall be a Tribunal, called the Railway Rates Tribunal, for the purpose of discharging the functions hereinafter specified in this Chapter.

(2) The Tribunal shall consist of a President, and two other members, appointed by the Central Government; and they shall hold office for such periods and on such terms and conditions as the Central Government may, by general order, prescribe.

(3) A person shall not be qualified for appointment as a member of the Tribunal unless he is or has been, or is qualified for appointment as, a Judge of a High Court.

SEC. 35. CONSTITUTION OF PANELS OF ASSESSORS

(1) The Central Government shall constitute two panels of assessors, namely, (a) the trade, industry and agriculture panel; and (b) the railway panel.

(2) The trade, industry and agriculture panel shall consist of not more than sixty persons chosen by the Central Government; one-third of the number chosen shall represent trade, one-third industry, and one-third agriculture, the representatives in each group being chosen after consulting such associations representing trade, industry or agriculture (as the case may be), as the Central Government may consider necessary.

(3) The railway panel shall consist of not more than thirty persons with railway experience, chosen by the Central Government.

(4) Any appointment to either panel shall be notified in the Official Gazette; and the notification shall specify the term for which the appointment is made. The term shall not exceed two years, but the member shall be eligible for re-appointment after the expiry of his term.

SEC. 36. STAFF

The Tribunal may, with the sanction of the Central Government, appoint such staff, and on such terms and conditions, as the Central Government may determine.

SEC. 37. HEADQUARTERS

The headquarters of the Tribunal shall be at such place as the Central Government may fix.

SEC. 38. SITTINGS OF THE TRIBUNAL

The Tribunal may sit at such place or places as it may find convenient for the transaction of business.

SEC. 39. JURISDICTION

For the purpose of exercising the jurisdiction conferred on it by this Chapter, the Tribunal may pass such interim and final orders as the circumstances may require, including orders for the payment, subject to the provisions of this Chapter, of costs; and it shall be the duty of the Central Government, the Provincial Government or the Government of an Acceding State (as the case may be) on whom any obligation is imposed by any such order, to carry it out.

SEC. 40. POWERS OF THE TRIBUNAL

The Tribunal shall have the powers of a Civil Court under the Code of Civil Procedure, 1908 (V of 1908), for the purposes of taking evidence on oath, enforcing the attendance of witnesses, compelling the discovery and production of documents and issuing commissions for the examination of witnesses and shall be deemed to be a Civil Court for all the purposes of Section 195 and Chapter XXXV of the Code of Criminal Procedure, 1898 (V of 1898), and any reference to the presiding officer of a Court shall be deemed to include a reference to the President of the Tribunal.

SEC. 41. COMPLAINTS AGAINST A RAILWAY ADMINISTRATION

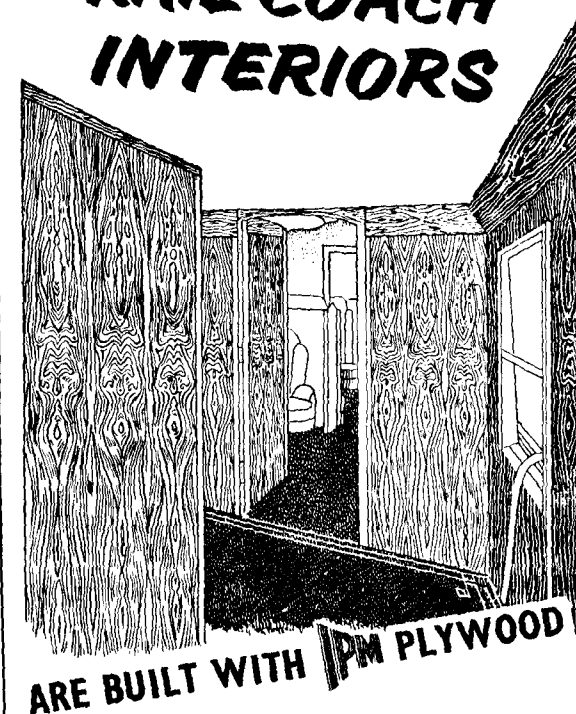
(1) Any complaint that a railway administration—

(a) is contravening the provisions of Section 28 or

(b) is charging station to station rates or wagon load rates which are unreasonable or rates which are unreasonable owing to any condition attached to them regarding minimum weight, packing, assumption of risk or any other matter, or

(c) is levying charges (other than standardised terminal charges) which are unreasonable, or

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(d) is unreasonably refusing to quote a new station to station rate, or

(e) has unreasonably placed a commodity in a higher class, may be made to the Tribunal, and the Tribunal shall hear and decide any such complaint in accordance with the provisions of this Chapter.

(2) In the case of a complaint under clause (a) of sub-section (1)—

(i) whenever it is shown that a railway administration charges one trader or class of traders or the traders in any local area lower rates for the same or similar animals or goods, or lower rates for the same or similar services, than it charges to other traders or classes of traders, or to the traders in another local area, the burden of proving that such lower charge does not amount to an undue preference shall lie on the railway administration,

(ii) in deciding whether a lower charge does or does not amount to an undue preference, the Tribunal may, in addition to any other considerations affecting the case, take into consideration whether such lower charge is necessary in the interests of the public.

(3) In the case of a complaint under clause (d) of sub-section (1), the Tribunal may fix a new station to station rate.

(4) A complaint under this section may be made jointly against two or more railway administrations.

SEC. 42. POWER TO ALTER RATES OR RE-CLASSIFY COMMODITIES

(1) The Tribunal alone shall have power to re-classify any commodity in a higher class, but such power shall not be exercised except on the application of the Central Government.

(2) The Central Government alone shall have power—

(a) to increase or reduce the level of class rates, schedule rates and terminal and other charges;

(b) to classify any commodity which has not been classified before.

(3) The Tribunal as well as the Central Government shall have power to reclassify any commodity in a lower class.

SEC. 43. TRIBUNAL TO DECIDE MATTERS WITH AID OF ASSESSORS

(1) All matters shall be decided by the Tribunal with the aid of assessors.

(2) Where, in the opinion of the President of the Tribunal, any matter *prima facie* appears to involve a question of principle, it shall be decided by a Full Bench consisting of the President and the other two members, with the aid of not less than four assessors, selected by the President in equal numbers from the trade, industry and agriculture panel and from the railway panel.

(3) All other matters may be decided by a single member of the Tribunal with the aid of not more than four assessors selected by the President of the Tribunal in equal numbers from the trade, industry and agriculture panel and from the railway panel.

Provided that the President may, in his discretion, direct that any such matter shall be decided by the Full Bench;

Provided further that where a single member of the Tribunal hearing any matter considers that it involves a question of principle, he shall refer the matter to the President who shall direct that it shall be decided by the Full Bench in the manner referred to in sub-section (2).

(4) It shall be the duty of each assessor to advise the Tribunal and state his opinion on all questions arising in the matters before the Tribunal, but the Tribunal shall not be bound to act on the advice, or to conform to the opinion of all or any of the assessors.

SEC. 44. PROCEDURE

(1) With the approval of the Central Government, the Tribunal may make rules regarding its practice and procedure and generally for the effective discharge of its functions under this Chapter.

(2) In particular and without prejudice to the generality of the foregoing power, such rules may provide for—

(a) the preparation of panels of assessors;

(b) the terms and conditions of the appointment of assessors;

(c) the award of costs by the Tribunal;

April 1955

(d) the reference of any question to a member or officer of the Tribunal or any other person appointed by the Tribunal, for report after holding a local inquiry;

(e) the right of audience before the Tribunal, provided that any party shall be entitled to be heard in person, or by a representative duly authorised in writing, or by a legal practitioner;

(f) the disposal by the Tribunal of any proceedings before it, notwithstanding that in the course thereof there has been a change in the persons sitting as members of the Tribunal or as assessors;

(g) a scale of fees for and in connection with the proceedings before the Tribunal.

(3) The Central Government shall give to the Tribunal such assistance as it may require, and shall also place at its disposal any information in the possession of the Central Government which that Government may think relevant to the matter before the Tribunal.

(4) Any person duly authorised in this behalf by the Central Government shall be

entitled to appear and be heard in any proceedings before the Tribunal.

(5) The Tribunal shall make annually a report to the Central Government of its proceedings under this Chapter.

SEC. 45. BAR OF JURISDICTION OF THE TRIBUNAL

Nothing in this Chapter shall confer jurisdiction on the Tribunal in respect of scales of charges levied by a railway administration for the carriage of passengers and their luggage, parcels, military traffic and traffic in railway materials and stores, and demurrage charges, except on a reference made to the Tribunal by the Central Government.

SEC. 46. ALTERATION AND CANCELLATION OF CERTAIN STATION-TO-STATION RATES

Notwithstanding anything contained in this Chapter, a railway administration may, in respect of the carriage of any merchandise by goods train,—

(i) quote a new station-to-station rate;

(ii) increase or reduce an existing station-to-station rate, not being a station-to-station



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rate introduced in compliance with an order made by the Tribunal; or

(iii) after due notice in the manner prescribed by the Central Government, cancel any station-to-station rate which has not been introduced in compliance with an order made by the Tribunal, unless the Tribunal has, after notice has been given as aforesaid, granted an injunction against such cancellation; or

(iv) withdraw, alter or amend the conditions attached to a station-to-station rate other than conditions introduced in compliance with an order made by the Tribunal.

SEC. 46-A. DECISION OF THE TRIBUNAL

The decision of the Tribunal shall be by a majority of the members sitting and shall be final;

Provided that where a single member of the Tribunal has heard and decided any matter, he may, in his discretion, give leave to any party to appeal to the Full Bench; and if an appeal is filed in pursuance of such leave, the decision of the Full Bench or of a majority of the members thereof, as the case may be, shall be final.

SEC. 46-B. EXECUTION OF ORDERS OF THE TRIBUNAL

The Tribunal may transmit any order made by it to a Civil Court having local jurisdiction; and such Civil Court shall execute the order as if it were a decree.

SEC. 46-C. DEFINITIONS

In this Chapter, unless there is anything repugnant in the subject or context—

(a) "classification" means the grouping of commodities into classes as notified in the Indian Railway Conference Association's Goods Tariff and as in force at the commencement of the Indian Railways (Second Amendment) Act, 1948, of the purpose of determining the rate to be charged;

(b) "class rate" means a rate fixed according to the class given to a commodity in the classification of goods;

(c) "commodity" includes livestock;

(d) "demurrage" means the charge levied after the expiry of the free time allowed for loading or unloading a wagon;

(e) "parcel" means any package or merchandise or other goods entrusted for carriage by passenger or parcels train;

(f) "schedule rate" means a rate lower than the maximum or class rate applied on a commodity basis;

(g) "station-to-station rate" means a special reduced rate applicable to a specific commodity booked between two specified stations.

[Extract of Chapter V of the Indian Railways Act, 1890 (IX of 1890) as amended upto and inclusive of the Indian Railways (Amendment) Act, 1949 effective from February 1, 1950, vide notification in Part I Section 1 of 'The Gazette of India', dated February 4, 1950]

ANNEXURE B

(RULES OF PROCEDURE)

Ministry of Railways

(Railway Board)

NOTIFICATION

New Delhi, the 12th October 1949

No. 4853-TC.—In exercise of the powers conferred by sub-section (1) of section 44 of the Indian Railways Act, 1890 (IX of 1890), the Central Government is pleased to approve the following rules made by the Railway Rates Tribunal regarding its practice and procedure and generally for the effective discharge of its functions:

THE RAILWAY RATES TRIBUNAL RULES, 1949, MADE BY THE RAILWAY RATES TRIBUNAL WITH THE APPROVAL OF THE CENTRAL GOVERNMENT UNDER SECTION 44 OF THE INDIAN RAILWAYS ACT, 1890 (IX OF 1890).

The following Rules made by the Railway Rates Tribunal under section 44 of the Indian Railways Act, 1890 (IX of 1890), which have received the approval of the Central Government are published for general information.

PRELIMINARY

1. (1) These Rules may be cited as the Railway Rates Tribunal Rules, 1949.

(2) They shall come into force on 1st November, 1949.

2. (1) In these rules, unless there is anything repugnant in the subject or context, 'Act' means the Indian Railways Act, 1890 (IX of 1890).

(2) The person making a complaint under section 41 of the Act shall be called the 'applicant,' and the person against whom the complaint is made and any persons who may be added as respondents shall be called "respondents." Any person who is allowed to intervene shall be called the "Intervener."

(3) 'Pleading' shall mean the complaint, the answer given to it by the respondent, the reply given to it by the applicant and the grounds of support or objections put in by an intervener.

(4) 'President' means the President of the Railway Rates Tribunal.

(5) 'Secretary' means the person who is for the time being discharging the functions of the Secretary of the Tribunal.

(6) 'Section' means a section of the Act.

(7) 'Tribunal' means the Railway Rates Tribunal constituted by the Central Government under section 34 of the Act and includes, where the context so requires, a single member of the Tribunal exercising and discharging the functions of the Tribunal under section 43 (3) of the Act or under these rules.

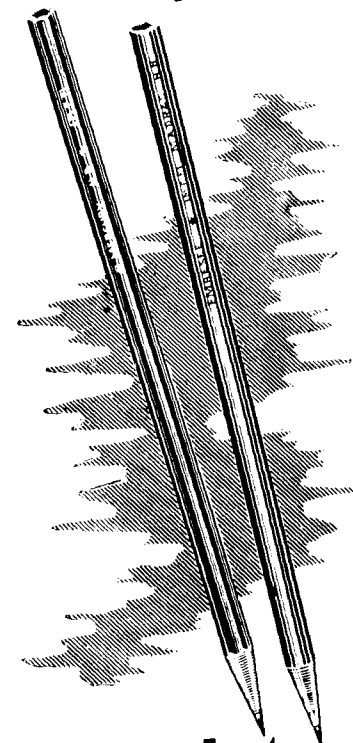
(8) 'Writing' shall include typing, printing, lithography or script mechanically reproduced.

(9) Words and expressions defined by the Indian Railways Act, 1890 (IX of 1890), and the General Clauses Act, 1897 (X of 1897), shall, unless there is something repugnant thereto in the context, have in these Rules, the same meanings as are assigned to them by those Acts.

FORM OF PLEADINGS, SERVICE AND COMMUNICATION

3. All pleadings, affidavits, interlocutory applications, etc., presented to the Tribunal, shall be written, type-written, or printed fairly and legibly on substantial white foolscap folio paper, with an outer margin at least one and a half inches wide and an inner

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margin about one inch wide, and separate sheets shall be stitched together. The writing, typing or printing shall be on one side only of the paper, and numbers shall be expressed in figures.

4. When under these Rules it is directed that any document shall be signed by any party or person, such document may, in the case of a firm, be signed by any person having authority to sign in the firm's name, and in the case of a body corporate, association or authority, may be signed by the chairman, president, managing director, general manager or secretary of the body corporate, association or authority or by any person authorised under the seal of the body corporate, association or authority to sign on its behalf.

5. Every pleading shall be verified at the foot by the party or by one of the parties pleading or by some other person proved to the satisfaction of the Tribunal to be acquainted with the facts of the case. The person verifying shall specify by reference to the numbered paragraphs of the pleading what he verifies of his own knowledge and what he verifies upon information received and believed to be true. The verification shall be signed by the person making it and shall state the date on which and the place at which it was signed.

6. Unless otherwise specially stated all communications intended for the Tribunal should be sent to the Secretary.

7. Pleadings, petitions and other documents required or permitted to be filed under these Rules must be received at the Tribunal's office within the time, if any, prescribed for the filing thereof. The date of receipt at the office of the Tribunal and not the date of posting will determine whether or not the papers were filed in time.

8. (1) Unless otherwise ordered by the Secretary of the Tribunal, service of notices to parties or their representatives and of summonses to assessors and witnesses shall be effected by the notice being sent through registered post to the address supplied.

(2) Service on the legal practitioner representing a party or on his authorised representative shall be deemed to be service on that party.

COMMENCEMENT OF PROCEEDINGS

9. Every proceeding before the Tribunal shall be initiated by a complaint under section 41 (1) or by an application by the Central Government under section 42 (1) or by a reference made by the Central Government under section 45.

10. (1) A complaint under section 41 (1) shall be addressed to the Tribunal and shall be in writing signed by the applicant and verified. It shall set out the name, description and full address of the applicant and if there be legal practitioner or any authorised representative acting for the applicant in the matter, his name and full address shall also be stated.

(2) The Railway administration against which the complaint is made shall be named as respondent. If the applicant is in a position to name any other person or persons who will be directly and substantially affected by the relief he is asking, then such person or persons shall also be named as respondents. The applicant shall give the full names, description and addresses of the respondents in the heading of the complaint.

(3) Two or more persons may join in an application, in which case all subsequent proceedings shall be in their joint names. Where there is more than one applicant, they shall nominate in the application some person, being either one of the applicants or a legal practitioner or some authorised representative, as the person on whom any summons or notice may be served on behalf of all the applicants.

11. The complaint shall contain a clear and concise statement of the facts, the grounds of complaint and the relief or remedy which the applicant claims. It shall be divided into paragraphs numbered consecutively.

12. Every complaint shall be lodged with the Secretary at the Headquarters of the Tribunal or may be sent by post as a registered letter to his address. It shall be accompanied by as many copies as there are respondents and seven more copies for the use of the Tribunal and the assessors.

13. With each complaint the applicant shall pay a fee of Rs. 100 and an additional sum of Rs. 50 by way of deposit to meet the

charges of the service of notices etc. payable by him. The total amount of Rs.150 may be paid in cash, or crossed Postal Orders for the amount in the name of the Secretary may be attached to the complaint.

14. An application by the Central Government under section 42 (1) or a reference to the Tribunal by the Central Government under section 45 may be made by a letter addressed to the Tribunal and sent by Registered Post to the Secretary.

REGISTRATION OF COMPLAINTS AND SERVICE OF COPIES, ETC.

15. (1) On receipt of a complaint made under section 41 (1), the Secretary shall mark on it the date of its receipt and initial it.

(2) If a complaint is not in the proper form or is not accompanied by the necessary fee or deposit and the applicant does not cure the defect within the time allowed by the Secretary, the Secretary shall lay it, as

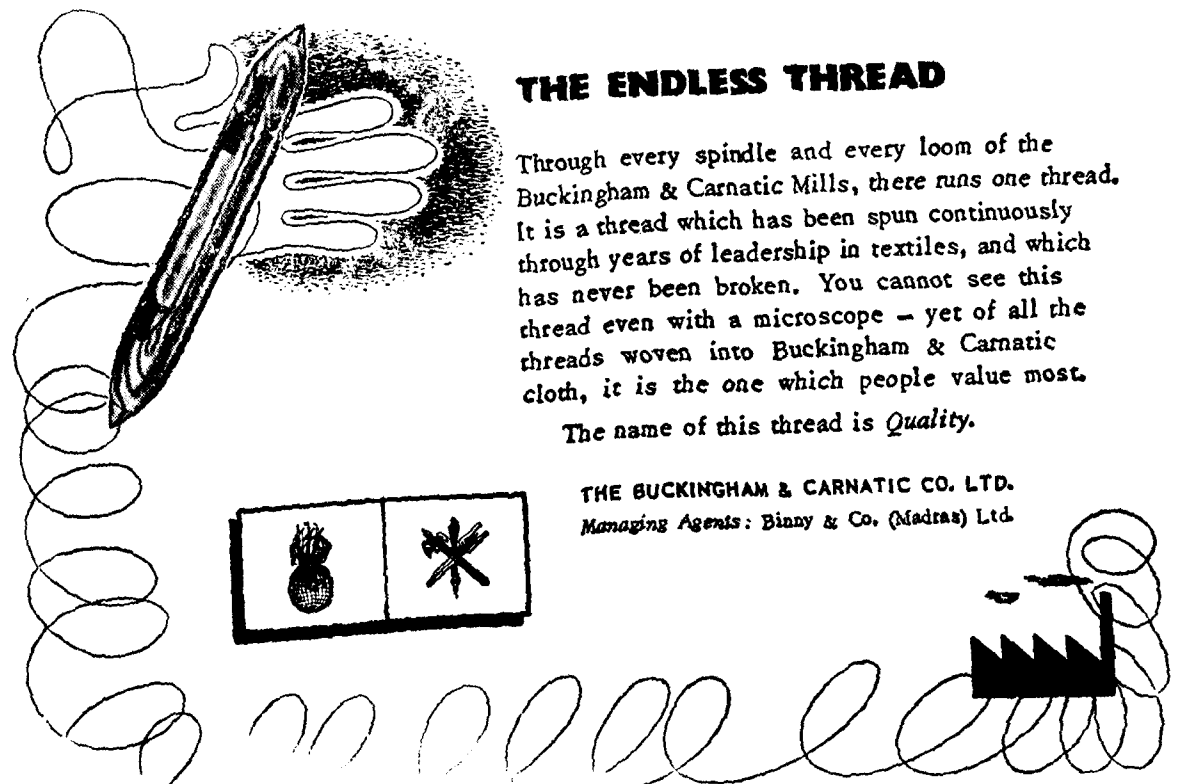
soon as possible, before the Tribunal for orders.

(3) The Secretary shall make out a list of the complaints duly filed, according to the order in which they are received by him, give them serial numbers and enter them in a register to be maintained in the form given in Appendix 'A'. The year and serial number shall be placed at the head of all documents relating to the particular case.

(4) The applications and references made by the Central Government under sections 42 (1) and 45 respectively shall be separately numbered and entered in a similar separate register.

16. (1) If on registering a complaint under section 41 (1) the Secretary considers that there are persons not named in the complaint as respondents, who may be directly and substantially affected by the relief asked for, he may, by an order, served on the applicant, call upon the applicant to add them as respondents. If the applicant does not take

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any objection within 15 days of the receipt of the order, then such persons shall be added as parties and treated as respondents, but if the applicant objects within the said period, the matter shall be placed before the Tribunal and will be heard and disposed of on a day of which due notice shall be given to the applicant.

(2) When respondents are thus added, the applicant shall supply additional copies of his complaint for being served on them and the names of the added respondents shall be entered in the register.

17. (1) Secretary may, at that stage, and the Tribunal may at any stage of the proceedings, give at the cost of the applicant, a public notice of the complaint, if it is thought that there are numerous persons who are not on record but have the same interest in the proceedings as the complainant or respondent. Such public notice may be given in the manner ordered by the Secretary or the Tribunal.

(2) To any decision given by the Tribunal after such public notice, explanation (vi) to section 11 of the Civil Procedure Code, 1908, shall apply.

18. A copy of the complaint shall be served on each respondent, with the seal of the Tribunal and an endorsement by the Secretary, requiring him to put in his answer to the complaint within thirty days from the date of service and stating that in default of such answer being put in within the time named, or any extension thereof duly granted, the Tribunal may proceed to hear the complaint in his absence. In the case of a Railway, the copy may be served on the general manager or the agent and general manager of the Railway concerned.

CONSENT CASES

19. If before the answer is put in by the respondent, the applicant withdraws his complaint in writing, the matter shall be deemed to have been disposed of, and the fee paid by him and the deposit made by him shall be refunded to him after deducting the charges which he was liable to pay in respect of the service of copies of the complaint, etc.

20. In all cases the parties may, by consent in writing, dispense with the formal proceedings hereinafter mentioned, or some portion of them and orders by consent may be drawn up, and, if approved of by the Tribunal, may be treated as the order of the Tribunal.

ANSWER

21. Within thirty days from the service of the complaint upon the respondent or within such extended time as may be fixed by the Secretary of the Tribunal, the respondent shall file with the Secretary an answer to the complaint along with eight copies thereof. It may be either presented to the Secretary in his office at the headquarters or sent to him by Registered Post. The respondent shall also make a deposit of Rs. 50 to meet the charges of service of notice, etc., payable by him. The amount may be paid in cash, or crossed Postal Orders for the amount in the name of the Secretary may be attached to the answer.

22. (1) The answer shall contain a clear and concise statement of the facts which form the ground of defence or of any other objections relied upon. It may admit the whole or any part of the facts stated in the complaint. It shall be divided into paragraphs numbered consecutively. It shall be signed by the person actually making the same and duly verified. It shall be endorsed with the name and address of the respondent and if there be a legal practitioner or authorised representative acting for him in the matter, with the name and address of such person.

(2) If the answer is not in the proper form or is not accompanied by the necessary deposit and the respondent does not cure the defect within the time allowed by the Secretary, the Secretary shall lay it, as soon as possible, before the Tribunal for orders.

23. Copies of the answers received from the respondents, if any, shall be sealed and initialed by the Secretary and served on the complainant with an endorsement requiring him to put in his reply, if any, to the answers within 14 days of the date of service.

REPLY

24. The applicant shall, within 14 days from the service of the copy of the answer on him or on his authorised representative or

legal practitioner or within such shorter or extended time as may be fixed, file with or send by Registered Post to the Secretary his reply (if any), together with seven copies of the same for the use of the Tribunal and assessors and as many more copies as there are respondents.

25. (1) The applicant in such reply may object to the said answer stating the grounds, or deny the facts stated therein or admit the whole or any part of such facts.

(2) The reply shall be divided into paragraphs numbered consecutively, shall be signed by the applicant or by his authorised representative or legal practitioner and duly verified.

(3) If the reply is not in the proper form, and the applicant does not cure the defect within the time allotted by the Secretary, the Secretary shall lay it, as soon as possible before the Tribunal for orders.

(4) The Secretary shall serve each respondent with a copy of the applicant's reply to his answer.

26. (1) If the complainant does not deliver a reply, the pleadings shall be deemed to be closed at the expiration of the period prescribed for such reply.

(2) No pleading subsequent to the reply shall be pleaded without leave of the Tribunal.

AMENDMENT OF PLEADINGS

27. The Tribunal may at any stage of the proceedings allow any pleadings to be amended, or may order to be struck out any matters which may tend to prejudice, embarrass or delay the fair hearing of the case, and all such amendments shall be made as may be necessary for the purpose of determining the real questions in controversy between the parties.

28. The Tribunal may, if it thinks fit, at any time during the proceedings, communicate with the parties in writing, and may require answers to such enquiries as it may think fit to make.

INTERROGATORIES

29. Any party may apply to the Secretary or the Tribunal for leave to deliver interrogatories in writing for examination of the opposite party. In such case the provisions of Order 11 of the Civil Procedure Code, 1908, will apply *mutatis mutandis*.

PRODUCTION OF DOCUMENTS

30. After the closure of the pleadings, a day shall be fixed for the settlement of the issues and communicated to the parties. On or before such date or within such extended time as may be allowed by the Secretary or the Tribunal, each party shall produce with a list, documents in his possession on which he wishes to rely at the hearing and no such document will be admitted thereafter except with the leave of the Tribunal.

31. Either party may apply for an order directing the other party to make a discovery of the documents which are or have been in his possession and the provisions of Order 11 of the Civil Procedure Code, 1908, will apply *mutatis mutandis*.

32. The Tribunal may, at any time during the pendency of the case, order the production by any party thereto, of such of the documents in his possession or power, relating to the matters in question, as it may think fit.

33. Either party shall be entitled, at any time before or at the hearing of the case, to give a notice in writing to the other party in whose pleading reference is made to any documents, to produce them for the inspection of the party giving such notice and to permit him to take copies thereof. Any party not complying with such notice shall not afterwards be at liberty to put in such documents in evidence on his behalf in such proceedings without the leave of the Tribunal, unless he satisfies the Tribunal that he had sufficient cause for not complying with such notice.

34. All books, documents and other things produced before the Tribunal, whether voluntarily or on requisition, may be inspected by the Tribunal and also by the parties to the case. The Tribunal may, however, in its discretion, refuse publication of such parts of the books, documents or things produced as the parties may submit to be prejudicial to their interests to publish.

ISSUES

35. As soon as a complaint is registered, the President or one of the members nominated by him shall remain in charge of it, and pass all the orders required to be passed by the Tribunal upto the stage when the date for the settlement of the issues is fixed. He shall then place the proceedings before the President for orders, and unless otherwise ordered by the President, he will either proceed with the matter himself with the aid of assessors and dispose of it or refer it to the President under the second proviso to sub-section (3) of section 43 for being further heard by the Full Bench.

36. On the date fixed or on any subsequent date to which the case is adjourned, the Tribunal shall frame the issues on which the decision of the case appears to depend.

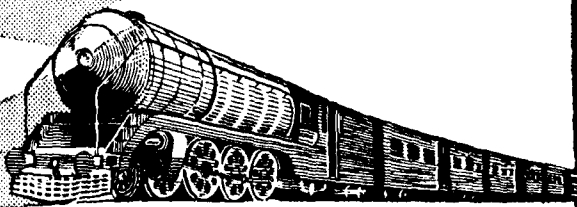
37. When the Tribunal is of opinion that the issues cannot be correctly framed without

the examination of some person not before it or without the inspection of any documents not produced, it may adjourn the framing of the issues to a future date, and may, subject to any law for the time being in force, compel the attendance of such person or the production of such documents by any person.

38. (1) The Tribunal may, at any time before giving its decision, amend the issues or frame additional issues as it thinks fit, and all such amendments and additional issues as may be necessary for determining the matters in controversy between the parties shall be so made or framed.

(2) The Tribunal may also at any time before giving its decision strike out any issues that appear to it to be wrongly framed.

39. After the settlement of issues, the Tribunal shall fix a day, time and place for the hearing of the complaint and communicate the same to the parties concerned.



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April 1955

INDIAN RAILWAY RATES TRIBUNAL

49

INTERVENER

40. (1) Either on the public notice given under Rule 18 or on information otherwise received, any person may petition to the Tribunal for leave to intervene on the side of the applicant or the respondent in any pending proceedings, prior to or at the time it is called for hearing but not thereafter except for good cause shown. The petition shall set forth the grounds for the intervention and the position and interest of the petitioner in the proceedings.

(2) It shall be within the Tribunal's discretion to grant such leave, but leave will not be granted when the allegations are not reasonably pertinent to the matters in issue.

(3) If leave is granted the petitioner shall thereby become an intervener and a party to the proceedings, and within three days thereafter he shall put in a statement of his grounds of support or objections to the complaint, duly signed and verified, and they shall be treated as pleadings to be taken into consideration in framing the issues, and if issues be already framed, they shall, if necessary, be amended in the light of those objections.

RIGHT OF AUDIENCE

41. (1) Any party to proceedings before the Tribunal is entitled to be heard in person or by a representative duly authorised in writing or by a legal practitioner, and where the party is a firm, any partner is entitled to be heard on behalf of the firm.

(2) The right of audience before the Tribunal through a legal practitioner shall be governed by the provisions of Order 3 of the Civil Procedure Code, 1908.

(3) A party may appoint a person to act as his representative in any proceedings by writing signed by him and such representative shall be entitled to appear and be heard on all occasions when his principal might so appear, and to do in connection with the proceedings covered by his appointment any act or thing, or give any consent or receive any notice or otherwise represent the party appointing him as fully as the party could do. Any such appointment may be revoked or varied by a writing signed by the party provided that such revocation or variation shall

not be operative until filed with the Secretary or the Tribunal.

Explanation.—For the purpose of this Rule the word "party" shall include any person, firm or association or body corporate entitled to appear at the hearing of any complaint.

ASSESSORS

42. (1) As soon as the date, time and place for the hearing of a complaint is fixed, the Secretary shall issue summonses to the assessors selected by the President in equal numbers from the trade, industry and agriculture panel, and from the Railway panel, constituted by the Central Government under section 35, requiring them to attend at the time and place fixed for the hearing of the case. Every assessor thus summoned shall be bound to attend as required, in order to advise the Tribunal and state his opinion on all the questions arising before it as required by sub-section (4) of section 43, unless for satisfactory reasons he is exempted by the Tribunal from attending, in which case another assessor selected from the same panel by the President shall be summoned by the Secretary.

(2) When summoning the assessors, the Secretary shall send copies of pleadings and issues to each of them.

PENALTY FOR DISOBEDIENCE

43. (1) Any person summoned to attend as an assessor, who, without lawful excuse, fails to attend as required by the summons or who, having attended departs without having obtained the permission of the Tribunal, or fails to attend after an adjournment of the hearing, after being ordered to attend, shall be liable for the first default, by order of the Tribunal, to be given a warning in the form given in Appendix 'D' and for every subsequent default to a fine not exceeding Rs. 100.

(2) For good cause shown, the Tribunal may cancel the warning or remit or reduce any fine imposed.

44. Assessors shall be entitled to travelling allowance and fees as set out in Appendix 'C'.

COMMISSIONS

45. The Tribunal may at any stage of the proceedings issue a commission to examine witnesses, make local investigations or examine accounts, or for any other purpose and the provisions of Order XXVI of the Civil Procedure Code, 1908, will then apply *mutatis mutandis*.

REFERENCE FOR REPORT

46. (1) The Tribunal may refer any question of fact to a member or an officer on the establishment of the Tribunal or any other person appointed by the Tribunal, for report after holding local enquiry. When the person so appointed is not a member or officer of the Tribunal, he may be paid a reasonable remuneration for his services and the Tribunal may direct which of the parties should pay it.

(2) The receipt of the report shall be communicated to the parties who may put in their objections to it, if any, within the time fixed, and the Tribunal may refuse to consider

any objections to it not so put in. The report shall be treated as part of the evidence in the case.

SUMMONS TO WITNESSES

47. (1) A party who desires the attendance of any witness before the Tribunal or a commissioner appointed to take evidence, shall produce a list of the persons whose attendance is required, stating the full name, description and address of each person and whether he is required to give evidence as an expert or otherwise or to produce any documents, and in the last mentioned case specifying the date, if any, and the description of the documents so as to identify them. He shall with such a list deposit the total amount of the allowances to which the said persons are entitled for travelling and attendance before the Tribunal, calculated in accordance with the Rules of the High Court of Judicature at Madras in its ordinary original jurisdiction. The Secretary shall then serve summonses to the said witnesses, requiring them to attend the sitting of the Tribunal at the time and place fixed.

(2) If a witness thus served fails to attend as required, his attendance may be enforced by recourse to provisions of Order XVI of the Code of Civil Procedure, 1908.

ABSENCE OF A PARTY

48. If the applicant does not appear at the time and place appointed for the hearing, the Tribunal may dismiss his complaint, and if the respondent does not appear at such time and place, it may hear and decide the complaint in his absence. If at any adjourned date of the hearing the parties or any of them do not appear, the Tribunal may proceed to dispose of the case in their absence.

PRELIMINARY QUESTIONS OF LAW

49. The Tribunal may, by consent of the parties or on the application of any party or of its own accord, order any point of law raised by the pleadings to be set down for hearing and dispose of it at any time before the hearing of the complaint. Upon such the hearing, if in the opinion of the Tribunal the decision of such point of law substantially disposes of the whole complaint, the Tribunal may make such final order as may seem just and proper.

HEARING

50. The hearing of every complaint shall take place in open Court at the place or places fixed by the Tribunal.

51. The provisions of the Indian Evidence Act, 1872, shall generally be applicable to all proceedings before the Tribunal, provided that in the discretion of the Tribunal any of the provisions may be relaxed in order that the provisions may be relaxed in order that needful and proper evidence may be conveniently, inexpensively and speedily produced in the interests of justice, while preserving the substantial rights of the parties.

52. (1) The evidence at the hearing of a complaint may be taken either by affidavit or *viva voce*, or partly one and partly the other: provided that if either party intends to rely on any evidence by affidavit, he shall, seven days at least before the hearing, deliver or send by post to the other party a copy of the affidavit intended to be used failing which he shall not be allowed to use the same except by special leave of the Tribunal.

(2) Either party may, within four days after receipt of a copy of any affidavit intended

to be so used, give to the other party a notice requiring the deponent to be produced at the hearing of the application for cross-examination, and unless the deponent is so produced, his affidavit shall not be used except by special leave of the Tribunal.

(3) The Tribunal may at any time for sufficient reason order that any particular fact or facts may be provided by affidavit, or that the affidavit of any witness may be read at the hearing, on such conditions as the Tribunal thinks reasonable:

Provided that where it appears to the Tribunal that either party *bona fide* desires the production of a witness for cross-examination and that such witness can be produced, an order shall not be made authorising the evidence of such witness to be given by affidavit.

(4) Affidavits shall be confined to such facts as the witness is able of his own knowledge to prove, except on interlocutory proceedings in which statements as to his belief with the grounds thereof may be admitted.

(5) For the purpose of any affidavit to be sworn in any proceedings before the Tribunal, the President may empower any Officer of the Tribunal to administer an oath to the deponent of the affidavit.

53. The oral evidence of the witnesses shall be recorded in English. It may be taken down by some one acting under the direction of the Tribunal in shorthand or long hand and typed. The type-written copy shall be initialled by the President or member hearing the case.

54. The Tribunal may, from time to time, adjourn any proceedings before it, but the hearing once commenced shall proceed from day to day as far as in the judgment of the Tribunal may be practicable and convenient.

55. When any complaint made to the Tribunal is withdrawn as settled, the applicant shall immediately give notice thereof to the Tribunal or the Secretary.

MIS-JOINDER OR NON-JOINDER OF PARTIES

56. No application shall be defeated by reason of mis-joinder or non-joinder of parties, but the Tribunal may at any stage of the proceedings on such terms as they seem just,

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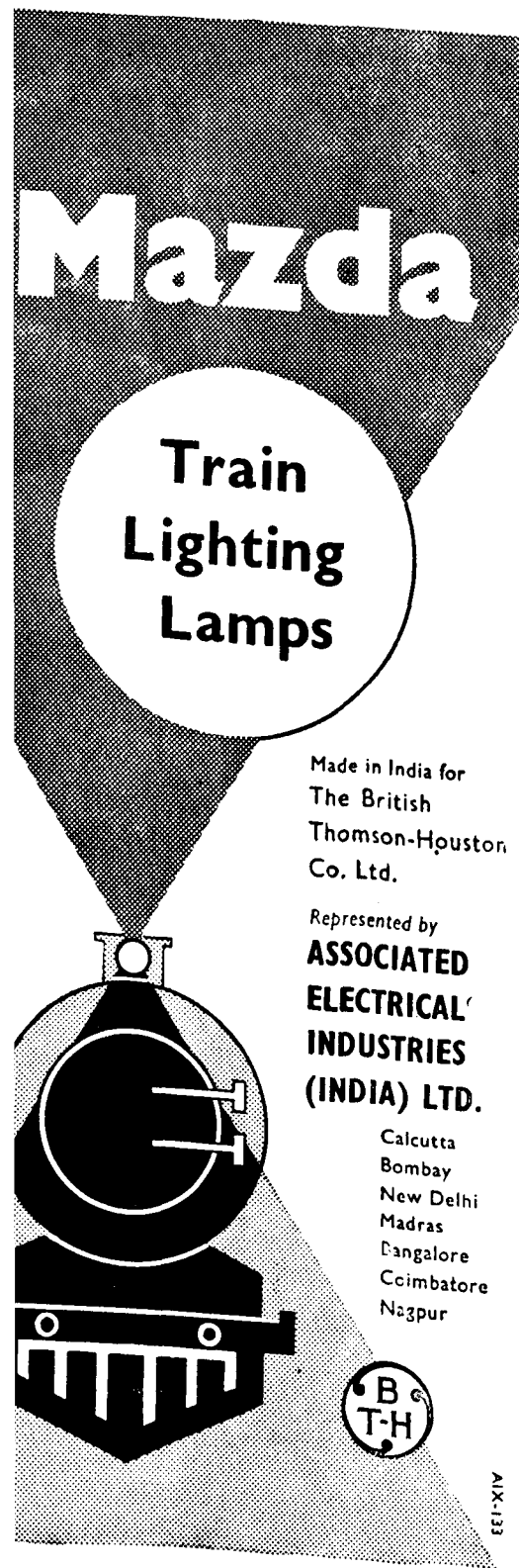


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direct the joinder, either as applicant or respondent, of any person whose presence before the Tribunal is considered proper or necessary for adjudication upon the questions involved in the application, but no person shall be added as an applicant without his consent in writing.

JUDGMENT

57. (1) After hearing the evidence and arguments, if any, the Tribunal shall ask each of the assessors to give his opinion with reasons for such an opinion. The assessors may be given time to form other opinions, if necessary. The Tribunal may immediately give its decision thereafter, which should be reduced to writing, or reserve judgment and give its decision in writing on a subsequent date. It shall be signed by the members of the Tribunal, and a copy of the operative part of the decision shall be sent to each party. It shall not be necessary to hold a sitting of the Tribunal for the purpose of giving a decision.

(2) After taking the opinion of the assessors and before delivering its decision the Tribunal may consult the assessors, either in open court or in chamber.

COSTS

58. (1) The Tribunal may, in its discretion, order payment of the costs of the proceedings by either party to any other, either in whole or in part.

(2) The scale of fees admissible for the award of costs for and in connection with the proceedings before the Tribunal will be as shown in Appendix 'B'.

(3) The costs shall be taxed by the Secretary and the bill of costs shall be attached to the decision. A copy of the bill of costs shall be sent to the parties and may be corrected by the Secretary or the Tribunal at the instance of any of them if it be necessary to do so.

CHANGE IN THE PERSONNEL OF THE TRIBUNAL

59. If during the hearing of any complaint, or where the hearing is adjourned, if between that hearing and any adjourned hearing a change shall have taken place in the personnel of the Tribunal hearing the

April 1955

case, the hearing shall be recommenced, unless—

(a) the parties who have appeared shall consent to the hearing being proceeded with before the Tribunal as then constituted; or

(b) the Tribunal shall be of opinion that no prejudice will result to any of the parties by the continuation of the hearing and shall so order.

CHANGE IN ASSESSORS

60. (1) When a case is heard by a full bench and if any of the assessors is unable to take part in the proceedings, a substitute from the same panel will be appointed by the President. In that case the hearing shall be recommenced unless the parties who have appeared consent to the hearing being proceeded with, with the aid of the new assessor, or the Tribunal shall be of the opinion that no prejudice will result to any of the parties by the continuation of the hearing and shall so order. The new assessor shall then be given time, if necessary, to go through the evidence already on record.

(2) If the case is heard by a single member of the Tribunal with the aid of four assessors and one of them is unable to continue to sit at the hearing, another assessor from the other panel, at the discretion of the Tribunal, may be exempted from sitting and the hearing proceeded with, with the aid of the remaining two assessors. But if two assessors from the same panel remain absent, or if the case is heard with the aid of two assessors and one of them is absent, substitutes shall be appointed by the President and the hearing shall be recommenced *de novo* or proceeded with on the principle set out in sub-rule (1).

CORRECTION OF DECISIONS

61. Clerical or arithmetical mistakes in any decisions or orders of the Tribunal or errors arising therein from any accidental slip or omission may at any time be corrected by the Tribunal either of its own motion or on the application of any of the parties.

GENERAL POWER TO AMEND

62. The Tribunal may at any time, and on such terms as to costs or otherwise as it may think fit, amend any defect or error in any proceeding before it; and all necessary amendments shall be made for the purpose of determining the real question or issue raised by or depending on such proceeding.

APPEALS

63. (1) When a decision is given by a single member of the Tribunal, any party wanting to appeal against it under the proviso to section 46-A should apply to him for leave to do so within 15 days after the receipt of a copy of the operative part of the decision, and if the leave is granted, an appeal to the full bench shall be filed within 30 days after the grant of leave.

(2) The petition of appeal shall state clearly and concisely the grounds of appeal and the relief sought. A fee of rupees one hundred and a deposit of rupees twenty shall be paid for the appeal in the same manner as for the complaint, but no copy of the decision appealed against need accompany.

64. Notice of the appeal shall be served on the opposite party and the appeal shall be heard and disposed of by the full bench at the place and time fixed by it of which due notice shall be given to all the parties.

65. (1) Any respondent, though he may not have appealed from any part of the decision, may not only support the decision on any of the grounds decided against him in the Tribunal, but take any cross-objection to the decision which he could have taken by way of appeal, provided he has filed such objection before the full bench within thirty days from the date of service on him or his legal practitioner or his authorised representative of notice of the day fixed for hearing the appeal or within such further time as the full bench may see fit to allow.

(2) Such objections shall be in the form of a memorandum setting out clearly and concisely the grounds thereof and shall be accompanied by a fee of rupees one hundred and a deposit of rupees twenty to be paid in the same manner as in the case of a complaint.

(3) Unless the respondent files with the memorandum of his cross-objections a written acknowledgment from the party who may be affected thereby or from his legal practitioner or authorised representative of having received a copy thereof the full bench shall cause a copy to be served, as soon as may be after the filing of the objections on such party or his legal practitioner or authorised representative at the expense of the said respondent.

(4) Where, in any case in which any respondent has under this rule filed a memorandum of objections, the original appeal is withdrawn or is dismissed for default, the objections so filed may nevertheless be heard and determined after such notice to the other parties as the Tribunal thinks fit.

66. (1) In hearing and deciding an appeal the full bench may exercise any of the powers conferred upon an appellate court under order XXI of the Civil Procedure Code, 1908.

(2) After hearing the arguments, if any, the Tribunal may immediately give its decision which should be reduced to writing,

or reserve judgment and give its decision in writing on a subsequent date. It shall be signed by the members of the Tribunal. A copy of the operative part of the decision shall be sent to each party. It shall not be necessary to hold a sitting of the Tribunal for the purpose of giving a decision.

INTERLOCUTORY ORDERS

67. Where not otherwise provided for in these Rules, all interlocutory applications may be heard and disposed of in a summary way by the member of the Tribunal to whose charge the case was originally entrusted, provided that an application for an interim injunction may be referred by him to the full bench.

ENLARGEMENT OR ABRIDGEMENT OF TIME

68. The Tribunal may enlarge or abridge the time for doing any act or taking any proceedings upon such terms, if any, as the justice of the case may require, provided that the periods allowed for leave to appeal or filing an appeal or cross-objections or applying

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for restoration of a complaint to file or setting aside an *ex parte* decision shall not be abridged.

COMPUTATION OF TIME

69. (1) In all cases in which a particular number of days is prescribed by these rules or in an order passed by the Secretary or the Tribunal, the same shall be reckoned exclusively of the first day and inclusively of the last day, and if the office of the Tribunal is closed on the last day, the time shall be reckoned exclusively of that day also. If on any day on which an act is required to be done by a party, the office is closed, it may be done on the day on which the office next opens.

(2) In computing the period of limitation for filing an appeal, the period required for obtaining a certified copy of the decision shall be excluded.

REHEARING

70. (1) The Secretary shall decide whether a notice required to be served on any party is duly served or not and his decision shall be final; but when a complaint is dismissed for default of any party or an *ex parte* decision is given in the absence of a party it will be open to the aggrieved party to apply to the Tribunal to have the complaint restored to file or the *ex parte* decision set aside and the case reheard, on the ground that he was not duly served. It will then be open to the Tribunal to consider whether the service was properly effected.

(2) It will also be open to the aggrieved party to apply for the restoration of the complaint or setting aside of the *ex parte* decision on the ground that he could not be present at the hearing for sufficient reasons. If the Tribunal is satisfied, after giving notice to the other side, that the notice was not properly served or that there were sufficient reasons for absence, it may restore the complaint to file or set aside the *ex parte* decision and proceed to hear the case again. An application for this purpose shall be made within 30 days after the complaint is dismissed or an *ex parte* decision is given, unless the Tribunal excuses the delay for adequate reasons.

APPLICATION AND REFERENCE BY THE CENTRAL GOVERNMENT

71. These Rules shall *mutatis mutandis* be applicable to the hearing and disposal of an application made by the Central Government under section 42 (1) and to a reference made to the Tribunal by the Central Government under section 45.

GENERAL

72. In all appeals, and in original cases if required, typed paper books of the evidence recorded and the documents admitted shall be prepared and be paid for as directed by the Tribunal. As many copies of such paper books shall be prepared as may be required for the members of the Tribunal, the assessors and the parties.

73. When evidence is given by witnesses in a language other than English, the Tribunal may appoint an interpreter who will take oath that he will render the evidence into English correctly, and he will be paid his fees as directed by the Tribunal.

74. Unless otherwise specially ordered by the President, the working hours of the Tribunal shall be 11 a.m. to 2 p.m. and 2-45 p.m. to 4-45 p.m. on all week days except Saturdays and the working hours of the office shall be from 10-45 a.m. to 2 p.m. on Saturdays and from 10-45 a.m. to 2 p.m. and 2-30 p.m. to 5-15 p.m. on the other week days.

75. The Tribunal shall have the same holidays and vacations as the Madras High Court, but the office shall remain open during the summer vacation to receive complaints, answers, replies, appeals, cross-objections and all kinds of applications from parties and the public. No party shall be entitled to extension of any period prescribed on the ground of the summer vacation.

MISCELLANEOUS

76. Documents which are to be returned to a party after the decision of a case shall be delivered to him in person or sent by registered post or parcel at his risk and cost if he so desires.

77. Unless specially ordered otherwise by the Tribunal a party to a proceeding is entitled to have certified copies of any part of the record of the proceedings. Such certified copies will be prepared in the office of the Tribunal and will be charged as certified copies are charged in the Madras High Court.

78. After the decision of a case the Secretary shall calculate the amount spent out of the deposit made by each party and return the balance to him.

79. Where not inconsistent with these rules the general principles or any practice of the Madras High Court may be adopted and applied at the discretion of the Tribunal, to proceedings before it.

APPENDIX 'B'

[RULE 58 (2)]

Scale of fees admissible for award of costs for and in connection with proceedings before the Tribunal

	Rs.
1. For filing a complaint ...	100
2. For filing an appeal ...	100
3. For filing cross-objections ...	100
4. For preparing and serving any notice, summons or interrogatories ...	2
5. For every application in writing ...	2
6. For Vakalatnama or a written authority under Rule 41 (3) ...	4
7. For filing any affidavit made outside the Tribunal ...	1
8. For making an affidavit before an officer of the Tribunal ...	2

Legal practitioner's fees

Retainer ...	Rs. 100
Interlocutory applications ...	As ordered by the Tribunal in its discretion
Hearing ...	Rs. 100 per day or any part thereof

APPENDIX 'C'

[RULE 43]

Statement of travelling allowance and fees payable to assessors

For an assessor who is not an official of the Central or Provincial Government—

1. Sitting fees per day or any part thereof ... Rs. 50 0 0
2. Railway pass for journeys by rail ... Class I pass with two servants
3. Air passage fare for journey by air in exceptional circumstances only, with prior sanction of Ministry of Railways (Railway Board) Standard air passage fare
4. Mileage admissible for journeys by road ... Rs. 0 8 0 per mile

Note.—The necessary period of travelling as well as any intervening holidays during the course of the Tribunal's sitting shall be included for calculating the number of days for which sitting fees are payable.

For an assessor who is an official of the Central or Provincial Government—

Salary, travelling and daily allowances at the rates applicable to him in his service.

APPENDIX 'D'

Form of warning to be given to an assessor under rule 43 (1)

Having been required by the Railway Rates Tribunal to attend its sitting at..... on..... you did not do so and no explanation of your non-attendance has been given by you till now. Such failure in the performance of a public duty is unbecoming of an assessor of your status and experience, and I am directed by the Tribunal to warn you hereby not to commit such default in future.

(By Order)

Secretary
Railway Rates Tribunal



MAKING INDIA SELF-SUFFICIENT IN RAILWAY EQUIPMENT—RAILWAY MINISTER ON NEED FOR DEVELOPING PRIVATE SECTOR

While addressing the inaugural meeting of the Railway Equipment Committee appointed recently by the Railway Ministry to recommend steps for making the country self-sufficient to the maximum extent possible in the production of railway equipment the Railway Minister, Shri Lal Bahadur Shastri, declared in New Delhi on March 5, 1955, as follows:—

“The Indian Railways have already achieved significant success in their policy of self-sufficiency in respect of rolling stock, stores and other equipment needed for the railways, but they still continue to import many things for the manufacture of which the Railway Ministry would have to consider what new factories they should themselves set up. Before they took any steps in this direction, however, it was necessary to locate within the country idle manufacturing capacity in the private sector so that there was no duplication.

He said: “It will be in the fitness of things that new factories in the private sector should also come up, and I can assure them that they will get the needed encouragement from us.”

Welcoming the members of the Committee, Shri G. Pande, Chairman of the

Railway Board, said that it was of vital importance that as many articles as possible needed by the railways should be made within the country.

Shri Kotak, Chairman of the Committee, said that the economic development of the country would throw the maximum strain on the country's railways and the fact that the railways were planning to increase transportation capacity by 50 per cent during the second Plan period indicated their increased requirements. To meet these requirements, not only would the railway workshops have to be expanded but also the private sector would have to be developed through proper inducements.

RAILWAYS TO CARRY UPTO 20 PER CENT MORE TRAFFIC: PLANNING TO BEGIN NOW

Railways throughout the country have been asked to plan from now on for carrying increased goods traffic which may materialise during the next busy season as a result of accelerated economic activity. The busy season is expected to commence from November 1955.

The zonal railway administrations are preparing themselves to carry anything upto 20 per cent more traffic than they did during the current year.

The additional transportation capacity will be found to some extent

through import of rolling stock, but largely by a more efficient use of resources already available in the country. For instance, a concerted drive is to be launched to reduce the number of wagons in the railway 'sick lines', under or awaiting repairs. This will be achieved through greater turnover in repair shops, by steps to overcome shortages of materials, and by intensive training to raise the standard of the workshop staff.

The zonal administrations are aiming at a drastic reduction by more than 50 per cent in the number of wagons that are 'sick', or unfit for service.

HIGHEST QUALITY ESSENTIAL

Shri Shastri said that the problem of steel, so vital for railway development, could be solved only after a few years when the new steel plants went into production, but just at present the railways were in a difficult situation, particularly when they had a very big development programme before them. It was in this context that he had appointed the Railway Equipment Committee. There was also a Railway Workshops Reviewing Committee to recommend ways and means for utilising railway workshops capacity to the maximum extent possible.

The Railway Minister requested members of the Committee to bear in mind the fact that along with encouragement of manufacturing capacity in the country, a high standard of quality would have to be insisted upon. 'On the railways, where a certain minimum standard has to be maintained, the need for quality control in the manufacturing processes cannot be stressed too strongly,' he said.

In setting up new industries, it was important to ensure that they were founded on the right lines, with training facilities, suitable encouragement to technical personnel and adequate arrangements for research and development work side by side with production. If price preference was to be given to indigenous articles, industry must develop along the right lines and there must be no risk that, in order to make articles that were more profitable, the industry neglected those that were less profitable but equally, if not more, essential.

The Railway Minister stressed the need for urgency and said the Committee could, if it so desired, submit an interim report.

WELDING OF RAIL JOINTS

It is proposed gradually where circumstances demanded to improve the existing Railway track by welding rail joints. Welding of rail joints has been done in a total length of 150 miles of track. The two advantages which accrue from this improvement are the smoother riding track and longer life of rails.

The total cost of this improvement per 1,000 miles of track is between Rs. 60 lakhs and Rs. 90 lakhs, depending on the type of welding and whether the work is done at site or in a central depot.

DOCUMENTARY ON SAFETY MEASURES

The Films Division of the Ministry of Information and Broadcasting released on Friday, February 25, a documentary entitled 'Vigil on Wheels'. This film brings to the screen for the first time a graphic

account of the railroad men who work behind the scenes day and night to keep India's lifelines open and to keep the traffic rolling ceaselessly over one of the world's largest networks.

Firstly, there is the whole job of maintenance of 34,000 miles of Railway track regularly to be checked and counterchecked for the smallest flaw. And then there is the train working system for absolute safety which is achieved through block instruments provided at stations to ensure that only one train is allowed into a railway section at a time. This is the basis of the safe operation of trains. The film gives an insight into the interlocking of points and signals, the ingenious method of providing a further guarantee of safety to the users of the Railway.

The proper maintenance of locomotives and carriages and their frequent checking round the clock, to ensure proper functioning at all times is also portrayed. The picture brings home the job that railwaymen are doing in their ceaseless vigil for providing safety to the passengers who spread across the vast horizons of India.

POPULAR HANDBOOK OF RAILWAYS

A popular handbook entitled 'Indian Railways—1953-54' has just been published by the Ministry of Railways, presenting in a readable style the

different aspects of railway working during the last financial year.

The publication, which is available from the Manager of Government Publications, Delhi, is intended to provide the general public a popular account of the operations of India's largest nationalised undertaking. Besides the factual matter, the volume contains 27 graphs and charts and 21 statistical tables, indicating the progress made in Railway finances, operational performance and other data on the different aspects of Railway working over a period of 16 years.

40,000 TOURISTS VISIT INDIA IN 1954

Nearly 40,000 foreign tourists visited India during 1954. This figure includes 9,680 Americans, 8,707 Pakistanis, 7,919 British, 3,095 Ceylonese and 1,199 French.

Seven guides have been employed by the Government to assist the tourists in visiting places of interest.

India's earnings of foreign exchange from foreign tourists during 1952-53 might be estimated at Rs. 2.5 crores.

CORRUPTION ENQUIRY COMMITTEE TOURS 11,000 MILES

The above committee has so far undertaken five tours covering about 11,000 miles, has collected about 7,000 pages of evidence in the course of 140 sittings and examination of about 1,150 witnesses.



SOUTHERN RAILWAY

Concession Return Tickets to Hill Stations

Return Tickets for new I, II and III Classes (Mail/Express or Ordinary fares as the case may be, being charged for new Second and Third classes) are now issued at $1\frac{1}{2}$ (one and a half) single journey fares, available for three months from the date of commencement of outward journey from all stations on this Railway from which the chargeable distance is 150 miles or more, to the following Hill Stations :—

- | | |
|------------------------|---|
| 1. Pathankot | 10. Abu Road |
| 2. Simla | 11. Pipariya |
| 3. Solon | 12. Ootacamund |
| 4. Dharampore (Punjab) | 13. Coonoor |
| 5. Dehra Dun | 14. Kodaikanal Road (Including Kodaikanal Out-Agency) |
| 6. Kathgodam | 15. Kotagiri Out-Agency (served by Mettupalaiyam) |
| 7. Darjeeling | |
| 8. Kurseong | |
| 9. Shillong Out-Agency | |

These tickets will be issued upto 31st October, 1955.

These return tickets will also be issued through to Kodaikanal Out-Agency and Kotagiri Out-Agency at $1\frac{1}{2}$ single journey fares upto Kodaikanal Road and Mettupalaiyam respectively, plus two single journey fares over the road portion of the journey between the station and the out-agency. As regards tickets issued to Shillong Out-Agency, concession fares will be charged upto Pandu or Gauhati according to passengers' choice and two single journey fares will be charged for the road portion of the journey between Pandu/Gauhati and Shillong Out-Agency.

Children over 3 and under 12 years of age will be charged half the concession fare by rail, but the full return road fare will be collected for the road portion of the journey between the station and the Out-Agency.

BREAK OF JOURNEY ALLOWED ONLY ON THE RETURN JOURNEY, AS PER RULES, BUT NOT ON THE OUTWARD JOURNEY. Return Ticket holders not permitted to terminate their journey short of destination on the Outward journey.

Reservation of accommodation can be made both ways and the same route in both directions must be adhered to. Where through accommodation in the small class, viz., new First class or Second class is not available, combined class of tickets may be issued on collection of one and a half single journey fares for the respective classes of travel.

No refund will be given on the unused portion of the tickets.

These Return Tickets may also be issued from stations on the Ceylon Government Railway to Ootacamund, Coonoor and Kotagiri Out-Agency only on collection of two single journey fares from stations on the Ceylon Government Railway to Dhanushkodi Pier in addition to the fares mentioned above.

COMPENSATION CLAIMS

S. RAJAGOPAL

OF the nature and the extent of the liability of the Railway Administrations to pay compensation of goods lost, damaged or delayed, there is still a good deal of misunderstanding. The object of this article is to summarise the legal position in regard to this matter. The views expressed and the interpretations given are entirely personal.

2. The measure of the responsibility of the Railway Administrations as carriers, in this country, has been laid down in Section 72 of the Indian Railway's Act, 1890. As per this Section, the responsibility of a Railway Administration for the loss, destruction or deterioration of animals or goods delivered to the Administration to be carried by a Railway, is that of a bailee, under Sections 151, 152 and 161 of the Indian Contract Act. It has also been clearly laid down in this Section that nothing in the common Law of England or in the Carriers Act of 1865, shall affect the responsibility of the Administrations in India, as defined to be that of a bailee.

3. The three Sections of the Indian Contract Act mentioned in Section 72 of the Indian Railways' Act, have defined the responsibilities of a bailee. As per Section 151 of the Indian Contract Act, in all cases of bailment, the bailee is bound to take as much care of the goods bailed to him, as a man of ordinary prudence would, under similar circumstances, take, of his own goods, of the same bulk, quality and value of the goods bailed. Section 152 of this Act specifies that the bailee, in the absence of any specific contract is not responsible for the loss, destruction or deterioration of the thing bailed, if he has taken the amount of care described in Section 151. Section 161 of this Act makes it clear that, if, by the default of the bailee, the goods are not returned, delivered or tendered at the proper time, he is responsible to the bailer for any loss, destruction or deterioration of the goods from that time.

4. The most important point that should be borne in mind, in regard to the liability of the Railways, in this country, is, therefore,

that it is limited to that of a bailee, as different from that of an insurer. A misunderstanding of this basic position is perhaps responsible for a good deal of complaints against the manner in which claims cases are dealt with by the Railway Administration and the time taken for that purpose. To determine whether compensation, when claimed, is payable or not, and if compensation is to be paid, to what extent it should be paid, requires thorough investigation of the cases, from the time the goods are delivered by the consignors at the forwarding stations, and the subsequent passage from the forwarding stations to the destination stations, before it can be determined whether the Administrations have defaulted in their responsibilities as a bailee. Compensation is *not* payable, if the facts, thus ascertained by enquiries, disclose that the Administration had discharged its responsibilities, as a bailee, in full, and the loss, destruction or deterioration of the goods complained of, took place in circumstances either beyond the control of the Administrations, or for which the Administrations could not be held responsible, *i.e.*, the loss, destruction or deterioration took place, despite the Administrations having fulfilled their responsibilities as a bailee, as already defined. These enquiries naturally require some time before the responsibility to pay compensation or otherwise, can be determined. It is this process that takes some time, and it is the omission to convey or appreciate this fact, that is responsible for public complaints against delay in the disposal of their claims.

5. The investigation into every claim that is received, is, therefore, intended to ascertain the facts relating to the acceptance, transit and delivery of the consignments, and to determine on the merits of each case, on the basis of facts thus ascertained, whether the Railway Administrations or their servants, have defaulted in their responsibilities, as bailees. If the facts, thus ascertained, indicate that there has been failure or negligence or misconduct, in any manner, the claims, in question, are for admission for payment of compensation. If, on the contrary, the facts ascertained indicate that the loss, destruction or deterioration complained of took place, in circumstances beyond the control of the Administrations, or in circumstances for which they could not be reasonably held responsible, claims for compensation are not admissible.

6. The question of whether compensation is payable or otherwise, depends, in the first instance, on whether the goods were properly *delivered* to the Administration for carriage. The position, generally, is that the Railway Administrations cannot accept any responsibility for the loss or damage to goods, unless the contract to carry is completed by a proper acceptance of the goods and the issue of a Railway Receipt on the authorised form, confirming the contract. It will thus be obvious that if the goods are brought within the Railway premises, without permission, and left there, or if the goods are handed over to Railway servants, who are not duly authorised by the Administration for that purpose, the traders will be doing so, at their own risk, and the Railways cannot be held responsible for compensation, should the goods be, in any manner, lost or damaged or destroyed.

7. The grant of "said to contain" Railway Receipts has been one of the points of complaint against the Railways by the Commercial community. When consignments consist of a large number of articles loaded by consignors and are not readily accountable by the station staff, as per rules, the number need not be specified in the Railway Receipt. Similarly, when wagons are loaded in private sidings, where no Railway staff is posted for tallying the goods, the number is not specified in the Railway Receipt. Instead, it is specified that the statement of the consignors is accepted by endorsing "said to contain", the number of packages stated to have been loaded by the consignors.

8. When consignments are so loaded and shortages are alleged at the destination, the claim for compensation cannot obviously be admitted, unless there are proofs to indicate that the consignments, in question, were, in any manner, disturbed and mis-handled in transit and unless acceptable evidence is adduced, to show that the number of packages said to have been loaded, were actually loaded. In other words, before the Railway can admit a claim on this account, there must be satisfactory and acceptable proof to show that the consignments were "delivered" in full, at the forwarding station for transport.

9. Both for the purpose of calculating the freight payable as well as to make appropriate arrangements for custody and transport, it is essential that a correct description of the goods offered for despatch

should be furnished by the consignors. Section 58 of the Indian Railways' Act has accordingly provided for this. If, materially, false information is furnished in regard to the description of the goods tendered for carriage, Section 78 of the Indian Railways Act makes it clear that the Railway Administrations shall not be held responsible for the loss, destruction or deterioration of any goods, if the loss, destruction or deterioration is, in any manner, brought about by these false accounts; nor in any case, for an amount exceeding the value of the goods, if such value is calculated in accordance with the description contained in the false accounts. The principle underlying the requirement of a correct description is that it is the duty of every person consigning goods, to make use of no fraud or artifice, to deceive the carrier, whereby the risk assumed by the carrier, is increased, or the care and diligence bestowed by the carrier is likely to be lessened. Further, in practice, such incorrect and false descriptions render the task of tracing and locating consignments alleged to be lost, very difficult, if not impossible.

10. The responsibility of the Railway Administrations has been laid down in terms of "loss", "destruction" or "deterioration" of the goods delivered to it, for carriage. The term "loss", "destruction" or "deterioration" have been the subject of a good deal of discussion and many judicial decisions. The question has been debated whether the term "loss" refers to the physical loss of a consignment or loss, to which the consignee is put, by virtue of the goods not being made available to him, although not lost physically. There are several judicial decisions in support of the view, that the term "loss" means physical loss of the goods by the Railway, and there are also several decisions for the other view, viz., the denial of the goods to the consignee amounts to loss. It has been further argued that "non-delivery" of the goods is different from physical loss, to which alone, Sections 151, 152 and 161 of the Indian Contract Act referred to in Section 72 of the Indian Railways' Act, apply, and that in regard to non-delivery, as such, the responsibility of the Railway Administration shall be, as stipulated in Section 160 of the Indian Contract Act, in accordance with which, the bailee is held responsible for non-delivery.

11. Regardless of the "arguments" either way, claims for "non-delivery" of goods are normally accepted by the Administrations, and

not disputed. But before the Administrations can be held responsible for non-delivery, it has, however, to be ascertained whether non-delivery complained of, was a result of physical loss, while the goods were in the custody of the Administration, or for other reasons, such as withholding of delivery, even while the goods are available, or delivery of the goods by the Administrations to persons not entitled to receive them. If non-delivery arises on account of the goods being physically lost or destroyed in circumstances beyond the control of the Administration, or in circumstances for which it cannot be held responsible, as a bailee, the cases are really of loss or destruction, and not of non-delivery, and are not admissible for payment of compensation. If, instead, they are cases of mis-delivery to wrong persons, etc., the liability for payment of compensation has to be accepted.

12. The responsibility of the Administration ends when the goods reach the destination stations, and after a "reasonable" period is allowed for taking delivery by the consignees. The reasonable period for taking delivery, is allowed by the Railways, by what is commonly known as "free time for delivery", after which, the Administrations do not hold themselves responsible for any damage or loss occurring subsequently.

13. The normal responsibility of the Railway Administrations is thus that of a bailee. The Indian Railways' Act, however, provides for a restriction of this liability to a limited extent, when the goods are carried at special rates lower than the normal tariff rates, or when the prescribed conditions regarding packing, are not complied with, by the consignors, etc. But it would be useful before going on to discuss the exact extent to which the normal responsibilities are reduced in these circumstances, to have a clear appreciation of the types of cases in which Railways cannot be held responsible. The maximum responsibility is that of a bailee, and this is discharged by the Administration even in respect of goods lost, destroyed or deteriorated, if these consequences are the results of fire, beyond the control of the Administration, or the causes which could not be ascertained or attributed to the negligence of the Administration or its servants, like Running Train Thefts in circumstances beyond the control of the Administration, loss or destruction during strikes, Civil Commotion and Riots, etc.

14. If the goods are lost or destroyed on account of the accidental fires, the Administrations are not liable to pay compensation, as these occurrences are uncommon, accidental, and not foreseen and outside the scope of normal prudence. Before the claims are repudiated, it is, however, necessary to make sure that the goods were handled with care prior to the occurrence and that every possible attempt was made to save the goods or retrieve them as much as possible from destruction. In other words, if it could be shown that in the accidental circumstances that were obtaining every possible attempt, as expected from a man of normal prudence, was made to avert or reduce the loss, the Administrations would have discharged their responsibilities in full, and cannot be held responsible for any damage, loss or destruction, to which the consignee may be subjected to, as a consequence.

15. Similarly, if the goods are lost, damaged or destroyed, as a consequence of a strike, the Administrations cannot be held responsible, as a strike is an abnormal occurrence and the Administrations cannot be expected to provide against such contingencies in the normal course.

16. Loss or damage to goods attributable to civil commotion and riots are in the same position. The Railways being peace-time organisations, function on the assumption of the existence of peace and order and cannot be expected to cope with a situation for which organised military arrangements are necessary. Such precautions are far beyond the responsibility of a bailee.

17. The loss of goods on account of Running train thefts is on an identical position. The term 'running train thefts' is as different from thefts at stations, goods sheds, marshalling yards, etc. At these points, as normal precautions, the Railways are expected to make adequate arrangements, as normal prudence for the safeguarding of the property in their custody. But it would be too much to expect of a bailee to make similar elaborate arrangements over the whole length of a Railway. If, therefore, goods are lost or destroyed from the wagons on trains while *en route* on account of the robbers attacking wagons in between stations or at wayside stations, particularly during the dark hours of the night, the Railways cannot hold themselves liable to pay compensation, as these events are beyond their control, and beyond what could be expected of a bailee. The Administrations and their

servants could, however, be expected to and do report all such occurrences to Police authorities, with full details, with a view to see if the lost goods could be retrieved, as any prudent person would do in similar circumstances. Where there is a failure, in this respect, the liability to pay compensation has to be admitted. In other words, a claim for compensation can be repudiated only after ascertaining that all reasonable measures that could be expected to be taken were actually taken.

18. Having outlined some of the types of cases in which the Railway Administrations cannot accept liability and the reasons therefor, some types of cases where liability has to be accepted, may be outlined briefly.

19. If the goods are delivered to wrong persons by the Railway servants, other than the owners, the liability to pay compensation has to be accepted. If there has been a breach in the terms of the contract, in any manner, the liability to pay compensation cannot be disputed. If a consignment booked to be carried by a certain route, is diverted by a different route and gets damaged, lost or destroyed, the liability to pay compensation has to be accepted by the Administration, even though the actual loss, damage or destruction might be due to causes beyond the control of a bailee, if the route by which the consignment was carried, was the proper route for that purpose. Similarly, if a parcel to be despatched by a passenger or a parcel train, is carried by a goods train, the mode of transport is violated, and compensation has to be paid.

20. Section 161 of the contract referred to in section 72 of the Indian Railways' Act, visualises the goods not being delivered at the proper time. If the goods in transit are unreasonably delayed, and if such delays *en route* are not attributable to any factor beyond the control of the Railway, or its servants, liability to pay compensation has to be accepted, for any deterioration or damage to the goods.

21. It should, however, be clearly understood that when compensation is payable, it is only for the direct consequences of the delay, and not for the remoter consequences. In the absence of any special contract, the consignors cannot ordinarily hold the Railway Administration liable for failure to send the goods consigned by them by any particular train, or by a particular date. Further, in the absence of any intimation that the goods should reach the destination by a particular date, no right to special damages exists on the ground of non-realisation

community, fixing the responsibility of the Administrations to a greater extent than previously. The position has been further liberalised by the amendments to the Indian Railways Act in 1949, when another material alteration was made. The present position, as per these amendments, is, that the Railways are responsible, even when traffic is booked at reduced rates at Owner's Risk and even when the actual condition of the deficiencies in packing is placed in writing, if the damage, loss or deterioration is attributable to "misconduct" or "negligence" on the part of the Railway Administration or its servants. The term "negligence" which has been added, is a big step further, in favour of the Commercial community, as "negligence" is a much wider term than "misconduct".

26. In addition to the substantial change, increasing the responsibility of the Railway, the amendments to the Railways' Act of 1949 have also done away with the elaborate and vexatious procedure of separate Consignment Notes, separate Risk Notes, etc. Instead, consolidated Forwarding orders, in one document, appropriate to each transaction, have been introduced, thus simplifying the procedure.

27. The present position is, if the goods are already in a defective condition, as a consequence of which, they are liable to deterioration, leakage, wastage or damage in transit or either defectively packed or packed in a manner not in accordance with the specific packing conditions prescribed by the Railway Administration, the Railway Administration could not be held responsible for deterioration, leakage, wastage or damage or for the conditions in which they were made available for delivery at destination, except upon proof of negligence or misconduct. If investigations show that they are due to negligence or misconduct or both, liability has to be accepted by the Administrations. The position in regard to compensation for goods booked at reduced rates, is the same as before, when Risk Note Forms 'B' were being executed by the consignors, with the difference that the extent of the responsibility of the Administration has been enlarged by including cases of negligence, in addition to misconduct.

28. When goods are booked at Railway's Risk, at normal tariff rates, in sound condition, with packing to the satisfaction of the Administration, the Administration has to disclose, in full, the particular

of a special profit that was anticipated. An illustrative case will perhaps make this point clear.

22. A tailor consigned a sewing machine and pieces of cloth by rail to a place, where he intended to do some business at a forthcoming festival, with expectation of a considerable and more than normal profit. The goods were not delivered to him, until a little after the festival, and the tailor claimed the following :—

- (a) Railway fare for himself and his assistants to the destination ;
- (b) expenses at the destination for running a shop ; and residing there, expecting the goods to arrive ;
- (c) special and more than normal profit that he would have earned ; and
- (d) ordinary profit which he would have earned on the subsequent days, after the festival, while the goods were still in charge of the Railway.

By a High Court decision, all these heads of damages were decided to be inadmissible, being the remoter consequences of the contract and that the claimant was entitled only to such compensation, if any, as would be payable for the delay in delivery, excluding the special considerations and expectations contemplated by him.

23. The Indian Railways' Act provides for the limitation of the normal responsibility of the Railway Administration by mutual agreement between the consignors and the Administration in writing, and in a manner, approved by the Government. These limitations to the normal responsibility of the Railways were until recently in the shape of Risk Notes to be executed by the consignors at the time of delivery of the goods for transport. If the goods are already in a defective condition, as a consequence of which, they are liable to deterioration, leakage, wastage or damage in transit, or are either defectively packed or packed in a manner, not in accordance with the general or special orders, if any, issued by the Administrations and as a result of such defective or improper packing, are liable to leakage, wastage or damage in transit, the consignors were required to execute a Risk Note, known as " Risk Note Form 'A' ". As per the conditions of this Risk Note, the Railway Administrations were not responsible for any deterioration, leakage,

wastage or damage or for the condition in which such goods were made available for delivery at the destination, except upon proof of misconduct on the part of the Railway Administration or any of its servants, as, naturally, the Railway Administration could not be held responsible for the consequences flowing from the omissions on the part of the traders in their duty to pack their goods properly and satisfactorily.

24. When goods were tendered and accepted for conveyance at special reduced rates, lower than the normal tariff rates, the consignors were required to execute a Risk, on Risk Note Form 'B', and as per this Risk Note, in consideration of the reduced rates, the Railway Administration could not be held responsible for any loss, destruction, deterioration or damage to such goods from any cause whatsoever, except upon proof that such loss, destruction, deterioration or damage was due to the misconduct on the part of the Railway Administration or of its servants. Similarly, when the goods which, under normal circumstances, would be carried in covered vehicles or wagons and shall be liable to damage, if carried otherwise, were at the request of the senders, carried in open wagons or vehicles, the senders were required to execute Risk Note Form 'C', as per which the Railway Administration could not be then responsible for any destruction, deterioration or damage, which may arise only by reason of the goods being so carried. In both these cases, by mutual agreement, the consignors assumed a portion of the risk.

25. Apart from the fact that the execution of these Risk Notes entailed an elaborate and vexatious procedure, there was also a feeling prevailing amongst the Commercial community, that the extent of immunity claimed by the Railway Administrations, on the basis of these Risk Notes, was unjustifiable and unduly harsh. This complaint was being voiced for a number of years, and the position was appreciably mitigated in 1924, when the terms of the Risk Notes were reviewed and revised. In the Risk Notes that were in force prior to 1924, the immunity claimed by the Railways, was far greater in extent, and the Railways were answerable, only when they and their servants were guilty of " wilful neglect ". This measure of immunity was, in 1924, considerably reduced by substituting the expression " wilful neglect " by " misconduct ", a term which has been interpreted far more liberally by the Administrations as well as Courts, in favour of the Commercial

by the Railway Administration, the Railway Administration cannot be held responsible for the loss, destruction or deterioration of the parcel or package. It should please be noted that the tendering of such a package or parcel without payment of the increased charge, will not place them on the same footing, as, when a consignment is booked at Owner's Risk, in consideration of reduced rates. In the latter case, despite the reduced rates, the Railway Administration could, nevertheless, be held responsible to pay compensation, if negligence or misconduct could be attributed to the Administration or its servants. But in regard to "Excepted Articles", there is no such provision, and the result of the non-payment of the increased charge is that the Railway Administration cannot be held responsible, in any manner whatsoever, for payment of compensation, even if the loss, damage or deficiency is attributable to misconduct or negligence on its part or its servants. It should be noted further that even if the extra charge is paid, the extent of compensation, if any payable, for loss or damage shall not exceed the value declared at the time of delivery of the parcel or the package for transport and the Law specifies also, that the burden of proving that the value declared is the correct value, lies on the claimant, notwithstanding anything in the declaration already made at the time of tendering.

30. There is also another misconception in regard to these "Excepted Articles". Payment of the increased charge paid in consideration of the increased risk is misconstrued as an insurance charge, ensuring complete cover. This is not correct, as only by the payment of the increased charge, the Railway Administration undertakes the normal measure of responsibility, defined to be that of a bailee, and therefore, the net result of the payment of the increased charge is only to place these "Excepted Articles" on a par with the other normal traffic, in regard to the measure of the responsibility of the Administration.

31. As a bailee, the responsibility of the Administration for any damage or deficiency can be fixed only on the basis of the actual condition of the goods offered for delivery at the destination. It has been the experience that quite often, when the goods are damaged, delayed or pilfered, the consignees refuse to take delivery, but claim compensation for the entire value of the goods. This is not correct as bailment visualises responsibility only for the actual condition in which the goods are returned to the bailer, and the refusal on the part of the consignee to take delivery

of their own goods, is not correct or sustainable. But it may, however, be pointed out that in order to facilitate a correct assessment of the damages or deficiencies, the Railways have evolved a procedure, mutually satisfactory, commonly known as the "Open Delivery". Open delivery, in brief, means only that the delivery of a consignment is permitted in open condition, verifying the extent of shortage or damage, tallied with supporting documents, like the Trade Invoice (Putti) etc., and placing on record, in the Warehouse Delivery Books of the Administration, the actual condition, the extent of damage, without prejudice to the rights of the parties. While the existence of this procedure is fairly widely known and taken advantage of, there is still a misunderstanding in some quarters, of the exact significance of open delivery, inasmuch as the placing, on record, of the deficiencies or damages is automatically presumed to be the acceptance of the responsibility of the Railway for payment of compensation and based on this misunderstanding, there have been complaints, suggesting that the Administrations attempt to repudiate just claims on second thoughts. This, again, is not correct, because the object of open delivery, when granted, is only to place, on record, the actual condition and the extent of damage, leaving the question whether the Railway is responsible for that condition or deficiency completely aside, to be decided on the basis of further investigation of the transit of the consignment from the time and the condition in which it was offered for despatch at the forwarding station. In other words, grant of open delivery does not amount to an "award" for the payment of compensation, but only an estimate of damage or loss to be taken into consideration for payment of compensation, if due.

32. Unless the claims for compensation are preferred on the Administration within a reasonably short time, after the goods are tendered for transport, it will not be possible to make effective enquiries to trace the missing goods or ascertaining the causes for damage or deterioration; nor will it be possible to discourage stale and spurious claims. With this in view, the Indian Railways' Act has laid down a time-limit before the expiry of which, such claims for compensation should be made. Section 77 of the Indian Railways' Act has specified a period of six months from the date of delivery of goods to the Railway for carriage, as the period within which, notices of claim for compensation should be served on the Administration.



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TRANSPORT THROUGH THE AGES

"OPRAIL"

TURNING back the pages of the history book of transportation in the life of man, further back even than the time when man domesticated the animal, or invented the wheel, what would we find? Prehistoric man was compelled to move and roam far and wide for food and shelter, and for fear when he was evading an enemy, either man or beast. At that stage man was his own means of transport. He possessed within himself two of the three elements of transportation—the vehicle and the motive power. The third element—the way—was the earth or water over which he had to move.

As long as man was himself the vehicle and the motive power for his method of transportation, his range of movement was restricted. But man was created with a gift not given to any other living creature; a spirit of intelligence, or mind, or whatever it may be called, that could both imagine and think ahead, that could ponder and wonder, and out of this, devise ways and means to make his conditions of life easier.

Using this gift of prevision, perhaps the first thing that prehistoric man did to improve his methods of transportation was to discover that certain animals could be tamed and live in amity with him. Then he found that these animals could not only cover longer distances with greater speed, but also carry heavier burdens than he could. Thus was found the pack-animal, one of the earliest means of transportation, providing both the vehicle and the motive power. The species of animals man used for this purpose were the horses, donkeys, camels, oxen, dogs, llamas and elephants.

Then came the next stage. Man found that the burdens carried by his pack-animals were limited. How could the load be increased. Applying his mind to the subject man devised drags and sleds. These primitive vehicles were not mounted on wheels—the wheel not being invented at that stage—but moved over the ground on flattened out lengths of wood. The motive power for these vehicles was provided by the pack-animals which were harnessed to the drag or sled. Heavier loads could be hauled by the drags and sleds, with the animals pulling instead of carrying.

Primitive man living near rivers and lakes, or the sea, found himself up against a formidable obstacle. Movement overland had to some extent been overcome, even though slow and laborious. Man now had to meet the challenge of water. Before long his mind went into action again, and an odd tree branch seen by him floating downstream gave him the clue. With whatever primitive tools he had at his command, he cut down several branches from stout trees in the vicinity of his dwelling place, lashed these together with strips of dried skin, and thus fashioned the raft on which he could load his goods and chattels, and pole himself across water.

Another primitive type of boat was the dug-out, which man fashioned by burning out a hollow from thick tree trunks. Canoes were also used extensively by some primitive types of people for river transportation. Even today there are places in the world where the canoes, of practically the same primitive design, are still used to negotiate swift-flowing rivers. Starting with the crude raft and canoe man improved his boat-designing until he

discovered that apart from long oars and poles, or moving downstream with the current, he could use the wind as the source of his motive power for water transportation. With the aid of sails, first made of bark, skin and ultimately some tough fabric, man mastered the wind for his use on ships.

Then one day some unknown man fashioned the wheel, perhaps the most vital invention of all ages. After he had learned to make wheels man mounted his drags and sleds on these wheels and found that this primitive cart, pulled either by himself or by his animals, could move faster and more easily, and carry a still bigger load. As time went on, man devised all types of vehicles on wheels for his means of transportation. With the invention of the wheel, man thought

more on the lines of modern transport technique—increasing loads with increasing speeds, but not forgetting the most important aspect of transportation—safety.

So far we have been looking at two of the elements of transportation—the vehicle, and the motive power. From man providing these, then using the animal as both elements, and the third element—the way—being merely a well-worn trail or foot-path beaten out by the feet of man and animal. When wheeled vehicles came into the scene, man realised that the roughshod and beaten-out trail paths were by far not the best medium for speedier transportation. Soon the beaten-out foot-paths and trails were turned into roads linking village to village, town to town and city to city. It was these roads that became and remained the only



highways of transportation all over the world for many centuries. Man also learned to make better and harder roads, so that his wheeled vehicles and coaches could be drawn by horses at a faster pace, and could also stand up to the increasing traffic that moved over the highways day after day.

With water transport man did not have to worry so much. The rivers, the lakes, the seas, the oceans,—these were already there as the third element of transportation, and man did not have to devise ways and means to improve the surface of the water. His problem was to build bigger and stronger ships that could take larger cargoes, and yet move these bigger loads over the waters much faster. To do this he learned to design the sail rigging of ships so as to get the maximum power out of every passing wind.

For many centuries man had progressed only from using himself both as the vehicle and motive power, to the animal as both these elements, then the animal as the motive power and some form of wheeled cart or coach as the vehicle, and then the wind as motive power, mainly for water-borne transportation. The centuries passed. But man was not content. He wanted to move faster. Engineers brooding over problems of various types of motive power knew in their hearts that powerful sources were already there to be tapped, and waiting only for the ingenuity of man to discover how. Fire and water—two elements of power. Soon it was found that these two elements handled in a certain way, turned into steam. It was the homely tea-kettle on the boil that gave the clue. It was the fire that heated the water and gave man the miracle of steam, and with the harnessing of this immense power of steam, came the steam engine.

The steam engine was used first as a means for pumping water, or providing power for small factories, until George

Stephenson, fashioned the steam locomotive. The advent of the steam locomotive forced man to take this heavy vehicle off the ordinary roads and put it on to the steel road—the modern permanent-way of all railways. Thus railways came into being—first in one country then in another, until as the years rolled on, we found railways all over the world, moving passengers and freight by the millions. The steam engine also soon found itself inside the bowels of ships, and before long down came the old-fashioned sails. Ships now moved under the power of steam and not the wind.

Then came the discovery of electricity and oil. Man soon used both these sources of immense power for purposes of transportation. In many parts of the world, where electricity was easily available at a low cost, the electric locomotive replaced the steam. It was the same with oil. The invention of the internal combustion engine culminated in the vast automobile industry. Man then used cars, motor buses and trucks also for transportation. The internal combustion engine soon found its way on to the railway tracks and into the insides of large ocean liners. In countries where coal was scarce or hard to get, but where oil, even crude oil, was plentiful, the diesel engine ousted the steam locomotive for hauling both passenger and freight trains.

Then came the air. Birds can fly, said man, and dreamed of the time when he too would be soaring through the skies. With the crude experiments of attaching fantastic contraptions resembling wings to himself, man tried to fly, and failed. Each failure taught him something.

Then came the inventor of the heavier-than-air machine that actually flies. It was the internal combustion engine that powered the machine that took off the ground and flew through

(Continued on page 93)

MISCELLANY

CAR AND TRAIN SICKNESS

MANY persons dread the time of going to the hills, or of returning to the plains, because of the sick feeling they experience during the motor or train trip involved. Many drugs have been tried, with varying results. Some remedies make one feel almost worse than with the disease. Anything that offers a prospect of bringing relief will be certain of a welcome reception.

In the November 1940 issue of the 'Journal of the Christian Medical Association of India,' there appears a report of three aggravated cases of car and train sickness successfully treated by brief injections of liver extract, together with vitamin B.

Here are the case reports as they appear in the above Journal:

Case 1—Single European female, aged twenty-eight, somewhat tired, but in good general health, blood pressure 136/80, moderate secondary anaemia. History of prompt vomiting whenever she took short journeys by rail or car; had been badly nauseated during a twenty-mile trip. Was given 3 c.c. Campolon by intramuscular injection, and went on to Madras, an overnight journey, four hours later. Reported that she was not even nauseated on that trip, nor on the return Journey two months later.

Case 2—Boy aged four and a half, was given a series of five injections combining Campolon and Betaxin, $\frac{1}{2}$ c.c. each, in the same syringe for secondary anaemia following malarial attacks. A month later when the family went to Kashmir by bus from Lahore, the brother and sister, aged five and a half and three, were sick, also

on the return journey, but this boy was not nauseated. The older brother had never been sick, nor had he himself, on previous long journeys.

Case 3—European female, thirty-eight, married, always very car-sick, and prone to be sick on trains. Somewhat tired, moderately anaemic, old rheumatic heart; was given 1 c.c. Betamid, 2 c.c. Erythgen, the afternoon before leaving Lahore by bus for Kashmir. Reports that for the first time in her life she really enjoyed a journey.

RAILWAY OPERATING FORMULA

To work the largest necessary number, of the smallest feasible variety of the heaviest workable trains in the shortest possible time with the highest standard of safety with the lowest economic cost for the fairest annual revenue.

A TIME FOR GREATNESS

What is Civilisation?

It is a set of rules by which most men abide, of promises to which most men adhere. It is a set of institutions of homely customs which express the experience of centuries. It has its roots in cultural disciplines, religions and humanistic, which give life its meaning. Man creates these disciplines, and supports them, to foster what is good in his nature and control what is bad. When he begins to break his own rules and ignores his customs instead of making them evermore subtle and humane with the passing decades, civilisation sickens at the roots.

April 1955

MISCELLANY

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What is Barbarism?

Its results are always the same though its nature is dual. It always ends in a belief in **power for power's sake** which implies the destruction of an ordered society. It always therefore derides rules and promises, for if power is the end and if power can be won by breaking rules and promises why not break them?

War has settled so much throughout our brief history. War gave Britain most of her empire and U.S. the chance to leave it; our two civil wars settled our respective nations to our modern moulds.

Our civilisation preaches equality in God. Therefore we must leave other people to live 'on equal terms of liberty.'

"Our civilisation teaches the preciousness of the individual soul. Therefore we must for ever thrive to build economic and political freedom."

HERBERT AGAR

THE BRITISH WAY

Science and Future

Macaulay in his essay on Bacon—(referred to by the author) has said science has lengthened life, has mitigated pain, it has extinguished diseases, increased the fertility of the soil; has given new securities to the mariner; it has furnished new arms to the warrior; it has spanned great rivers and estuaries with bridges of form unknown to our fathers; it has guided the thunderbolt innocuously from heaven to earth; it has lighted up the night

with the splendour of the day, it has extended the range of human vision, it has accelerated motion, annihilated distance; it has enabled man to descend to the depths of the sea, to soar into the air. These are but part of its fruits and of its first fruits.

Science as a Disturbing Element

Science has made war more terrible, more extensive in its calamities.

New ideas applied to industry cause over-production of certain commodities and cause unemployment.

A. E. TRUEMAN

A MAN OF THE WORLD

"A man of the world is not he who knows other men best, who has most foresight or dexterity in affairs, who is most instructed by experience and study; he is neither a good manager, nor a man of science, nor a politician, nor a skilful officer, nor a painstaking magistrate. He is a man who is ignorant of nothing but who knows nothing; who doing his own business ill, fancies himself very capable of doing that of other people; a man who has much useless wit, who has the art of saying flattering things which do not flatter, and judicious things which give no information, who can persuade nobody though he speaks well, endowed with that sort of eloquence which brings out trifles and which annihilates great subjects as penetrating in what is ridiculous and external in men as he is blind to the depths of their minds".



NORTH-EASTERN RAILWAY

WHILE MAKING THE
NEXT PILGRIMAGE

WHY NOT
VISIT

1. MATHURA ~ The Birth-place of Lord Krishna
2. VRINDABAN ~ The Holy City famous for Temples
3. BANARAS ~ The Holy Centre of the Hindus
4. KAMAKHYA ~ The Centre of Tantric Worship in India
5. KASIA ~ The Scene of Buddha's Mahaparinirvaha
6. SARNATH ~ Where Lord Buddha Preached his First Sermon
7. AYODHYA ~ The Birth-place of Shri Ram Chandra



PUBLIC RELATIONS OFFICER

NORTH-EASTERN RAILWAY

GORAKHPUR



(Photo : P. S. Vedhachalam)

RAILWAYS IN PARLIAMENT

STANDARDISING PASSENGER COACHES

At present there are 203 types of broad gauge coaches, 62 types of metre gauge coaches and 31 types of narrow gauge coaches for use on the Indian Railways, Sri O. V. Alagesan, Deputy Minister for Railways and Transport, stated in the Rajya Sabha during question hour on March 2, 1955.

He said Government proposed to standardise the coaches. New standard lower class coaches had been designed for broad and metre gauges. Standard layouts had been completed for 25 types of broad gauge coaches and other layouts were in preparation.

RAILWAY EFFICIENCY BUREAU

Shri O. V. Alagesan stated in the Rajya Sabha that the Efficiency Bureau in the Railway Board had completed investigation and submitted reports on the following three important problems: (1) Capacity and working of break-of-gauge transshipment points; (2) deterioration in the speed of goods trains; and (3) estimation of the workload on the Administrative machinery of the Railways.

He said that the Bureau also undertook investigation of a number of other problems and had submitted memoranda and interim reports on some of them.

The amount spent on the Efficiency Bureau upto the end of January 1955 was Rs. 96,054-1.

RAILWAY STORES ENQUIRY COMMITTEE

Sri O. V. Alagesan, Deputy Minister for Railways and Transport, said in the Rajya Sabha during question hour on March 7, 1955 as follows:—

Action for implementing recommendations relating to the Railway Ministry alone has already been taken and the work on those recommendations is in progress. One of the principal recommendations of the Committee regarding the procurement of certain railway stores by the Railways themselves was later entrusted for examination to the Stores Purchase Committee set up by the Government to cover the whole field of Government procurement and this Committee's recommendations are awaited.

LOCO WORKSHOP AT JAGADHARI

Sri O. V. Alagesan stated in the Rajya Sabha that a proposal was under consideration for providing a locomotive workshop for the Northern Railway, and Jagadhari was a possible site. The matter was still in the planning stage and details had not been worked out.

FLYING SQUADS OF TICKET EXAMINERS

There are 159 flying squads of travelling ticket examiners at present attached to the six zonal Railways, the Deputy Minister stated in reply to another question. He gave figures of the amount realised by each of these squads in 1953-54 and 1954-55. The Railway-wise figures of the ticket examining squads are: Eastern 51; Central 48; Northern 34; Western 15; Southern 6; and North-Eastern 5.

DEVELOPMENT OF TOURIST CENTRES IN INDIA

Sri O. V. Alagesan, Deputy Minister for Transport, stated in the Rajya Sabha on March 2, 1955 that the steps so far taken by the Government of India to develop tourist centres in the country included (i) bringing out of publicity literature relating to places of tourist importance; (ii) the grant of rail-cum-road and rail-cum-air concessions to hill stations, etc.; (iii) improvements to existing communications, including provision of adequate road transport; (iv) improvement in the standard of hotels and restaurants and

(v) provision of additional accommodation in the shape of rest houses and dak bungalows and improvements to existing accommodation.



He added that the Government of India Tourist Information Offices were now functioning at 13 places, namely, Delhi, Bombay, Calcutta, Madras, Srinagar, Agra, Banaras, Bangalore, Aurangabad, Jaipur, Simla, Ootacamund and Darjeeling.



KANCHEEPURAM

"DEVOTEE"

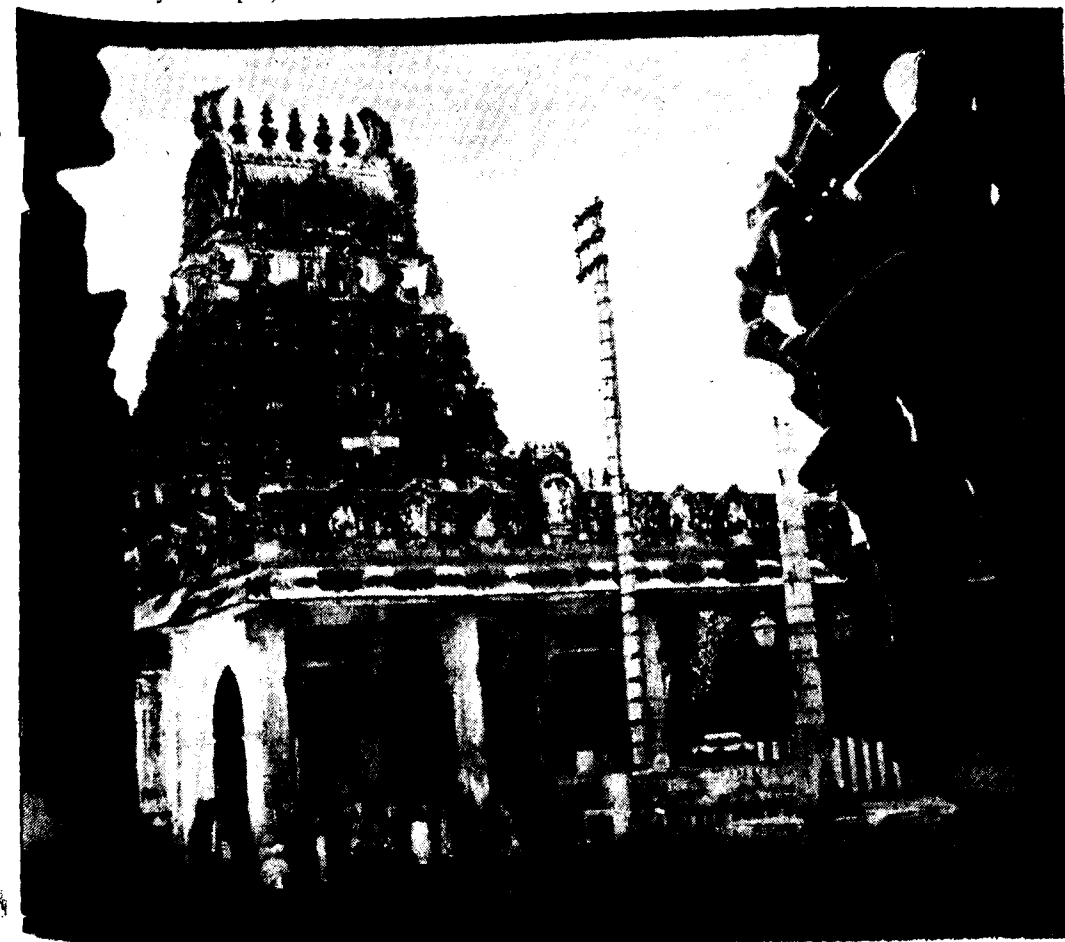
THE civilization of our country, Bharath is not only glorious but ancient as well. We get glimpses of our hoary civilization and culture from architecture, sculpture, paintings and so on.

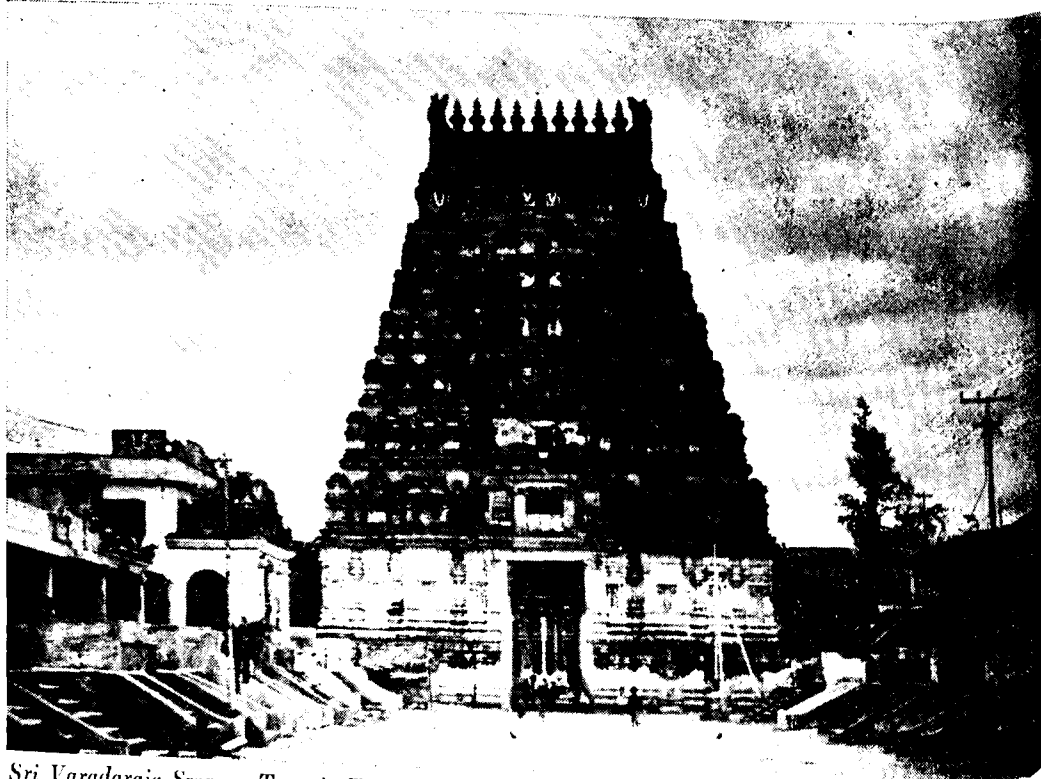
South India is famous for her temples. Our kings offered their homage to the Almighty in the form of magnificent temples. Temples became

the centres of culture and learning. Brahmins well-versed in scriptures thrived around them. They studied and preached the Vedas, Sastras and the Puranas—the most important records of the fundamentals and the progress and development of our civilization. The painter, the sculptor, the musician, the jeweller, the dancer, the flower-gardener, the weaver of rich

Sri Varadaraja Temple, Kancheepuram

(Photo: G. S. Raju)





Sri Varadaraja Swamy Temple Tower

(Photo: P. S. Vedhachala)

fabrics all flourished around the temple. People from far and wide would congregate in the precincts of the temple on festive occasions. Then needless to say, there would be a brisk market for all kinds of commodities. Such was the attraction of temples that the Tamil proverb goes 'Do not live in the town where there is no temple'.

Kancheepuram, the capital of the Pallava Kings is situated in the Chingleput District about 50 miles from Madras. It is a place of pilgrimage sacred to all Hindus. Tradition has it that Palar and Vegavathi, both very broad rivers, flowed on either side of this town. This town is studded with numerous temples. The Puranas say this town was created by Brahma in the Krita Yuga.

One of the most important temples in Kancheepuram is the Varadaraja Swami Temple. Brahma, wishing to

worship Vishnu, performed the Asvamedha sacrifice and Vishnu appeared to him as Varadan. This place is also called 'Satyavrata Kshetra' because Brahma's 'Vrata' was fully rewarded.

The old mural paintings inside the temple are very pleasing indeed. There are also some very marvellous pieces of sculpture. It is said that the Vijayanagar Kings did much to improve and renovate this temple.

Festive occasions are celebrated in right royal style in the Varadaraja temple especially the Bramotsavam and the Garudotsavam, attracting pilgrims from afar. Here is one of the centres where the recitation of the Vedas is kept up at a high level.

Kancheepuram has other ancient Vishnu temples too. Out of the 108 Tirupathies that South India is proud

of, Kancheepuram has the fame of having eighteen.

Whereas, other places of pilgrimage usually have only one shrine of Vishnu.

We know the Alvars are the Mystic Saints of South India who brought down the teachings of the Vedas and the Upanishads to the man in the street. Kanchi is the birthplace of Poigai Alwar, one of the three earliest Alvars. Poigai Alwar, Bhoothathalwar, Peyalwar, Thirumazhisai Alwar have all sung the praises of this sacred place in moving verses.

Sri Ramanuja, the founder of the Vishishtadvaita cult, visited Kanchi and worshipped Varadaraja. He learned sacred lore from Yadhavaprakasa.

Thuppil, in the vicinity of Kancheepuram, is the birthplace of Vedantha Desika, a preceptor of renown.

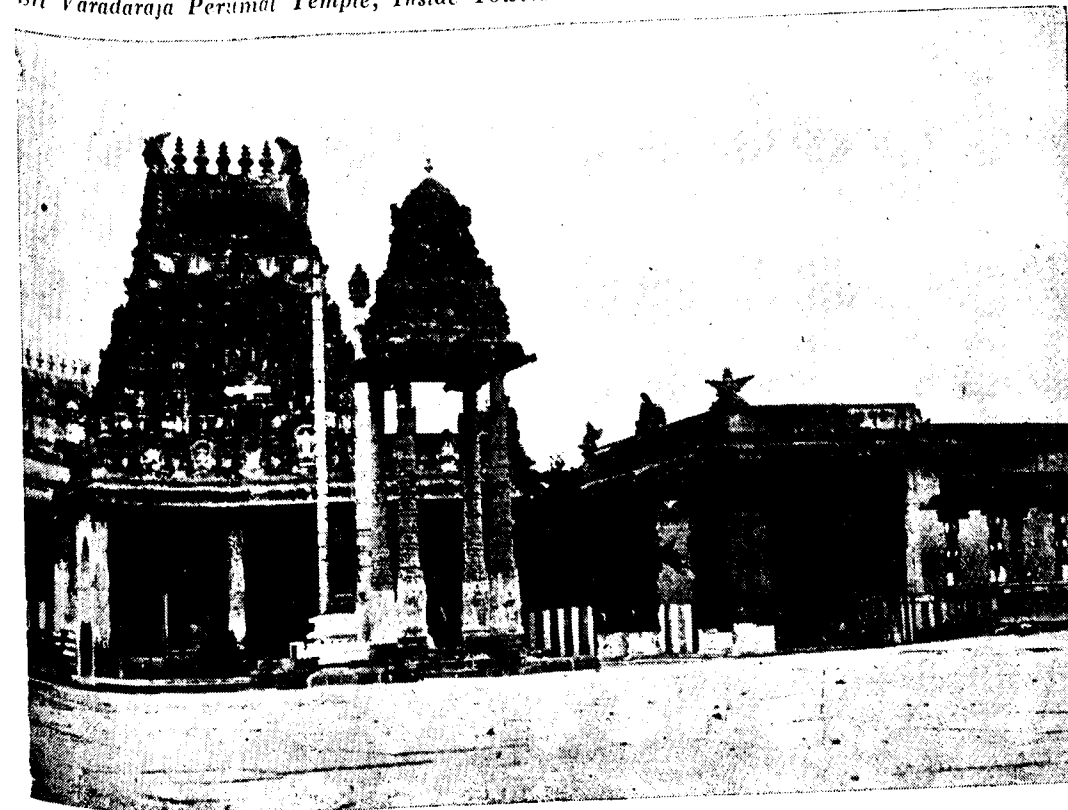
Buddhism and Jainism also thrived at one time in Kancheepuram having royal patronage.

Kancheepuram has numerous Saivite temples too. The two most well-known of these temples are the Ekambareswara temple, enshrining the Prithvi Linga representing one of the five elements, viz., Earth and the Kamakshi temple.

Parvathi doing penance to obtain Siva moulds a Linga out of sand and worships it. Siva to test her makes the water of the river rise. But Parvathi keeps the Linga safe by embracing it against her bosom. So runs the legend of Ekambareswara temple.

(Photo: P. S. V.)

Sri Varadaraja Perumal Temple, Inside Towers





Ekambareswara Temple, with its famous Mango Tree—Kanchipuram
(Photos: P. S. Vedhachalam)

Shankara Bhagawad Pada established the Kamakoti Peeta here and preached the philosophy of Advaita. He is said to have established the Kamakshi temple at Kanchi.

Let us turn to the industrial aspect of the town. Kanchipuram has been famous for its silk industry since time immemorial. The industry is a cottage industry. The weavers usually take silk and lace from the moneyed-silk merchants, weave the sarees and other fabrics and deliver to the merchants for piece wages. These silk sarees are in fashion today not only in South India but also in Northern India.



Katchabeswara Temple

POOLING OF SKILLS

UNITED NATIONS RAILWAY TRAINING CENTRE AT LAHORE

T. S. PARTHASARATHY

THE United Nations, which celebrated its ninth anniversary last October, claims that almost daily somewhere in the world a technical expert leaves for or returns from a United Nations technical assistance mission to provide expert advice in some field that will help speed up the economic and social progress of less developed countries. This year, for example, the United Nations together with its specialized agencies assigned close to 2,000 experts of all nationalities to help improve living and working conditions in more than 70 countries on all continents. This technical assistance has been rightly described as 'one of the most constructive enterprises ever initiated jointly by the majority of nations' to promote social progress and better standards of living in larger freedom.

The student of railway operating work in India (or for that matter in the other Asian countries) may well ask by what means a knowledge of the more advanced aspects of the work of the operating departments of various railways can be acquired, and in particular what literature is available to help him in his studies. The answer may disappoint him because the facilities available are very limited and there are only a handful of books that can be of real assistance to him. Most railwaymen acquire their knowledge in the hard school of experience on the sink-or-swim method and they are taught by people who only too often have no qualifications for the task. It is not disputed that many 'good practical railwaymen' have been produced in the absence of any better system but the railway operating officer today requires a broader outlook—he must know, for example, not only what

is the right course of action in a given set of circumstances but also why, so that he can convince others of the soundness of his views. It must not be assumed, however, that the Indian Railways have made no attempt to educate their officers as the Baroda Staff College has been doing excellent work in this direction.

The United Nations Railway Training Centre at Lahore (a short note on which appeared in the Railway Miscellany column of the February issue of this magazine) was opened on April 3, 1954 under the joint auspices of the Technical Assistance Administration (of U.S.) and Economic Commission for Asia and Far East (E.C.A.F.E.). It is accommodated in the Walton Training School of the North-Western Railway and consists of a model room, class rooms, hostel, library, etc. The staff, at present, consist of the following:—

Mr. F. C. E. Goss (of the Westinghouse Brake & Signal Co.)	Principal Lecturer (Signalling)
Mr. J. Van Stappen (Netherlands Railways)	Lecturer (Operating)
Mr. P. Aurigon (French Railways)	Lecturer (Tele- communications)
Mr. S. Sen (Indian Railways)	Assistant Lecturer (Signalling)
Mr. S. A. H. Bukhari (North-Western Ry.)	Assistant Lecturer (Operating)

The first Operating Course was held from April 4, 1954 and the second from October 18, 1954. The third course commenced on March 7, 1955 and is attended by 17 students: three from Burma, one from China (Taiwan), two from India, two from Indonesia, two from Japan, one from Malaya, three

from Pakistan, one from Philippines and two from Thailand. This course is scheduled to conclude on the 20th June.

The operating courses aim at increasing single line capacity by good operation to be achieved by planning and improved methods, for the fullest use of existing equipment before deciding on new capital investment. Especially in Asian countries capital costs should be as low as possible because capital is in short supply and is needed for many urgent projects. Besides, bold plans and modern machinery are not enough—they are meaningless without technical skills to put them into operation. Even the most industrialized nations always have to keep their technical training programmes geared up to the relentless demands of progress. In the case of under-developed countries, the problem is still more difficult. In some instances, they have to start from scratch. At any rate, all countries who want to provide facilities for training must develop a completely new attitude. They must find textbooks and instructors, administrators and curricula.

The courses in the Railway Training Centre have been so designed as to provide a background useful to any operating officer and other senior staff of the operating department, to broaden their outlook, to widen their knowledge of the organization of the railway and the special place of the operating department in that organization and

finally to promote orderly thinking with special reference to railway operating problems. The lectures are supplemented by exercises based on actual practical problems requiring solution by railway operating officers and in each course, two study trips are arranged to important railway Centres in Pakistan, where 'on-the-spot studies' are made by the students under the direct guidance of the instructors. (The third course includes trips to Karachi and Quetta). Every Saturday, a seminar is held which gives ample scope for the interchange of ideas and practice in resolving different points of view.

The provision of really first-class amenities is an essential requirement at such an institution and this involves good catering, pleasant surroundings and adequate recreational facilities. These exist in ample measure at the Walton Training Centre. The students are adults undergoing in most cases a novel experience, and to get the best out of them they must be made comfortable. Although plenty of exercises are given in flat shunting analyses and yard studies, there are no examinations. The value of examinations is always controversial, and especially at courses for adults; and the only point on which there is general agreement is that no one, including even the examiners, likes them. The U.N. Centre assesses the results by the yardstick of performance generally throughout the course and this gives a reasonably reliable basis of assessment of the work done.



INDIAN RAILWAYS FIRST FIVE YEAR PLAN

SIX new Deputy General Managers (Planning) are to be appointed immediately on the six zonal railways in India to co-ordinate work in connection with the present and the next Five Year Plan, it is learnt.

Planning on a "big scale" was promised on February 22, 1955 in his Budget speech by the Railway Minister, Sri Lal Bahadur Shastri, in order to meet the needs of the country's developmental economy and to open up new areas which have so far remained without rail transport facilities.

A planning "cell" has already been set up in the Railway Board's office under an experienced officer who will work directly under the Chairman of the Railway Board. Other senior technical officers have also been attached to the Board, charged mainly with the task of formulating the Railway's second Five Year Plan and providing the necessary guidance to individual railways.

During the first Five Year Plan period, the Railway Minister told Parliament that it might be possible for the Railway Ministry even to exceed their allotted quota of Rs. 400 crores under the Plan.

The Railway Board has sanctioned a project for the doubling of the 25-mile long Rourkela-Manoharpur section of the main line on the Eastern Railway at a total cost of Rs. 1.33 crores.

The Rourkela-Manoharpur section lies on the main line from Calcutta to Bombay. The expanded line capacity will be needed to carry the anticipated increased traffic arising out of the

expansion of steel works in the area and the location of a new steel plant at Rourkela.

The present project is part of a programme for 1955-56 to increase the line capacity of congested sections of the different Railways to enable them to meet the needs of the current and the anticipated increase in traffic.

The 1955-56 budget makes a total provision of Rs. 6,10,00,000 for increasing line capacity in various sections.

Thirteen different States, including several Part B States will benefit from the new railway lines which will go into construction during the next financial year or on which construction work will be carried forward from the present financial year. These States are Travancore-Cochin, Madhya Bharat, Hyderabad, Saurashtra, Rajasthan, Punjab, Kashmir, Madhya Pradesh, Bombay, Orissa, Uttar Pradesh, Bihar and Kutch.

The Railway Board has made a provision of Rs. 10,32,00,000 for expenditure on these works during 1955-56. This amount also includes provision for electrification of the Howrah-Burdwan main line on the Eastern Railway and of the Tambaram-Villupuram main line on the Southern Railway.

The Railway Board has also made plans for carrying out surveys of new lines or for bringing up to date old surveys in respect of a total of 1,300 miles of new lines located in several States.

Another provision of over Rs. 6,00,00,000 has been made for doubling of lines on the different Railways to provide greater capacity

for transportation on certain heavily-worked lines.

Important among the new works likely to go into execution next year are the Barabil-Joda line, in Orissa, a length of 11.6 miles, intended to facilitate the movement of iron ore to steel works.

Another important new line is a broad gauge link of about 48 miles between Etah and Tundla via Jalesar Town, in Uttar Pradesh. This link will connect the district town of Etah with Agra and Tundla and will also provide rail transport facilities in a densely populated area.

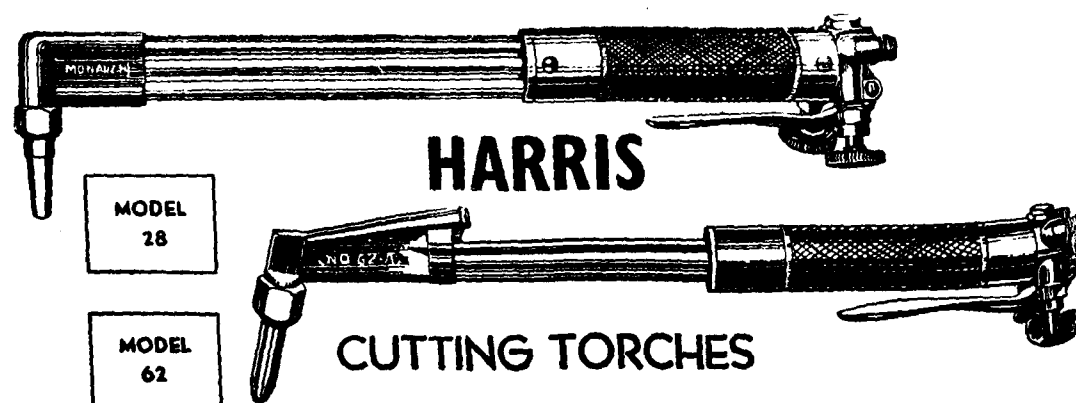
The construction of the Raniwara-Bhiladi line, a length of 43.6 miles, will provide a shorter alternative route between the Kandla port and areas in

Rajasthan and the Punjab, which are now served via Palanpur and Marwar Junctions.

The construction of a broad gauge connection between Indore and Ujjain via Dewas, a length of about 49 miles in Madhya Bharat, will open up a new area to rail traffic and will also serve Indore with a broad gauge line.

In addition to all these works separate funds have also been provided for the restoration of six dismantled lines, work on which is already in progress.

The Railway Board has not yet finalised Plans for new line construction under the second Five Year Plan, but preliminary steps are being taken to ensure that the actual construction work begins from the very beginning of the second Plan period.



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AOA-45



PUBLIC HEALTH IN RAILWAYS

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

Assistant Surgeon, Salem Jn.

INDIA is a land of villages and majority of the population live in villages with little education and lesser standard of living. When they travel in trains they travel with their urban brethren who are more advanced and more educated. So amenities in Railways should be for all classes of people and this should be observed especially under health and sanitation.

It is not an uncommon sight to see people spitting on platforms and in trains indiscriminately which, their modern brethren should bear. It is very necessary that the passengers waiting on the platform should be advised now and then, with a few sanitary hints just as they are advised about the incoming and outgoing trains. Passengers are prone to sleep on floor on the platform in a semi-naked condition in spite of the provisions of benches on the Platform and the Waiting halls. Plantain peels and Orange peels, washed water, are carelessly thrown on the platform and extreme vigilance is required to keep tidy. More often the outside open spaces of latrines and urinals are used

for defaecation and other purposes. All these unsocial acts are more due to lack of education and sanitary modes of life than to other causes. Hence the necessity for this kind of Propaganda.

Water Supply

Very many diseases are spread by drinking contaminated water. Cholera, Dysentery, Diarrhoea, Typhoid etc. are the important water borne diseases in this part of the country. Most of the deaths that occur on account of these causes are preventable. Provision of portable drinking water is one of the best achievements of the Railway for the passengers. Very many passengers from rural parts who had tasted only channel and not good water find it happy to drink water from taps which are untouched by hand. This kind of pure water supply results not only in fewer incidents of the above diseases in the Railway Colonies but also amongst long distance passengers who have to depend entirely on this water supply for their journey. In such of the stations where good drinking water cannot be tapped from pure sources, chlorination has been adopted in the Railways for the passengers. Provision

of the water supply in the Railway is not only pure in quality, but is more than sufficient in quantity.

Drainage & Disposals of Rubbish, Nightsoil & Sewage

There is not a single Railway Station in which drainage in some form or other is absent. So also in the cases of latrines. Rubbish is disposed off either by **incineration** (burning) or by the more modern methods of **compost**. Hookworm is always prevalent in soiled earth and surroundings of latrines. Flies which live upon refuse carry infections like Typhoid, Dysentery etc. Imperfect Drainage causes breeding of mosquitoes which produce Malaria, Elephantiasis and other diseases. Railways are specially interested in the disposal of these, so that Railway Colonies and Stations are free from these diseases. Malarial cases that come to the Railway Hospitals and dispensaries can be easily traced to nearby villages than to the Colonies. Not a single case of Cholera is reported in the Railway Colonies and most of the cases are from Gangmen who live outside in villages, who are exposed to the risk of infection. Is this not a sufficient reason to say that water supply in Railways and the Colonies is far better than what is prevalent in towns and villages. Rubbish and nightsoil are disposed off in Railways by the more modern methods of compost and trenching, and this avoids breeding of flies.

Communicable Diseases

Regarding communicable diseases, still Small-pox, Measles etc. are often reported in Railway Colonies. These are air-borne infections and cannot be easily prevented. Infection comes by contacts amongst school-going children and cannot be prevented by the natural

and artificial means. The only known remedy that is available is vaccination and it is being resorted to with strictness in Railways. Of course, it is not possible, to provide isolation hospitals for a few cases even when important towns where such facilities do not exist. Railwaymen should be informed of the usefulness of vaccination and I appeal to them to volunteer freely for re-vaccination. Malaria is prevalent in Salem, Coimbatore, Malabar, Hubli Mysore and other places and it takes a great toll among the deaths. Railwaymen are advised to take prophylactic drugs against the dreadful disease especially when they are working in endemic (always present) areas. Recurrences and relapses are very common in Malaria. People not knowing this, stop taking drugs immediately after the fever stops and it should not be so. Nothing needs more emphasis than the use of mosquito curtains to avoid mosquito bite. Fortunately, Railway Colonies report very few cases of Elephantiasis. T.A.B. Vaccine and anti-Cholera-inoculation are done in Railways as a prophylactic against Typhoid and Cholera.

Fairs and Festivals

The Railway authorities and local authorities co-operate not only in the matter of finance but also in making Sanitary arrangements during Fairs and Festivals. Pilgrim Taxes are levied and collected by the Railways from the passengers and paid to the local authorities. In this way they help each other. Excellent Sanitary arrangements are made for the pilgrims who arrive and depart from the Pilgrim centres. Temporary additional latrines, halting sheds, refreshments, additional water-supply are provided by the Railways during the Festival time. Fairs and Festivals are the **foci** of infection

for many communicable diseases. History of South India shows how great epidemics of Cholera spread from Palni, Magam, Maha Magham, Vaikunta Ekadasi Festivals. With better arrangements that are made now these diseases have almost become extinct. In this connection I would suggest that these temporary arrangements should be made Quasi-permanent inasmuch as these festivals occur annually. Regarding food supply it is a known fact that Refreshment Rooms in Railways are better maintained and more sanitary than in Towns. This is entirely due to the good supervision exercised by the Railway Authorities over them. Excellent milk is supplied on the Railway Platforms and Eatables are sold in utensils kept in a sanitary condition. Unripe or over-ripe fruits and decayed vegetables are forbidden to be sold. Lastly, I would suggest that a Chemical and Biological Examination of all the foodstuffs should be done by the authorities to prevent adulteration.

If all the sanitary hints that I have pointed out are observed by Railway men, health can be preserved in an excellent condition and that will promote longevity of life.

"HEALTH IS WEALTH"

Transport Through the Ages

(Continued from page 77)

the air. The aeroplane was now a fact and no more a dream. Within the time of less than half a century air transportation has made rapid and amazing progress. Today giant air transports are flying all over the globe carrying passengers and freight at speeds that would have been considered fantastic at the dawn of this century.

And what of the future? With jet propulsion and rocket propulsion being used in air transport, and experiments being made to use these methods for surface propulsion, enormous speeds are envisaged. Then again, we are living in the atomic age. Atomic energy, a power that can not only destroy, but utterly annihilate mankind, is now in the hands of man. Atomic energy for transport?—This is still a question mark?



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APPRAISING THE APPLICANT

A. V. SUBRAMANIAN

A.P.O. Loco Works

2. Assessment of intelligence

WANTED intelligent young men to work as runs the classified advertisement in the daily newspaper. Everywhere the call is for "intelligent" men—but how is "intelligence" detected, measured and standardised? Is there a unit measure for intelligence? Can the "intelligence" factor be expressed as a number?

The answer to all these questions is, within limitations, "Yes". Thanks to the tireless work of psychologists it is possible today to assess fairly accurately the general intelligence of men. The method is in fact so reliable that great industrial houses and Governments in the West have discarded all the other processes of appraising the applicant in favour of this. This widespread application of the method has, in its turn, placed in the hands of the industrial psychologist incontrovertible evidence regarding the reliability of the testing process.

This is not to say that there has not been any attempt to assess intelligence by the ancients. In our pial schools of hoary antiquity it was always the most intelligent pupil who was nominated monitor. Some classmates of Lava and Kusha are described by Bhavabhuti as leaving the Forest-University in resentment against the intrusion of the two sons of Rama into the domain of less-gifted disciples; it evidently did not take them long to assess their own inferiority in the matter of intelligence. (Then comes the beautiful simile of the precious stone which receives and transmits the rays of the sun perfectly and the clod of mud which does not.)

The chief defects of this method are two—the assessment of intelligence is qualitative and, in the main, subjective. It was not possible for Bhavabhuti, for instance, to say exactly how much more intelligent Lava was than the malcontent disciples. It is moreover possible for a gifted speaker to create an impression of superior intelligence as the assessment is mainly subjective, what is actually measured being how much of his 'intelligence' comes out to the surface and not how much of it there is.

For more than two thousand years now, China has been selecting its civil servants by a system of competitive examination; despised Cathay has stolen a mighty march over the west in this important field of human achievement! But as an attempt at testing the intelligence this does not rank high as the candidate for the competitive examination was tested only on his power of retaining the Chinese classics. Memory is an important faculty of the human mind but is not an index of intelligence. The Chinese Civil Service Examination is defective as a test of intelligence, also because it depended naturally on expression in terms of words; literacy is not to be confused with intelligence and a universal test for intelligence must provide for the unlettered as well.

The modern system of testing intelligence fulfils all these needs and is therefore of value in assessing the intelligence of even Negro and Eskimo children who have never received the benefits of school education. In fact this system has been successfully adapted to measure the intelligence of even animals.

April 1955

APPRAISING THE APPLICANT

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What then is the essence of the system? Tests have been devised for ages from 3 to 15 and standardised by subjecting a very large number of children of these ages to these tests. If a large number of children of age 5. (say) pass the test proposed for 5 years, the test is accepted as the standard one and applied. Observation of human nature tells us that a majority of persons in any group has average gifts; the whole process of devising tests to measure intelligence is based on this principle. If about 60 per cent of a large group of children of the same age pass a test, then that test is recognised as the standard one for that age.

Now if a child of 8 years presents itself for test, it is first given the test intended for 8 years. If the child fails in the test it is given the 7 years' test. Assume that the child passes this. Then we can say that the mental age of this child of 8 years is only 7 years. The intelligence quotient of the child is expressed then as:

$$\text{Intelligence quotient} = \frac{\text{mental age}}{\text{physical age}} \times 100$$

$$\text{The intelligence quotient is } \frac{7}{8} \times 100 \text{ or } 87\frac{1}{2}$$

The child in this case is slightly subnormal in intelligence, normality including the range between 90 and 100 intelligence quotient. The highest intelligence quotient recorded till now is 200 and the lowest zero. The following table gives the distribution of intelligence quotient over the population:

		Percent
Intelligence quotient below 70	...	1
Do. 70—79	...	5
Do. 80—89	...	14
Do. 90—99	...	30
Do. 100—109	...	30
Do. 110—119	...	14
Do. 120—129	...	5
Do. over 129	...	1
		100

It may be seen then that the whole edifice of mental measurement is based on the tests applied and therefore psychologists have spared no pains to standardize them by applying them to as large a number of children as possible. The accumulating data over the decades have proved that though the tests are not infallible they are very trustworthy and can be relied upon. Some examples of the types of questions which form the tests are given here:

(1) Repetition of a number given by the questioner—the number of digits being increased with the grade of the test.

(2) The execution of simple commissions, a number of them being set at the same time.

(3) Finding omissions in pictures;

(4) Stating differences between concrete objects from memory;

(5) Detection of absurdities in statements like "I am now older than my mother."

(6) Using codes in expressing ideas.

The examples cited here are of increasing difficulty. In marking the answers, some credit is allowed for intelligent attempts which bring no result or a wrong result.

It may be seen that the examples cited here are mostly of the verbal type. The modern investigator has what are known as performance tests to assist him in assessing the intelligence of unlettered children and children of different language areas. Great progress has been made in recent years in this direction and it has been accepted that even in assessing the intelligence of literate children it is advisable to include some performance tests to make the testing balanced.

So little is generally known about human intelligence that it is not

realised by many that intelligence stops growing after 15 years. The question that is angrily raised as soon as this is mentioned is "Am I only as wise as my son in the High School!" Wisdom is what we know of men and things and is a product of experience acting upon intelligence. Though intelligence stops growing at 15, the mind can learn new things upto 60 or 70 years—fortunately! This is not difficult to conceive of, as my hand and feet do not keep on growing after 25 years but with the help of the same hands I may learn to juggle balls or turn a lathe in my fortieth year.

In applying these tests, then, in appraising an applicant of say 20 years, we come across a difficulty—which tests are we to apply and how do we compute the intelligence quotient? This method of measuring intelligence is intended mostly for young people of less than 15 but the same principle can be applied in the cases of older people also but with some variation. In their cases, the test for 15 years is first conducted. If the applicant should fail, the test for 14 years is given. In this way his mental age is found out. Intelligence quotient of less than 100 can be assessed by this method. If, in the example given above, the candidate is not able to pass any test above that for 12 years, his intelligence quotient will be

$$\begin{aligned} \text{Intelligence quotient} &= \frac{\text{mental age}}{\text{physical age}} \times 100 \\ &= \frac{12}{15} \times 100 = 80 \end{aligned}$$

Assessing the intelligence by means of these tests then is an accurate and reliable method of appraising an applicant. It can successfully be employed as the basic test for recruiting office workers, journalists and supervisory officials. Appropriate supplementary

tests to assess the other facets of personality can be added to this to make the system balanced and trustworthy. For recruiting line workers in the Railway, intelligence tests followed by an interview would be a very satisfactory recruiting machinery. If, on the basis of the intelligence tests all applicants of below 12 years mental age are rejected, and the rest interviewed, the load on the interviewing board will be minimised and adequate time can be allotted to each candidate during the interview.

For specialist trades the intelligence test can be combined with other tests to assess the vocational aptitude and ability of the candidate. I propose to deal with this subject of vocational tests in the next instalment of this article.



AMBASSADOR OF GOOD-WILL BETWEEN THE RAILWAY AND THE PUBLIC— "PUBLIC RELATIONS"

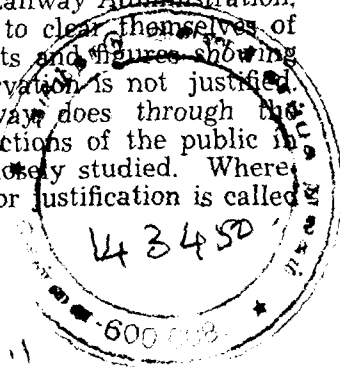
P. S. VEDHACHALAM

Publicity Inspector

PUBLIC Relations" is a fundamental attitude of mind, reflected in public good-will. Simplified, the problem is one of getting along with the Public. It is an operating philosophy to be applied in every business understanding. The term 'public relations' may mean many things to many persons, but the public relations organisation on the Railway maintains close liaison between the Railway on the one hand and the Press and the Public on the other. The public attitude is watchful and critical and Railway needs public understanding, sympathy, tolerance and good-will. This organisation acquaints the public of the practical difficulties confronting the Railway Administration in the matter of meeting all the demands from members of the public. When the acquainting and explaining have to be done on behalf of a Railway Administration, the problem becomes so big and complex that it has to be effectively done by specialists. The study of the human factor becomes a professional's job. Honest, accurate information about the Railway-working is the basis of good public relations. Know it; tell it in simple language. It must be interesting. Avoid high-sounding phrases. Say precisely what you want to say to the specific audience to whom you want to convey your message or facts. The Public Relations Officer on the Railway is public-minded, when he views a problem. Through him, the public speaks to the Railway. It is through him also, the Railway speaks to the public. In short, he is the 'eyes and ears' of the Railway Administration. It is, therefore, imperative that he should have a personal status by virtue of which he will be in a position to

impress on the head of the Railway Administration all the facts affecting a particular situation. If he is not in a position to do so, he cannot be expected to discharge the function for which he is appointed. He is not a policy maker but his function is purely advisory. The first advisory function is the interpretation to the head of the department or the head of the railway, as the case may be, of the issues on the Railway with which people are concerned. For instance, the Public Relations Officer has been asked to canvass for traffic for a particular festival and he has done so by means of publicity. Through this medium, say, he has been able to encourage movement of traffic for the festival. If the traffic that offered as a result of good publicity has not been handled properly, the reaction from the public would amount to a sad reflection on the Railway, as a 'carrier' of passengers. In the case of the Southern Railway which traverses a 'Land of Temples' in South India, known as the 'Pilgrim Line' he should have a representative in the Temple Committee deliberations in the case of principal festivals and allow his voice to prevail in the concerned department of the railway, responsible for handling the festival traffic.

In these days of democracy no one in a public concern like the railway, can function in lofty contempt of what others think of him. If any criticism is made of the Railway Administration, it is their duty to clear themselves of it by giving facts and figures showing that such observation is not justified. This, the Railway does through the P.R.O. The reactions of the public in the Press are closely studied. Where ever correction or justification is called



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for, the Public Relations Officer seeks the aid of the Press to remove misunderstanding and suspicion without the bonds of friendship and regard for the public view-point being weakened.

All reports and 'letters to the Editor', in connection with the activities of the Railway are collected and sent to the concerned departments to enable them to follow up the matter.

It may be deemed we have gone a long way towards achieving success in our public relations, if the problems relating to the shortage of carrying capacity for goods and insufficient third class accommodation for passengers are satisfactorily solved.

Publicity on railways is the technique of making the public acquainted with their activities. The fundamental difference between public relations and publicity lies in the method of approach. Broadly, the first deals with the individual and the second, with people in the mass. The public relations aspect deals with special individuals like the newspaper editor, who in his turn deals with people at large. The methods of publicity on the other hand are those which people adopt at long range through the medium of some mechanical device for mass communication. The media so adopted are PRESS NOTES, PRESS NOTICES (Advertisements), PAMPHLETS, FOLDERS, LEAFLETS, POSTERS, RADIO, FILMS, EXHIBITIONS, etc. This list may not be complete in itself. Publicity is one activity under the comprehensive category of 'public relations'. No one channel will suffice to do a complete publicity job on Railway. Each of these channels has its special appeal to the audience it reaches. All of them should be used, if the maximum results are to be obtained. The publicity expert begins by planning his campaign and selecting his media. The Press is thought of as a very useful medium. Every form of printed matter e.g., poster, folder, leaflet, etc., is included in propaganda advertisements. If a concession is

introduced for popularising a festival or pilgrim centre, we disseminate factual information about the introduction of concession in fares, not in cinema theatres, but in temples and their vicinity, as well as in residential quarters wherefrom the bulk of the traffic, religious-minded in outlook, is likely to move.

In the case of introduction of new train services or extension of trains to meet public demand, press notices have proved a very effective medium. Here again, we have to see how each medium is peculiarly suited in its own way for creating particular effects. For instance, if we are seeking to popularise the concession in fare issued for Bhajana Parties and salaried employees in Madras proceeding to Tirutani for worship of the Lord on the Hill, on the New Year Day, we issue press notices and address the organisers who form the Bhajana Parties. Similarly, we issue handbills and pamphlets, earmarked for distribution to Madhwas, in chosen circles, if we are endeavouring to encourage movement of traffic to Sri Raghavendraswamy festival at Mantralaya.

A member of the public may ask of the Railway what transport facilities are available. To supply them to him is the business of the publicity department (Information Section). If the information to be furnished is not complete, the publicity expert should explain it in consultation with the Operating Department. The public will then accept the answer with a feeling of satisfaction that all that can humanly be done has been done.

In a case, where the running of extra train services is involved, it will throw an additional burden upon the staff. The problem here will be to enlist the co-operation of the staff and make the additional train service a success. 'In helping to solve this problem the publicity relations and publicity expert is placing his skill at the disposal of the Operating and Personnel Departments. With his particular interpretative skill, he is

helping to build up that complex of human reactions and motives, that we call incentives to work.'

The Public Relations Organisation is also mainly concerned with the task of educating Railway Staff and prevailing upon them to show friendliness and courtesy to the public. The railway staff who come in frequent contact with members of the public are trained to develop a public relations consciousness and the education of employees in this direction is achieved by means of Newsletters and Gazettes issued to Railway Staff by the Public Relations Officer. The education of employees on the Railway is, therefore, an important task of this organisation.

A large portion of the work of public relations pertains to the special publicity campaigns which are undertaken by means of illustrated posters and press notices (advertisements) such as 'Stop Rough Handling,' 'Keep wagons Moving,' 'Eliminate Ticketless Travel,' 'Adopt Queue Habit' near Booking Offices and on Platforms, on arrival of trains—'Make way for passengers to detrain and then entrain,' 'Courtesy to the public,' 'P.L.M.,' etc. Public goodwill and the promotion of friendly relations with the public should be the watchword of the railway staff. It is also a task of the Public Relations Organisation on the Railway to demonstrate its sense of civic and social responsibility.

The interesting part of the publication portion of the Public Relations Organisation on the Railway is its own Magazine. This embraces a variety of subjects dealt with in the official organ of the Southern Railway—'SOUTHERN RAILNEWS,' our objective being to keep the public as well as the railway staff interested in railway activities and problems.

Production of a pamphlet dealing with places of interest and supply of copies of the same to the public on demand, which the Public Relations Officer undertakes are calculated to stimulate movement of traffic, which is the chief aim of a transport organisation like the railway.

Railway's participation in Exhibitions is also the responsibility of the Public Relations Organisation. Man is first and foremost a seeing animal. Visual publicity is deemed to be a very popular one, at the present day. The modern exhibition draws upon every kind of visual material without exception—paintings, drawings, photographs, models, charts, etc. The Centenary Exhibition in New Delhi, the Indian Railways Centenary Exhibition Trains which portrayed the hundred years of progress of Indian Railways in service to the public, and the Southern Railway's participation in the Congress Exhibition held at Madras and Bangalore have proved a tremendous success.

The news release in Newspapers by way of Press Notes which are published free of cost is the backbone of most publicity programmes. It is the most efficient method of reaching the literate public at once. This is in vogue on the Railway when concessions, amenities, etc., are introduced, which are followed up by way of Press Notices (advertisements) wherein the subjects are amplified.

The head of the Railway or the Minister for Railways holds a Press Conference, as favourable press relations are doubtless an important part of public relations in which the P.R.O. has a hand in collecting the necessary material for the issue of a handout, which is later finalised in consultation with the head of the railway.

April 1955

There are what are called the National Railway Users' Consultative Council, and the Regional and Zonal Railway Users' Consultative Committees. The usefulness of Railways' contact with the members of these committees is reflected in public good-will. The P.R.O. is responsible for releasing a Press Note, after the meetings of these Committees as it becomes his job to interpret the policy of the Railway on problems of railway-working discussed at the meetings.

Looked at from the standpoint of the public, proper attention to amenity for the travelling public is indeed a very important duty.

It is impossible in the space of a brief article of this nature to adequately deal with the revenue earning branch of the Public Relations Office, under the head of 'Commercial Advertising'. It would be sufficient to state that the earnings from trade advertisements during the year 1953-54 were approximately Rs. 1,66,000 for the Southern Railway.

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SOUTHERN RAILWAY

TENDER NOTICE

Separate Sealed Percentage Schedule Tenders are invited by the Regional Engineer, Southern Railway, Mysore to reach him not later than 12 noon on 11th May, 1955 for:

- (i) Execution of works, supply of materials and labour in Zones 'A', 'B' and 'C' on Bellary District
- (ii) Collection and training out of ballast in Zones 'P' and 'Q' on Bellary District.

for the period from 1-4-1955 to 31-3-1956.

A tenderer may quote for one or more zones.

2. Tenders should be submitted in the prescribed form obtainable from the office of the Regional Engineer, Southern Railway, Mysore on production of a receipt for the amount of Rs. 2 paid to the Financial Adviser and Chief Accounts Officer, Southern Railway, Madras-3 or Regional Accounts Officer, Trichinopoly or Mysore towards the cost of a tender form for each of the items (i) and (ii) above. 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 15-00 hours on 9th May, 1955.

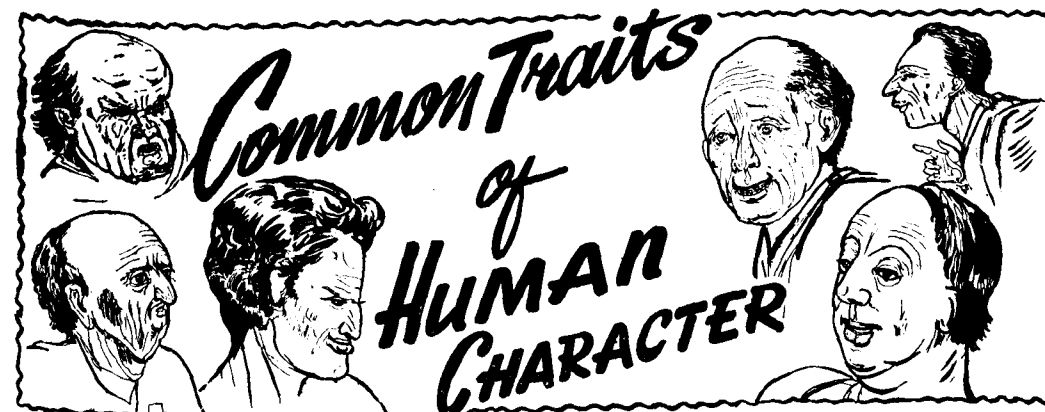
4. The quotations submitted in the tender shall be on the basis of a percentage above or below the rates shown for the District concerned in the Revised Printed Schedule of Rates, 1955 for Broad Gauge and Metre Gauge. A copy of the Revised Printed Schedule of Rates can be had from the Office of any District Engineer of this Railway on payment of Rs. 5 and a copy of the Southern Railway Specification of Works on payment of Rs. 3 by cash or Money order. Copies may also be had from the Chief Engineer's Office, Madras or from the Regional Engineer's Office, Rayapuram, Trichinopoly or Mysore on production of the receipt for the said amounts paid to the Financial Adviser and Chief Accounts Officer, Madras, or to the Regional Accounts Officer, Trichinopoly or Mysore.

5. An earnest money of Rs. 1,000 (Rupees one thousand only) in respect of each Tender should be paid in advance to the Financial Adviser and Chief Accounts Officer, Madras or Regional Accounts Officer, Trichinopoly or Mysore not later than 15 hours on 10th May, 1955, and the receipt submitted along with the tender. No demand draft should be attached to the tender.

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

7. Tenders received will be opened at 12 hours on 12th May, 1955, by the Regional Engineer or his representative.

8. The Regional Engineer reserves to himself the right to reject, without assigning reasons, any or every tender or part thereof and does not bind himself to accept the lowest or any tender or part thereof.



(2) BOASTFULNESS

S. R. SRINIVASA RAGHAVAN

Integral Coach Factory

BOASTFULNESS is the pretension to good which the booster does not possess" said Theophrastos.

This trait is not peculiar to any age-group but pervades throughout from the school-boy to the individual with one foot in the grave.

I remember that in my school days I was waxing eloquent over my being closely related to a commander in the army (mere bluff, you know) and used to talk about his exploits in Peshawar and Assam, thus letting the hearer know that my comprehension extended to the corners of India. That was a childish, rather child-like boastfulness of mine.

The boastful individual is essentially one who longs to behave and live and act like another who, he thinks, is superior to him and narrates things as happening to himself which he imagines would happen to the individual that he admires.

There is a very close friend of mine who drops in occasionally a letter or two to important political leaders in the country, and as soon as he receives a reply, if perchance he does, he puts it on a regular file that he keeps and comes out parading the whole thing

in all sorts of congregations. If accidentally any leader visits his remote village he is the first man to approach and garland him. After the visitor's departure, he collects innocent people around him and begins his long narration of how the particular leader was known to him for long, how he had promised to get a fat-salaried appointment for his nephew etc.

The house he lives in may be in a dilapidated condition and he may not be able to pay his rent; but he will talk about estates that he possesses in distant Malaya and tell us that due to some reason no income reached his hands for the past three or four years.

Though human character is essentially the same whether it be of the stone-age or the atom-bomb age, its expression develops as modes of living change by the passage of time. I know an individual who is a perfect artist in boasting himself. His is not a vexing, boring type of boastfulness; you would like to hear him for hours together perfectly conscious that not an iota of truth is mixed up with his narration. He will talk about "Ranganna" having visited him the day before and his having declines to entertain him (the latter) on a massive scale; you



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will beseech him to say who this "Ranganna" is; "Don't you know him? What a tragedy! Perhaps you will know him only if I say Rangarajan, Minister for such and such in the Central Cabinet"; that will be the characteristic reply you receive!

There is another kind of boastfulness—that which feels that there is an enhancement of personal prestige by talking about the exploits of another whom, the boaster alleges, he knows well. There is an interesting neighbour of mine who helps me spend time in the early parts of the night by narrating odd types of stories. One day he told me about a cook who owned ten bungalows and had a telephone in his house; how Ministers and Deputy-Ministers and Governors and all that lucky lot used to wait upon him to fix him up for a marriage.

Theophrastos, the Greek philosopher, narrates in his characteristic way the qualities of a boastful man:—

"He will stand on the quay talking away to foreigners of the vast sums he has at sea, and will wax eloquent on the mightiness of his money-lending business and on his gains and losses. At the very moment of exaggeration he sends his servant to the bank where he has not even a deposit of a copper coin. He will go to the sellers of the best horses pretending to wish to buy, or, approaching the stalls, ask to see as much as fifty gold-coins worth of cloth, and then quarrel with his slave because he dared attend him without bringing gold. While he is living in a hired house, he declares, to those who do not know about him, that it is the family mansion, but he thinks of selling it for it is too small for his entertainments".

Boastfulness is not a harmful quality. It entertains you when you are conscious of it and awes you when you are a simpleton. It is not necessary that we need be Malvolios with regard to appreciation of the artistic side of boastfulness.



THE WAY WE ARE

V. S. SHANTHALAKSHMI

THERE are wives and wives, and it is illuminating to analyse that different types, so that one may realize why perfect married bliss is not very common in every home. Be it not imagined that it is always the fault of the wife; on the contrary it is contributory and as often the husband is to blame as much as his partner. Nevertheless, it is to the advantage of all to analyse the situation.

The busy wife is invariably a good housewife; her range of vision rarely strays beyond her housekeeping and her accounts. She hustles about her home and her household the whole day, and is ultimately quite worn out by the evening by her own worrying ways. Her home and her kitchen are spotless, the food is good, but so great is the energy she exhausts by harassing herself over minute details that she has no time to devote to outside interests that would render her companionable to her husband. On his return from a hard day's work, she plunges into the harassments of her day, and with wearisome iteration talks of her trouble with the servants and such trivialities that he neither understands nor appreciates, and is merely bored. She is

entirely and even pathetically unconscious of the fact that while these are matters of interest and importance, they do not constitute 'the end and sum of human life' and should not be the preoccupation of an intelligent woman. Again when he strives to enlarge upon the worries of his work, or upon the wider sphere of manly interests he finds her attention straying or that she is unable to grasp the trend of his conversation. She is nearly always too busy to share his pleasures, and equally prone to make demands upon his time when official work claims him. Thus a wide gap is created and therefore he seeks the refuge of his club and she is left at home with her mending or her knitting. Wives of this sort should realise that it is their duty to do what they can to share their husbands pleasure and distresses. In this connection I may draw on Dr. Johnson for a remark which is very much to the point. "It was a miserable thing", he observed, "when the conversation could only be whether the mutton should be boiled or roasted, and probably a dispute about that".

If a lady of such type is accused of neglecting her husband, she would be surprised and even feel a bit hurt. She would lay emphasis upon her good housekeeping and her well-run household, for she is not the kind that realizes that mental nourishment is far more essential than physical care. Companionship is a valuable asset in married life and needs to be nurtured and this is only possible with the cultivation of sympathy and mutual interests. To banish boredom should be the first care of any wife. Do not let your house become commonplace, for however well run, it will cease to hold charm for the husband. He must be able to look forward to it during the tiresome working hours, and it is only possible if the wife is not centred solely and wholly upon her tiny universe of housekeeping and servants. Essential as these are, it is important that she develops kindred interests to that of her husband.

Her direct opposite is the slatternly wife, who has no idea of either efficiency or of competence. If she has money, the servants run her home for her, and everything about it bears a 'canned' appearance. If she is poor, then her home is never free from confusion and she herself becomes a crotchety, harassed person, for she has not the slightest idea of routine and management. Whatever may be the monetary resources of such a person great or small, she is for ever in want, for she has absolutely no idea of the art of husbanding. Even if she is rich, she is skimping; and if her resources are limited, it is not long before her husband finds himself in debt. Marital bliss gradually disappears for comfort is a word unknown where the mistress of the house is of a slatternly temperament. It becomes a nervous wreck. Within a few years the husband finds himself with a neurotic wife upon his hands, together with a barn yard for a household, and a pile of unpaid bills. Young wives do not realize at the beginning what a crime they are committing by this carelessness and

indifference towards their household obligations.

The nag and the shrew have been topics for writers of all ages and it is quite certain that a querulous wife does not make for happiness. She plays the role of a minor dictator in her home and her husband and her children must be either reduced to a slavish nonentity or there will be no peace in the house. Of Xantippe, the classical example of the type, the story goes that on one occasion she followed up her verbal exercises—volley of abuses—by pouring a bowl of dirty water over Socrates's head, whereupon, it is said the long-suffering philosopher merely observed that thunder was usually followed by rain. But most husbands unfortunately are not possessed of equal equanimity, and it needs no saying that the home of a shrew is seldom likely to be an abode of harmony. From morn till night she will show her authority in every way until she becomes insufferable. Everything must be just so as she wants it and any contradictions leads to quarrels and finally to a torrent of tears. While she flings her weight about and whips people either into submission or revolt she assumes the role of a martyr and that of the most misunderstood person of all. So great is the bitterness she creates that all her laudable efforts are passed by and she receives no gratitude or praise where she really deserves it. In reality she is a rather tragic figure, for by her nagging she creates an atmosphere of sullen anger round her which ultimately results in the disintegration of the family. The home becomes a prison rather than a refuge and the children wait impatiently for adulthood to escape from it. The husband becomes either a weary introvert or seeks his pleasures and his relaxation elsewhere. The wife's days become more and more lonely and quite understandable to her point of view, for according to her lights, she has given so much but nothing has brought her either love, understanding or sympathy. Fear can never breed

anything but hatred; compulsion can never win hearts.

Another familiar type, more allied to the shrewish type is the domineering type, who insist on 'wearing the breeches'. It can only be said that husbands who like Sir Paul Pliant in Congreve's *Double Dealer*, are foolish enough to forego their rights to this extent really deserve no sympathy. But one thing may be added, namely, that wives of this overbearing order should not be allowed to push their claims to the extent of infringing the rights of outsiders also. Thus one has heard of such wives who actually insist on opening their husband's letters, in utter disregard of the fact that in this case not only the rights of the husband, but those of his correspondents also are involved. For obviously when a third person communicates that to the husband which is intended for his ear alone and the jealous or inquisitive or assertive wife who claims the right to read all her husband's letters may be committing therefore in such a case an outrage of the grossest kind.

The gad has become a rather common feature among modern wives. As much misery is caused by this type of wife, for she has nothing by which to cement the family life. She finds all her chief interests outside her home and devotes to her domestic duties only such leavings of her time and energies as may be spared to them by superior claims of cinema, restaurant and club. She dispenses with anything that tends to interfere with her enjoyment, and as such she cannot bear to have children, for their responsibility would be a definite curb upon her social activities. And if she does have one, its care is relegated to nurses and servants and the child grows up in a household where the central pivot is missing. Unless the husband can keep with her, he too is relegated to the background and has to lead a lonely existence or seek other company. Such a wife usually spends her nights at dance halls and night clubs, turning day into night,

while her husband works till late at his office to provide her pleasures. She does not hesitate to fill his home with her type of people and unless he is of the patient and let well alone variety, there are bound to be arguments and quarrels, leading to permanent estrangement.

A most unsatisfactory type of a wife is the high-brow woman, who is either too intellectual or too artistic to descend to the mundane affairs of day-to-day existence. Her husband must sneak his detective novels away from her gaze, in case they disgust her. He must also learn to stomach such literature and art as she deems suitable, and in short, forever she impresses upon him by word and deed her intellectual superiority. Everything must be highly significant to be of any use to her, and therefore she tears to pieces the simple films that men love and will not tolerate sitting through them. So he has perforce to sit through highly problematical and enigmatic films and plays that merely add to the stress of the day's work and create no relaxation. She even seeks to stamp her superiority upon others and not even her husband can escape this fate. Hers becomes rather an unpleasant personality that wins no friends but creates a great many sycophants, and finally recoils upon her own head in the form of a totally unsatisfactory and dissatisfied existence.

Then there is the wife who is discontented—who is always comparing her lot disadvantageously with those of others and who makes her husband's life a burden by her perpetual complaints and lamentations. If she is dwelling in one part of the town she wishes to in another, if she lives in a house she longs to be in a flat, if she has a daughter she wishes it were a son, if she is stout she wishes she were slim, and so on and so forth. By a woman of this sort everything is regarded by jaundiced eyes. Her husband may be the most estimable of men but she sees only his defects and compares him disadvantageously with

all his fellows. When she goes out it is only to find fresh cause for envying others and when she returns home it is only to be more discontented than ever with her own surroundings. A trial indeed is a woman thus afflicted and if there is any cure for her I am afraid it is yet to be found.

Then there is the wife who develops 'baby-phobias'—after the birth of a child, husband, household and everything are relegated to the background, so absorbed does she become in the child. It is an acute form of motherly love that does neither the child nor his parents any good. The woman can spare no time for her husband, so intent is she in fussing over the baby. Then, one fine bright morning when baby is sufficiently grown up so as not to need constant care, she suddenly looks around to find that everything has slipped out of her grasp in the meantime. Her husband has become alienated, the household is run mechanically by servants and her offer of help is looked upon rather as an intrusion, and everybody has learnt to do without her.

The true wife is by no means a perfect individual, in reality she is rather an ordinary person with immense powers of reciprocity and a special brand of tact. For her marriage is as much a vocation as any other career is to other women, and from the outset she tackles it from a psychological angle. She realizes the importance of really getting to know her husband since they are to spend such a large portion of their days together. Fitting herself into a niche, she gathers up all the reins into her small hands, without obtruding either

her authority or her personality. She gives to him whatever he is needing most and equips herself so as to be able to keep up with all his demands. Her home is always a primary concern and so are her children, but they are all secondary to the husband, since she has fathomed surely that together they form the centre of their family and home circle. His joys and his sorrows are equally shared by her, and in her he always finds a receptive listener and one who has made their causes coincide. Therefore there is no feeling of separateness between such a couple. She is a high-principled woman, not obstinate, but sufficiently self-willed to make him see the right of a case. She must possess enough femininity to hold his interest, while assuring him of her love and fidelity. An ideal wife must be a good intellectual companion, an enviable house-keeper, and a dependable guide and secretary to her husband, an efficient nurse and the proper guardian and teacher to her children, a sweet hostess to her guests and relatives and an amicable friend to all her circle of acquaintances.

In our lives we find such people, and a variety of causes, contributes towards their making. A great deal depends on early training and education, but also upon temperament. But even a greater deal depends upon how these women have been treated and handled in their youth. Husbands have much to answer for, by not being patient tolerant and understanding. Many of the more undesirable qualities in wives could be eliminated if the husbands took the trouble to make them realize the far-reaching consequences and influences of their acts.



SCOUTING AND WHAT IT IS IS IT FOREIGN TO INDIA?

THE ideal form of education in India was no doubt the 'Gurukulam'. It was a complete education in that students were living for a stipulated time with the Guru and not only learnt the three R's through instructions but also learnt for themselves 'by doing' several other compliments to the three R's, which went to prepare the boy to become an ideal citizen in after-life. The boy had good company, healthy activities and close contact with nature. But present day education, i.e., what he gains through instructions within four walls of the school, is not complete by itself. It only satisfies a part of what he was getting in those days in 'Gurukulam'. The rest of the education is left for the boy to acquire from his own environments and his associations outside the school and home. Obviously the training of the boy for citizenship rests with what sort of home and outside environments he is able to get. He may drift into society as a slacker or is able to 'paddle his own canoe' in life according to the type of education that he gathers at home or outside as very little time is available within the four walls of the school to even imbibe the qualities of his fellow students. Scouting has been designed, although by an Englishman, just to complete this void in education in keeping with our ancient education.

How it helps the boy?

With the changed conditions and outlook of the present day and innumerable attractions the boy is subjected to, ideal education and drawing out what is best in the boy and developing in him in after-life the spirit of self-reliance and unselfishness are the qualities promoted by scouting.

Scouting completes this need by providing him with companions of his age who are also inclined to be helpful to others. The entire form of training is through games, camps, competitions, etc., which the boy not only likes but is also anxious to develop. So far as the boy is concerned, the activities provided in scouting are only games. But in effect, they are full of character-training elements with the result, as he is playing, he is imbibing the qualities of citizenship not knowingly but firmly. Scouting games and competitions give him a sense of honour and fairplay besides other adjuncts of character building while camping, hiking and other outdoor activities bring him closer to nature and enable him to appreciate the Divine qualities in everything he sees. Almost all forms of scout training enable the boy to learn for himself through practical work. The adults in the movement are only there to guide the boys to do things and not interfere with his individuality and initiative and are only stepping in when there are serious catastrophes which are likely to occur. Thus it will be seen that the activities and the training in the movement are prescribed according to the age of the boy and are designed to make him a healthy, happy and helpful citizen.

It will not be out of place here to reproduce what Dean Russell of Columbia University wrote 25 years ago which is as true in India or elsewhere today:—

"I declare the Boy Scout Movement to be the most significant educational contribution of our time. The naturalist may praise

(Continued on page 109)

OUR COMMERCIAL News Letter

Earnings

The approximate earnings on originating traffic for February 1955 compare as under with those for the corresponding period of the previous year.

(Figures in thousands of rupees)

	FEBRUARY	
	1954	1955
	Rs.	Rs.
Passengers	1,27.05	1,37.61
Other Coaching	30.59	36.24
Goods	1,55.15	1,61.22
Sundries	6.45	9.02
Total	3,19.24	3,14.12

The increase in passenger traffic is due to larger movements of pilgrim, marriage and excursion parties.

Compensation Claims

The following is an analysis of the position regarding compensation claims for the month of February 1955 :—

(1) Number of compensation claims received during the previous month	3,380
(2) Number of claims disposed of during the previous month	4,242

(3) Number of claims outstanding at the commencement of the month	3,646
	at the end of February 1955
(4) Number of days taken to settle a claim	40 days

General revision of passenger fares and redesignation of classes of accommodation

With effect from 1st April, 1955, the present First Class accommodation will be withdrawn completely and the existing Second and Inter classes will be redesignated as First and Second Class respectively. The bases of fares would also be modified and will be as under :—

Class of Accommodation.	Bases of Fares.			
	Pies per mile per passenger.	1 to 150 miles.	Plus for 151 to 300 miles.	Plus for 301 miles and over.
Air-conditioned ..	34	34	32	
First ..	18	16	15	
Second (Mail/Express) ..	11	10½	9½	
Second (Ordinary) ..	9½	9	8½	
Third (Mail/Express) ..	6½	6	5	
Third (Ordinary) ..	5½	5	4½	

* For journeys in Third Class by Ordinary trains for distances upto and inclusive of 50 miles, there will be no increase in fares and the basis of charge will continue to be as at present, i.e. at pies 5 per mile.

April 1955

OUR COMMERCIAL NEWS LETTER

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The minimum charges for each class will be as under :—

	Rs.	a.	p.
Air-conditioned	5	0	0
First Class	0	2	0
Second Class	0	2	0
Third Class	0	1	0

All the existing rules regarding free allowance of luggage, servants, reservation and season tickets, applicable to Second, Inter and Third classes will apply to the new First, Second and Third class respectively.

Charges for platform tickets will be reduced to Anna 1 per ticket. Bedding sets will be supplied free of charge to Air-conditioned class passengers.

Concession to advance agents of bona fide Professional Entertaining Companies

When bona fide Professional Entertaining Companies travel by rail to give public performances, the concession applies to not more than two advance agents for making preliminary arrangements.

Advance agents will pay full fares for their journey but a refund of the amount due under this concession will be made to the party following the advance agents on application. The letter of authorisation issued to the advance agents should be exchanged for a certificate of payment of the fares from the booking station master, who will enter thereon the number and date of the letter of authorisation and the particulars of the tickets issued. This certificate must be returned to the officer issuing the concession order by the party following the advance agents with an application quoting reference

to the number and date of the letter of authorisation on which the party itself travelled. On receipt of the application, a refund of the difference in fare between that paid by the advance agents and that due under the concession will be allowed.

The application for concession for the main party following the advance agents should be addressed only to the officer who issued the letter of authorisation to the advance agents. The officer after issuing the concession order for the main party will arrange for the refund to be made in respect of the tickets purchased by the advance agents.

Scouting and What it is

(Continued from page 107)

it for its success in putting the boy close to nature's heart; the moralist, for its splendid code of ethics; the hygienist, for its methods of physical training; the parent, for its ability to keep the boy out of mischief; but from the stand-point of the educator, it has marvellous potency for converting the restless, irresponsible, self-centered boy into the straight-forward, dependable, helpful young citizen. To the boy who will give himself to it, there is plenty of work that looks like play, standards of excellence which he can appreciate, rules of conduct which he must obey, positions of responsibility which he may occupy as soon as he qualifies himself; in a word a programme that appeals to a boy's instincts, and a method adopted to a boy's nature."



CENTRAL RAILWAY

CONCESSION RETURN TICKETS TO HILL STATIONS

During the period April 1, 1955 to October 31, 1955, I, II & III Class concessional return tickets at one and half single journey fares for the rail portion plus two single journey fares for the road portion wherever leviable will be issued from all stations on the Central Railway to Pathankot (For Kashmir), Simla, Solan, Dharampore (Punjab), Dehra Dun, Kathgodam (For Naini Tal, Darjeeling, Kurseong, Shillong, Abu Road (For Mount Abu), Ootacamund, Coonoor, Kodaikanal Road, Kodaikanal Out-Agency, Kotagiri Out-Agency & Pipariya (For Pachmarhi) stations provided the chargeable distance between the stations is 150 miles or more. Children over 3 years and under 12 years of age will be charged half of the adult fare. Tickets will be available for completion of the return journey for a period of three months from the date of commencement of the outward journey. No break of journey on the outward trip is permissible.

Full particulars can be had from the Station Masters concerned.

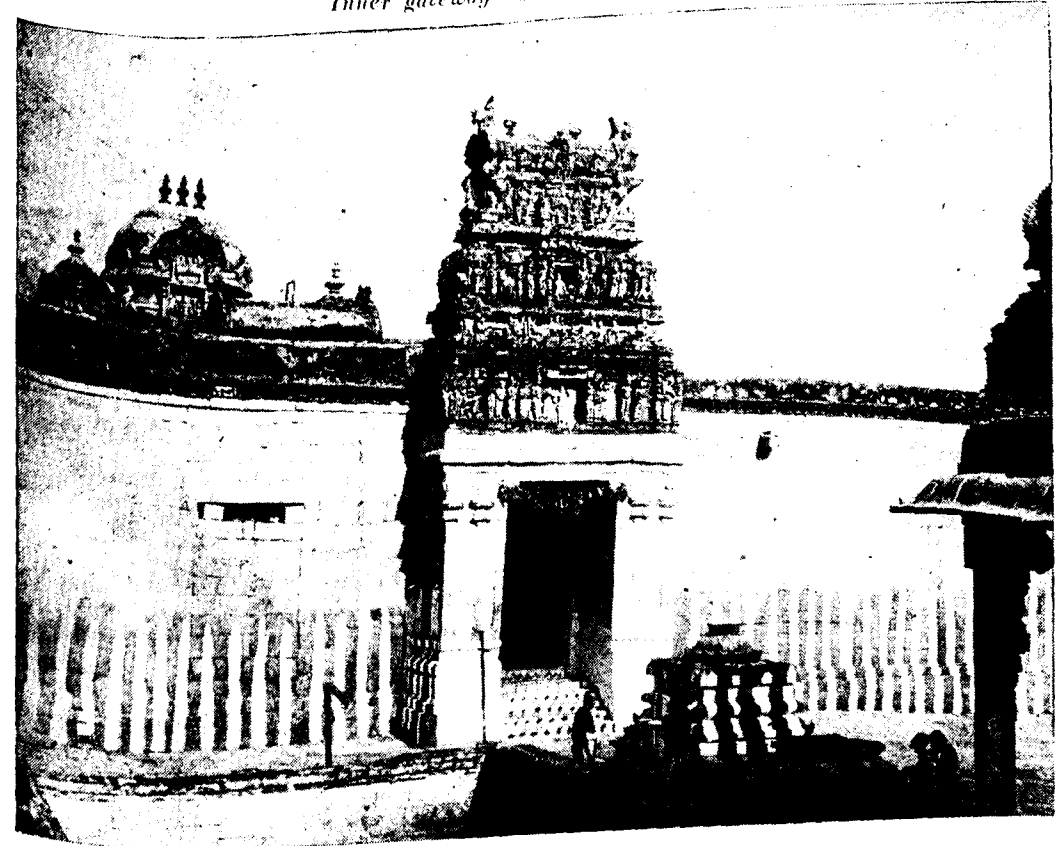
TIRUVANAICKA AND TIRUVELLARAI

SUDAMA

SRIRANGAM has been acclaimed the biggest temple-city in India with its sublime Seshasayana Vishnu and profuse towers and massive rampart walls. If Srirangam boasted of its seven or eight grand enclosures and grander colonnades, Jambukeswaram, also known as Tiruvanaikka, or Tiruvanaikaval, situated about a mile east of Srirangam and lying on the Madras-Trichy Grand Trunk road at mile 194 has as its unique credit to five beautiful enclosures (Panchaprakarams) and its reputed Appulinga (the linga of the water)

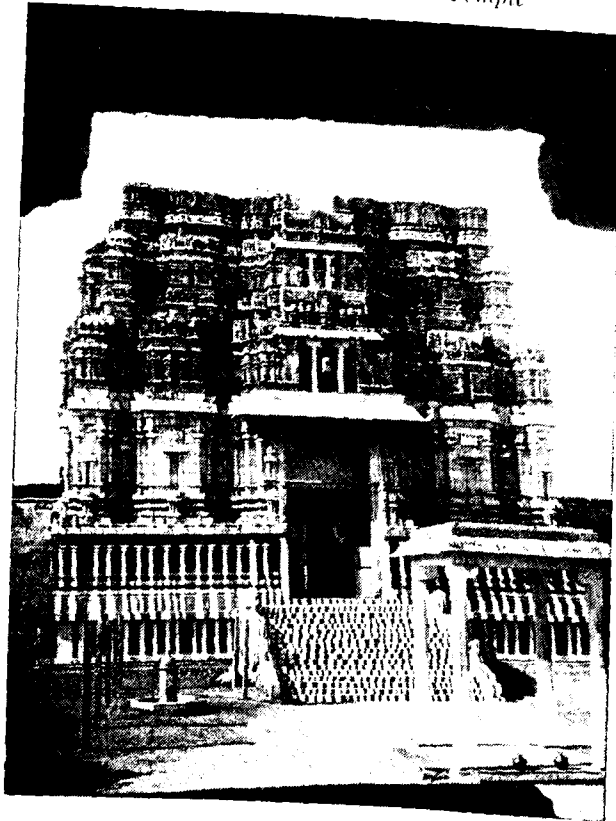
with its legend of a Jambu tree yielding at least one berry of black Jambuphal (naval) daily for Lord Shiva's pooja. Legendary tradition has it too that an elephant devotee of Lord Shiva worshipped this Appu Linga with water from the Kaveri gathered in its trunk and offered as abhishekam to the Linga installed at the foot of the Jambu Vriksha. The elephant kept careful guard over this Linga. Apart from this it was originally a jungle infested by elephants. Hence the name Tiruvanaikka.

Inner gateway—Tiruvellarai Temple



Huge aisles and wonderful corridors, a glorious pond and mandaps and expressive gopurams are not things of mere architectural beauty so much as they stand out boldly as the true interpreters of delicate religious aesthetics. Phalgun (Panguni) is the month when every shrine, big and small, observes its panguni uttaram festival, the last and first of the annual festive rejoicings after the autumn and the ushering in of spring (Vasant). A word out of the rut here—special months have special asterisms like Chitrai in the month of Chitrai, Visakh in Vaikasi, Kritika in Karthigai Shravan in Avani, Pushyam in Thai etc. But the Uthiram of Phalgun (Panguni) excels all and is not confined to any one place. Vaishnavite and Saivite shrines vie with each other in these holy celebrations of national and religious events.

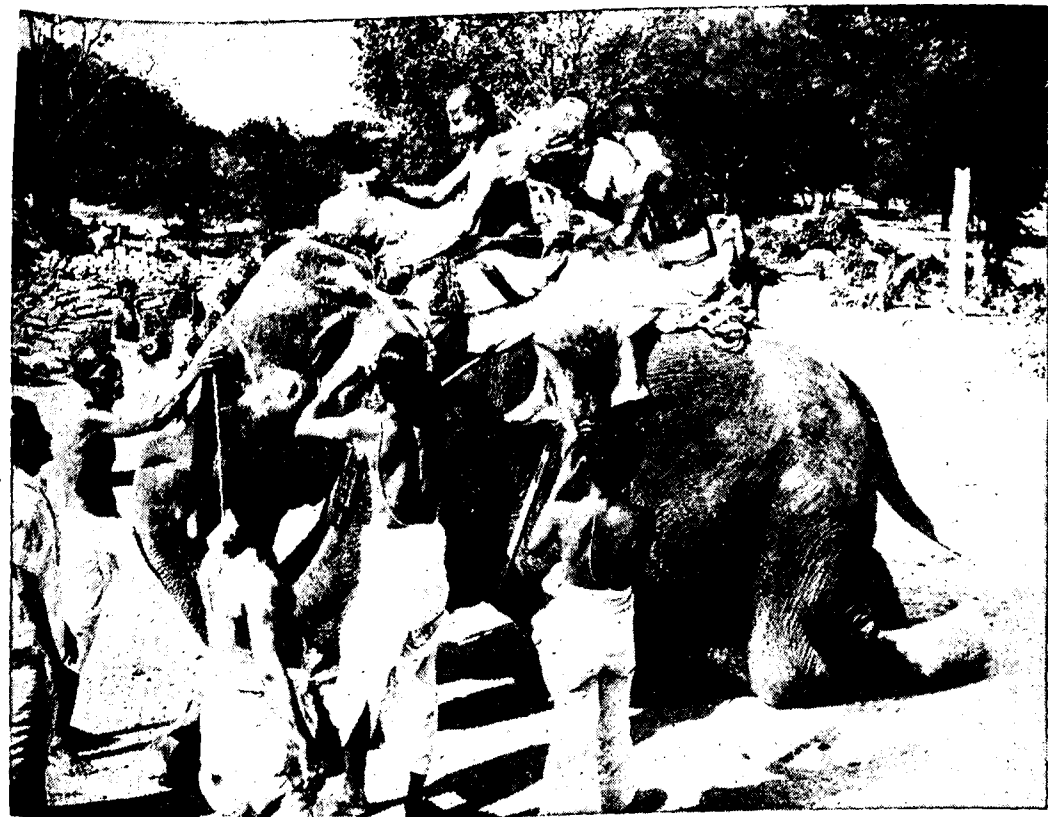
Main entrance—Tiruvellarai Temple



Akilandeswari is the name of the consort diety, who grants darsan to myriads of devotees. Is she not the Lady of the Universe, grand and grandiose, sublime and beautiful? Then how else could it be? And every Friday, you see throngs of men and women, young and old, till late in the night waiting for her blessings.

History, with its credit for repetition has also the merit for mounting and dismantling and can stand the test of centuries of onslaughts and strife, as coolly as she remains a silent recorder of the quiet and unostentatious doings of saints and sants, yatis and yogis, alwars and nainmars in remote corners of rural set-ups and rustic glory. Notwithstanding anything to obsess against them, such noble souls and their serene spirit shone brilliantly and they shot their effulgence right through the huge walls of ignorance and ill-will. They spread forth their influence of religious devotion, religious fervour, religious zeal and religious sublimity. These shrines were once in the custody and occupation of the Karnatic Nawabs when they hid themselves during their battles with the French and after that they have left their indelible marks behind.

These saints and souls beamed forth too where warriors revelled and peace survived the onsets of strife and storm. That was the lot with most of these religious citadels of refuge and areas of succour, protected as they happen to be against the onrush of ravaging hordes of men and munitions. Literally and metaphorically it was true. The pilferer and the pilfered went thither together to pray and to redeem with fingers in each others' pockets, perhaps by mistake! That was the case at the annual fairs and festivals, melas and leelas where huge congregations displayed their emotions of piety and fervour of religion. Tramps played their tricks of the trade side by side. All are actuated by a zeal to prosper, the one to give and the other to walk away with what they can lay hands upon



Water being carried on an Elephant for Abhishekam

Only there was much in the giving and in the taking. Like unto the lawyer, everything lay in the intentions. In any event it was ever the case of choice between the pillory and the dock for all were and are sinners.

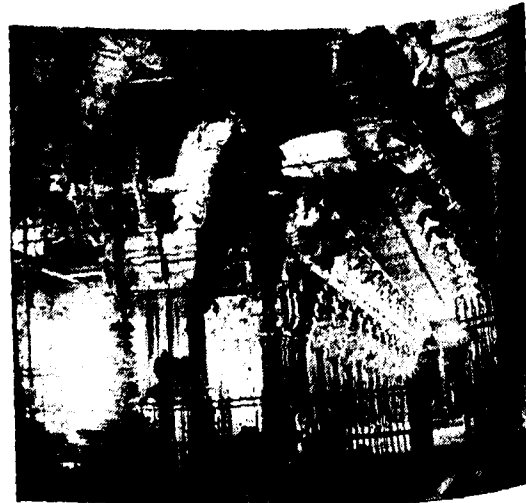
Historically Jatavarman, Sundarapandian, Virupaksha, Viruppan, etc., were names to conjure with in the renovation of these desecrated places of religious eminence. By far the ancient among these out of the way shrines, stands uniquely the temple at Tiruvellarai of Swetadrinath, or Pundarikaksha and his ruling consort Pankayachelvi, built up fairly high up on a white cliff in the vastness of high ground about 12 and odd miles from Trichy on the Trichinopoly-Turaiyur Road, running northward from the banks of the Coleroon (Kolladam)—a

branch of the Cauveri. This temple with its adjunct on a low hillock—the old Tiruvellarai—where a pallava cave temple presents some ancient epigraphic inscriptions about certain grants, and has its repute for a swastic-shaped bathing pond of historic fame. The road-side Kusalavathirtham beautifully dug out in picturesque rocky setting of rough and coarse gneiss and granite, with its pure and crystal like waters tempts the wayfarer and the weary wayward pilgrim alike to rest awhile on the bank, gather up courage, and go ahead with cheer and faith in the Great Lord and the Lotus-eyed Master, aided by the charming and ruling grace of the Heavenly consort Pankajanayaki.

There is a cave under the main shrine, not unreminiscent of the old Jains, said to have been used by sage Markendeya

in his thapas and excels in its peace and philosophic grandeur, despite the fact that the moping owl doth to the moon complain from her ivy-mantled and dismantled ruins against all those that molest her ancient solitary reign. For here much grand architecture that formed a part of a glorious Vasantha Mantapa is in ruins and it feebly tells the tale of a pristine glory that is past history. Let us hope, by the beneficence of the Endowments Board, past glory may become present ere long. There is Tiruppaingili, another nayanmars' fascination, not far from Tiruvellarai. Here Lord Shiva is supposed to have begged for the common gruel. More importance attaches itself to the temple at Uttamar Koil (R.S.), where the shrine is dedicated to the three members of the trinity (Lord Vishnu as Purushothama, Lord Shiva as Bikshandar and Lord Brahma). This

Utsavamurthi—Tiruvellarai Temple



Temple corridor—Tiruvanaikka

(Photo: G. S. Raju)

tradition relates to the release of Brahma's fifth head from the palm of Mahadev by the grace of Vishnu.

If Perialwar, Tirumangaimannan and Nammalwar poured forth their hymns over Tiruvellarai and Uttamarkoil, Saint Tirunavukarasu (Vagisa) spared no pains when he offered his hymns, Thevarams and Pugazhs at the feet of the Lord of his heart at Tiruvanaikka, Tiruppaingili, and Bikshandarkoil to name an instance.

Apart from these the tourists find much zest in the two grand dams across the Kaveri—One, the Upper Anicut (Mukkombu) and the other the Grand Anicut (Kallanai), the oldest in India that reveals the superior engineering skill in use at the time of the ancient Tamil Chola kings. Gunasekaram near the Upper Anicut is held as holy as Balaji at Tirupati. So then one would really feel, history, religion, philosophy, engineering, architecture and nature's bounty—all in one, by paying one's visit to these sublime spots of South Indian Glory, a bit out of the way though. And mind you it is the Southern Railway that leads you there Au revoir!

THE RAILWAY BUDGET

Mrs. RAMA SRINIVASAN

IT was only the other day that the Railway Budget was presented to the Parliament and the Members started threshing it out on the Floor to their satisfaction. A.I.R. blared out broadcasts about the new changes proposed and the reception they were getting in Parliament. Newspaper columns on the subject ran to pages and my husband got quite lost in them. I tried listening to the broadcasts and reading the news items but all that High Finance was so beyond my poor comprehension that I had to ask my husband to enlighten me.

"Look," said he, "You know what the word 'leg' means in Railway jargon? 'Leg' of a wagon-load scale? 'Leg' of a class rate?"

I nodded my head doubtfully and said, "Well, I think I understand what you mean."

"Now here is a proposal to decrease the middle 'leg' of a wagon-load scale by a fraction of a pie, and you know what that means? The peasant in far-off Travancore will get his Ammonium Sulphate cheap from Sindri."

There was a significant pause in which he waited for me to be duly impressed. He then continued dramatically. "Another proposal is to raise the first 'leg' of a class rate and depress the last, and the Railways' earnings go up by a couple of crores."

One would think he was presenting the Budget in Parliament.

"Well, do you get the idea?" he enquired.

I nodded dumbly, but what I got was a mental picture of a three-legged stool,

with its legs chopped off to uneven lengths.

"Drastic changes are to be made this year," he pursued enthusiastically. "Remember I explained to you once what 'flat' and 'telescopic' rates were? Now, 'flat' passenger scales are to be made 'telescopic' and it is going to be a blessing to millions of long-distance travellers."

I nodded a little understandingly this time.

"It is also proposed to levy a surcharge on 'smalls' traffic to discourage it. You know what 'smalls' traffic is?"

I nodded once again.

My husband got discouraged by my unresponsive reception of the Budget news and turned back to the newspaper.

I started pondering over what I had been told. Quite a few questions cropped up in my mind. Why could it not be made cheaper for the Travancore peasant to get his Ammonium Sulphate from sources nearer than Sindri? What if he wants his food-grains from the deltas in Andhra and not from the granaries of the Punjab? Alas! He may have to pay more for it.

Perhaps one should look at the brighter side of the picture. Contemplate the magnificent vision of train loads and train loads of Ammonium Sulphate rushing away from Bihar to distant Travancore or the breathtaking panorama of tons and tons of grains and pulses pouring down South from the Land of the Five Rivers like a Niagara unbound. Picture the joyous

pilgrim going round and round India in a whirligig of travel and religion.

Ludicrous pictures and irreverent thoughts started crossing my mind. Would not all this changing and chopping of 'legs' lead to an unbalanced system leaning drunkenly to one side? One could even see in one's imagination the poor 'smalls' traffic slinking out of the backdoor of the Ministry of Railways, with its tail between its legs, chivvied out by the experts there with discouraging surcharges.

I stifled the impertinent and impudent thoughts and resumed contemplation of the stupendous brains that juggle about in this manner with the bases of fares and freights, and get up this complicated rates structure.

My husband emerged from the pages of the newspaper. 'A penny for your thoughts.'

"Oh! I am just lost in admiration at the experts who thought of all these changes."

"If you are interested in figure . . . Does it impress you to be told that the charge on the bag of rice which will

sustain you for the next one year will be 0.45 pies per maund per mile for the first 300 miles, 0.39 pies for the next 300 miles, and so on?"

Does it impress me, indeed! I am absolutely stunned! How was the rate 0.45 pitched upon? What profound calculations determined this trifling yet potent figure? Surely they do not shuffle cards in a hat and draw out a number, the rate being just the luck of the draw!

How I wish I were vouchsafed a glimpse of the complicated operations of rate-making. Where do 'they' do it and how do they do it? Is it in some big laboratory that experiments are conducted? I can imagine here in one corner a white coated scholar and expert busy chopping off 'legs' and there is another juggling with scales. May be a third is slapping on surcharges to determine which is the most discouraging. And what is this but a rates-expert converting 'flats' into 'telescopes'. My imagination runs riot, but my queries had perhaps better remain unanswered.

"Where ignorance is bliss, it is folly to be wise."

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Misc. 132



"The Wonderful Life of a Plant"

HAVE you ever stood in a lovely garden? As you look around what do you see at first? What we may call a riot of dazzling colours, all of which come from the flowers and leaves of the plants springing up from the earth. After seeing so much beauty and loveliness around, perhaps you may like to know how it came into being.

Pick up a seed. The seed of any plant. Now take a good look at it. Is it so tiny that with a puff of your breath you could send it flying away? Or it may be dry and all crinkled up; or fat, smooth and round. Hold that seed in your hand and think for a few moments? What is hidden in that tiny seed? Perhaps hundreds of beautiful flowers that will one day delight people with their scent and loveliness. Perhaps a tall tree that will reach up into the sky, or a huge oak or pipal tree. Is it possible, you ask, that there is so much in so tiny a seed. Yes, because what is impossible with man is possible when God takes a hand.

Let us start again with the seed in your hand. It falls to the earth, or is planted, and after some days something startling happens. The food and moisture in the earth has brought the dead and dry seed to life. Little shoots

come out from the seed and dig downwards into the earth, and other shoots upwards towards the light and sunshine. It is the root that pokes down into the earth from where it will suck in food and water for the newly born plant, and the little stem that shoves its way up above the ground is seeking air and sunlight also for the baby plant.

Now let us follow the root. Even the tiniest of plants have these little roots with tiny hairs on either side. From the earth and soil these roots take in all the food and water needed by the plant for its growth. Each speck of soil has a certain amount of water, although we may not know it; and this water also contains different kinds of salts without which no plant could live for long. It is the job of the plant roots to get the food, salts and water needed.

The little stem pokes its way up and starts growing longer and longer. Then other stems branch off from the main stem, and eventually the leaves form. These stems are like little tubes through which the food and water and salts pass as they come up from the roots, and so find their way to every part of the plant. These stems also have little cells with thick walls, and it is this which becomes the wood of the bigger plants and trees.

Now take a look at the leaves. Take a large flat kind of leaf and you will see what looks like little veins branch off from the backbone of the leaf. It is through these veins that the water comes up from the roots and flows to all parts of each leaf. It is also through the leaves that a plant gets what it needs from the surrounding air. This is a gas that enters the leaves through the same tiny pores, or holes, through which the plant breathes. In the leaves the gas from the air meets the water containing the melted salts that have come up through the stem from the soil. All this is then turned into the food that the plant uses for its growth and life. From the green leaves the food is taken melted in water to all parts of the plant. This is somewhat like a one-way traffic system running backwards and forwards throughout the whole plant.

Have you ever noticed that if you take a pot containing a plant away from the light and sunshine and keep it in a dark room, the leaves will soon lose their green colour, turn a pale yellow and eventually wither away and the whole plant will die. So we may ask, why does a plant need light? An engine needs a large fire which must be fed with coal if it is to do the hard work of pulling a train. So the leaves need the light and warmth of the sun if they are to have food enough for the plant. It is from the light of the sun too that the plant makes a kind of chemical known as 'chlorophyll' (your toothpaste has it now), and it is this chemical that makes leaves a green colour.

If the plant is taken away from sunlight, the leaves cannot get what is needed for making chlorophyll, and they will soon turn into a pale yellow colour and then drop off altogether. And there is another strange thing you

will notice about the leaves of a plant. They seem to grow in such a way that one leaf will not shut out the sunlight from another; so that every leaf on a plant will get its fair share of sunlight. Also where plants grow thick and crowded, the tinier and weaker ones do not die for want of sunlight. These are usually the creeping kind that will curl around some sturdier plant or tree, and from these clinging tendrils little leaves will grow and poke themselves out into the sunlight, so that they can get the sunlight and pass it on to those not so fortunate.

In those parts of the world where the winter is cold and there is ice and snow on the ground, you will find trees lose all their leaves, and all that remains are the bare branches. Some plants too seem to die away. But this is not so, as the roots of the plant are still there in the warm earth. Now, how do these plants and trees live through the winter? During the summer months the trees and plants put by a store of food. This keeps them going and is used up when winter passes and spring comes round again. Trees store their winter food in their branches, and the smaller plants keep their store in roots and sometimes in stems.

Truly, when we look upon a plant, be it even a tiny plant with flowers that look like specks, or a huge, tall or spreading tree, and then look at the tiny seed in our hand, all we can do is to wonder and wonder. It seems so amazing that once the tiny dried-up seed falls to the ground, before long it will grow into a plant to give us lovely flowers, or a plant to give us food, or fruit, or a huge tree to give us shade and shelter and wood from which we can make our furniture.

UNCLE TELLATALE

FIRST ANNIVERSARY OF TECHNICAL TRAINING SCHOOL RAJAJI PRESIDES AT INTEGRAL COACH FACTORY FUNCTION

THE Technical Training School attached to the Integral Coach Factory celebrated its first anniversary on the 19th and 21st March, 1955.

On the 19th instant the apprentices at the School held an Athletic Meet and a Fancy Dress Competition. There were also special physical training displays and a demonstration parade.

On the morning of the 21st instant Shri K. Sadagopan, Chief Administrative Officer of the Factory, declared open an Exhibition displaying *inter alia* products of the craftsmanship of the Apprentices undergoing training.

In the evening there was a march past of the Auxiliary Cadet Corps and Sri C. Rajagopalachari took the salute.

This was followed by the main function at the school quadrangle which was tastefully decorated for the occasion, under the presidentship of Shri C. Rajagopalachari. A large gathering including the Officers and staff of the Integral Coach Factory and the General Manager and other Officers of the Southern Railway attended. Before the meeting commenced, Shri C. Rajagopalachari had gone round the various sections of the school and evinced keen interest in the exhibits displayed and in the working of the institution.

Sri U. A. Kamath, Principal of the School, welcoming Rajaji, read a brief report of the activities of the school for the past one year, giving details about the number of students studying in the school etc. He said that the quality and quantity of production in the factory depended to a large extent on the work of the students undergoing

training at the school. Paying a tribute to the instructors at the school who were giving satisfactory training to the pupils within the prescribed time limit, he added that it was also their intention to develop qualities of good citizenship among the pupils. He referred to the expansion programme of the Hostel and the School, involving a total expenditure of about Rs. 19 lakhs. Giving figures of the requirement of skilled staff in the factory, he said that it had been estimated that, in all, 2,800 skilled men would be required by the factory. The School was expected to supply 2,240 (i.e.) 80 per cent of the total number for all the three trades of fitting, machining and welding. The school had a programme of training 220 pupils in the first year, 490 in the second year, 520 in the third year and so on, until the total number was reached. In conclusion, he recalled Rajaji's message on the occasion of the opening of the school and said that the staff at the school would strive their best to fulfil the hopes expressed by him a year ago.

Sri C. Rajagopalachari then distributed the prizes to the winners in the various competitions that were held on the occasion.

Addressing the gathering Sri C. Rajagopalachari said:—

"It gives me, I need hardly tell you, great pleasure to be here among you. In this School, something more is taught than to be orderly and to sit quietly and without making noise. In this School young men learn what they have to learn. Here, the boys have to learn to cut, to weld and actually to do many things. I must tell you ladies and gentlemen, who understand me, that I have learnt a great deal this



evening going round the place and listening to the Principal's report. I have learnt a great deal and it has been a most instructive evening for me. In my opinion, we are trying to copy here what has been for centuries going on in the homes of our artisans. The nature of the trade is different. The nature of the materials is different. Here we have that hard form of clay called steel and the hands cannot shape the clay or knead the clay with water. Here we want machines to deal with the steel and the hard material that we have to use here. Just as in the potter's home the potter brings up his young ones in contact with the materials that he has to use and with the operations that are going on in the potter's house, at the same time he is given education to run about and play and look after the growth of his body, and also he learns how to behave with other potters and with the people in the village. Similarly here, the young men learn here from the outset to deal with the steel, with the fire, with the

electric power, with the wheels and all that from the very beginning, and as they grow, they become preliminarily trained and then they become thoroughly trained and then they can assist their father, namely, the head of the Coach Factory, or can go out also and do similar jobs elsewhere. This monstrous big factory is a model, in my opinion, for a good educational system. Here, we give real straightforward education for the work the young men are to be fitted in. In that way, this School is a splendid example and illustration of the true principles of education. Here I learnt something very useful and I thank Mr. Sadagopan and his colleagues for the valuable lessons that they have presented to me here. It is not only to me I am referring today in this my talk, because I want other people to understand not how the coach building is going on but how the coach building is taught to people. People should understand how a thing is taught and how a thing

should be taught with the minimum expenditure of time and energy.

"I congratulate the apprentices for the very smart way in which they have learnt their work. It is entirely due to the method employed. I don't wish to compliment the teachers. They are trained teachers; they are capable of teaching. But the method itself has made it easy for the boys to learn. And I congratulate them on the excellent physical drill. The cadets have shown themselves very well. They are as good as anybody else in that matter.

I congratulate the organizers. I congratulate the boys. I wish them all speedy jobs and good promotions."

Sri K. Sadagopan, proposing a vote of thanks to Sri C. Rajagopalachari, said:—

"On behalf of the workers of the Integral Coach Factory, I wish to convey you, our profound sense of gratitude for coming over this evening and for having presided over this evening's function.

"As our Principal of the School mentioned in his report, this School was to have been opened by you on the 20th of March 1954. I remember, Sir, when I approached you, you readily agreed to come and inaugurate the School. You were the Chief Minister of this State; the Legislature was in session and you could ill-afford the time; I could myself see. But it was very generous, very kind of you to have readily agreed. But it was our great misfortune that you were not able to be present physically with us on that occasion and start this institution. Instead, Sir, you sent us an invaluable message, a portion of which was read by the Principal just a while ago, which, we the workers and the apprentices value so much and we treasure it in our hearts. We have such high esteem for you, Sir, and we follow your public utterances with such keen interest and admiration.

"This School which started on the 20th March 1954, under your auspices, has grown into a young tree and I could see from your address this evening, we have been able to win your appreciation and it shall be our earnest endeavour to deserve the kind and appreciative remarks that you were good enough to extend to us this evening. This young tree with your



blessings, we hope, will grow into a giant tree and yield forth fruits hundred-fold, thousand-fold.

"The need for technicians in the present India can hardly bear exaggeration, and it shall be our earnest endeavour to develop the school in such a manner that it may rise equal to the demands placed upon it from time to time.

The only way in which we can express our esteem, our regard, our respect, our gratitude to you, is to take a pledge on this occasion that each one of us, the workers of this factory will dedicate ourselves to the service of the country and build up

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and take our own due share in this exciting and thrilling adventure of building up a new India, of building up the 'Welfare State' as enshrined in our Constitution".

After the speeches, a programme of variety entertainment by the students of the Technical Training School followed.

Sri Kothandaraman's Puja dance and the Hari Katha Kalakshepam by Sri Daniel and Sundaravaradan were much

appreciated. The main programme of the entertainments was the Tamil drama 'Thyagi', story and dialogues for which had been written by Messrs. Rajamoorthy and Mahalingam. The direction was by Sri Samy. The story was a love theme ending with the union of two lovers.

After the drama there was another dance performance. The function came to a close with the singing of **Jana Gana Mana**.

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THE MANAGING DIRECTOR



WORLD OF RAILWAYS

ARTHUR L. STEAD

Our London Correspondent

FROM Madras to London is a pretty big jump. Thanks to railway developments in South-Eastern Europe and the Middle East, there is opened up a new through route between India and Britain, with fast rail service offering an alternative to slower sea transport over much of the journey.

Following improvements on the Turkish Railways, the traveller can now ride speedily and in comfort in both directions between London, Paris and other West European centres, and Middle East points like Teheran and Tripoli, Baghdad and the Port of Basra on the Persian Gulf, with its sea connections with India.

Almost overnight, modernisation has changed the whole face of Turkey. Remodelling on up-to-date lines of the 4,500 miles long Turkish State Railways, since World War II, is one of the world's outstanding transportation achievements.

Turkey occupies a unique position between Europe and the Orient, with a long frontier to Russia and the Black Sea to the north. In the past, international competition was keen for railway concessions in this region. Since 1927, however, all the Turkish railways have been unified under Government

management, with headquarters in the national capital, Ankara.

Travelling from the west by the 'Simplon Orient Express' from London and Paris, Turkey is entered a few miles short of Istanbul (Constantinople, as it used to be called). Istanbul 2,178 miles from London, the first important Turkish station to be reached, at once provides vivid evidence of the international character of Turkish railway operations in the cosmopolitan crowds thronging the platforms and making for the Bosphorus Ferry to Haydarpasa.

At Haydarpasa, on the eastern shore of the Bosphorus, you first make acquaintance with that outstanding rail service, the 'Taurus Express'. This unique train operates twice weekly between Haydarpasa and Aleppo, Tripoli, Bagdad and Basra. The 'Taurus Express' is the 'Flying Scotsman' of the Middle East. It compares very favourably indeed with that famed express, including in its equipment, comfortable sleepers and attractive dining cars.

Turkey's main line railways run across the country from west to east, from Istanbul and Haydarpasa to the Russian and Iranian borders. Northward from Ankara, there are routes serving Black Sea towns, while to the



'Simplon Orient Express' operating between London, Paris and Istanbul on the first stage of its journey between Calais and Paris on the French National Railways

south is the important route followed by the 'Taurus', leaving Turkey for Syria at Hassa, and then returning into Turkey for about eighty miles, before going forward into Iraq. Construction now under way includes an important main line across Central Turkey eastward from Elazig to Lake Van, while many single track sections of existing main lines are being given a second track.

Of 4 feet 8½ inches gauge, the Turkish Railways are keen to extend through operation with neighbouring systems. To the north, Turkey borders Russia, and there the railways are of five-foot gauge. This is, in itself, an obstacle to through service, but any future happy turn of events in the political field would speed up consideration of plans to overcome this break of gauge.

Today, as likely as not, the visitor to Turkey makes his first railway trip from Istanbul to Ankara in one of the fine new diesel trains purchased by

Turkey with post-war aid funds. Sixteen of these three-car trains are being acquired, and they are providing high-speed services between Ankara and Istanbul, and Ankara and Adana, on the route to Baghdad. The diesels replace steam trains, and bring the Ankara-Haydarpasa run down from one of fourteen to eight hours.

Of pleasing exterior appearance, the new Turkish diesel three-coach outfits can be linked together to form longer trains when required. Each three-car train has two diesel engines, each rated at 550 h.p., and there is a driving compartment at either end. Total weight empty is 125 tons, and maximum speed 77 m.p.h. In each three-coach train there are seats for 120 passengers in saloon-type cars, and among the amenities is a comfortable bar or refreshment counter serving eighteen passengers at a time.

Actually, many Turkish main lines traverse mountain territory, and under

steam operating conditions as often as not pusher locomotives have to be utilised on steep gradients. A typically difficult Turkish main line is the 650-mile Ankara-Erzurum route, in Eastern Turkey, which involved the construction of 173 tunnels, totalling 21 miles in length, as well as nearly 4,000 bridges, large and small.

Most Turkish steam engines are imported. Good coal is lacking locally, and the job of engine crews is often trying in the extreme, so that the gradual replacement of steam by diesel traction is welcomed by everyone. In Iraq and Iran, to the south and east, there are abundant oil supplies of which Turkey is taking advantage.

Passenger and goods vehicles in Turkey were greatly reduced in numbers during World War II, when it was impossible to import vehicles and vehicle parts. Little by little, however, the rolling-stock situation is improving, and at the present time Turkish passenger coaches total 1,200, plus 120 sleepers and diners rented from the International Sleeping Car Company and running in the principal long-distance trains.

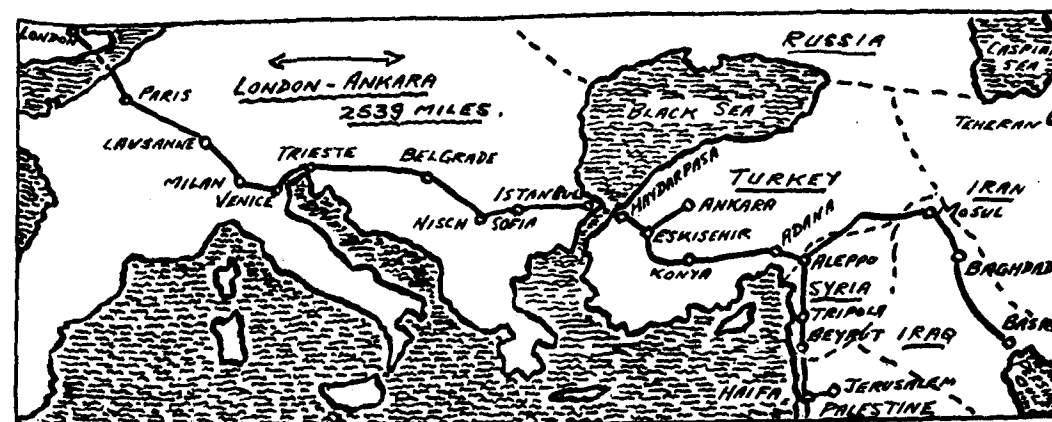
Goods wagons in use in Turkey total nearly 13,000. They are of varying

types and mostly of low capacity. Under post-war aid plans, about 2,000 new goods wagons were supplied to Turkey, and the Turkish Railway rehabilitation programme gave high priority to the modernisation and restoration of the carriage and wagon shops.

Biggest and newest of Turkish wagon works is that at Adapazari, about fifty miles from Istanbul. At this point, modern machinery and methods enable approximately 7,000 vehicles to be handled annually. Adapazari now concentrates upon repairs, new construction being carried out at Sivas Works, in Eastern Turkey.

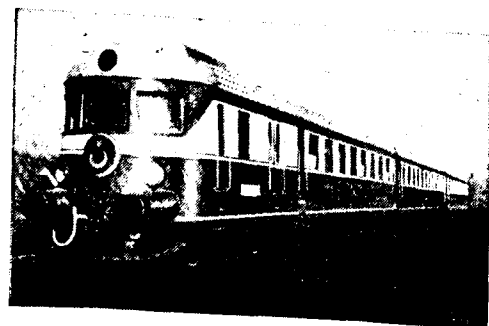
Principal goods traffic handled by the Turkish Railways are wheat, cotton, coal and chrome ore. Turkey has few really good roads, and although the number of road motor vehicles is gradually growing, as yet the railways suffer little serious competition from this source. In a normal year, the Turkish Railways handle about 8,000,000 tons of freight of all kinds, a considerable proportion of this tonnage being exchange business with the European countries to the west, and Syria, Iraq, Israel and Iran, to the south and east.

Sketch-map showing the principal main line of the Turkish State Railways and connection



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The 40,000 men and women employees of the Turkish State Railways are efficient and contented, and rightly very proud of their undertaking and its fine post-war progress. The 48-hour working week is standard on the Turkish Railways, and a retirement scheme, to which all permanent employees contribute through the pay-bills, provides pensions for workers after a minimum of thirty years' service. There are also hospitals, canteens and other welfare agencies, many modelled on British pattern, and most permanent adult employees enjoy either two or three weeks' holiday annually, according to their grade, with full pay.



Typical Diesel Three-Coach Passenger Train in the Ankara-Haydarpasa Express Service

There was a time when Turkey was known as 'the sick man of Europe'. Today, this progressive, friendly land presents an inspiring picture of strength and vigour, and to this remarkable transformation no agency has made a more outstanding contribution than the 4,500-mile rail network radiating from animated Ankara.

VISIT SRINAGAR via PATHANKOT

CONCESSION RETURN TICKETS NOW AVAILABLE

Rail-cum-Road Return Tickets are issued at one and one-third single journey fares for New First and Second Classes on the Rail portion plus Rs. 27 for the Pathankot-Srinagar Road journey, per seat.

One and a half single journey fares for Third Class on the Rail portion plus Rs. 27 for the Pathankot-Srinagar Road journey per seat, are also issued.

These tickets are issued from the under-mentioned stations:

Madras Central	Guntakal
Nellore	Cuddapah
Tenali	Chittoor
Guntur	Anantapur
Powerpet	Ernakulam South
Ellore	Cochin Harbour
Rajahmundry	Terminus
Cocanada Town	Mangalore
Masulipatam	Coimbatore Jn.
Bangalore City	Salem Jn.
Bangalore	Trichinopoly Jn.
Cantonment	Madura Jn.
Mysore	Tanjore
Davangere	Chidambaram
Kolhapur	Trivandrum
Sangli	Central
Hubli	Tuticorin
Belgaum	Tinnevely
Bellary	

In the case of Second and Third Classes, Mail/Express or ordinary fares (as the case may be) are charged.

Passengers will be carried in Mail-cum-Passenger or Tourist Buses over the Road portion.

For the road portion of the journey, between Pathankot and Srinagar, the return fare of Rs. 27 will be charged per seat for adults and children alike for both the outward and return journeys. HALF fares for children over 3 and under 12 years of age will, however, be charged for the journey by rail.

To be issued till October 31, 1955; valid for 3 months.

Break of Journey allowed on return trip only.

For further particulars, ask the Station Masters concerned.

Chief Commercial Superintendent,

Park Town
MADRAS }

SOUTHERN RAILWAY.

PASSENGER AMENITIES—THEN AND NOW

P. S. SUBRAMANIAM

NOT the least significant among the achievements of Indian Railways since Independence is the vast improvement that has taken place in passenger amenities, and particularly those for the third class passenger. Many lakhs of rupees are being spent annually in providing amenities which, twenty years ago, were thought to be quite impossible. The provision of fans and washing facilities in compartments, sleeping accommodation in night trains and throwing open upper class dining cars and retiring rooms at no extra charge were, at one time not so long ago, looked upon as beyond the reach of the third class passenger. These and many other amenities and services are now being pushed forward vigorously for the benefit of this class. To appreciate the progress achieved so far we should look back to the conditions which prevailed in 1935. The writer will give certain extracts from the printed proceedings of the Local Advisory Committees of some Indian Railways during the years 1934-36 which may be found quite interesting as a study in comparisons. The subjects put up by members, the answers given by the Administration concerned and the writer's own brief comments in italics in the light of the present-day situation are given below:

REQUEST: Supply of electric fans in Third class carriages in the summer season.

ANSWER: This is not a practicable proposition apart from the question of cost, as fans would be constantly damaged and there would be frequent cases of injury to ignorant Third class passengers.

(Fitting up fans is not impracticable now, and cost is probably of no

consequence. Damage to fans or injury to passengers are practically unknown)

REQUEST: Dining cars may be thrown open to lower class passengers also.

ANSWER: If dining cars were thrown open to lower class passengers it is highly probable that upper class passengers would be inconvenienced by lower class passengers going in ostensibly for light refreshments but really to enjoy the more comfortable seating accommodation, fans, etc., in the dining cars. In short, they would be travelling in First class comfort at Third class fares.

(No such case of abuse of privilege has come to public notice yet. Dining cars are in fact being thrown open to Third class passengers for no extra charge)

REQUEST: Arrangements may be made to provide sleeping accommodation in the night trains for Intermediate and Third class as it is inhuman to expect passengers to sit up all night without a nap.

ANSWER: Provision of sleeping accommodation would reduce Third class capacity by 60 per cent which would mean an average of 547 passengers per train. The Railway cannot agree to the heavy expense of running additional trains for this reason. This question has only recently been considered by two Committees of the Indian Railway Conference Association and both have rejected the proposal to provide sleeping accommodation for Third class passengers.

(Additional trains may not be possible, but some railways have

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already introduced sleeping accommodation in special coaches for Third class passengers, without seriously reducing Third class capacity. The Intermediate class passenger has not however secured this privilege)

REQUEST: Fans may be fitted in Intermediate class compartments.

ANSWER : It is not the policy to provide fans in Intermediate class compartments as the cost of doing this would be prohibitive.

(The policy now is to see that no Intermediate class compartment is without a fan)

And now, although not coming strictly under the heading "Ameni-

ties", the following extracts, also would be read with interest ::

REQUEST: Since the opening of doors of passenger compartments outwards often results in passengers getting their fingers crushed, some device should be introduced to minimise this.

ANSWER: Nothing can be done in this matter.

(But something has been done since;
doors of all new compartments
now open inwards)

REQUEST: Alarm signal handles in Intermediate class and Third class female compartments should be lowered to such an extent that they can be reached by ladies of medium size.

ANSWER: No complaint regarding inaccessibility of alarm signal handles has been received.

a
BELT
for
any
job



GOOD YEAR

1940/318

SOUTHERN RAILWAY

REVISION OF TIME TABLES FROM 1st APRIL 1955.

Changes in timings as well as introduction or elimination of train services and stops are involved. The important items are listed below. Please refer to Time Tables available for sale at stations or Sheet Time Tables exhibited at Stations for details.

TRAINS INTRODUCED:

Train No. and Description.				Station.	Departure.		Station.	Arrival.	
					H.	M.		H.	M.
582	Passenger	..	..	.. Always ..	..	19 15	Cochin Harbour Terminus.	..	20 25
1182	Passenger	..	..	.. Bangalore City	..	14 00	Chintamani	..	18 30
1219	Passenger	..	..	.. Tambaram	..	14 30	Chingleput	..	15 22
1220	Passenger	..	..	.. Chingleput	..	11 15	Tambaram	..	12 12

TRAINS EXTENDED:

		From	To							
580	Chalakudi Cochin Harbour Terminus Passenger.	Shoranur to Chalakudi	Shoranur	..	1	50	Cochin Harbour Terminus.	6	50	
571	Cochin Harbour Terminus-Chalakudi Passenger.	Chalakudi to Shoranur	Cochin Harbour Terminus.	18	55	Shoranur	..	23	45	
429	Madras Bezwada Passenger.	Bezwada to Vizagapatam Town.	Madras ..	..	7	05	Vizagapatam Town	16	55	
430	Bezwada-Madras Passenger.	Vizagapatam Town to Bezwada.	Vizagapatam Town	11	45	Madras ..	..	20	15	
1171	Bangarapet-Kolar Passenger.	Kolar to Bangalore City.	Bangarapet	..	10	05	Bangalore City	..	16	15
678	Trichinopoly-Lalgudi Passenger.	Lalgudi to Dalmiapuram.	Trichinopoly	..	16	45	Dalmiapuram	..	18	25
685	Lalgudi-Trichinopoly Passenger.	Dalmiapuram to Lalgudi.	Dalmiapuram	..	18	40	Trichinopoly	..	20	40
882	Tanjore-Nidamangalam Passenger.	Nidamangalam to Tiruvarur.	Tanjore	..	11	50	Tiruvarur	..	14	00
883	Nidamangalam-Tanjore Passenger.	Tiruvarur to Nidamangalam.	Tiruvarur	..	14	20	Tanjore	..	16	22

CHANGES IN TIMINGS:

15	Grand Trunk Express	..	..	..	Madras	..	10	25	Bezwada	{	..	19	15
16	" " "	..	..	..	Bezwada	{	A. 7	10	Madras	{	D. 19	35	
							D. 7	30			A. 17	00	
17	Janatha Express	..	..	..	Madras	..	..	9	00	Bezwada	{	A. 20	25
											{	D. 20	45
18	" " "	..	..	..	Bezwada	{	A. 8	00	Madras		A. 19	15	
							D. 8	27					
521	Shoranur-Mangalore Passenger	..	..	..	Shoranur	..	9	55	Mangalore	..	22	00	
511	Coimbatore-Shoranur Passenger	..	..	..	Coimbatore Jn.	..	7	55	Shoranur	..	11	45	
427	Madras-Vizagapatam Parcel Passenger	..	..	..	Madras	..	23	00	Vizagapatam Town.	..	12	20	
46	Bezwada-Howrah Janata Express	..	..	..	Bezwada	..	20	55	Waltair	{	A. 6	10	
										{	D. 6	40	
907	Miraj-Poona Passenger	..	..	..	Miraj	..	5	10	Poona	..	13	40	
1023	Mysore-Hubli Mail	..	..	..	Mysore	..	16	15	Hubli	..	18	00	
1078	Mysore-Arsikere Passenger	..	..	..	Mysore	..	7	5	Arsikere	..	12	25	
1080.	Mysore-Arsikere Passenger	..	..	..	Mysore	..	12	40	Arsikere	..	19	30	
1044	Guntur-Masulipatam Express	..	..	..	Guntur	..	17	15	Masulipatam	..	21	40	
1161	Tirupati East-Gudur Passenger	..	..	..	Tirupati East	..	22	15	Gudur	..	4	5	
1158	Katpadi-Gudur Passenger	..	..	..	Katpadi	..	00	10	Gudur	..	10	40	

April 1955

CHANGES IN TIMINGS—(contd.)

Train No. and Description.	Station.	Departure.		Station.	Arrival.	
		H.	M.		H.	M.
162 Tirupati East Renigunta Local ..	Tirupati East	1	55	Renigunta	2	20
157 Gudur-Katpadi Passenger ..	Gudur	8	50	Katpadi	20	35
163 Gudur-Tirupati East Passenger ..	Gudur	16	30	Tirupati East	21	57
141 Bellary-Rayadrug Mixed ..	Bellary	17	00	Rayadrug	20	05
137 Hospet-Kottur Mixed ..	Hospet	15	15	Kottur	20	00
601 Madras-Dhanushkodi Indo-Ceylon Express ..	Madras Egmore	20	00	Dhanushkodi	15	5*
602 Dhanushkodi-Madras Indo-Ceylon Express ..	Dhanushkodi	12	5	Madras Egmore	7	25
611 Madras-Shencottah Passenger ..	Madras Egmore	18	00	Shencottah	12	00
612 Shencottah-Madras Passenger ..	Shencottah	13	40	Madras Egmore	18	45
608 Dhanushkodi-Madras Passenger ..	Dhanushkodi	18	15	Madras Egmore	14	25
763 Tinnevely-Trivandrum Passenger ..	Tinnevely	11	30	Trivandrum Central	22	00
764 Trivandrum-Tinnevely Passenger ..	Trivandrum Central	4	10	Tinnevely	14	30
706 Shencottah-Dindigul Passenger ..	Shencottah	10	50	Dindigul	19	55
665 Coimbatore-Dhanushkodi Express ..	Coimbatore	21	55	Dhanushkodi	11	35
666 Dhanushkodi-Coimbatore Passenger ..	Dhanushkodi	13	40	Coimbatore	5	00
853 Arkonam-Chingleput Passenger ..	Arkonam	14	10	Chingleput	16	30
854 Chingleput-Arkonam Passenger ..	Chingleput	13	00	Arkonam	15	16
874 Villupuram-Tiruvannamalai Passenger ..	Villupuram	20	50	Tiruvannamalai	23	15
629 Karaikkudi-Manamadurai Passenger ..	Karaikkudi	4	40	Manamadurai	6	30
776 Manamadurai-Madura Passenger ..	Manamadurai	10	45	Madura	12	10
658 Madura-Trichinopoly Passenger ..	Madura	8	15	Trichinopoly	15	10
1217 Peralam-Karaikkal ..	Peralam	3	35	Karaikkal	4	40

* Passengers must be on board the steamer at 15—30 hours at Dhanushkodi Pier and the steamer will sail when ready.

STOPS INTRODUCED:

TRAIN NO. AND DESCRIPTION.	STATION.
C 39 Madras-Arkonam Local ..	Perambur Loco Works.
319 Madras-Bangalore Passenger ..	Ambattur.
426 Raichur-Madras Passenger ..	Tinnamur.
428 Waltair-Madras Parcel Passenger ..	Basin Bridge.
469 Narasapur-Nidadavolu Passenger ..	Satyavada & Kaldhari
1045 Masulipatam-Bezwada Passenger ..	Kavutaram Gate.
935 Hubli-Poona Express ..	Raibag.
919 Harihar-Miraj Passenger ..	Kyarkop.
261 & 262 Masulipatam-Kurnool Expresses ..	Mangalagiri.
619 & 620 Madras-Tinnevely Expresses ..	Ariyalur.
611 & 612 Madras-Shencottah Passengers ..	Tiruparankundram.
607 & 608 Madras-Dhanushkodi Passengers ..	Vellalur.
610 Trivandrum-Madras Passenger ..	Vallampadugai.
733 & 724 Maniyachi-Tutcorin Passengers ..	Kailasapuram & Milavittan.
720 & 721 Madura-Sholavandan Passengers ..	Paravai Gate, Vilangudi & Madura Bridge.
852 Chingleput-Arkonam Passenger ..	Villiyambakkam.
1207 & 1208 Tinnevely-Tiruchendur Passengers ..	Kurichehi, Kaechchanavilai, Adaikalapuram & Virapandianpattanam.

STOPS CUT OUT:

TRAIN NO. AND DESCRIPTION.	STATION.
T 73 Madras Central-Pattabhiram Military Siding Local.	Perambur Carriage Works & Perambur Loco Works.
WII 82 & F 92 Trivellore-Madras Central Locals ..	Perambur Loco Works & Perambur Carriage Works.
561 & 562 Madras-Cochin Expresses ..	Ambur, Morappur & Lakkiti.
46 Bezwada-Howrah Janata Express ..	Mustabada, Gannavaram, Telaprolu and Gollaprolu.
15 & 16 Madras-Delhi Grand Trunk Expresses ..	Kavali & Bapatla.
1045 Masulipatam-Bezwada Passenger ..	Kavutaram.
909 Hubli-Poona Passenger ..	Kyarkop.
1158 Katpadi-Gudur Passenger ..	Poyanapally & Kottakotta.
688 Trichinopoly-Villupuram Passenger ..	Kattur.

April 1955

TRAINS CANCELLED:

Train No. and Description.			Station.	Departure.		Station.	Arrival.		
					H.	M.		H.	M.
570	Passenger ..		Shoranur	..	19	5	Cochin Harbour Terminus.	..	23 55
579	Cochin Harbour Terminus-Shoranur Passenger.	From Alwaye to Shoranur.	Alwaye ..	..	18	40	Shoranur	..	22 35
101	Raichur-Vizagapatam Passenger.	From Bezwada to Vizagapatam Town.	Bezwada	..	4	30	Vizagapatam Town	19	40
102	Vizagapatam-Poona Passenger.	From Vizagapatam to Bezwada.	Vizagapatam Town		8	45	Bezwada	..	22 00
1178	Bangalore City-Chintamani Passenger.	From Chikballapur to Chintamani.	Chikballapur	..	20	37	Chintamani	..	22 25
1175	Bangarapet-Chikballapur Passenger.	From Kolar to Chikballapur.	Kolar ..	..	17	43	Chikballapur	..	20 36

CHANGES IN CLASSES OF ACCOMMODATION:

As from April 1, 1955, there will be four classes of accommodation available, viz. (1) Air-conditioned; (2) First; (3) Second; (4) Third. There will be no Class named as Inter.

Madras suburban services will, however, carry three classes of accommodation, viz., (1) First; (2) Second; (3) Third on Broad Gauge and two classes of accommodation viz., (1) First and (2) Third on the Metre Gauge.

PICKING UP NEW TIMINGS:

Trains will pick up new timings on the midnight of 31st March/1st April, 1955 or as soon as possible thereafter.

Chief Operating Superintendent.

Gram: 'UMA' Estd. 1941 Phone: 120

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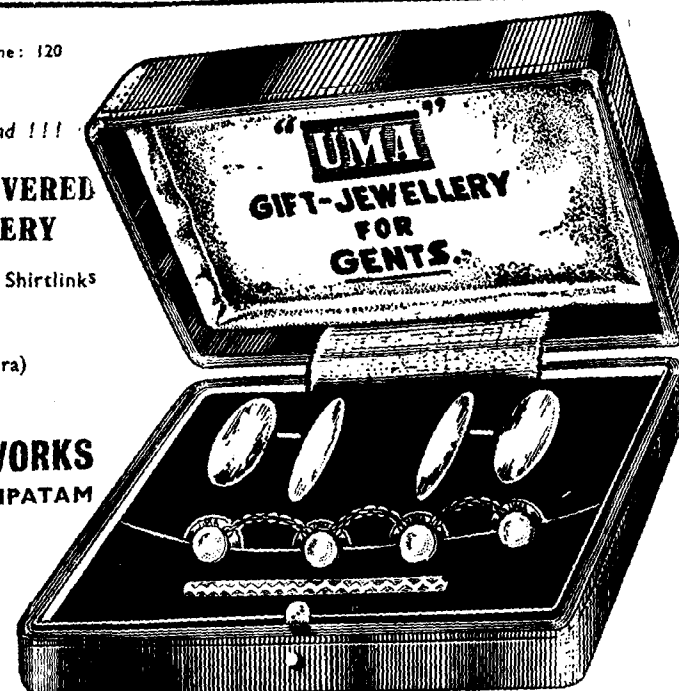
UMA GOLD COVERING WORKS
UMA MAHAL MASULIPATAM

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MADRAS I

(Opposite Mysore Cafe)



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 LIFE INSURANCE SOCIETY LTD**

CHAKRADHARPUR (BIHAR)

Because

IT OFFERS YOU

- * SUITABLE TABLES TO SUIT YOUR POCKETS
- ** LOW MONTHLY PREMIUMS
- *** OPEN TO ALL INDIA RAILWAY EMPLOYEES
- **** PREMIUMS RECOVERABLE THROUGH SALARY

AND

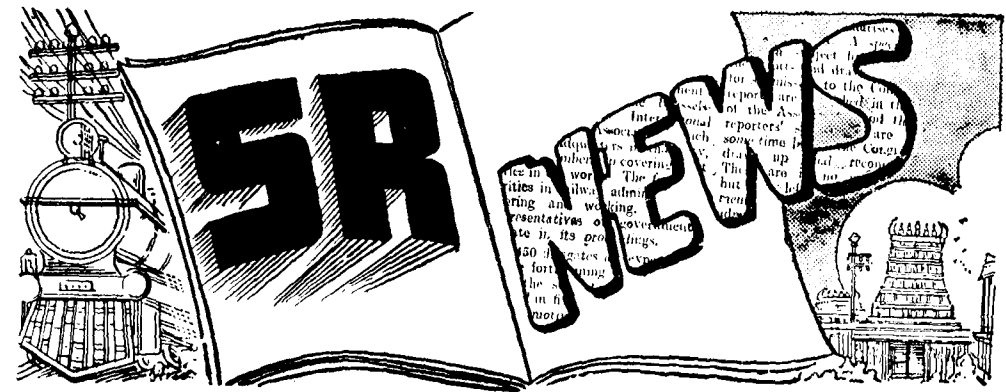
- * BUSINESS IN FORCE OVER Rs. 2,00,00,000
- ** LIFE FUND OVER Rs. 50,00,000
- *** SERVING RAILWAY EMPLOYEES SINCE 1924
- **** BONUS DECLARED Rs. 10 PER THOUSAND PER YEAR

(Recovery of premiums from salary of Southern Railway employees on account of this Society is sanctioned under General Manager's letter No. HPB/L/1160/A/VI, dated 8-1-55.)

WANTED REPRESENTATIVES
 PLEASE CONTACT

CHAKRADHARPUR

R. N. RAO, M.L.C.,
 Secretary



**SOUTHERN RAILWAY STALL
 IN CONGRESS EXHIBITION
 BANGALORE CITY**

As one enters the Southern Railway Stall at the Exhibition, he comes across a model of Third class 4-wheeler coach of 1,880 when railway travel was first

introduced in the country. The main features which are of special interest to note are—

- (1) no provision of lavatories,
- (2) lighting provided with oil lamps,

Shri C. M. Poonaiha, Chief Minister of Coorg, third from left, and Shri Kadilal Manjappa, Revenue Minister, Mysore, fourth from left, in the Southern Railway Stall at Bangalore Congress Exhibition



- (3) doors opening outside, and
- (4) seating accommodation limited to 60 passengers.

Moving further up, one sees a model of a modern Second and Third class coach. In this coach, specially in the Third class compartment, there are improved amenities like provisions of fans, wash-basins in the lavatories and spacious accommodation.

Next to this, there is a bogie carriage shown as turned out of shops after periodical overhaul. This periodical overhaul is carried out once a year in major railway workshops which are at Perambur, Golden Rock, Mysore and Hubli.

Then we see a 10-ton Hand Crane. This is used in Workshops and Goods sheds to lift heavy articles upto a maximum weight of 10 tons, and it is hand operated. The next big crane is

a 50-ton Sampson's Steam Crane. This is used at the time of derailments for lifting up locomotives and carriages and any heavy material which has to be dealt with.

Moving a little further on, we come to a 'F' class engine, which was used in the early days of the Railway and is still in use for shunting purposes and on certain local services.

Near this 'F' class engine, there are three illuminated maps showing—

- (1) stations electrified on the Southern Railway,
- (2) agriculture and industries, and
- (3) places of pilgrimages and interest on the Southern Railway.

The centre of attraction in this stall is the working model of the electrified Madras Suburban Section. This model

shows the section electrified between Madras Beach and Tambaram, covering a distance of 18 miles. The section consists of a double track connected by cross-overs and provided with semi-automatic signalling. It also shows interlocking at Tambaram and level-crossings which are automatically warned of approaching trains by warning bells which start ringing on approach of trains and stop when the trains pass the level-crossings.

The next model is a MH class engine which was introduced during the years of 1916-17 and is still going strong.

The last model to be seen is a modern 'WP' class engine which is streamlined and gives one a good idea of the modern trend of locomotive design.

In addition to the models on exhibition, there are educative posters, and

also useful railway publications, such as alphabetical list of Railway Stations, Tariffs, etc., which are for sale.

The stall is decorated in a very attractive manner and is a centre of attraction for adults and children alike.

SOUTHERN RAILWAY BHARAT SCOUTS AND GUIDES

On 13-2-55, 35 Rovers and Scouts rendered service in Our Lady of Lourdes Shrine, Perambur, regulating road traffic, leading procession, etc.

On 22-2-55, Baden Powell's Birthday was celebrated at the Association Headquarters, Southern Railway Bharat Scouts and Guides Central District Association, Indian Institute, Perambur, under the Presidentship of District Commissioner, Sri S. K. Gopinath.

Eager crowds queuing up before the Southern Railway Stall at the Congress Exhibition in Bangalore





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Dr. E. K. Swamy, Messrs. A. S. Venkateswarlu, M. J. Veeraraghavalu, and P. K. Krishnamurthy addressed the gathering. The President congratulated the Scouts on the fine turn out and exhorted them to live up to the high ideals of Scouting and to do more good turns in times to come. With the kind courtesy of the Commissioner of Police, Madras, and the U. S. Information Services, a film show of great educational value was conducted assisted by Messrs. K. V. Ramanujam and John. A good gathering of local public encouraged the function by their presence.



Sri S. L. Kumar inspecting Log Books of Netaji Scout Group

GUNTAKAL-HINDUPUR SECTION BROUGHT UNDER CONTROL-WORKING

The Guntakal-Hindupur section of the Southern Railway (distance 112½ miles) was brought under Control working from 9-00 hrs. on 2-2-1955.

The inauguration was performed by Sri M. Narayanan, District Traffic Superintendent, Guntakal, who turned the general call Switch and greeted all the Station Masters on the Guntakal-Hindupur Section, who attended the call, and after briefly explaining the advantages of bringing stations under the fold of control working, he declared the Section open for normal working.

In a short speech, he stressed the necessity of team work on the part of



Sri M. Narayanan, D.T.S./Guntakal declaring Guntakal-Hindupur Section open

Station Masters, Guards, Drivers and other staff connected with the day-to-day working responsible for the punctual running of the trains and the need to watch the performance of Goods Trains to attain better efficiency and thus bring credit to the Railway.



*and collectors
Group photo taken with all officers*

A small function was arranged on the occasion which was attended by the Officers of the Transportation (Traffic) and Power and Engineering.

EMPLOYEES' CO-OPERATIVE CREDIT SOCIETY, LIMITED AT TIRUCHIRAPALLI

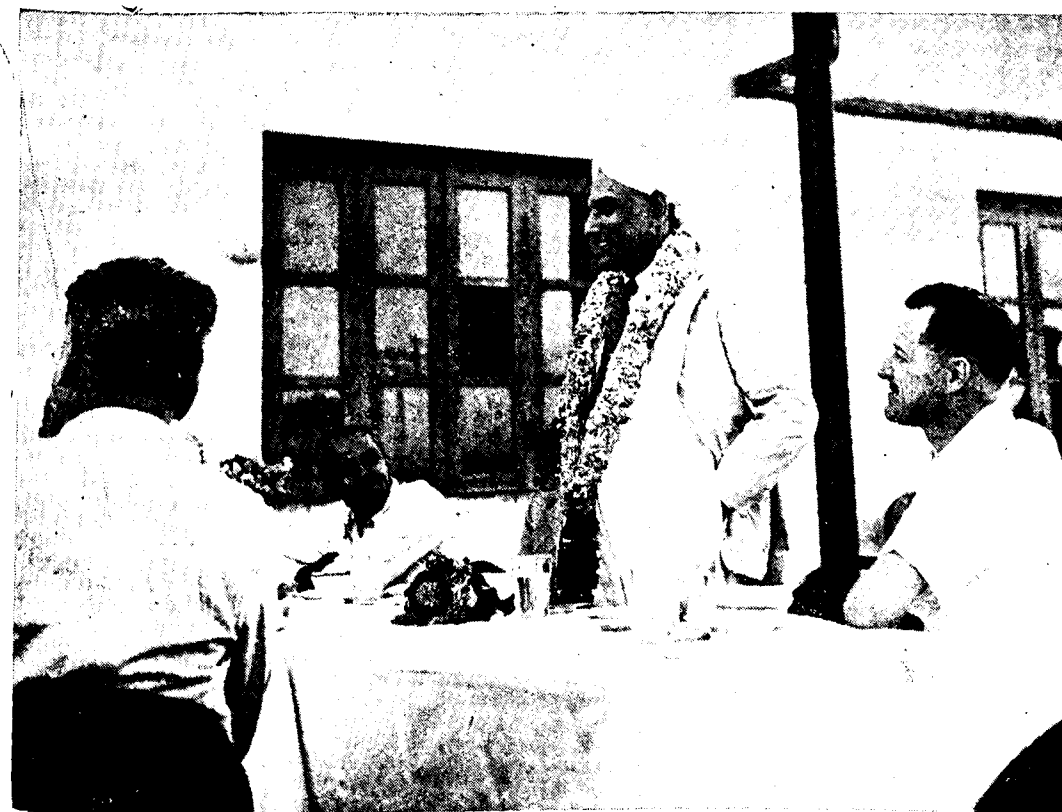
On the eve of the retirement of Sri Y. Subramanyam, M.A., Regional Accounts Officer, Southern Railway Trichinopoly Junction and Ex-Officio vice-chairman of the S. I. Ry. Employees' Co-operative Credit Society, Ltd., Tiruchirapalli, the Directors of the Society gave him a farewell on the 28th February 1955. They spoke appreciating his valuable services and the constitutional manner in which he was conducting the meetings of the Society. During the tenure of his

office the transactions of the Society increased from about Rs. 1 crore to about Rs. 1½ crores.

RETIREMENT OF SRI R. RAMASWAMY IYER F. A. & C. A. O. SOUTHERN RAILWAY

Shri R. Ramaswamy Iyer, B.A. (Hons.), I. A. & A. S., Financial Adviser and Chief Accounts Officer, Southern Railway and the I.C.F., proceeded on leave preparatory to retirement from 21st February, 1955. The Chief Administrative Officer and Officers of the I.C.F. got up a pleasant evening party on 24th February, 1955, to meet Shri Ramaswamy Iyer. Speaking on the occasion, Shri Sadagopan referred to his long association with Shri Ramaswamy dating back from the early Thirties when Sri Ramaswamy was

Shri R. Ramaswamy Iyer, speaking on the occasion of the party arranged for him on the eve of retirement



working as Deputy Government Examiner of Accounts of the ex-South Indian Railway Co. Even on the eve of the retirement, Shri Ramaswamy managed to keep himself young, active, alert and awake. He was a man with widely varied interests and had a small workshop in his house maintained by him. He was very good in carpentry work and took a great deal of interest in all scientific and engineering subjects. It was difficult for the Nation to spare the valuable experience and knowledge gained by Shri Ramaswamy Iyer and the Chief Administrative Officer hoped that his services would continue to be available to the country.

Born on 12th April, 1897, Shri Ramaswamy Iyer entered the Indian Audit and Accounts Service on 24th August, 1920. After serving in the Indian Audit and Accounts Service in various capacities including several assignments in the Railway Audit Department, Shri Ramaswamy Iyer entered the Railway field as Deputy Chief Accounts Officer, G.I.P. Railway, on 10th June, 1940. Since then, he has almost continuously been in the Railways. He served in various capacities in G.I.P. and N.W. Railways,

the Railway Board and in the Railway Clearing Accounts Office, Delhi. He joined the ex-M. & S. M. Railway as F. A. & C. A. O. on 12th February, 1949, and held this post upto 11th April, 1952. During this period, he worked as Member of the Joint Advisory Committee for settling the C.P.C. anomalies along with his duties as F. A. & C. A. O., M. & S. M. Railway. He was due to retire on 12th April, 1954, but his services could not be spared and he was granted an extension of service and posted as Financial Counsellor, Hyderabad State. Subsequently, he served as Deputy Auditor General and returned to the Southern Railway as F. A. & C. A. O. on 8th September, 1954. A man of very active habits and pleasing manners, Shri Ramaswamy Iyer was a towering personality among Accounts Officers. His knowledge and experience are so wide and deep that no one went to him for discussion on any subject but came out a wiser and a happier man. We do not wish Shri Ramaswamy Iyer the conventional happiness of a retired life, as he is one who will be happy only when busy at work. We have no doubt whatever that, Shri Ramaswamy Iyer's services are too valuable to be lost to the country at this juncture.

SRI M. V. SESHADRI

T. N. KURIAKOSE

There are very few on the Southern Railway who do not know about Sri M. V. Seshadri. He has been the most effective emblem of the bugbear of Finance. From the General Manager down to the lowest officer in the executive departments, one and all have felt the full impact of Sri Seshadri's pruning scissors where it cost the Railway some money and he knew no mercy in the pruning act. So when the orders regarding his transfer on promotion as the Financial Adviser and Chief Accounts Officer of the Western Railway came, not a few heaved a sigh of relief: 'Ah, now we could get most of our proposals

through with very few queries and dissenting notes'.

Sri Seshadri joined the ex-M. & S. M. Railway in July 1928 as an Audit Probationer, after a brilliant academic career and after narrowly missing the Indian Civil Service and the Indian Audit and Accounts Service. He continued in the Junior Scale till December, 1943, for nearly 16 years. He was promoted as Deputy Chief Accounts Officer on the ex-M. & S. M. Railway in 1946 and has been in that grade on this Railway till his present promotion as F.A. & C.A.O., except for a short spell of 2½ years when he was away in

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Sri M. V. Seshadri, B.A. (Hons.), I.R.A.S.,
F. A. & C. A. O., Western Ry., Bombay

Assam as the head of the Accounts Department of the ex-Assam Railway. He played an important part in drawing up the scheme for the integration of the three Railways now forming the Southern Railway, in his role as the Deputy Chief Accounts Officer in charge of Regrouping. His service prior to 1951 when he took over as Deputy Financial Adviser in charge of the newly formed Finance Branch of this Railway, was mainly as an Accounts Officer, in the Junior grade for well over 15 years and as a Senior Scale Officer for about three years. The stamp of thoroughness, the flair for details and the energy to wade through the mass of dusty old files to get at the precise information required—these were his characteristics as an

Accounts Officer. He told me he got this training from Mr. W. E. Harrison, one of the late Deputy Chief Auditors of this Railway. I do not know if it required a Harrison to make him what he is today, for it is in his very nature to be analytical, thorough and never to take anything for granted. It was as the Deputy Financial Adviser that he came into limelight on this Railway. Many are the tales of woe which the enthusiastic Executive Officers give about the meticulous financial scrutiny he has exercised on their pet proposals, most of them dying a natural death at his hands and some coming out of the Finance Chamber after a thorough metamorphosis, looking a different child of fancy altogether.

So when we organised a send-off dinner for Sri Seshadri, I was a bit sceptical about the response. May be, I thought, everybody would be cold about giving a grand send-off to one who had burst many of their bubbles, who showed no mercy to many of them when it was a question of spending Railway's money. I was totally mistaken; the response to our circular was spontaneous and enthusiastic. The number of officers who readily agreed to attend the function and share the cost was nearly eighty—a very large number indeed for a subscription dinner. And nearly seventy gathered in the beautiful auditorium of the New Dasaprakash Hotel on the 31st March, to bid him farewell over a sumptuous dinner. The distinguished gathering included the General Manager of the Railway and the Chief Administrative Officer of the Integral Coach Factory.

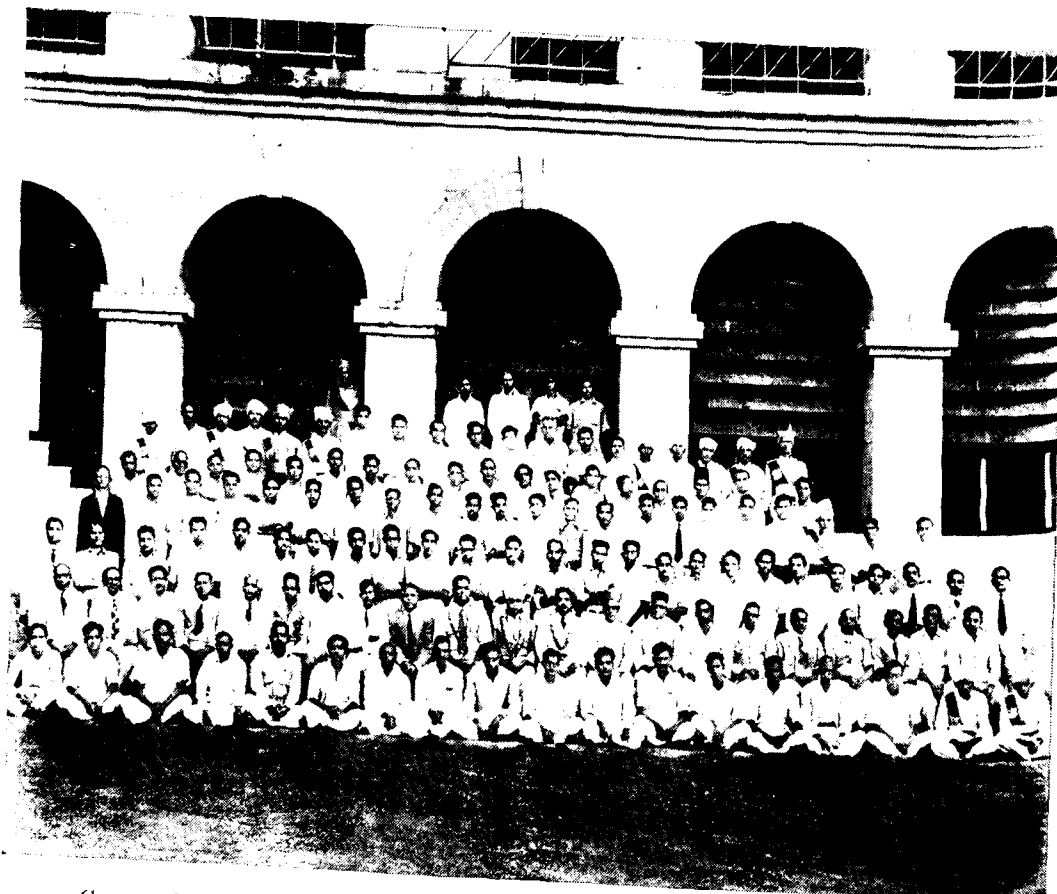
What is the secret of this paradox? Our General Manager gave the answer to this question in his speech on the occasion. It was a fine speech—short and pithy. He said, behind and beneath everybody's seeming annoyance and irritation at Sri Seshadri's question marks, there was appreciation in the minds of all about his genuineness, his transparent sincerity of purpose and the realization that he had no axe to grind, not even the most human desire to score a point. If he held to his point strongly, it was because he was fully and honestly convinced that that was in the best interests of the Railway he was serving and he did his job with fear of none and expecting favours from none.

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We were there on the platform on the morning of 2nd April, when he left by the Bombay Express. Unassuming and unostentatious by nature, he never played to the gallery or passed an order to win cheap popularity. So I thought there would be only just a handful of us to bid him farewell. I was again wrong. Nearly a hundred including officers and class III and class IV staff had

gathered there at that early hour of the morning to see him off. And garlands, he must have collected at least thirty. It was a thrilling scene, this shy reserved man bending under the weight of the garlands, coming one after the other on to his neck.

We wish him all happiness and prosperity and God's choicest blessings in his new role and new surroundings.



Group photograph on the eve of the retirement of Sri C. S. Aiyaswamy Iyer, Chief Clerk (Claims), Chief Commercial Superintendent's Office, Trichy

Sri C. S. Aiyaswamy Iyer, Chief Clerk (Claims), Chief Commercial Superintendent's Office, Trichinopoly, proceeded on leave preparatory to retirement from 16-3-1955.

He was born in May 1900, in a village near Tiruvarur. He took his B.A. degree from

the St. Joseph's College, Trichinopoly, in 1922 and served in the Madras Government (Publicity and Legislative Departments) for two years and then entered the Accounts Department of the ex-South Indian Railway in May 1925. He was promoted to a higher grade in 1928. As services of a senior man

April 1955

knowing Establishment work were required in the Commercial Branch, he was transferred to that Branch in April, 1930. On the amalgamation of the Establishment sections of the Transportation and Commercial Branches, he was promoted as Head Clerk, Publicity Section, in August 1936, which post he held with distinction till he was promoted as Chief Clerk (Claims) in March, 1949.

Simple in manners and very pious he was, loved by one and all.

As a mark of love and respect, he was given a 'SEND OFF' on the eve of his retirement by the Staff and Inspectors jointly.

TAMIL DRAMA AT THE RAILWAY INSTITUTE, TRICHY FORT

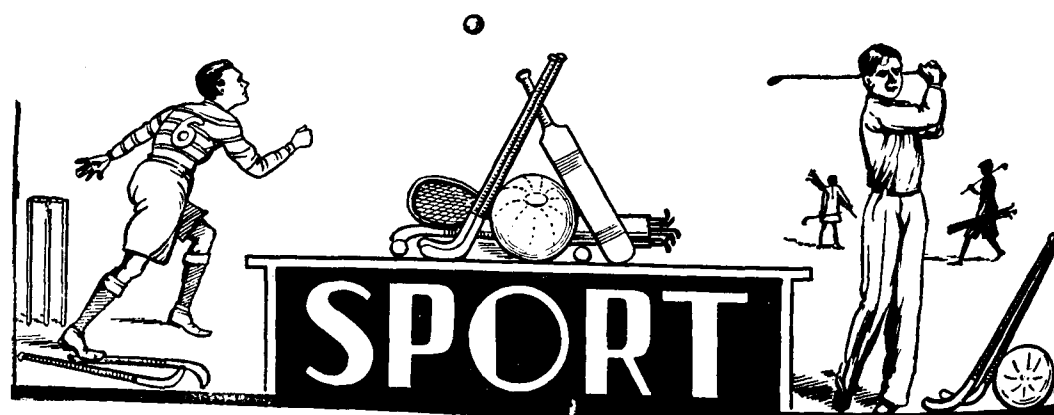
On 27-2-55, the Arts Section of the Railway Institute, Trichy Fort, under the direction of Messrs. F. W. Muthiah and A. Francis Xavier, put on board 'MISS PREMA', a Tamil drama adopted from the social story by Sri C. Ramiah, script and stage play being written by Sri N. Ganesaratnam.

The Institute hall was packed to capacity; scenes rolled one after another in split second amidst the roaring laughter and the play was fully enjoyed by the large audience as revealed by frequent cheers and applause. The special attraction of the drama was the dance performance given by Mr. S. Swaminathan, a student of the Ponniah High School, Trichinopoly and the Western Music played by the Rex and Party. The entertaining Music by Mr. Jaganathan and his orchestra and the make-up of the Artists by Cine Director Sri G. Kandaswamy Contributed much to the success of the Drama.

Sri Balasubramanian, Secretary, 'Progressive Mandram' who presided over the performance paid tributes to the actors particularly to those who acted in feminine roles. Author Sri C. Ramiah who spoke next congratulated the members of the Arts Section on their fine performance and expressed his heart-felt pleasure at the success of the play.

Members of the Arts Section of the Railway Institute, Trichy who staged a Tamil Drama on 27-2-1955





SPORTS IN SOUTHERN RAILWAY

A REVIEW OF THE ACTIVITIES IN THE YEAR 1954-55

~~~~~ CHRONICLER ~~~~~

**T**HE Railwaymen can take a legitimate pride in that they have been playing active part in the sports field.

In the month of May-June 1954, Salem Railway Institute conducted a Soccer (Sevens) Tournament in which players from various parts of the State participated. The unique distinction in the tournament was that the Institute possessed a Rolling Silver Cup instituted by no less a person than the Head of our State, His Excellency Shri Sri Prakasa, Governor of Madras. The Tournament, naturally, attracted large number of entrants and thousands of visitors. Perhaps, out of all the sports events conducted by the Railwaymen anywhere, the Salem Tournament drew vast crowds of spectators throughout the period of 20 days during which the games lasted. And for several weeks, the tournament was the talk of the town.

Although the Railwaymen conducted the tournament and took a leading part, it was given to a non-railway team called "Magnezite Sports Club Team" to annex the Governor's Cup, defeating the second best Gymkhana players.

But football is always a game in which railway players had a distinguished place. In the Madras Invitation Football Tournament conducted at the Stadium the railway

players at Perambur defeated the Tanjore United Club.

The Railway Institute at Hubli conducted in May '54, an open championship Tennis Tournament. Players from places like Kolhapur, Bezwada, Guntur, Podanur, Kundgol and Dharwar in addition to local talents took part and the tourney was a big success. The game played by Messrs. T. J. Whitehouse, K. P. R. Chetty and Gopal Rao was admirable.

The Regional Tournament for Indoor Games like Carrom, Billiards and Table Tennis for a fortnight at Tiruchirapalli proved to be a very popular feast in that one hundred and four entries were received for these three games. Clive Institute, Trichy knocked away the Winners' prize for Carroms, singles and doubles, Billiards went to Mr. L. P. Cotter of Railway Institute, Villupuram. Another win for Clive Institute was in Table Tennis, singles, but the Winners' Trophy was annexed by Railway Institute, Golden Rock.

The vast scope available outside the railway was always availed of by the railway players whenever opportunity arose.

The S.R.A.A. won the Viswanatha Iyer Memorial Shield in the Madras Table Tennis Association league match defeating the Sukrutha Lakshmi Vilasa Sabha. Thiruvengadam and Murugesh representing the

April 1955

SPORT

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S.R.A.A. by their powerful play arrested the advance of their equally strong opponents and won in the end creditably.

The Y.M.C.A. College of Physical Education conducted its annual sports meet at Saidapet in September. The railway athletes participated and won the Team Championship with 104 points. And C.D. Cleur was the best individual performer with 13 points to his credit.

The Mysore railway players participated in the South India Football Tournament conducted at Mysore in September 1954. The Finals were between the Railway Institute, Mysore and the Bangalore Blues. The Railway footballers scored a goal and beat the Blues whose record was nil.

The Mysore Railway Institute had another success in the Inter-Railway Institute Football Tournament, Mysore Region on December 9th.

Hockey is one of the games in which our railwaymen usually display outstanding merit. Madras United Club was routed by three goals to nil by the S.R.A.A. and won the D.O. Thomas Cup, for the second year in succession in the Ever Merry Hockey Tournament

at the Corporation Stadium on December 3, 1954. Cotter and D'Cruz who scored the goals were the outstanding players of the day. His Highness, the Prince of Arcot, distributed the prizes.

The Annual Athletic Meet of the S.R.A.A., Trichy region was held at Trichy Junction in December, when Mr. B. C. Desikachari, Chief Operating Superintendent and Chairman of the S.R.A.A. took the Chair and gave away the prizes. Here again, C. D. Cleur and Vincent Martin proved to be the best athletes and they won the appreciation of all.

The Mysore Region also held its annual fare of Athletics at Hubli. Mr. T. A. Joseph, General Manager presided and distributed the prizes. Laxman of the Railway Institute, Mysore was the centre of attraction because of his success in the three long distance events viz., 8,000, 5,000, 10,000 metres, setting up a new record in each of them for the Mysore region.

It is gratifying to note that more and more railwaymen were taking active interest in the sports activities. Especially the S.R.A.A. Trichirapalli region was registered a surprising increase in the membership.

## OUR SOCCER CHAMPIONS' SPLENDID SHOW AT MADURAI

### C. V. GOPAUL

During the middle of December 1954, the Secretary of the American College, Madurai Football Tournament, approached us with a request to enter a team for their Tournament. He was so particular that the S.R.A.A. Football Eleven should compete in their tournament and went on praising the strength of our Soccer Eleven in glowing terms, stating that by our entering the tournament, we will be helping them a great deal to earn a good amount of money by way of gate collections, as the tournament was being conducted to collect funds for constructing a hostel. With the reverses we faced in the Inter-Railway Football Tournament at Khargpur, we were not prepared to accept the praises showered on our fellows, but finding that the tournament was being conducted for a good cause, it was decided to enter a team.

We had to play the first match in the Madurai Tournament on the 27th January, 1955. In the meanwhile, the S.R.A.A. had to play four matches in the First Division League Championship of the Madras Football Association, and in each of these matches, our footballers did excellently well and came out unbeaten. Inspired by four successive victories, they left for Madurai on the 26th January to play the first match against the local league champions, Madurai Municipal Employees' Association on the next day. The game was of a very high order and was very thrilling from beginning to end, and upto the last moment, it was difficult to say as to who would carry the day. During the last few minutes, Fadmanabhan, the Captain of our team, playing in the right-in position, created a fine opening and passed the ball on to Rajendran the inside-right in the penalty area. Majith



*Southern Railway Eleven*

the right-half back of the opposing team in his anxiety to defend, handled the ball, which resulted in the railway being awarded a penalty kick. The penalty kick was taken by Lemur, who made no mistake in finding the mark.

On the next day, we had to meet the National Club, K.G.P. From the beginning, our footballers maintained their superiority over the opponents, with the half line made up of Gurunathan at the pivot, supported by Rangaswamy and Lemur doing good work, thereby spurring the forwards to combine well and initiate several fine moves. In the 23rd minute, Loganathan, the railway outside-right sent in a fine centre, which was lifted by Veeraraghavan the centre-forward and headed by Rajendran the inside-left to get the first goal for the Southern Railway. Five minutes after the resumption, Subramanian, the outside-left grappled the ball nicely passed by Gurunathan, the centre-half and placed it squarely in the centre for Loganathan to score the second goal.

There was a lull after this for a fortnight, during which period, the soccer fans had the good fortune of witnessing an unprecedented standard of game, when the Russian Team played their two matches in Madras, one with the Madras Eleven and the other with the Indian Eleven on the 12th and 13th February, 1955. Inspired by the victories scored in the first two matches of the Tournament and learning lessons from the high standard of football exhibited by the Russian Champions, our Team left for Madurai again on 13th February, 1955 to play the semi-

finals with the E. M. E. Centre, Hyderabad, on the next day. There was a good gathering and the Hyderabad Team, it should be stated, consisted of several players of repute such as Pearl, Kalam Singh, etc. and right from the beginning, the game was of a very high order. Our custodian Munuswamy was tested on several occasions, and once a powerful shot from close range taken by Kalam Singh, the centre-forward of the opposing team, was saved beautifully by our goalie. The Railway defence held the fort successfully right through and for 15 minutes the railway held the upper hand and on one occasion Rajendran, inside-left, almost missed a sure goal by sending the ball over the cross-bar. The match ended in a draw. It had to be replayed on the very next day and the game began with the Hyderabad team starting the attack. Mallick, our stalwart left-back, with his sure and certain tactics, did yeoman service and brought off several good saves. There was no scoring in the first half. On resumption, both sides attacked vigorously. In the tenth minute, a free kick was awarded to the railway at the top of the Hyderabad penalty box. Veeraraghavan took the free kick and sent the ball spectacularly into the far corner of the net, thereby getting a very hard earned goal for the Southern Railway. In the next minute, the ball went straight into the railway goal area from the centre and Loganathan, in trying to defend, handled the ball, which resulted in a penalty kick being awarded against the Railway. This brought about the equaliser and the match again ended in a draw. The

*Rangaswamy, right half, anxiously waiting to head the ball*



second replay had to be played again on the following day, when the railway showed good understanding, everyone doing his best, and snatched a victory over the Hyderabad Team by one goal to nil. Subramanian, who took the place of Lemur, who was injured in the previous game, played a great game and it was he, who was responsible for the victory of the Railway on that particular day. Velayudham, replacing Munuswamy at the goal, brought off very good saves, while Gurunathan our pivot gave a sparkling display. Rakkan and Mallick put up a very stout defence and did their part exquisitely well by first time clearance and intelligent interceptions. Even though Hyderabad started attacking from the beginning, the railway defence stood it firmly and transferred the game to the Hyderabad goal area. From a combined move, Rajendran first sent the ball over the cross-bar. Again a free kick was awarded to the railway at the top of the penalty area. This was taken by Veeraraghavan and the shot was weakly cleared by the Hyderabad goalie. Subramanian, who was waiting to snatch an opportunity, rushed upon the ball and sent the ball into the goal with a terrific left-foot drive. Thus our footballers entered the finals of the above tournament.

The final match was played on the 18th February, 1955 between the Southern Railway and the Mysore Hunters. Consistent with the previous performance, the Southern Railway beat the Mysore Hunters by three goals to one, and knocked away the coveted cup out right. In the final match, it has to be mentioned without exaggeration that, but for the excellent performance of our worthy pivot Gurunathan and the stout defence put up by Rakkan and Mallick, ably supported by Velayudham at the goal, the result would have been otherwise. The forward line employed improved tactics. Excellent combination was established between Padmanabhan, Veeraraghavan and Loganathan. As usual, the opponents started attacking and

the railway defence held the fort all right. They had a very hectic time for a short period and it is only after 15 minutes of the game that they were able to take the offensive. Mysore scored the first goal and at the end of the first half, the railway was down by one goal. On resumption, despite the early reverse, the railway played with redoubled vigour and forced a corner in the third minute. The corner kick taken by Padmanabhan was feebly cleared by the Mysore defence and Rajendran, who was nearby, picked it up and sent a looming shot to get the equaliser for the railway. Within the next minute, straight from the centre Loganathan sprinted



*Padmanabhan, skipper of the team, receiving the cup from Mr. Marshall*

on the right wing and gave a beautiful centre, which was met by Veeraraghavan to get the second goal. The railway started dictating terms and in the 15th minute Padmanabhan, skipper of the team, dribbled two of the defenders and passed on the ball to Veeraraghavan, who scored an intelligent goal by lifting the ball over the advancing goal-keeper.

Dr. P. Vadamalayan presided for the finals and Mr. J. R. Marshall, Managing Director of the Madura Mills distributed the Team Cup and individual cups to the winners and runners.

We should indeed give a very big hand to our Soccer Champions.

## SOUTHERN RAILWAY THIRD INTER-REGIONAL ATHLETIC MEET



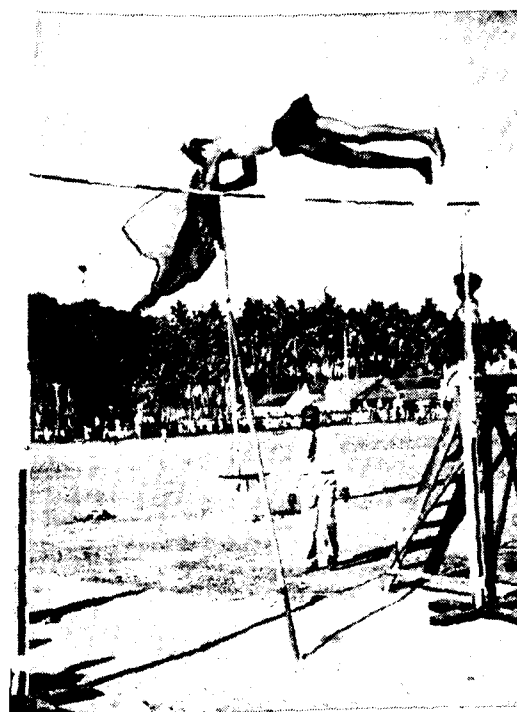
*The General Manager taking the salute at the March Past of the Athletes*

The Third Inter-Regional Athletic meet was conducted at the E. & A. I. Institute Grounds, Perambur, on 4th and 5th March, 1955. The cream of Southern Railway athletes from the three regions took part in the meet. Sri B. C. Desikachari, Chairman, Southern Railway Athletic Association and Chief Operating Superintendent requested the General Manager to declare the athletic meet open. After taking the salute at an impressive march past of athletes, Sri T. A. Joseph declared the meet open.

In spite of the very hard ground and heavy wind, our athletes created a number of new

Inter-Regional records. Lakshmanan, Bosen, Adimoolam and Baskaran from the Madras Region, C. D. Cleur, Ramachandran, D'Sena and D'Lasse from the Trichinopoly Region took credit for creating the new records. A large gathering witnessed the sports.

For the third year in succession, the Madras Region annexed the team championship by scoring 93 points, Trichinopoly Region coming second with 77 points and Mysore Region third with 28 points. The unavoidable absence of three of the outstanding athletes from the Mysore Region was a serious handicap for the Mysore Region team and incidentally



*Ramachandran of Trichinopoly Region clearing 11'-6" in the Pole Vault, a new record*

helped in tilting the results in favour of the Madras Region to win the team championship from their serious competitor, the Trichinopoly Region.

C. D. Cleur of Trichinopoly Region who won the Individual Championship at the Inter-Railways Athletic Meet held at Delhi last month was hard put to claim top honours, Lakshmanan, our middle distance runner giving him a tough fight. Cleur finally won the Individual Championship with a score of 21 points and Lakshmanan came a close second with a score of 20 points. While Lakshmanan dominated in the middle distance races, Cleur shone in the jumps and hurdles.

Another interesting event of the evening was the Tug-of-War between the Gazetted and non-Gazetted staff. Sri B. C. Desikachari our Chief Operating Superintendent was the



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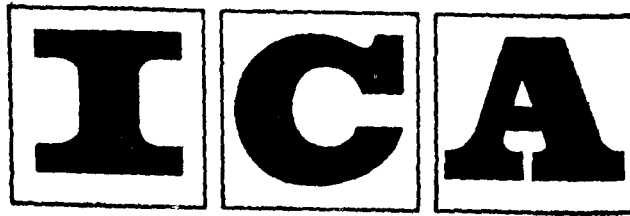
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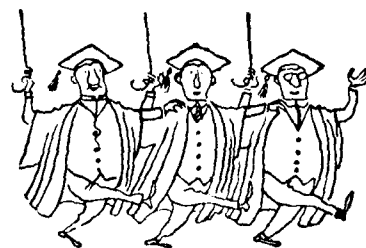
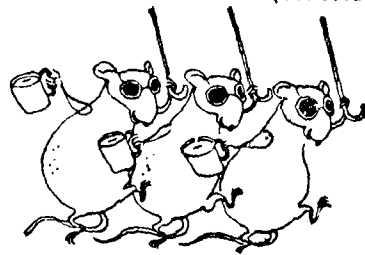
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captain of the officers team while Sri S. Wilde led the non-Gazetted staff team. Sri T. A. Joseph, General Manager, started this event. After a great struggle the non-Gazetted staff team won the event.

Our General Manager who presided over the occasion observed that due to the Congress Session at Avadi in January and the Inter-Railway Athletic Meet early in February, the Inter-Regional Sports had to be postponed to March. He stated that some of the best athletes from the Mysore Region were absent as otherwise there should have been a keener competition between the three regions. While heartily congratulating the Southern Railway athletic team for their very fine performance

at Delhi this year he made a pointed reference to the great performances of C. D. Cleur and G. Lakshmanan and observed that these two athletes who failed last year at the Inter-Railway Athletic Meet at Delhi staged a determined comeback this year. The General Manager referred to the coaching our athletes had under Sri A. B. Krishnaswami and stated that the success of our team was primarily due to the coaching they received. He hoped that our athletes will keep up their training and again repeat their performance next year at the Inter-Railway Athletic Meet and retain the Challenge Cup.

The function came to a close after Srimathi T. A. Joseph distributed the prizes.

*A. B. Krishnaswamy, Senior Labour Welfare Inspector (Sports) who was himself a champion athlete and who has been commended by our General Manager for his excellent coaching of the Southern Railway Team*



## IMPORTANT EVENTS DURING MARCH 1955

### LAYING THE FOUNDATION-STONE OF THE RAILWAY TRAINING SCHOOL AT UDAIPUR

His Highness the Maharana of Udaipur, Maharajpramukh of Rajasthan laid the foundation-stone of the Railway Training School at Udaipur on the evening of 25th March, 1955. The ceremony was held in a specially erected Shamiana at Fatehpura.



Maj.-Gen. H. H. Mahadrajadhiraj Maharana Shri Sir Bupal Singhji Bahadur, Maharajpramukh of Rajasthan, laying the foundation-stone of the Railway Training School at Udaipur on 25th March, 1955. Shri Lal Bahadur Shastri, Minister for Railways and Transport and Shri P. N. Saxena, General Manager, Western Railway, are to the right of His Highness.

Shri Lal Bahadur Shastri, Minister for Railways and Transport who was present on the occasion of the laying of the foundation stone stated that at present there were hardly half a dozen Railway Training Schools



Shri Lal Bahadur Shastri, Minister for Railways and Transport, speaking on the occasion of the laying of the foundation-stone of the Railway Training School at Udaipur on 26th March, 1955.

on all Indian Railways and he wanted their number to be increased to at least 30 to provide adequate training for all railwaymen. He also assured that priority would be given to the construction of Udaipur-Himatnagar Rail line so that the distance between Bombay and Udaipur would be minimised.

His Highness the Maharana of Udaipur, Maharajpramukh of Rajasthan thanked the Railway Minister and the Railway Administration for locating the School at Udaipur. He welcomed the Railway Minister for assuring to give top priority to the construction of Udaipur-Himatnagar Railway Line. He also referred to the construction of Fatehpur Shekhawati-Churu Railway Line which would benefit Rajasthan.

Shri P. N. Saxena, General Manager, Western Railway, earlier welcoming the guests thanked the Government of Rajasthan for their gesture for providing land for the Railway Training School.



Shri Lal Bahadur Shastri, Minister for Railways and Transport, turning the first sod of earth to mark the inauguration of the construction of the Indore-Ujjain Broad Gauge line at Ujjain on 26th March, 1955



Shri Lal Bahadur Shastri, speaking on the occasion of the inauguration of the construction of the Indore-Ujjain Broad Gauge line at Ujjain on 26th March, 1955. Shri P. N. Saxena, General Manager, Western Railway, is seated on the Minister's left.

### LATEST RADIO TELEPHONE SERVICE BETWEEN INDIA AND BURMA

Radio-Telephone service between India and Burma was inaugurated by our Prime Minister on 24-3-1955.

The Prime Ministers of India and Burma spoke to each other on the telephone while inaugurating a direct radio-telephone service between the two countries. The Prime Ministers exchanged greetings on the occasion and expressed the hope that the telephone link would strengthen the bonds of mutual friendship between the peoples of the two countries and bring them closer to each other.

The call was transmitted between Delhi and Bombay by the normal trunk lines and radioed between Bombay and Rangoon.

Though there has been a telegraph service between the two countries, there was until now no telephone link between India and Burma.

Speaking first, Sri Nehru said : 'I am happy to inaugurate this direct radio-telephone service between India and Burma. The opening of this important communication channel between our two countries fulfils, I think, a long-standing need. You will remember that during my last visit to Burma I was surprised to know that there was no telephonic communication between our two countries and I am glad now that such a service is being established. I am sure that this will help in bringing our peoples nearer to each other and help in strengthening the common bonds of mutual friendship and co-operation. So I want to send you my greetings on this occasion.'

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The Burmese Premier reciprocated the feelings of the Prime Minister of India and said: 'I am very glad to have this opportunity of calling you on this first inauguration of radio-telephone link between India and Burma. This new service will be of immense value to our two countries, as it will expedite the transmission of messages—official, business and personal.

The service to Burma brings the total number of countries with which India has direct radio-telephone links to 13. The India-Burma service will be available daily at the following times: on Tuesdays, Wednesdays, Fridays and Sundays from 10 a.m. to 5 p.m., on Mondays from 1 p.m. to 5 p.m., and on Thursdays and Saturdays from 10-45 a.m. to 12-15 p.m., and again from 1 p.m. to 5 p.m. The charge will be

Rs. 30 for the first three minutes and Rs. 10 for every additional minute of a call.

Before independence India had no direct radio-telephone link with any country except the United Kingdom. Since then direct radio-telephone links have been established with Japan, China, Switzerland, Indonesia, Egypt, Iran, East Africa, Malaya, Hong Kong, Aden and Bahrein. Radio-telephone services to other major countries of the world are available through London.

## A HISTORIC OCCASION

The signing of the Refinery Agreement, India's largest Refinery works, between the representatives of the Burmah-Shell Group and the Government of India, in New Delhi on the 15th December 1951 is a historic

occasion. The opening of the Burmah-Shell Refinery at Trombay in March 1955 is a tribute to the vision, skill and enterprise of all those who helped to plan and build it. It will cost something like Rs. 30 crores. In 1947, the Government of India invited the oil companies to examine the possibilities of building Refinery in India itself. Five major companies responded, and a party came to India. Shell Group's representative in the party was H. J. Trow, the present General Manager and Managing Director of Burmah-Shell Refineries. During their 3 months stay in India, the party visited various cities in this country. A report was submitted which recommended Bombay and Visakhapatnam as the most suitable places for refineries. Burmah-Shell indicated their willingness to provide the modern-oil refinery at Bombay. For one thing three quarters of India's requirements of oil products are handled on the West Coast. Secondly, from the point of distribution it was again suitably being connected with interior by a fine railway network as well as by roads. Moreover, Bombay has an excellent harbour adaptable to the needs of modern oil terminal with anchorage for 200 ships, reasonably well sheltered. India's largest refinery works was opened by Dr. S. Radhakrishnan, Vice-President of Indian Union on 17-3-1955 at Trombay.

More than ever before India thrives by transport. The bullock-cart moves slowly along the roads alongside the diesel and petrol engine. Petroleum keeps the wheels turning. As a source of power, it drives the car, lorry and train wheels and also the ships and aeroplanes. As a lubricant petroleum makes possible the high speed whirling of the wheels in India's modern machinery. Under India's Five Year development programme more attention has been paid to improve the transport facilities and the second Five Year Plan, in which industrialisation receives a lot of attention, starts next year.

## INTEGRAL COACH FACTORY ELECTRIC RECEIVING SUB-STATION

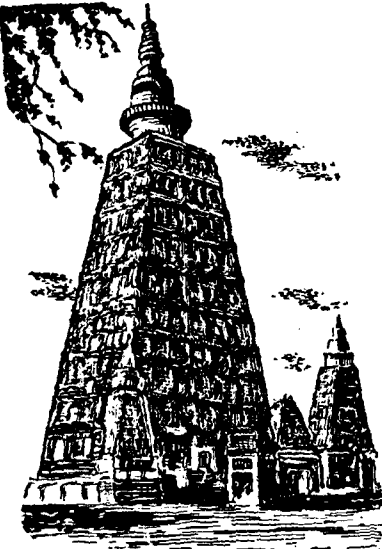
### Opening by Chairman, Railway Board

The Electric Receiving Sub-Station of the Integral Coach Factory was switched on by the Chairman, Railway Board, Shri G. Pande, on the forenoon of March 29, in the presence of a large gathering of Officers and staff of the Project. Shri K. B. Mathur, Member, Transportation, Railway Board, was also present.

At the outset, the Chief Administrative Officer Shri K. Sadagopan, welcomed the distinguished guests and gave a short account of the progress of the Factory during the past year and expressed the hope that when the installations were complete and the Factory started production, the country would appreciate the immense task that had been accomplished within the specified time. He then requested Shri G. Pande to open the Sub-Station.

This was followed by Puja by one of the Factory officials. Shri Pande then pressed a button which automatically opened the Sub-Station and thus inaugurated the permanent electricity supply for the Factory. Addressing the gathering, Shri Pande expressed great pleasure at seeing the progress of the Project since his last visit 13 months ago. At that time the Project was still in the foundation stage and now after a year, the Civil Engineering Works were practically nearing completion and he congratulated all those associated with the Project in the harmonious manner in which it was progressing according to schedule. He could visualise the great enthusiasm and joy in the face of everyone when the Project was inaugurated and the first coach rolled out of the Factory. Those in this Project were helping to build a new India particularly, the Apprentices. Addressing the Apprentices, he called upon them to make the maximum use of the training which had been so well planned so that they might take over their responsible

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- (ii) One conductor and four cooks/servants will be allowed to be carried free.
- (iii) For tours exceeding 1,500 miles and over, a concessional fare equivalent to 3/4th of tariff fare will be permissible under certain conditions.

For detailed information, please apply to the Chief Commercial Superintendent (Rates), Northern Railway, Kashmere Gate, Delhi.

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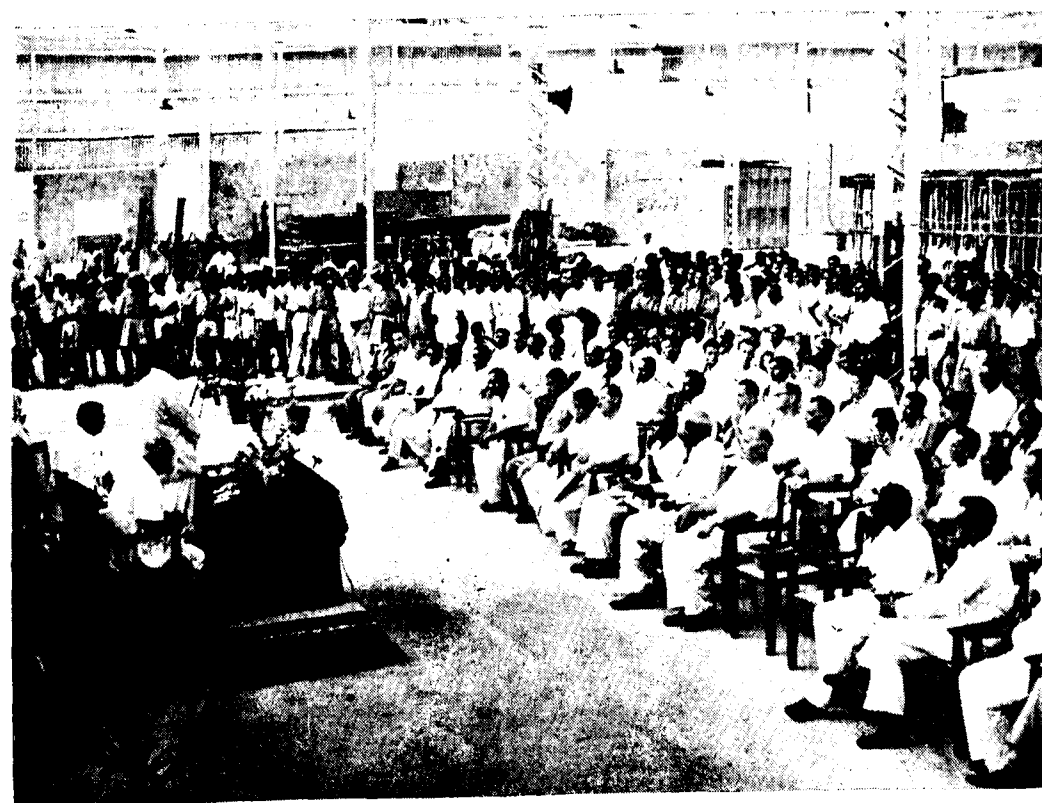
April 1955

IMPORTANT EVENTS

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appointments as soon as they finish their training. Shri Pande then complimented the Swiss Engineers on the keen interest they were taking in training our boys to become good artisans and expressed the hope that these boys would attain the highest degree of efficiency and enable the country to advance in the way everyone wants us to advance. He had no doubt that this Project would fulfil its purpose and would grow into one of

on the Shop structures that were going up strictly according to Schedule and on the collection of young men around him, all bubbling with energy and youth and enthusiasm. Addressing the young men, he referred to the numerous works going up in this country one after another and pointed out that it was upon young men and not upon older men like him that would depend really how the country achieved success. Theirs was a very responsible task as



our biggest national assets. He called upon those associated with the Factory to ensure that everything with the factory was of the best and that there was nothing that was not first class.

At the request of Shri Sadagopan, Shri K. B. Mathur Member, Transportation, Railway Board, then addressed a few words. At the outset, he complimented the Chief Administrative Officer

they would be the future builders of the country and he called upon them to shoulder that responsibility with determination, boldness and courage with one single object before them, that object being the greatest pitch of efficiency. He called upon them to acquire as much knowledge as they could so that the future may be proud of them.

**PRESS CONFERENCE**  
**IN GENERAL MANAGER'S OFFICE ON 30-3-55**  
**CHAIRMAN, RAILWAY BOARD AND MEMBER,**  
**TRANSPORT, ADDRESSED**

~~~~~ THE PRESS CONFERENCE ~~~~~

A PRESS CONFERENCE was held at the Office of the General Manager, Southern Railway. The Chairman, Sri G. Pande and the Member, Transport, Railway Board, Sri K. B. Mathur addressed the Press Conference.

Sri T. A. Joseph, General Manager of the Southern Railway, Sri K. Sadagopan, Chief Administrative Officer, Integral Coach Factory, Perambur, Sri S. K. Mukherji, Chief Commercial Superintendent, Southern Railway and Sri B. C. Desikachari, Chief Operating Superintendent, Southern Railway, attended the Conference.

The Chairman, Railway Board, stated that while plans were in progress to increase the transport capacity by 20 per cent before November next, he said as a long-term measure, during the Second Five Year Plan, it was proposed to increase the capacity by 50 per cent over the capacity at the end of the First Five Year Plan period. He added, that wagons were being built for passenger coaches and locomotives in an increasing measure and that the 'Production' in the five years should grow sufficiently to make us self-sufficient in respect of all supplies for our railways.

As for the question of passenger comforts and overcrowding, the Railway Board was studying the data collected in a traffic census held over eight days on different railways. As soon as results of census have been examined the Railway Board would try to do what is possible by arranging for additional trains and for other remedies. Further the possibility of putting high power engines on crowded trains in order to enable more coaches being put on the

trains and running fast trains on congested areas to reduce pressure on through trains would also be examined.

Sri Pande explained that the general operating position on the Railways was much better during current year compared with corresponding periods in other years. There was an increase in the loading of goods and more transshipment and long distance haulage. Coal loading also had improved. There has been an increase of 206 wagons daily in the Bengal coal fields, and 236 wagons in all coalfields. There was also substantial increase in various points.

Owing to restriction capacity on the Madras-Bezwada and Guntakal and Madras Sections, heavy arrears of rice and iron ore traffic have been built up. Movement to and from Madras Fort and for Bangalore City also has been difficult. Special endeavours were made to clear rice traffic from Bezwada area and on an average 96 wagons a day were loaded. The demand stood at 15,256 on February 1, was brought down to 3,264 on February 28. It was mentioned that when this movement was initiated, there was large-scale cancellation of registrations.

The Chairman, Railway Board said, that weekly express goods service has been introduced between Madras and Shalimar and Madras and Bombay from December last, and these were proving very popular, and there was no additional cost involved. 'In fact,' he stated 'Wagons reach destination ahead of the railway receipts'.

He also added that the work was progressing rapidly on the conversion of metre gauge line from Gudur to Renigunta and the broad gauge line

April 1955

PRESS CONFERENCE

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should be ready by October 1956. The work had to be carried without dislocating the normal service on the route, he pointed out.

As regards Bezwada-Waltair section, there was no need for double-tracking it; they proposed to have additional trains and more crossing points in addition to remodelling the Rajahmundry station which should meet the requirements.

Regarding construction of new lines the Chairman said, that the proposals had been received from the State Government totalling some 15,000 miles for inclusion in the Second Five Year Plan. The Minister for Railways recently said that they were thinking in terms of laying 4,000 miles of new lines during the period. The proposals have been scrutinized in the Railway Board's Office and after a preliminary examination and classification, would be placed before the Central Board of Transport who would determine priorities for starting Engineering and Traffic Surveys before taking a final decision about construction.

Sri Mathur, Member, Transport, said that provision for the final survey of the Tambaram-Villupuram section in connection with the project for its electrification had been made. Regarding the use of diesel engines he said: "as we are not self-sufficient in petrol or diesel, limited dieselisation would, however be possible and would be carried out where needed." He expressed that he could not speak with certainty if the availability of lignite would help locomotion to any extent, though he conceded it would help to some extent to relieve the pressure on coal.

Passenger Traffic

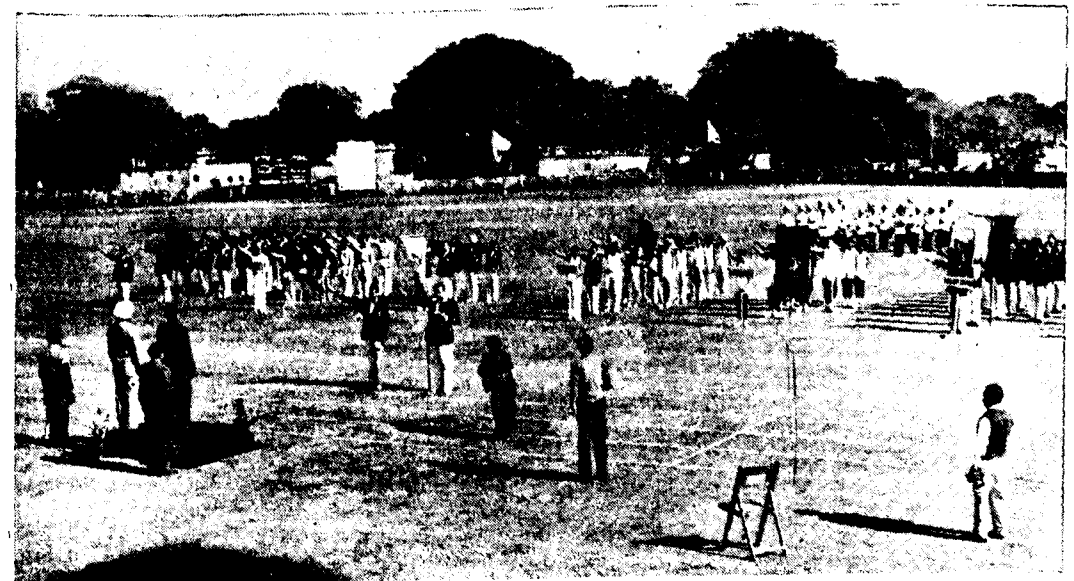
Discussing problems relating to Passenger traffic, the Chairman said the Committee for considering suburban traffic and difficulties experienced in that connection would shortly be set up and would be asked to recommend improvement of facilities in Madras, Bombay and Calcutta. A sub-committee of the Zonal Railway Users Consultative Committee would also be constituted to review periodically the facilities available. He pointed out that the running time for the G. T. Express has been reduced. (This has been given effect to from 1-4-1955). Regarding Passenger amenities the Chairman said that several improvements have been made and the effort to provide more amenities would continue. The change in the classes on trains did not contemplate any change on the amenities available in the classes 're-christened'.

He also said that a sleeping coach will be provided in the Madras-Bombay Janata Express. (It has since been given effect to from April 1, 1955).

Referring to the workshop facilities the Chairman said that on each Zonal Railway such facilities would have to be greatly expanded. Railway, have, therefore, been asked to put up a proposal for development and to recruit and train requisite personnel. It was also proposed to depute one officer of the Railway Board to co-ordinate the details of the schemes of development, so that an integrated development of the facilities might be made. Construction of work and the programme of training technical personnel in the Integral Coach Factory, Perambur, was proceeding according to schedule, he added.



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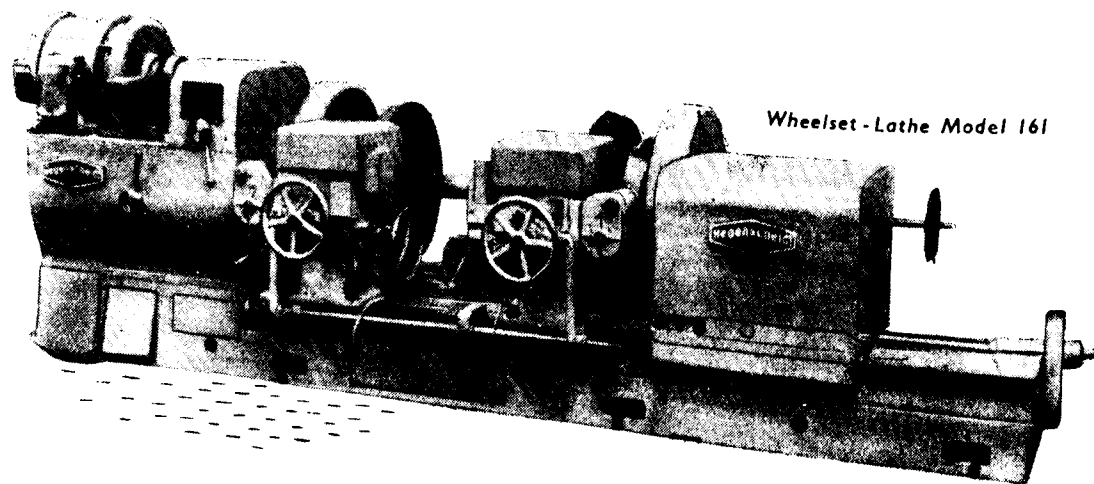
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