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SOUTH RAIL NEWS

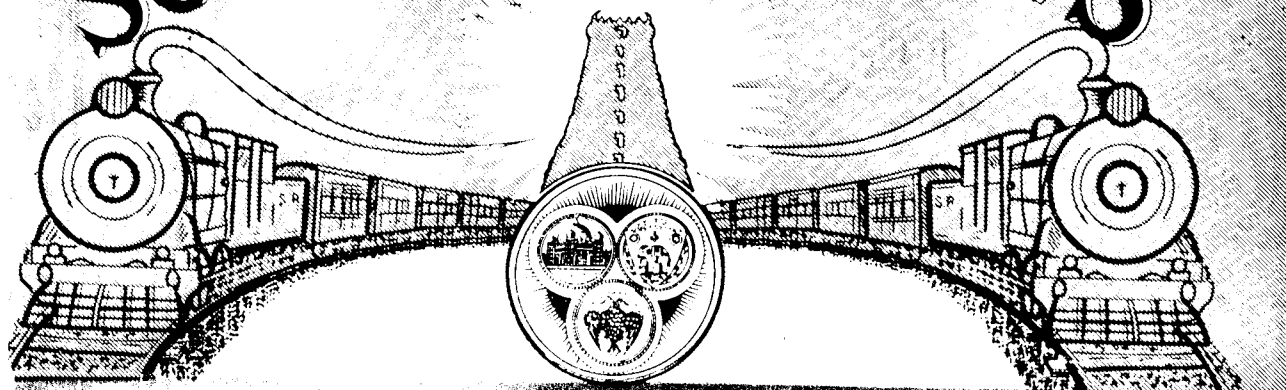
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SOUTH RAIL NEWS



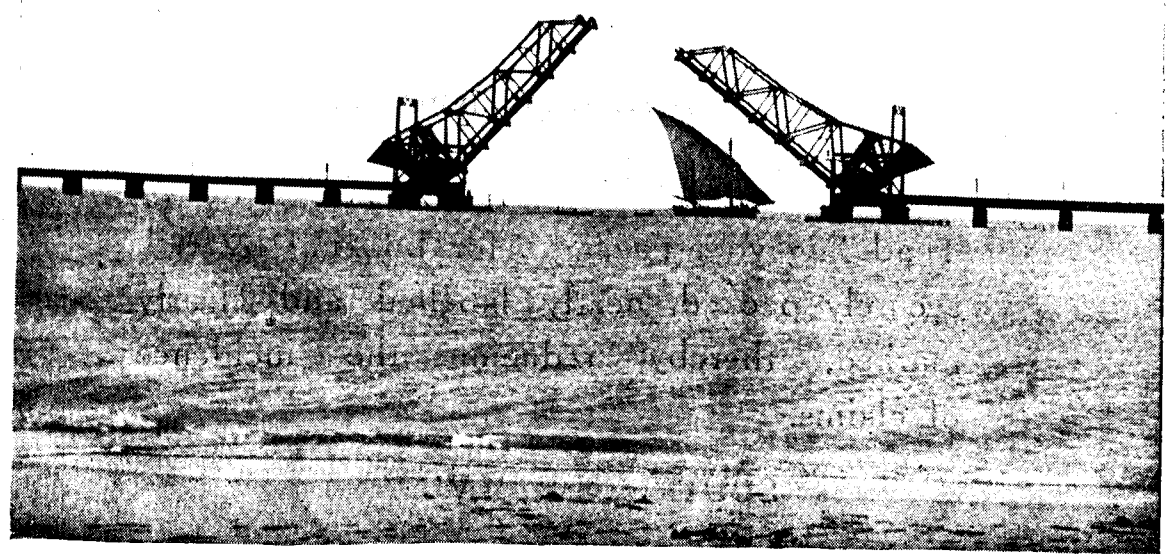
THE SOUTHERN RAILWAY

OL. II

JUNE 1955

NO. 3

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SCHERZER BRIDGE AT PAMBAN

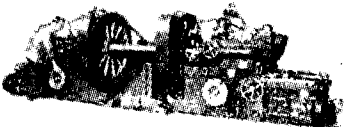


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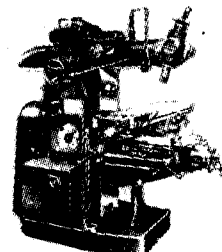
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- * Using Railway carriages, platforms, waiting halls, etc., properly and maintaining hygienic conditions.
- * Tendering your packages for booking by rail, securely packed, neatly labelled and clearly marked, thereby reducing the incidence of claims.

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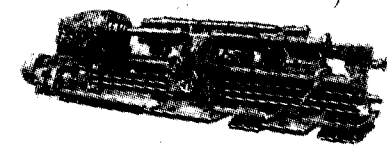
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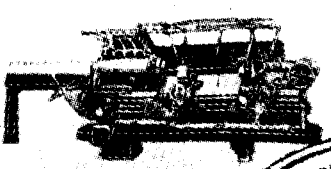
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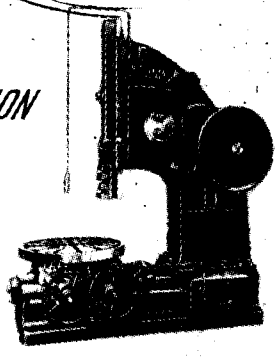
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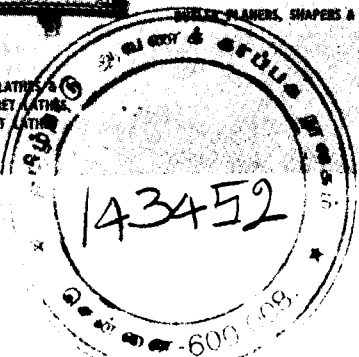
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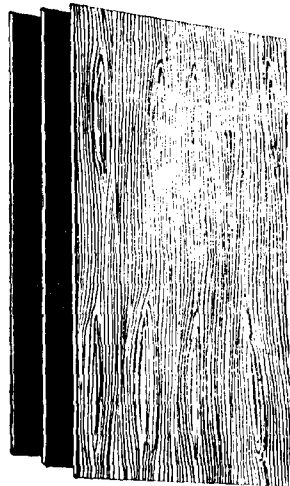
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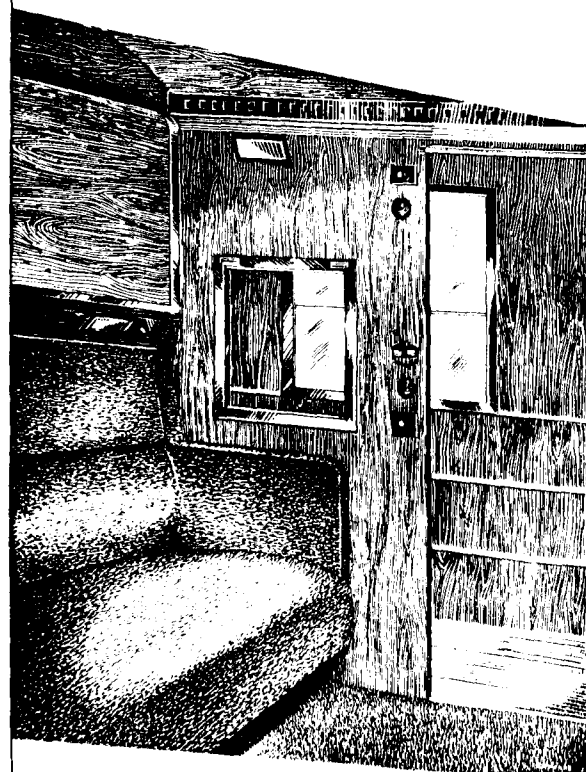
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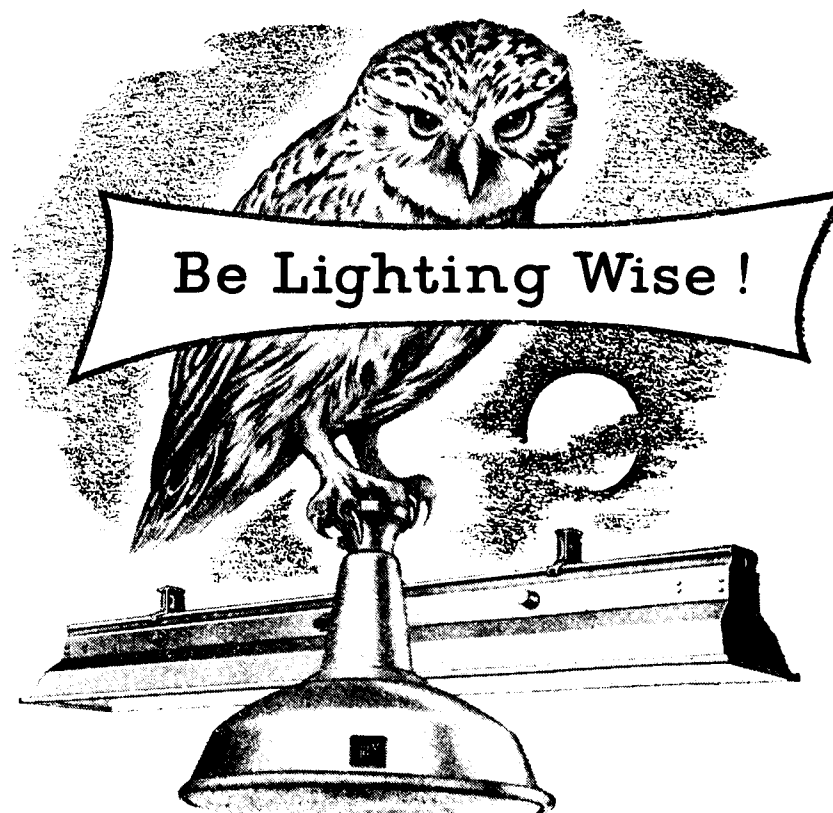
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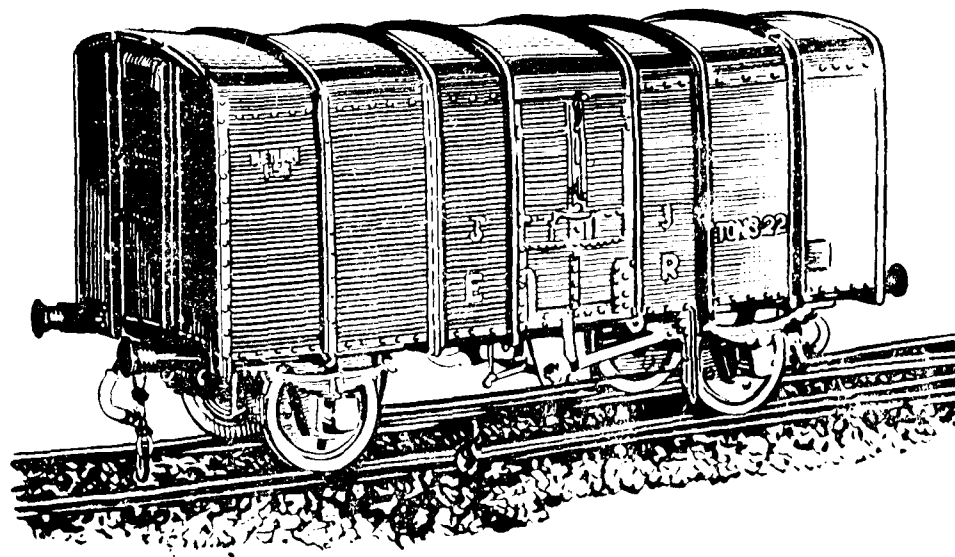
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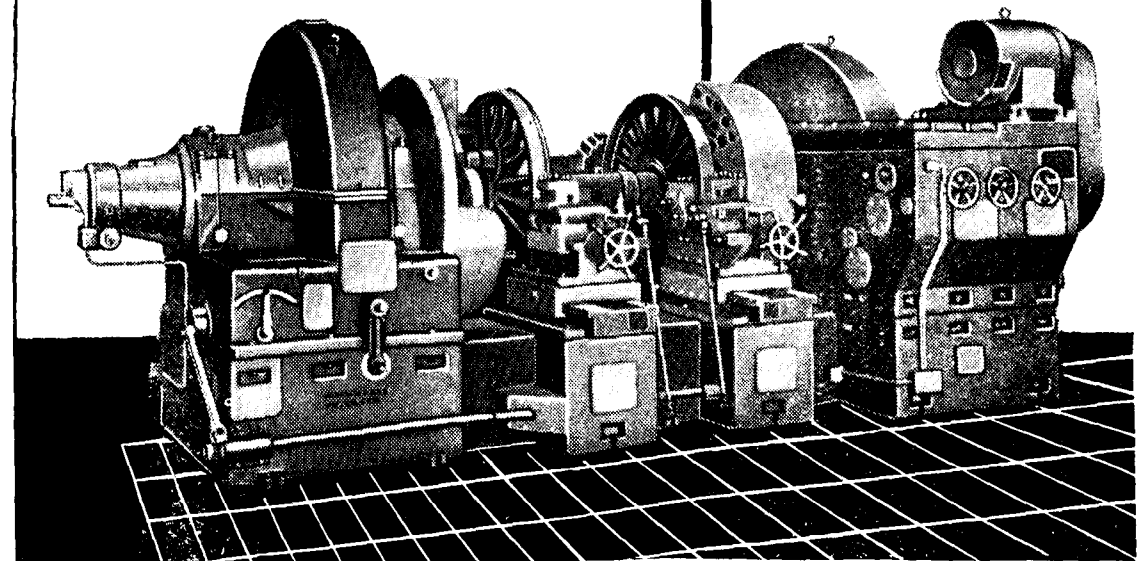
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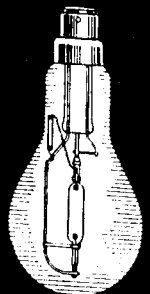
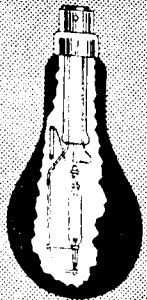
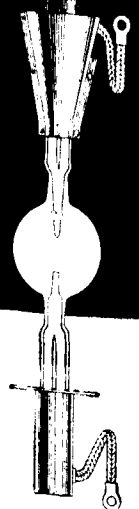
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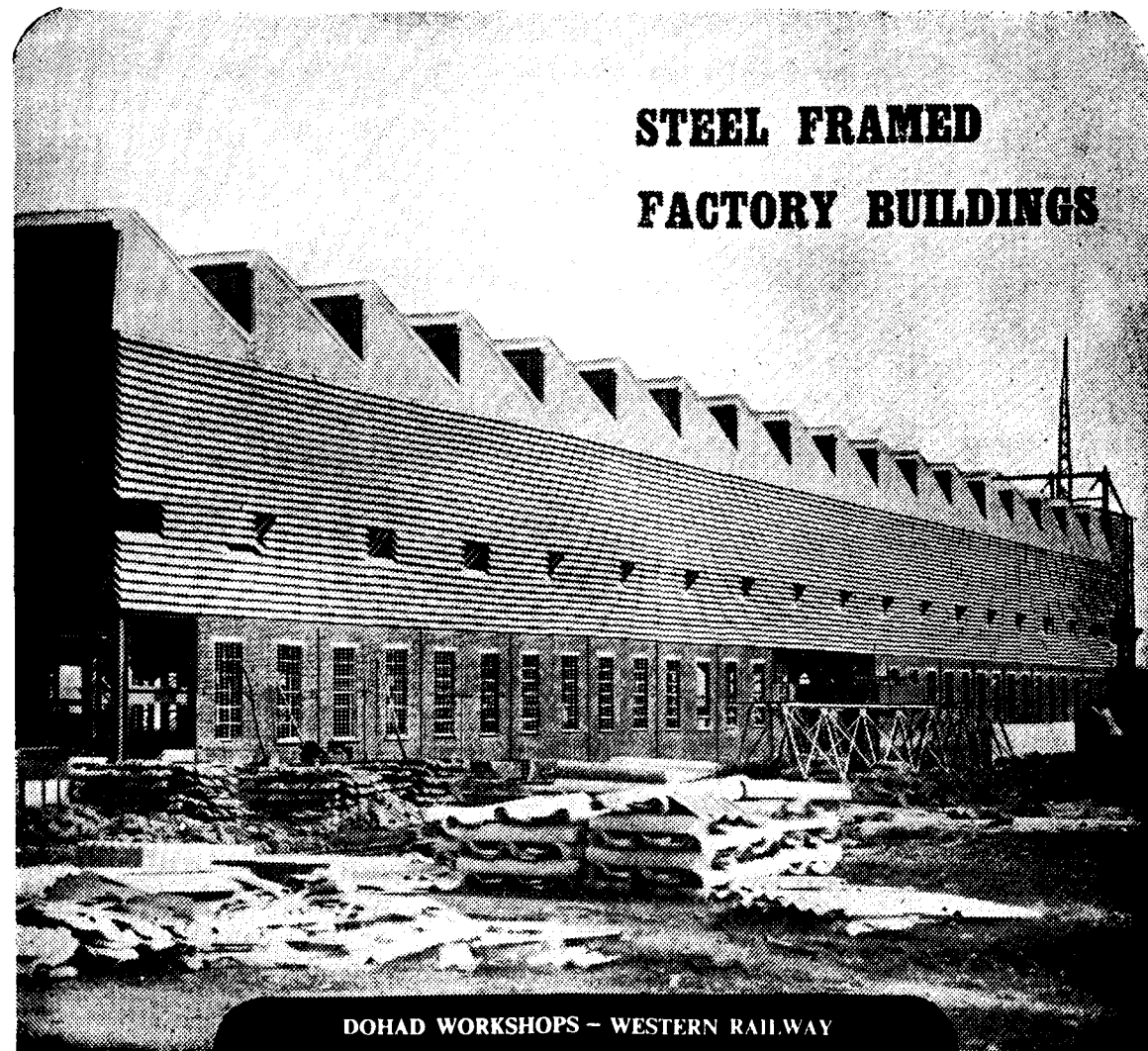
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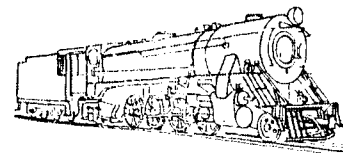
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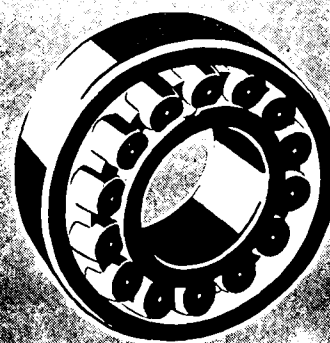
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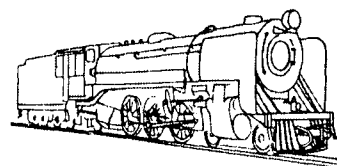
YG class 2-8-2+4-4 steam locomotive

Builders :
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YP class 4-6-2+4-4 locomotive

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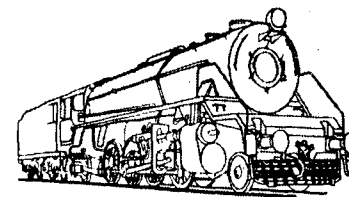


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The Indian Railways are issuing from 1st April 1955 concessional tickets to Hill Stations as detailed under :—

FARES—Return tickets at one and a half single journey fares.

CLASSES—First, Second, Third and Servant tickets.

AVAILABILITY—For three months from the date ticket is available for commencement of the journey.

FROM—Any station in India **TO**—Simla, Solan, Dharampur Punjab, Dehra Dun, Pathankot, Kathgodam, Ootacamund, Kodaikanal Road, Abu Road, Coonoor, Darjeeling, Kurseong, Shillong, Piparia and Kotagiri Out-Agency (served by Mettupalaiyam at $1\frac{1}{2}$ single journey fares for the rail portion plus 2 single journey fares for the road portion).

Please note that

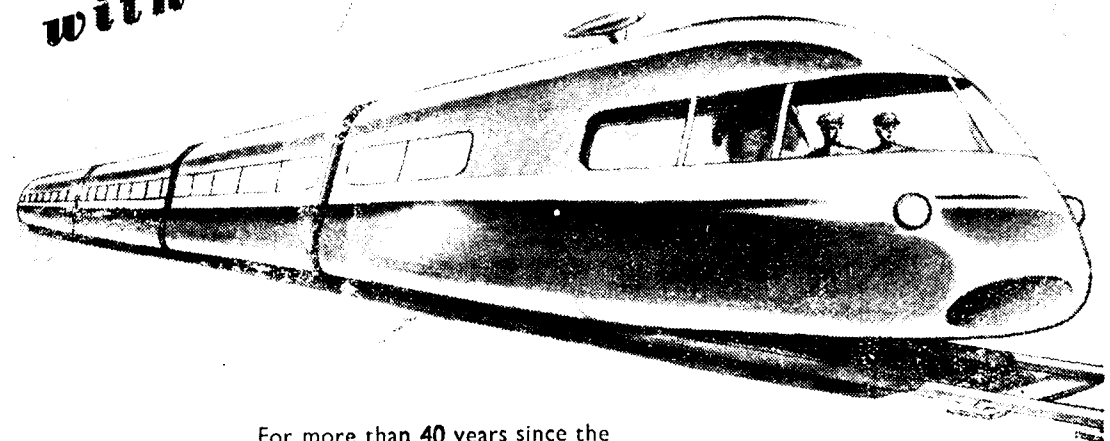
The concessional tickets are issued from all stations from which the chargeable distance is 150 miles or more.

These Concessional Tickets will be issued up to October 31, 1955.

For full particulars please contact the nearest Station Master.

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with an eye to the **FUTURE**



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Our battery designers with many years practical experience of the arduous climatic and operating conditions of this country have produced a battery unsurpassed for efficiency, reliability and long life... and with an eye to the future they continue endlessly the research for new materials, and new designs, to give you batteries that will be even better than the best we know today.



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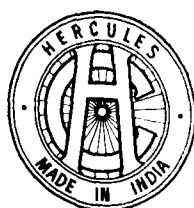
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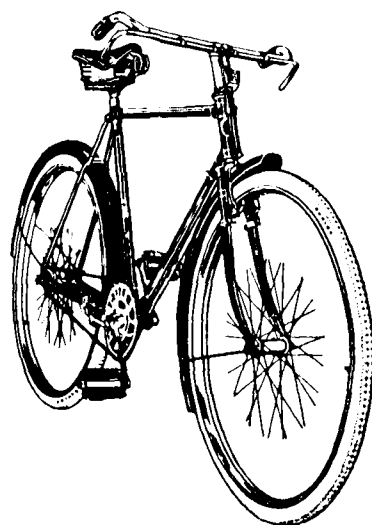


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For dependable Service



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AVAILABLE AT ALL LEADING DEALERS

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SOUTHRAILNEWS

(Official Organ of the Southern Railway)

VOL. II

No. 3

Editor :

K. SRINIVASAN

All contributions must be clearly **typed and double-spaced on one side of the paper only**, and signed, not necessarily for publication but as a guarantee of good faith

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THE EDITOR
Southrailnews
18A Mount Road Madras 2

JUNE 1955

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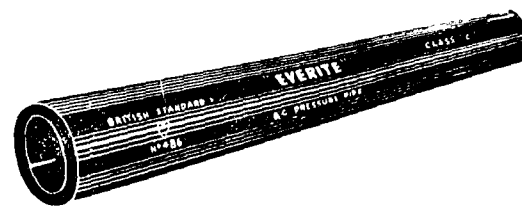
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Front Cover : Scherzer Bridge



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C. 57

SOUTHERN RAIL NEWS

Vol. II

JUNE 1955

No. 3

Development of Railways

The Second Five Year Plan for Indian Railways may involve an outlay of 1,480 crores according to the present indications. The estimated expenditure is more than $3\frac{1}{2}$ times the provision made for the Railways for the First Year Plan. The target expenditure of 400 crores for Railways in the First Year Plan is likely to be exceeded by 18 crores.

The target expenditure for Second Year Plan, 1,480 crores is based on the assumption that the Railways will be able to carry 50 per cent more goods traffic at the end of the Second Plan than at the end of the First Plan. In this connection it is to be remembered that by November 1955, the carrying capacity is expected to be increased by 20 per cent over what it was at the beginning of the First Five Year Plan. That means 50 per cent over and above 120 is equivalent to a total of 180 which boils down to 80 per cent increase in carrying capacity at the end of the Second Five Year Plan over what was there just before the beginning of the First Five Year Plan. An increase in passenger movement during the Second Five Year Plan period is also envisaged. If the proposed expenditure is finally accepted by the Planning Commission, the Railways will be spending on an average in the neighbourhood of 80 lakhs every day of the plan period.

Procurement of new locomotives, goods wagons and passenger amenities will require one-third of the entire outlay in the Railways Second Plan.

The Second Plan of the Railways is likely to provide for heavy expenditure on items like construction of new Railway Lines, renewal of track, electrification of more sections of the Railway and safety works. The provision of passenger amenities is expected to be in the neighbourhood of 15 crores.

1143452

Emphasis on Amenities

THE expenditure of three crores a year on amenities is spread over about a dozen major items of which the extension, raising, widening, surfacing and covering of platforms will claim in 1955-56, the largest share amounting to Rs. 81 lakhs or more than one-fourth of the entire outlay for the year.

Next in importance comes the installation of fans, better lighting in coaches, construction of waiting rooms, waiting halls, to each of which a little over 30 lakhs or 10 per cent of the total expenditure will be devoted. The remaining amount will be spent on water supply, retiring rooms, refreshment rooms, vendors, over-bridges and sub-ways, electric lights and fans in waiting halls and on platforms. Electric water coolers are installed at important stations and cold drinking water is supplied to passengers. Where this facility is not provided there are arrangements for distributing water cooled in earthen jars kept overnight. During the scorching heat in the summer, travelling watermen accompany trains and small compartments are set apart for storing cold water. Retiring rooms and restaurant cars which were previously open to holders of Air-conditioned, First Class and Second Class tickets only have been opened to Third Class passengers also. Cheaper and cleaner food for travelling public has received much attention.

The distribution of the sum of Rs. 3 crores among the six zones into which the Indian Railways are divided is: Western Rs. 60 lakhs, Eastern and Northern Rs. 54 lakhs each, Southern

Rs. 49 lakhs, North-Eastern Rs. 44 lakhs, and Central Rs. 39 lakhs.

In his broadcast from New Delhi Station on the 1st of June 1955, the Railway Minister gave the assurance that passenger amenity works will never be allowed to suffer for lack of funds. The Minister pointed out that it had been laid down that certain minimum passenger amenities must be provided at all stations irrespective of size or importance.

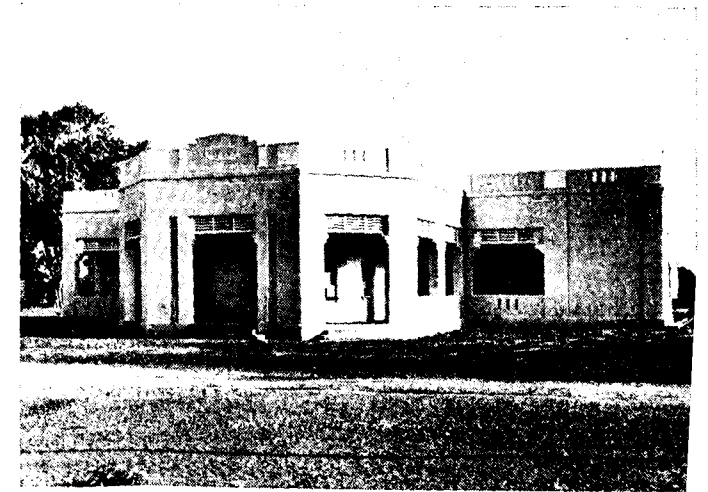
The Railway Minister said that there was no getting away from the fact that overcrowding still persisted on certain sections of the railways. It was admittedly severe in some places. The obvious remedy was to place more coaches on the line and to introduce additional trains.

In so far as the problem affected the suburban services, the Railway Ministry would shortly appoint a high level expert committee to recommend measures for affording expeditious relief.

Regarding the Exhibition of films on Railways, the Railway Minister said, "The idea is to usefully fill the time of passengers waiting for trains, and at the same time to give them a visual idea of what is going on in this great country of ours. Some of the films will also provide practical guidance on personal matters of everyday interest to the people. By means of printed literature and loud-speaker announcements we also hope to help and guide passengers in taking the fullest advantage of the various amenities which the railways now provide."



Roofing over the Island Platform at Renigunta Jn.



New Dispensary, Gudur Jn.



Additional Booking Facilities — Tirupati East

See India!

I, II or III Class

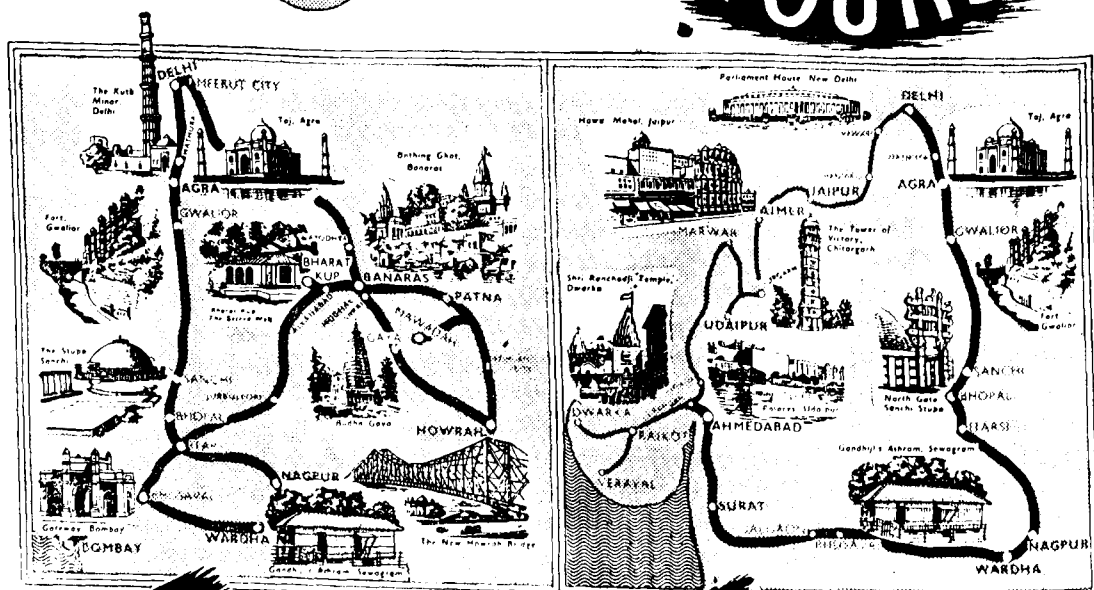
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8

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Fares — Rs. 230-8-6 Rs. 145-8-6 Rs. 76-13-6

Children Half Rates

Here are two typical Concessional Circular Tours — There are 8 such standard Concessional Circular Tours introduced by this Railway. Full details in regard to all the 8 Tours can be obtained from the Station Masters concerned.

You can also plan YOUR OWN CIRCULAR TOUR subject to certain conditions in force at concessional I, II or III Class Fares, particulars of which can be obtained from the Chief Commercial Superintendent, V.T. Bombay.

CENTRAL



RAILWAY

TOUR
No. 7

Mileage: 2,843

STATIONS COVERED:

Nagpur, Bhopal, Sanchi, Agra, Delhi, Bandikui, Jaipur, Ajmer, Chitorgarh, Udaipur, Marwar, Viramgam, Dwarka, Junagadh, Veraval, Rajkot, Ahmedabad, Surat, Jalgaon, Nagpur.

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Children Half Rates



EXPANSION OF CHITTARANJAN LOCOMOTIVE WORKS

FIRST PHASE SANCTIONED

The Government of India have sanctioned the first phase of expansion of the Chittaranjan Locomotive Workshop, whose target of production has now been raised to 200 locomotives per year and more thereafter.

Pending finalisation of the detailed scheme relating to the proposed expansion and expenditure involved therein, the Government of India have decided that certain preliminary works like construction of additional staff quarters, procurement of building and structural materials should be taken in hand. An amount of Rs. 6,88,000 has been sanctioned for the first phase.

The Chittaranjan Locomotive Workshop was originally designed to produce 120 average size locomotives and 50 spare boilers per year, working on a single shift. This target has already been achieved ahead of time, and Chittaranjan is currently producing an average of 10 W.G. locomotives a month.

The Railway Board has given its approval to the working of a second shift at Chittaranjan for implementing the expansion programme.

MASS CHECK-UP OF RAILWAY PACKAGES—CAMPAIGN TO IMPROVE "PLM" STANDARDS

In a sample physical check-up of 1,500,000 packages tendered to the Indian Railways for transport, it has been found that out of every 100 packages checked, 15 were defective

from the point of view of packing, labelling or marking.

The mass check-up was organised by the six zonal railways during the seventh "PLM Week" (Packing, Labelling, Marking Week) in December 1954, when thousands of railway officials at scores of selected railway stations throughout the country joined in physically checking up individual packages and subsequently tabulating their findings.

During the first "PLM Week" organised in October 1951, it was found that as many as 40 out of every 100 packages checked were defective.

Alarmed by the raising trend of claims preferred against the Railways as a result of packages damaged or misdirected during transit, the authorities launched an educative campaign through newspapers, posters, leaflets, films and cinema slides, for a little care and consideration on the part of the trading public, the illiterate contract labour and railwaymen themselves.

The result of the seven half-yearly "PLM Weeks" organised so far has been encouraging. The percentage of packages defectively packed, labelled or marked by railwaymen themselves has during this period been brought down from 28 in 1951 to just over 9 last December.

RAILWAYS AND THE WORLD CALENDAR

The proposal for calendar reform now being investigated by Governments at the request of the Economic and Social Council of the United

BOUQUETS AND BRICKBATS

Copy of letter dated 11-5-1955 from Sri K. Gopalswami Rao, B.A., B.L., Retired Sub-Judge, No. 23, Rettai Pillaiar Koil St., Cuddalore Post (S. A. Dt.) to C.C.S./MAS.

I wish to express my grateful appreciation of the prompt and faithful service rendered by the Assistant Station Master, Walajah Road Jn. (I understand his name is Sri Ponnurangam) and the Station Master on Duty at Arkonam for the Bangalore-Madras Passenger No. 316 on Thursday the 5th May 1955 in the following circumstances.

On that day, by that train, I alighted at Walajah Road Junction with my people and samans from a III Class Compartment, when, I missed to take my handbag of personal things of value to me. Immediately, I reported it to the Assistant Station Master doing duty at that Platform and he was very kind and sympathetic and promised to telephone atonce to Arkonam and try to get the bag. I am glad to say that he was successful in his efforts and duly secured my bag. Next day, I went to the Walajah Road Station and met the particular A.S.M. and he handed over to me my bag intact.

So, my thanks are specially due to the A.S.Ms. concerned and to the Railway Company for such humane service.

Copy of letter No. 1408/55 of 9-5-55 from the General Secretary, Social Service League, Madurai (Reg.), to the D.T.S., Madurai.

Please permit me to thank you and your staff for the splendid co-operation rendered to our volunteers and ourselves during the Chitra Festival, 1955. The said complete understanding and help mutually shown to each other did make the entire festival come out very successful.

Please communicate to your subordinate staff our thanks to them.

Nations has some advantages for railways. In principle the new calendar would consist of quarters having one month of 31 days and two months of 30 days. Each quarter would consist of the same number of days and each year of exactly 52 weeks. The days of the week would recur on the same days of the month each year, each month would have the same number of working days each year and any quarter would be comparable with any other. The 365th day would be a holiday, called Worldsdays, falling at the end of December each year. In leap years, a similar day would be inserted at the end of June. The advantages of having equal accounting periods are obvious, and if the present movable feasts could be fixed so that they always came on the same dates, railway accounting would become much simpler and statistics more free from variables. The main difficulty would appear to be the need to prepare special statistics for Worldsdays, which like all public holidays, would still be working days for the railways.

INDIAN RAILWAY COACHES FOR PAKISTAN

India has agreed to supply to Pakistan immediately 28 Broad Gauge railway passenger coaches and underframes with wheels for another 22 coaches.

The supply will be made on a "no profit" basis.

Negotiations for the supply of this rolling stock between Indian and Pakistani railway officials were held in New Delhi a few weeks ago, when India agreed to meet Pakistan's requirements despite rolling stock shortages on her own railway system.

The coaches and the underframes will be delivered to the Pakistan railway authorities at Attari shortly.

LIGHTING AT RAILWAY STATIONS

All zonal railway authorities have been requested to take steps to ensure proper lighting at all non-electrified stations in the country. During his

recent tours Sri Shah Nawaz Khan, Parliamentary Secretary to the Railway Minister, found that at many stations lighting was not satisfactory and that only a small proportion of the station lamps were lit.

There are about 6,000 railway stations in India, and a majority of them are not electrified.

THIRD CLASS SLEEPING ACCOMMODATION—PROCEDURE FOR RESERVATION RELAXED

The Railway Board has decided to relax, with immediate effect, the procedure for the reservation of third class sleeping accommodation which is at present provided on certain trains.

Reservations for berths will commence 10 days in advance, instead of three days in advance as at present.

At the starting stations, reservations can be made up to the time of the starting of the train. The practice hitherto was to stop reservations six hours prior to the train's departure.

Reservations from intermediate stations will be made on a basis of priority at the starting stations. However, at intermediate stations it will be necessary to stop reservations 24 hours prior to the time of the train's departure from the starting station.

CALCUTTA FIRMS TO SUPPLY 11,500 GOODS WAGONS

Orders have been placed on three Calcutta firms for the supply of 11,500 goods wagons to the Indian Railways. The total cost of the order is in the neighbourhood of Rs. 12 crores.

The wagons ordered are of several types: ordinary covered wagons, open wagons, cattle wagons, petrol tank wagons and Broad Gauge brakevans. Except for 300 Metre Gauge wagons, all the others have been ordered for Broad Gauge.

The orders have been placed by the Railway Board against their rolling stock programme for 1956-57. The

June 1955

deliveries are expected to commence from July next year and are likely to be completed by the end of June 1957.

The indigenous capacity for manufacturing wagons has been gradually increased through the efforts of the Railway Ministry from small figures to something like 12,000 wagons per annum at present. Subject to the availability of steel, this capacity may be increased further in the near future.

RAILWAY OFFICERS' PROMOTIONS

A series of promotions in the ranks of senior railway officers have been ordered by the Railway Board.

Sri D. P. Mathur, Director of Finance in the Railway Board, has been appointed Senior Deputy General Manager of the Central Railway. He will be succeeded by Sri C. T. Venugopal. Senior Deputy General Manager of the North-Eastern Railway.

Mr. P. Morris, an Englishman, who was Director of Mechanical Engineering in the Railway Board, has retired after 30 years' service on the Indian Railways and is being succeeded by Sri S. L. Saksena, Director of Railway Equipment. Sri H. D. Singh, Controller of Stores in the Chittaranjan Locomotive Works, will become the new Director of Railway Equipment.

WARNING

Anti-social elements are committing thefts of Railway properties including Electric Bulbs and Dynamo Belts, etc. and selling them to the public. Please note that possession of these articles is an offence under the Railway Stores (Unlawful Possession) Ordinance 1944 and punishable with imprisonment.

Do not buy these materials or allow them to be used in functions in your houses, theatres, business premises, etc.

Pass this information on to your friends and help the Indian Railways to serve you better.

GENERAL MANAGER
SOUTHERN RAILWAY



World of Railways

Arthur L. Stead

Our London Correspondent

THE railway engineer is one of the most versatile of men. Despite natural obstacles of every kind, he has planned and constructed the vast ribbons of shining steel that girdle the land surface of the globe, bridging here, tunnelling there, and achieving almost the miraculous to provide rail transport for the million.

In the great open spaces of India and other lands, there still remain tremendous opportunities for railway expansion. In more constricted areas, however, like those around the busy capital cities, the toughest of problems face the railway builder and his operating associate. Nothing dismayed, the engineers literally are 'getting down' to these problems in earnest.

As you read these lines, enthusiastic engineers are working away beneath the surface, carving out tunnels to take new underground railways to serve Stockholm and Sydney, Rio de Janeiro and Budapest. In Calcutta and Auckland. Montreal and Melbourne, plans are maturing for underground railways, and this would appear an opportune moment for me to tell SOUTHERN RAILNEWS readers a little about the wonders of underground transport.

At the present time, nearly thirty of the world's larger cities enjoy underground passenger movement. Some

of these lines have been operating for a great many years, the first underground in Budapest, for example, dating from 1896. Other systems—in Toronto, Stockholm, Rome and Brussels—are of modern construction, built since 1945.

The world's very first underground railway was the Tower Subway, running under the River Thames in London, from Tower Hill to Tooley Street. Opened in 1870, this pioneer 'tube', with its cable-drawn carriages, was the 'daddy' of all underground lines. A 60 ft. shaft led down to a cellar-like station, where passengers waited on hard wooden benches for their carriage to come along. The vehicle moved off when the guard screwed a clamp on a moving cable, which was towed by small stationary engines at either end of the subway. Each carriage accommodated twelve passengers and the quarter-of-a-mile trip was completed in just over one minute.

It was in the construction of the Tower Subway that Henry James Greathead introduced his famous 'shield', a method of tunnelling which is still followed in modern underground construction. Miners, working through a door in the tunnelling shield, cut away the earth to a depth of eighteen inches. The shield is then moved forward into the space and a ring of cast-iron segments bolted into



Park Royal, a typical Suburban Station on the routes of London underground railways

position. The process is repeated until the complete tunnel is constructed.

Today, London possesses the longest underground railway system in the world—248 route miles. This compares with the 242 route miles of the New York Subway, and 117 miles of the Paris 'Metro'. At the moment another 11 mile long tube is planned in London, linking Victoria main-line railway station with Walthamstow in north-east London, and serving en route Euston and King's Cross main-line termini.

The Paris Metropolitan underground, with its articulated trains and new experimental pneumatic-tyred carriages, actually handles more passengers than its London counterpart, but average length of journey is much less in Paris than in London.

The first genuine underground railway in London was the Metropolitan line, opened in 1863. In 1890, the City

and South London Railway opened the first electric tube, and by 1908 the London underground network was built up virtually as it stands today. Subsequent extensions mainly having been confined to taking the tubes out into the suburbs at ground level.

Linking all the London main-line rail termini, the London tubes have 230 stations handling 1,800,000 passengers daily. Every 24 hours, 7,526 electric tube trains are run, and on the two busiest routes—the Piccadilly and District lines—there is a train every 90 seconds in each direction at the peak period. Charing Cross is the busiest underground station with six distinct tubes and 214 trains passing through each hour in the peak periods (7 a.m. to 10 a.m. and 4 p.m. to 7 p.m.)

The New York Subway is unique in that lines in the centre of the city are four-tracked, two tracks being used by stopping trains and two by express limited-stop trains. An interesting

development is the projected replacement of the shuttle train service between Grand Central Station and Times Square by a moving belt. Seats would be provided on this belt, which would move at a speed of 15 m.p.h. between stations.

Elsewhere in the U.S.A., there are underground railways in Chicago, Philadelphia and Boston. Prior to 1943, Chicago had extensive elevated railways but no underground passenger lines. Since then, two elevated railways have been diverted underground through the city centre, with the principal stations given continuous platforms each about half-a-mile long.

The Philadelphia underground is unusual in that three of the four lines are of standard (4 ft. 8½ in.) gauge, with the fourth line of the 5 ft. 2¼ in. dimension. In Boston, there is an extensive underground railway system

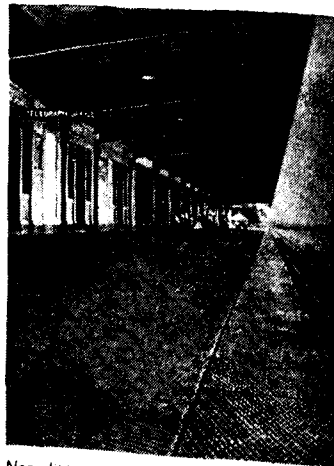
and also a network of tramways running partly on the surface and partly underground.

On the mainland of Europe, underground rail transport has for long been enjoyed in the German cities of Berlin and Hamburg. The Berlin "U-Bahn" has five lines, and although all have standard gauge track, two of the routes have narrower tunnels than the rest so that passenger carriages are not completely interchangeable.

In sunny Spain, both Madrid and Barcelona have extensive underground railway systems. With a mileage of only 17, the Madrid 'Metropolitano' actually handles almost half as many passengers as the 248 mile long London underground. Unlike most underground railways, which employ the third-rail transmission system, on the Madrid underground current is fed to cars by overhead line.

Evening Rush hour at the "place d'Haile" Station of the Paris "Metro" France

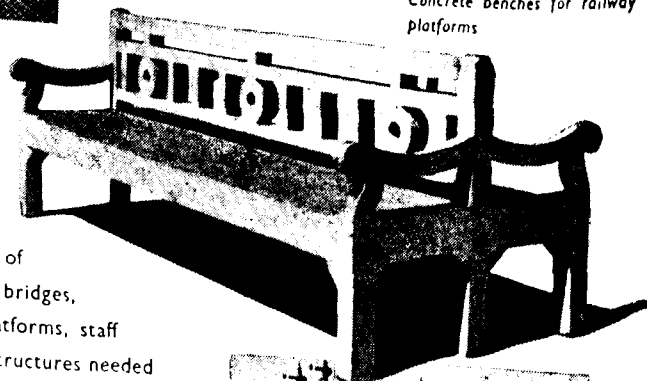




Non-slippery concrete pavement for a railway platform

Concrete FOR THE RAILWAYS

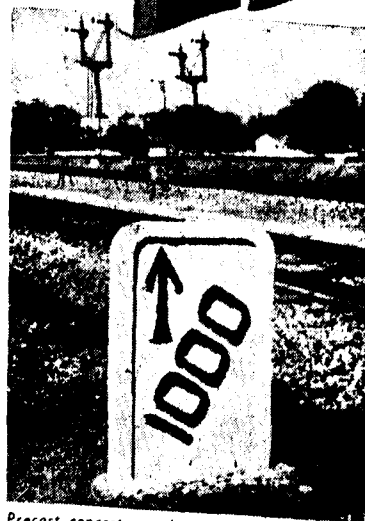
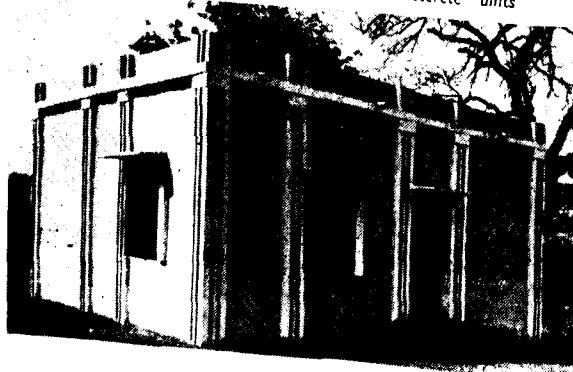
Concrete benches for railway platforms



Concrete is of inestimable value in the construction of station buildings, platforms, bridges, signal posts, car washing platforms, staff quarters, and various other structures needed by the railways.

The moderate first cost of concrete structures—plus their long life and low maintenance—results in true low annual-cost service.

Low cost railway staff quarters built in precast "Shotcrete" units



Precast concrete gradient post

Build to last with
ACC cement

ACC Sales Managers:
THE CEMENT MARKETING CO. OF INDIA LTD.

SISTA'S CPM-210



Odenplan Station on the Stockholm underground, Sweden

In the extreme east of Europe, Russia has made her Moscow underground Railway a great 'show-piece' for the foreign visitor. Most elaborate stations having been provided, with a profusion of escalators (or moving stairs), and frequently with huge circulating halls between the two sides of the island platforms. Actually, the system is small compared with other European underground lines, having a total route length of 37 miles. It consists of three radial routes and one circular route. Some of the Moscow tubes go down to 130 ft., that being the depth of the famous 'Dynamo' station serving the Dynamo's football-ground.

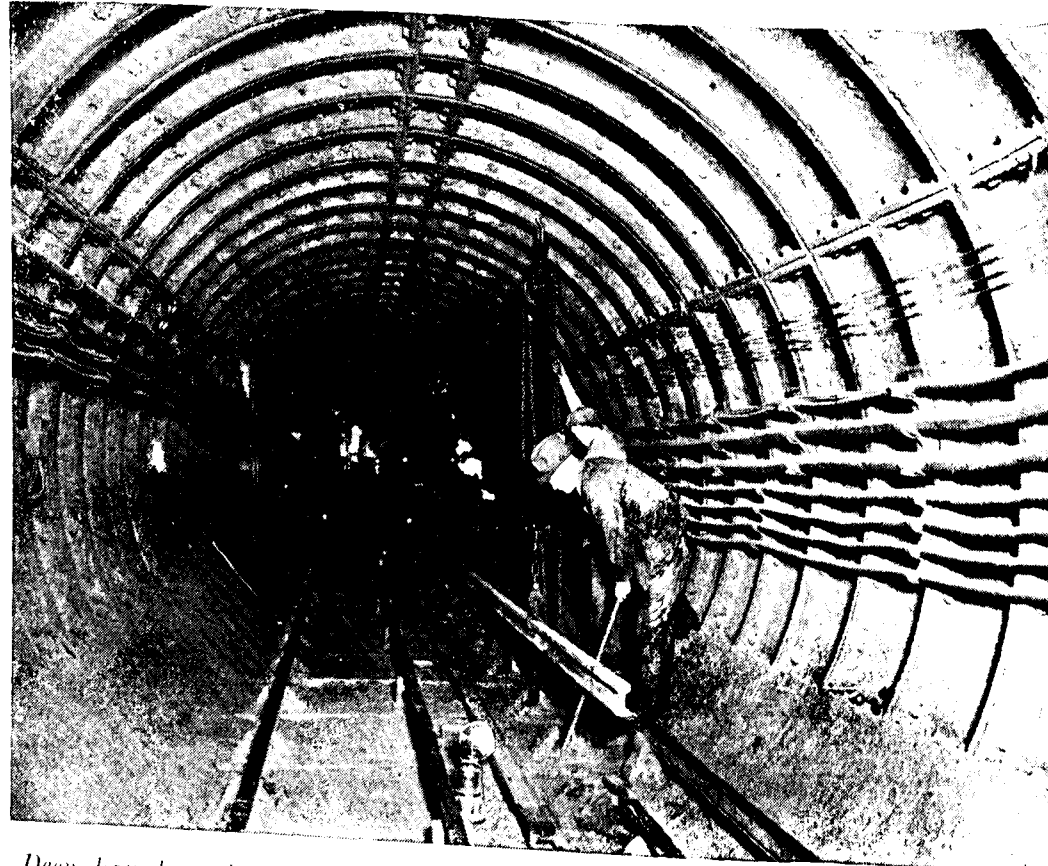
In Scandinavia, there are fine underground systems in Stockholm, Oslo and Copenhagen. At Stockholm work is at present proceeding on a new underground route across the centre of the city to link the two existing radial lines. A special feature of the system is the method of signalling employed. Instead of fixed lineside signals, train

drivers are advised of the permitted speeds by means of illuminated panels in their cabs.

Oslo's underground has one terminal deep down beneath the city centre and the other high up on a mountain in the suburbs. In Copenhagen, the underground consists of a mile-long tunnel section of the suburban railway system, but a new network of underground railways now is planned employing current at the unusually high voltage for third-rail collection of 1,500.

The Italian underground railways are located in Rome and Naples. The Naples underground really forms part of the main-line railway system, but the Rome underground is an entirely separate undertaking constructed since the end of World War II.

In Brussels, Belgium, the engineers have been busy recently. They have built a new underground cutting through the city heart, with six tracks



Deep down beneath London Town! Track renewing on the London underground railways

side-by-side. This enables main-line trains to run through from one side of Brussels to the other, and also give rail service between the city and its airport.

Vienna and Athens enjoy limited underground services which have operated for many years, while in Budapest there is now being built an entirely new tube railway, 5 miles long, with several tunnels as deep down as 130 ft.

In different corners of the globe, there are interesting examples of underground railways in Japan, South America and Australia. Japan has two underground systems—in Tokyo and Osaka respectively—the Tokyo network being 13 miles long. In South America, the city of Buenos Aires has an 18-mile long underground, and in

Rio de Janeiro a new underground is at present under construction. In Sydney, Australia, the underground railway runs from Central Station to the famous Harbour Bridge, forming part of the Sydney electric system of the New South Wales Railways.

Newest underground in the world—and the first in Canada—is the Toronto Subway, opened in 1954, and 4½ miles in length, beneath the centre of the city. This line is of the unusual track gauge of 4 ft. 10½ in., with passenger cars as wide as 10 ft. 4 in.

Most curious of all underground railways, not conveying passengers, are the London underground postal line and the Chicago freight tunnel system, the first carrying postal mails

(Continued on page 38)

Railways' Role in Making Travel a National Hobby

K. Srinivasan

TRAVEL has traditionally been recognised as the best practical method of education in a liberal sense of that word. Through travel, the world's great cultures have intermingled over the past centuries, man has been brought nearer to his fellow human beings elsewhere, and the human race enabled to interchange ideas and experiences in a manner which the written or printed word could not have made possible.

The charm and colourful variety, both in men and nature, in which India abounds have in recent years attracted curious tourists from the far corners of the world. Yet, within the country, travel for the sake of travel has only remained the hobby of the rich. Plainly, the reasons have mainly been economic.

Increasingly, however, opportunities are now being deliberately offered to the common man to induce him to look around himself and to enlarge his mental horizon through travel—in fact, to make a beginning with this useful hobby. For, travel for the sake of pleasure and instruction is a hobby whose practical value in life can hardly be exaggerated.

Perhaps the largest single item of expenditure in an average citizen's "travel budget" is the actual cost of travel itself—for instance, the price of the rail ticket. The numerous concessions which have been offered by the railways in this direction during the last year or two ought to overcome partly this difficulty.

There are various kinds of rail concessions now being offered. There are concessions for journeys to the hills, concessions for standardized "round tours" to places of interest, concessions for students, teachers, kisans, etc. and a few other concessions.

What Concessions?

In addition to concessions in fares, authorities have considerably provided

some other amenities to soften the rigours of travel. For those who can afford them, there are well-furnished tourist saloon cars at reasonable prices. A large number of tourist centres with increased amenities for the public are being developed by the Ministry of Transport. At Aurangabad and Puri, the railway authorities themselves are running excellent hotels for tourists. The rail-road connections to a large number of tourist centres are being watched and improved by the authorities concerned.

The third class passenger is, these days, the railway authorities' hot favourite. By paying one and a half times the single journey rail fare up to the last rail-head, he can now experience the charms of Kashmir—for long years, the preserve of the man with the fat purse. The railways issue rail-cum-air concession return tickets to Srinagar for First and Second classes at one and one-third single journey fares. From far away places like Madras, Coimbatore, Bangalore, Salem, Madurai, Cochin Harbour and other important towns in the South, the journey to Srinagar both ways costs one and one-third single rail fares plus return air fare of Rs. 76 per head.

Besides Pathankot, which is the rail-head for Srinagar, concession tickets at one and a half times single journey fares are issued by the railway authorities for 14 other hill stations. The return tickets are available for three months from the date of commencement of the outward journey from all stations in India from which the chargeable distance to the hill station concerned is 150 miles or more.

These hill stations are Simla, Solon, Dharampore (Punjab), Dehra Dun, Kathgodam (for Nainital), Darjeeling, Kurseong, Shillong Out Agency, Abu (for Mount Abu), Pipariya, Ootacamund, Coonoor, Kodaikanal Road (including Kodaikanal Out Agency)

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 Mahaparinirvana
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

Indian Railways' 900,000 P.R.Os.

PUBLIC relations has been described as the "sum total of an organisation's relations with the public in any and every form". These relations are good or bad depending upon what the organisation's executives and employees do.

In a large, progressive organisation public relations in its widest connotation need not be the exclusive function of a small team of experts well-versed in the technique of publicity. Each of its employees, properly informed about the organisation's policies and actions, is a potential public relations man.

The main function of public relations is to strive systematically to ease tensions, correct misimpressions and adjust differences. Can a team of experts, however highly qualified, do this job as effectively as an organisation's entire employee-force, properly led and guided? Publicity through word of mouth is the most powerful instrument of public relations, and no team of experts can by itself undertake this colossal job.

What does an employee in a large organisation who is public relations-minded do? Not much! In an individual, public relations is as simple as a disarming smile, or a warm "hallo". A man practises public relations when he takes flowers to his wife, chats pleasantly with his subordinate. Without realising it, a child practises public relations when he tries to ingratiate himself to his parents in order to obtain a favour.

That letter you wrote when you were in a violent temper constituted bad public relations. The letter you write when you have regained your good humour is good public relations. As simple as that!

Every Railwayman a Public Relations Man

The 900,000 railwaymen in India might well ask: But what do we

actually do in order to practice public relations in our day to day work? Nothing! You do plain nothing. You merely behave differently, act differently, react differently, talk differently. If you do that you would have fulfilled your functions as one of the 900,000 public relations men which the Indian Railways (potentially) have.

If you must be a consistently good public relations man all that you do is to convert the periodic "Courtesy Week" into a "Courtesy Year". Having done that, all that you need do is to see that each "Courtesy Year" is succeeded by another.

A 30-second delay in answering a phone call can cause more irritation than a 10-minute wait in person. Avoid it. If nature has cursed you with a rough voice you probably make up for it in your private life by putting on a cheerful face or assuming a sympathetic attitude. But over the phone, how do you make up for this natural shortcoming? Consciously inject an extra dose of softness in the words you employ or in the tone of your voice.

Difficult Customers

About 3,500,000 persons board the trains in India daily. Even the most illiterate among them have a basic culture which abhors quarrels and responds instantaneously to friendship. There is your opportunity! Make the most of it.

Not all the 35,00,000 passengers will be reasonable. Some of them can be very trying, indeed. So also can be the customer who enters a shop and misbehaves himself. What does the experienced shopkeeper do when confronted with such a customer? He has his golden principle to guide him. "The customer is always right"—says the wise shopkeeper. In a dispute between the customer and the shopkeeper, it is the shopkeeper who is always wrong.

and Kotagiri Out Agency (served by Mettupalaiyam).

The Railways also undertake to arrange concession circular tours which are of two kinds. Firstly, there are standard circular tours for which itineraries are fixed by the railways. Secondly, there are circular tours for which itineraries can be proposed by passengers themselves.

The South is well known as the home of temples in India, and you see them everywhere you go. A tour undertaken in the South is an experience which fully compensates the tourist for the trouble and money expended on it. Here are some practical suggestions.

Madras, the first city of the South and third largest city in India, can most conveniently be made the starting point for a tour of South India. Near Madras, in the vicinity of Mylapore, is the birth-place of Thiruvalluvar, the great Tamil Poet and author of "Kural".

Mahabalipuram, also known as "Seven Pagodas", is on the coast of the Bay of Bengal, fifty-three miles south of Madras, if one takes the main South Trunk Road. There is a shorter route along the coast and the distance from Madras to Mahabalipuram is about 35 miles. The monuments of Mahabalipuram are hewn out of solid rock.

The Mahishasura Mandapa is one of the finest of the cave temples. It contains three shrines with remarkable bas-reliefs of the God Vishnu sleeping on the coils of the serpent, Adishesha, and of the Goddess Durga, riding on her lion after having killed the demon Mahishasura, who symbolises evil.

Kanchipuram, the Golden City of a thousand temples, and one of the seven sacred cities of India, is situated forty-seven miles south-west of Madras. The Kailasanatha Temple at Kanchipuram, dedicated to Siva, is more than a thousand years old and is typical of Pallava architecture. Despite

the ravages of time, some of the finely sculptured figures remain to this day.

The Vaikunthanatha Perumal temple was built by Nandi Varman II and is considered to be a perfect specimen of Pallava art. Its sculptures depict the wars which the Pallavas waged against the Chalukyas.

Tiruvannamalai, in the district of North Arcot is 42 miles from Villupuram on the Villupuram-Katpadi section of the Southern Railway. The Arunachala temple dedicated to TAJOLINGAM (God incarnate as Fire), is one of the largest in South India. Mystics, philosophers, tourists, are all drawn to the Ashram of Sri Ramana Maharishi, a great saint, who lived at Tiruvannamalai and attained Samadhi, a few years ago.

Chidambaram which is described as "The Temple Tower" is 151 miles from Madras in the South Arcot District on the Madras-Trichinopoly section of the Southern Railway. Here both Siva and Vishnu are worshipped side by side in the temples of Nataraja and Govindaraja. Cosmic dance of (Siva) Nataraja is famous at this holy shrine.

Kumbakonam—forty-two miles from Chidambaram, on the banks of the Cauvery, lies the ancient city of Kumbakonam in the district of Tanjore. The bathing festival which is celebrated once in twelve years at the sacred Mahamakham tank attracts a vast crowd of pilgrims from all parts of the country.

Tanjore is 24 miles from Kumbakonam, 218 miles from Madras and lies on the main Madras-Trichy line of the Southern Railway; it is a night's journey from Madras. There are no fewer than 74 temples of Tanjore of which the most important is the Sri Brihadeeswarar temple, a magnificent monument to the power and glory of the Cholas.

Tiruchirapalli, till recently known as Trichinopoly and, for short, as Trichy, is 213 miles from Madras on the chord line and 35 miles from Tanjore by road. The most interesting

object in the city is of course the Rock. It rises abruptly from the plain to a height of 273 feet.

The island of Srirangam six miles by road from the Trichy Railway Junction has one of the largest and richest temples in all India. What Chidambaram is to Saivites, Srirangam is to Vaishnavites. A Golden vimanam crowns the Holiest of Holies.

Madurai is 96 miles from Tiruchirapalli on the Madras-Trivandrum line of the Southern Railway. In Madurai the best and most representative examples of the Dravidian form of worship, art and culture will be found, and also, the Tamil way of life in its purest form. The famous Meenakshi temple of Madurai is an exquisite example of Dravidian architecture and sculpture.

Courtallam or Kuttralam, situated on the Palni Range of Western Ghats in Tirunelveli District on the Travancore-Madura border, is 36 miles by road from Tirunelveli and about four miles from the Tenkasi Railway station on the Virudhunagar-Tenkasi section of the Southern Railway. This is a famous bathing place and health resort from about the middle of June to September.

Rameswaram—at the extreme southern limit of the Indian peninsula stands Rameswaram with its legendary association with 'Ramayana'. No pilgrimage to Rameswaram is complete without a bath in the sea at Dhanushkodi, 24 miles from Rameswaram, the meeting point of the Bay of Bengal and the Indian Ocean. Dhanushkodi is the terminus of the Southern Railway.

Kodaikanal (7,000 feet above sea-level) is a lovely hill station which lies amidst the sylvan grandeur of the Palni hills in the Madurai district. The nearest railhead is Kodaikanal Road, on the Southern Railway. From Kodaikanal Road, one has to travel 50 miles by road to reach Kodaikanal.

The Nilgiris or the Blue Mountains of the South are a class by themselves

and deserve special attention. They contain excellent summer-resorts; Ootacamund, Coonoor and Kotagiri, and jungles providing to the 'shikari' excellent opportunities of shooting and hunting. The chain of mountains lies between Mysore in the north and Coimbatore district in the South. The highest point in these ranges is the **Doddabetta**, 8640 feet above sea level.

The visitor can begin his tour of **Andhra Desa** at Nellore, 110 miles north of Madras on the Madras-Calcutta main line. Situated on the right bank of the Pennar river, Nellore is an important rice-producing centre.

Vijayawada (Bezawada) on the bank of the Krishna river, 268 miles from Madras on the Madras-Calcutta line, is an important railway junction on the way to Hyderabad.

Rajahmundry, 361 miles from Madras, near the Godavari river, is the main centre for the manufacture of carpets, wood carving and sandalwood work.

Waltair is 485 miles north of Madras. This fine resort known as "the Brighton of India" is perhaps the most ideally situated sea-side town in India. It is noted for its beautiful hilly landscape, the lovely beach and its equable climate.

Kurnool, till recently only the headquarters of the district of the same name, is now the capital of the new Andhra State. From Madras in order to reach Kurnool town, 350 miles from Madras, the tourist will have to change at Guntakal to the Dronachalam-Secunderabad section of the Southern Railway.

From Hospet on the Guntakal-Hubli route, Hampi, where the ruins of Vijayanagar stand, is only seven miles away.

Most beautiful amongst the ruins is the temple of Vithoba Vittala Raya built by the Great Krishnadevaraya himself.

The 35 feet high colossal monolith of Narasimha is an inspiring sight.

The public relations man, similarly, is **always** wrong. In a dispute between a passenger and a railwayman, the railwayman is invariably wrong. The rail-user is always right. If railwaymen throughout India acted upon this golden principle, station platforms and trains would overnight become congregations of pleasant, good-mannered people, both officials and the public, and the wheels of Railway administration would run far more smoothly. Work in offices will be reduced. Many difficulties would be settled on the spot. References to headquarters would be few and—travel would become a pleasing experience.

Exceptions to the Rule

There would be obvious exceptions to the golden rule which says that the customer is always right.

The man who travels without a ticket is, of course, wrong. It is the railwayman's bounden duty to apprehend him, to make him realise, firmly but politely, that cheating the Railways amounts to cheating the public, because the Railways belong to the public. Mr. Ordinary Man is the sole share-holder of the vast enterprise called the Indian Railways.

There is no doubt that the man who tries cleverly to get away with excess luggage without paying the prescribed charges must be run down to earth. Here, the railwayman whose job it is to bring such cheats to book must act firmly but with the inevitable courtesy which will carry him farther than a show of temper or use of strong language.

No overtime, please!

Someone might well quibble: "Hav'n't we enough work of our own to bother about? Why should we take on this additional work of public relations when there is a full-fledged public relations organisation on each railway? A wordly wise question, indeed! But, pardon me, an ignorant one, too. You do not **add** to your work by practising

public relations with your own colleagues and with the travelling public—you **reduce** it, by introducing greater smoothness and pleasantness in the discharge of your official duties. Try it for a month and see it for yourself. No extra time is needed in order to practise public relations. You make it **part of your work**. Properly understood, it should become part of your nature.

When the railwayman suppresses a harsh word or overcomes the temptation to frighten the offensive passenger with his famous scowl, he has already succeeded as a public relations man. When he replies to angry epithets with a deliberate smile, he has performed an act of public relations worth the price of 1,000 costly posters. His smile proves infectious and, like the fresh spring weather, it pleases, cools tempers, overcomes opposition.

When the clever railwayman, realising that the customer is all wrong, says—"Bhai Sahib, galti to meri hai, magar . . .", let him not mutter to himself: "I have been defeated." In fact, when he said: "I am sorry," he scored a victory over the unreasonable, argumentative passenger.

Kill the Enemies!

There are three inveterate enemies of the good public relations man: anger, irritation, argument. Let these enemies not interfere with your daily work. Kill them, if they pop up their ugly heads through your mind's window.

Let your armoury be stocked with more deadly weapons: consideration, politeness and—the deadliest of all—a smile. Together, these three will help you to subdue opposition as effectively as a high pressure hose pipe turned on an angry crowd.

In its primary form, an act of public relations is merely an essay in good manners, an exhibition of high breeding.

Here is a formula for success, which you can practise in private life as well as in the course of your official duties:

To be emphatic—add a little touch of pleasantness.

To be firm—stir well with diplomacy.

To be brief a dose or two of politeness will take out the curtness. (Those on telephone, please note.)

To be aggressive—use a certain amount of tact.

To be right—first be gracious.

Passive and active Public Relations

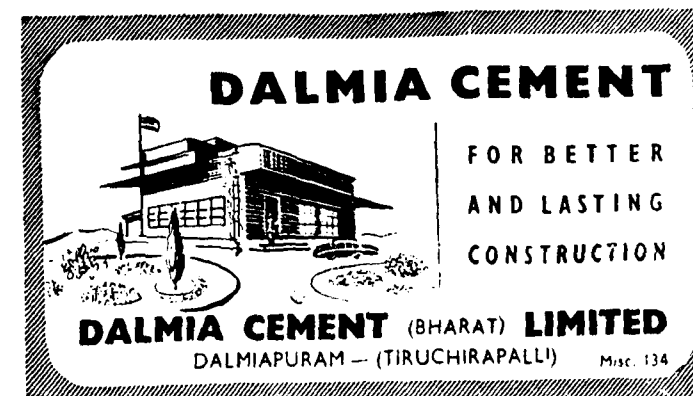
The concept on philosophy of public relations as it has been explained above may be called "passive" public relations. But it can take more active form, too, so far as railwaymen are concerned. For this, the practitioner must become an educator.

Every railwayman, who has put in a certain period of service knows to his bitter cost what the feelings of the average passenger are. If he is so minded, he can in the course of his official duties turn social reformer, and try and improve the habits of the

passengers who, he feels, are in need of his superior training and manners.

Here, the Railway authorities have a definite role to play. They must arm their employees, in a manner and in a language which they can easily comprehend, with the main facts about the working of the railway organisation, its policies, how they affect the public etc. This can best be done through simple, attractively-printed literature containing information in a more or less tabloid, pre-digested form. The ordinary railwayman will not bother to sit down and understand complex problems or policies, nor will he bother to make an effort in order to understand dull statistics or other heavy information. But he will gladly swallow it if it is given to him on his own terms—easy, attractive, without any cost to him.

If through a little effort and expenditure the Railways can turn their 900,000 employees into 900,000 public relations men, everybody concerned will profit—the nation as a whole, the Railways themselves, the entire community of railwaymen and, of course, the hundreds of thousands of men, women and children who throng our trains each minute of the day and night.



Appraising the Applicant

3. Vocational Tests

A. V. Subramanian
Regional Personnel Officer, Royapuram

ADMISSION to the ranks of King Arthur's Knights of the Round Table was regulated by a series of tests devised to measure the qualities of knight errantry like courage and endurance. Certain secret societies have been known to have prescribed very excruciating ordeals as the qualifying examination for admission to their membership.

Modern industrial houses and governments do not have this degree of latitude in designing their methods of appraising the applicant. Their testing machinery must needs be more prosaic though it may well be that the range of qualities required of an aspirant to employment to-day may be as great as that expected of an Arthurian knight. The machinery for appraisal must winnow out not only aptitudes and skills in the profession but qualities of temperament and even character and moral calibre.

For, to every misfit in the profession who lacks the necessary skill for its pursuit there are three emotional misfits who cannot fit into the atmosphere of particular jobs. We see in plentitude around us school teachers, who always wanted to be engineers and clerks who would rather have been journalists. These school teachers and clerks may carry on in their allotted work moderately well—all honour to them! But they do not wrest out of life their rightful mead of joy and the community is all the poorer for harnessing the wrong workman in its service.

The industrial psychologist has therefore to measure the temperament of an applicant as well as his manipulating skill and his intelligence. The former is very tough of assessment and psychology, in spite of the startling

advance it has made in the last three decades is not yet in a position to label mankind into neatly classified emotional groups. In this aspect, as a matter of fact, psychology approximates to an art rather than to a science. The essence of the difficulty lies in the fact that the sphere of observation of a psychologist attempting to study emotions and temperament—his laboratory—is his own mind and his observations lack objectivity as a result. I can study the effects of anger only when I am angry and an angry man notoriously lacks the wherewithal for balanced study and thought.

But we are on much surer ground when measuring manipulative skill. Suppose that a candidate for a post in a spinning mill has to be appraised. The workman in a spinning mill has to mind a number of spindles; he watches for the thread breaking and his job consists in uniting the broken ends so that the spinning may go on. A simple way of testing the candidate would be to make a toy spinning machine with spindles round which thread is wound. The candidate would be asked to mind a number of spindles and his ability to take up the real job would be measured by the quickness with which he attends to the snapped thread in the toy spindles.

Another method of appraising the applicant for such a post will be first to analyse the qualities that would be required in a workman for success in the job and then to devise various tests for the detection and measurement of such qualities in the applicant. Suppose that a psychologist, entrusted with the job of analysis, suggests that quickness of motor reaction and steadiness of hand along with good visual acuity are the necessary qualities required in a good spinning mill

workman. It would then be a comparatively simple matter to test a candidate for such qualities.

Modern industrial psychology has in its repertoire a number of very interesting and ingenious devices for detecting and measuring various skills and abilities. To assess quickness of motor reaction there are various types of flash tests the simplest of which consists in showing different-coloured flashes in succession to the candidate who is expected to react in a particular manner to each colour-flash. It may be that for a green flash the candidate will have to press a buzzer and for a red flash, strike a gong. The interval of time between the flash and the buzz or the gong is measured and recorded as the motor reaction time for the candidate. This test is easy to set and interesting and even the candidates who shun all examinations are found to enjoy this.

Steadiness of hand is tested electrically by asking the candidate to hold a metal rod (connected to an electric cell) inside a metal cylinder whose diameter is only slightly less than the length of the rod. An unsteady candidate makes frequent contact through the rod with the cylinder and each time sends a current through the circuit ringing a bell connected to the circuit. A very shaky candidate sets up an unbroken peal which proclaims his unsuitability.

The candidate who has successfully come through these two tests is medically examined for visual acuity and if good, is employed with the assurance that he would do well. He cannot prove a failure as reliance has been placed on very objective tests whose results are capable of mathematical computation.

Munsterbug, a great practical industrial psychologist, has devised a vocational test for the selection of motor-men for tram-cars. He realised that motor-men running electric tram-cars in crowded city streets must possess

great powers of concentration, ability to resist distractions and speed in sizing up a traffic situation. The machine devised by Munsterbug has a number of cards rotating over two cylinders, the cards having a number of symbols of variegated colours. Each card represents a traffic situation and the test is for the candidate to appraise the danger in each situation as the cards move in front of him. The accuracy and the quickness of his responses in the test measure his ability to tackle real life traffic situations. We may perhaps adopt this test suitably to appraise our drivers in the railways.

Other tests have been revised for assessing mechanical dexterity, muscle control and other qualities and these are in wide use in the countries in the West. But the time is not yet when we can apply them in this country mainly because there are not enough trained industrial psychologists to go round. In the Railways we have a peculiar difficulty as we do not recruit skilled men directly from the market. The recruitment point in the Railways is the unskilled Khalasi, who is trained for some years in the Railway Workshops, trade-tested and promoted. But wherever direct recruitment is done to skilled and supervisory grades, we may well adopt these vocational tests to supplement the appraisal machinery now in use.

For recruiting men to commercial concerns, the method of 'Miniature model' is the most suited and is widely applied. An accounts clerk is set some real problems in accountancy. A noting clerk is asked to write a precis of a given passage or to draft a letter or a note, given some hints about the subject-matter. Applicants for the posts of general clerks are set to answer a paper where they have to rearrange a set of words in accordance with a large number of given instructions. The test of efficiency is to remember all the instructions and apply them intelligently to the task

placed before them. This test is now being given to applicants desirous of entering military service in this country.

But for commercial as well as for mechanical jobs it is usual to arrange for an intelligence test along with vocational tests as a modicum of intelligence is indispensable in any of these jobs; and in fact for some of the commercial jobs men with high grade intellectual attainment are very much sought after. That is to say, if they have the proper temperament for it—but that is matter for the succeeding part of this article.

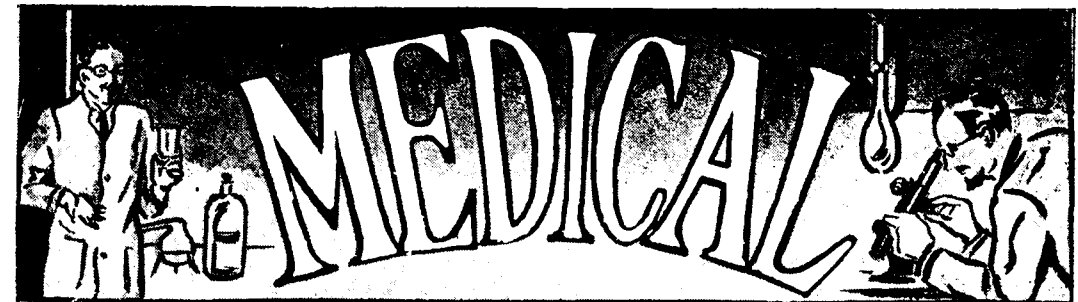
(To be continued)

WORLD OF RAILWAYS

(Continued from page 28)

underground right across London, and the second moving goods of all kinds beneath the busy Mid-Western metropolis.

Just when India will begin to enjoy underground rail movement in her big cities remains to be seen. Certainly, the great Indian centres of population would benefit enormously from underground transport, and it is only a matter of time before Calcutta, Bombay, Madras, and other cities, will join London, Paris and New York in operating tube lines for the relief of surface congestion.



Diabetes

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

Assistant Surgeon, S. Rly., Perambur

WHEN our body is unable to make full use of some of the foods we consume, such as sugar and starches (carbohydrates) we are said to have diabetes. Such of those substances containing carbohydrates instead of being stored in our system or immediately converted into energy, collect in our blood in the shape of sugar until there is more than the blood can tolerate. The sugar that is excessive is then passed into urine.

Let us see what the other signs of diabetes are. There is generally an increase in thirst tempting us to take large quantities of water frequently. There will be frequent urination as well. Even though we may have an increased consumption of food, loss of weight can be noticed. We get easily tired and we might find itching sensation on our skin. Injuries like cuts and scratches heal rather very slowly. In advanced cases complications like gangrene of the limbs, pulmonary tuberculosis, cataracts and nervous disorders too may arise. These are the signs or symptoms of diabetes. One may experience a combination of one or more of the symptoms stated above.

The disease comes in insidiously. This may be discovered accidentally in the course of an examination for life insurance. More commonly the illness is discovered when the doctor examines the urine of a patient who complains

of boils, of getting easily tired, etc. Urine test is the key to the diagnosis of the disease. When once it is diagnosed all the laboratory tests will be applied to label the patient to the degree of his condition. Estimation of sugar in blood is an important test. Modern apparatus which gives accurate result in estimating the quantity of sugar in blood is available in the Railway Hospital, Perambur and Golden Rock.

It is an established fact that diabetes tends to be hereditary. Transmission of the disease may be completely blocked if the chosen partner in marriage is a non-diabetic member of a non-diabetic family.

One should be careful to see that over-eating and over-weight are avoided. A complete medical examination once in a year and periodical tests of urine would help the discovery of the disease in time.

Treatment—Curative

The general health of the patient must be looked after well. Sources of infection such as pyorrhea or boils should be attended to. In olden days this disease took a great toll of patients. With the advent of Insulin in the year 1922 and after the discovery of antibiotics, diabetes and its complications are managed well. Diet is an important factor in the treatment of diabetes. The

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patient must scrupulously adhere to the schedule of diet chalked out by the doctor.

It would not be inappropriate if I give in this article certain fundamental facts about diet, the knowledge of which is necessary for everybody. Any type of food that is taken in consists mainly of proteins, fats and carbohydrates in addition to other minerals and vitamins. The type of food that is eaten in South India usually can be classified thus :

- | | | |
|-----|---|------------------------------------|
| I | Eggs
Milk
Fruits
Wheat
Corn
Soya beans
Pulses | } These are called mostly proteins |
| II | Vegetable Oils
Ghee
Meat
Milk
Milk products
Nuts
Coconuts
Soya beans | |
| III | Cereals
Vegetables
Fruits
Beet root | |
- } These foods are mostly fats
- } There are known as mostly carbohydrates

Man's body requires like an engine-fuel or energy which is derived from this food. Although all kinds of food supply energy and serve to 'heat and run the body' each food behaves in its own manner and it has got its own peculiar function.

The number of calories [Calorie is the unit, that is to say, the amount of heat required to raise the temperature of one litre (1000 c.c.) of water by one degree centigrade] required to keep alive a patient who is in bed and who does not work is 25 per 24 hours per kilogramme (2.2 lbs.) of bodyweight or

about one calorie per kilogramme per hour. The deduction seems to be that the human body uses heat at the rate of one degree centigrade per kilogramme per hour. The number of calories in the diet must be increased by the extra amount consumed by a patient in living his normal life. For sedentary workers an increase of 25 per cent is necessary to serve as the maintenance diet.

Now, one may ask "How are we to know the calories given by each constituent of the food we eat?" The answer is 1 gramme of carbohydrate and 1 gramme of protein yield roughly 4 calories each and a gramme of fat yields 8 calories. **The diet given to a diabetic is about $\frac{1}{4}$ protein, $\frac{1}{4}$ fat and $\frac{1}{2}$ carbohydrates.** Suppose for example, a diabetic patient weighs 114 lbs., which equals to 50 kilogrammes. His basal diet is 25 calories per kilo (i.e.) 1,250 calories per 50 kilogrammes of his bodyweight. The patient is a sedentary worker and about 25 per cent is to be added to 1,250 calories. Let us take it as 1,500 calories. This has to be got as follows :—

From Proteins	...	300 Calories
From Fats	...	600 Calories
From Carbohydrates	...	600 Calories

The weight of food that is required in 24 hours for a diabetic works out as under :—

Proteins	300/4	75 gms. or 2½ oz.
Fats	600/8	75 gms. or 2½ oz.
Carbohydrates	600/4	150 gms. or 5 oz.

Of course these figures may appear to be superfluous for a layman. But it is hoped that an intelligent appreciation of the rudiments of dietetics would help us much to know something about 'balanced diet'.

Let me conclude with an embarrassing note : 'Better not be too regular for all social dinners and lunches if you have too many invitations!'

Indian Railway Rates Tribunal

(2) A Resume of its Decisions

G. Runga Raju

A BRIEF summary of the decisions of the Indian Railway Rates Tribunal, passed in 1951, was given in the last article and it is proposed to do so below, in respect of the Applications and Complaints disposed of in 1952.

I. MISCELLANEOUS APPLICATION No. 1 OF 1952 IN COMPLAINT No. 1 OF 1951

Sardar Sundersingh Sawhney,
Proprietor, Messrs. Bishensingh Sundersingh, Radha-
bhawan, Hathibata, Ajmer. *Applicant*

Bombay, Baroda & Central
India Railway, Jodhpur
Railway and Rajasthan
Railway *Respondents*

This application is a sequel to the Complaint No. 1 of 1951 (Case No. 3 mentioned in the last article) between the same parties, under Section 114 of the Civil Procedure Code, 1908 and Order 47, Rule 1 of the said Code and Rule 61 of the Railway Rates Tribunal Rules, 1949 for a review of the judgment in that case, delivered on November 19, 1951, on the ground that the Tribunal had not considered certain facts in the evidence and if they had been properly considered, the judgment should have been otherwise. The applicant asked for the reliefs mentioned in his original complaint.

The issue involved in this application is entirely legal, concerning the jurisdiction of the Railway Rates Tribunal for admitting it, under its own Rules of Procedure or under the Indian Railways Act. It was held that the Tribunal could not admit it under Rule 61 of the Rules of the Procedure, as the review involved consideration of the entire evidence, beyond clerical or

arithmetical mistakes, provided for in that rule. The next alternative is the Indian Railways Act; but Section 46-A of that Act lays down that the decision of the Tribunal is final and under Section 44 (2) of the Act, rule-making power, as mentioned under Article 145, Clause (1), sub-clause (e) of the Constitution of India, in regard to the Supreme Court has not been conferred on the Tribunal, for reviewing its own judgments. Nor the Indian Railways Act extends the provisions of Section 114 and or Order 47 of the Civil Procedure Code, 1908, to the proceedings before the Tribunal.

The application was, therefore, summarily rejected for want of jurisdiction. Similar organisations, such as the Interstate Commerce Commission in U.S.A. and the Transport Tribunal in U.K.—the prototypes of the Railway Rates Tribunal in this country, but with extensive jurisdiction—have this substantive statutory right of review. The former has it under Section 17 (6) of the Interstate Commerce Act, for 'rehearings, rearguments and reconsiderations or of any other matter determined therein' after a decision or order or requirement has been made. In U.K. formerly, the Railway Rates Tribunal was prevented from reviewing its previous decisions by Section 25 of the Railways Act, 1921; but this has been repealed under Section 72, Tenth Schedule, para 4 of the Transport Act, 1947 and the position remains unchanged in the subsequent Act of 1953. In our land, saturated with law, lawyers and law courts, where judgments of lower courts are reversed by High Courts and their judgments, in turn, by the Supreme Court, which can also review its own judgments, the absence of provision in the Indian Railways Act—a self-contained enactment—for review by the Tribunal its

own orders or decisions is a serious handicap to parties, as in the present case and this lacuna, it is hoped, will be filled by amending Section 44 of the Indian Railways Act.

2. APPLICATION NO. 2 OF 1950

Central Government ... Applicants

The Union Government presented this application under Section 42 (1) of the Indian Railways Act (IX of 1890) for reclassification of certain kinds of ropes, to a higher class. Prior to revision of the Rates Structure from October 1, 1948, the classification for raw jute, machine-pressed or unpressed was class 2 and class 2-A Railway Risk, while rope made out of this fibre was placed under class 2 Railway Risk. After the revision, involving renumbering of classes from 10 to 15, the former were raised to classes 7 and 8, while rope was placed at class 3. This anomaly is stated to have arisen out of oversight. It has been held by the Tribunal, that apart from the general principle, that finished products deserve to be classified at a higher class than the raw materials, out of which they are made, there is sufficient evidence before them, that even on the grounds of transportation characteristics, ropes should not have been classified in a lower class, than the raw materials out of which they are made. The enhancement of classification for 'Rope, hemp or jute, Cotton Rope, Rope Manilla or Sisal, Cotton string or twine, Netting, aloe, flax hemp or jute and Twine (string) N.O.C. was, therefore, allowed, as desired in the application.

This case is of little importance, except that the plea of 'oversight' was accepted by the Tribunal, while more or less under similar circumstances, it was not done, in regard to Application No. 1 of 1950, for jeera seed white and black, mentioned in the last article.

3. COMPLAINT NO. 1 OF 1952

The North Malabar Chamber
of Commerce, Cannanore ... Applicant

v.

Southern Railway and Eastern
Railway ... Respondents

The North Malabar Chamber of Commerce, Cannanore filed this complaint under Sections 28 and 41 of the Indian Railways Act (IX of 1890) requesting that freight rate on plywood tea chest shooks should be reduced to the level of the rates charged for plywood in commercial sizes on the following grounds:—

1. Wide disparity in freight rates from West Coast stations to Shalimar on plywood tea chest shooks and plywood in commercial sizes is unreasonable, in view of the fact that there is practically no difference between them and both are of the same material, the shooks being only the components, which are required for the manufacture of tea chests.

2. The plywood and tea chest industries have tariff protection and the higher freight, charged for tea chest shooks, is a negation of the Government policy, which is aimed to foster these industries in all possible ways.

3. The high freight on tea chest shooks from the West Coast stations to Shalimar is disadvantageous to South Indian manufacturers, as they have to contend with competition from their compeers in the North, while the price of plywood, either for tea chest panel sizes or for commercial sizes, is uniformly As. 6 per square foot.

The complaint was dismissed by a majority of members sitting—the President and one member disallowing and another member allowing the application, in part.

The President of the Tribunal took up first for consideration, the statement 2 above, as regards the applicant's contention that Railways should assist the industry by a concessional freight, as the Government extended tariff protection to it. The question for consideration, in his view, was how far the Tribunal should be influenced by the policy of the Government in this respect. When the Tariff Board recommended a protective duty of 30 per cent *ad valorem*, the presumption was that they had taken the existing freight on plywood and tea chest shooks for consideration and that a further protection to the industry by the Railways was not intended, according to their Report on the Plywood and Tea Chest Industry (1950). In the case of Big Basin Lumber Co. v. Southern Pacific Co. (37. I.C.C. 730) in which one of the grounds in the applicant's claim was that their lumber originated in the U.S.A. territory, while some of the lumber moving in competition was from sources in Mexico, it was observed by the Commission that the protection of American manufacturers and producers from foreign competition was not within their powers. Again, in Bengal-Nagpur Cotton Mills Ltd. v. The N.W. G.I.P. and B.N. Railways (Case No. 44 of Railway Rates Advisory Committee) it was observed that "protection for indigenous industries cannot be given by manipulation of railway rates, but the question whether such protection should be given in other ways is for the Government to consider, if need be." The President was in entire agreement with the views expressed in these cases.

In respect of Statement No. 1 that the wide disparity of rates between plywood tea chest shooks and plywood in commercial sizes was unreasonable, the question for consideration was whether the freight rates for the former were unreasonable in themselves or unreasonable, relatively, as compared with those of others. It is not easy to prove that a particular rate

was unreasonable *per se* and the Interstate Commerce Commission observed in *Re Chicago, St. P. and K. C. Ry. Co.* (2 I.C.C. 231):

"The Commission is of the opinion that the phrase 'rates unreasonable in and themselves' . . . is very likely to be misleading. It is a phrase which seems to imply that the particular rates may be considered by themselves as if they were and could be affected by no others. . . . But it is not the theory of the Act . . . that the reasonableness of rates can thus be separately and independently determined."

* * * *

"No rate can be reasonable in and of themselves within the contemplation of the Act which are made regardless of proportion."

The unreasonableness of the assailed rate has, therefore, to be established by comparison with a rate for a similar commodity and for this purpose, two principal considerations are:

- (i) whether the compared rates have sound standards of reasonableness and
- (ii) what constitutes a fair relation as between the assailed rates and compared rates in a particular situation.

In the Goods Tariff, Plywood is included under TIMBER N.O.C.—Class 2 and WL/E wagon load scale, while BOXES, CASES, CASKS, TEA CHESTS WOODEN unassembled, WITH OR WITHOUT FITTINGS are also placed in Class 2 but without the wagon load scale. Though the transportation characteristics of plywood tea chest shooks and ordinary plywood do not differ—and in fact, the former in packets gives better loading—the shooks are cut from a special type of plywood and it is this distinguishing quality, which renders comparison with ordinary plywood, of varying standards in quality, inappropriate. For this

reason, any concession rate given to the ordinary plywood cannot be claimed for shooks, nor placing the latter, under a separate heading, can be considered as unreasonable.

The fact, that the manufacturers closer to Calcutta, have greater advantage in marketing their goods, as compared with the applicant, mentioned in Statement 3 above, is easily answered, on the ground that the carriers have no right to disregard distance and natural advantages in order to bring about a commercial equality (6 I.C.C. Reports 647) in Commercial Club of Omaha v. Chicago R.I. and P.Ry. Co. Further, even if the wagon load scale WL/E be applied to plywood tea chest shooks, the disparity in freight, arising from distance reacting on the price would continue and it cannot be, therefore, said that any undue prejudice was caused by not placing them in the same heading as Timber N.O.C. along with plywood planks. For establishing 'undue prejudice' or 'undue preference' the applicant has to prove, that there is competition of interest, between the trade with which he is concerned and the trade to which preference is alleged. The same principle applies when undue preference to or in favour of a particular description of traffic is alleged. In this case, plywood planks as such, at lower freight, are not sent to Northern India for manufacture of tea chest shooks, resulting in undue prejudice or disadvantage to the applicant. Hence, no prejudice is caused by the difference in freight rates alleged in the application.

Both the grounds under Sections 28 and 41 of the Act having failed, the President was of the view that the Tribunal could not grant relief; but he recommended to the Railways for sympathetic consideration, the desirability of revising the rate for tea chest shooks, as the disparity in freight between them and ordinary plywood is much wider in this country

than that obtaining for these categories in U.K. or U.S.A.

Another member of the Tribunal agreed in the main with the views of the President and made a significant observation in the course of his judgment that in considering the question of what amounts to an unreasonable charge, the Indian Railways Act was defective, in that there is no positive requirement, that the charges levied by the Railways should be just and reasonable, as it was found in the legislation of certain Anglo-Saxon countries.

The second member dissented from the judgment of the majority. His view was that the principle of rate-making, that when transportation characteristics of the commodities are the same, they should be classified together, decided in Complaint 1 of 1950—Messrs. Modi Food Products Co., Ltd. v. Great Indian Peninsula and other Railways should apply in this case also. The respondents have not pleaded that there were justifying circumstances for granting wagon load scales to plywood in commercial sizes and led evidence to that effect. It was also open to them to plead that wagon load scale rate for ordinary plywood was too low and unreasonable, in which case, the burden would have been shifted on the applicants to prove that the wagon load rate was reasonable. The respondents did not take these pleas and it was not possible to follow precisely, what their case was. No evidence was produced to prove that tea chest shooks were finished products or that there were justifying circumstances for the application of wagon load scale for ordinary plywood. He held that the issue, that the existing rate for plywood tea chest shooks was unreasonable, was decided in favour of the applicant, while the other issue regarding undue prejudice under Section 28 was decided against them.

In the result, the judgment of the majority of members sitting prevailed and the applicant lost his case.



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This case is significant from two aspects. Firstly, the principle that tariff protection given to certain industries by the Government does not warrant concession in railway freight was affirmed. Secondly, the absence of a positive provision in the Indian Railways Act, as regards the content of a just and reasonable rate, was stressed and this results in difficulty, in arguing that a rate is unreasonable, *per se*. The President's recommendation to the Railways to consider sympathetically the request of the applicant and also the favourable decision of the dissenting member may be met, by the withdrawal of the wagon load scale for Timber N.O.C., as the price of timber has gone up considerably and the incidence of the increase in freight, as the result of the withdrawal will have very little effect on its movement nor cause any great hardship to the consumer.

1. COMPLAINT No. 3 OF 1952

Paint Federation, Calcutta ... Applicant

Eastern Railway and Southern Railway ... Respondents

Titan Paint and Varnish Co., Ltd., Podanur ... Intervener

The applicant's complaint is under Section 41 of the Indian Railways Act (IX of 1890), requesting that paints from Calcutta to Madras should be charged on the same maund mile basis of the station-to-station rate in force from Bombay to Madras, in place of the ordinary tariff rate.

The Railways alleged that the existing rates were not unreasonable in themselves, that the traffic could very well bear this rate, that the paint and varnish traffic had an alternative and cheaper route by sea and that manufacturers of Calcutta were not at a disadvantage in Madras market, compared with Bombay manufacturers.

The Southern Railway stated also, that effective from May 15, 1952, the station-to-station rate from Bombay to Madras was cancelled and that the ground of discrimination did not survive.

The intervener raised the issue of jurisdiction of the Tribunal for entertaining the application and questioned the propriety of reducing the Calcutta-Madras rate, merely because of the existence of the reduced rate from Bombay to Madras.

The President was of the opinion that in case the discrimination violates the provisions of Section 28, the Tribunal has jurisdiction to order its removal under Section 41 (1) (a) of the Indian Railways Act. Further, the applicant's claim for a new station-to-station rate from Calcutta to Madras, on the ground that Railways had unreasonably refused to quote such rate, may be taken cognisance by the Tribunal, under clause (b) of that Section.

It was held by the President that, when the complaint was filed, the applicant had a good reason to ask for relief claimed and undoubtedly there did exist a discrimination, offending against Section 28. That ground disappeared, during the pendency of the proceedings, resulting from the cancellation of the station-to-station rate from Bombay to Madras and there was no reason for the applicant to proceed with the case, on the ground set out in the complaint.

The other two members concurred with the President and the application was dismissed.

This finding by the Tribunal has an interesting background. When the Railway Rates Advisory Committee—the progenitor of the Tribunal—functioned, the procedure for filing an application before it was, that it should be sent in the first instance to the Railway Board, tucked up with a Ten Rupee note—the fee for its

admission—and in several cases, the Railways concerned, against which complaints were lodged, knocked their bottom, by redressing their causes and those applications did not reach the Advisory Committee. The Central Railway which is not impleaded in this case, resorted to a similar procedure and cancelled the station-to-station rate, on which the complaint was based and one of the members of the Tribunal pertinently observed as follows:—

“There have been cases before this Tribunal whereafter the institution of a complaint, the Railway executives have been adopting the practice of removing the cause for the complaint of discrimination under Section 28 of the Indian Railways Act, 1890, by the process of what is called levelling up, by withdrawing the concessional rates in force in certain sectors of their lines, instead of levelling down and conceding the lower rates sought for in other competing sectors. This has worried me as it appeared to be unfair to the complainant. . . .”

It will be therefore fair to the complainants, if the Railways concerned desist from resorting to this practice, once the Tribunal is seized with the subject-matter of the Complaint.

5. COMPLAINT No. 4 OF 1952

Paint Federation, Calcutta ... Applicant

Central Railway and Eastern Railway ... Respondents

The applicant stated that the Eastern Railway introduced station-to-station rate for paints from Calcutta to Bombay, effective from January 1, 1951 and requested that it should be made applicable in the reverse direction in place of the higher ordinary rate.

The respondents denied that there was any valid justification for this request, as the existing tariff rate was reasonable in itself and the traffic could bear it, that the special rate from Calcutta to Bombay was admittedly introduced to divert the traffic from sea to rail and that the existence of this rate did not offend Section 28 of the Act.

The President was of the opinion that on a consideration of all the facts placed before him, he was unable to find any substantial dissimilarity of circumstances and conditions, affecting the transportation of paints from Calcutta to Bombay, as compared with the transportation from Bombay to Calcutta, so as to justify the difference in rates, which give undue preference and advantage to the Calcutta manufacturers and ordered that the respondents should do away with the discrimination and charge the same rate per maund for the transport of paints from Bombay to Calcutta, which was operative in the reverse direction.

Other members agreed with the President and the application was allowed with costs.

The following observation of the President is significant in this case:—

“It appears from the correspondence produced in the case that the complainant made numerous attempts to induce the railway companies to charge the same freight rate for transport of paints from Bombay to Calcutta, as from Calcutta to Bombay, and it is but fair, that having been driven to lodge this complaint by the refusal of the respondents, the applicant should get the cost of the proceedings.”

In the result, the respondent Railways had to pay the costs to the applicant and bear their own.

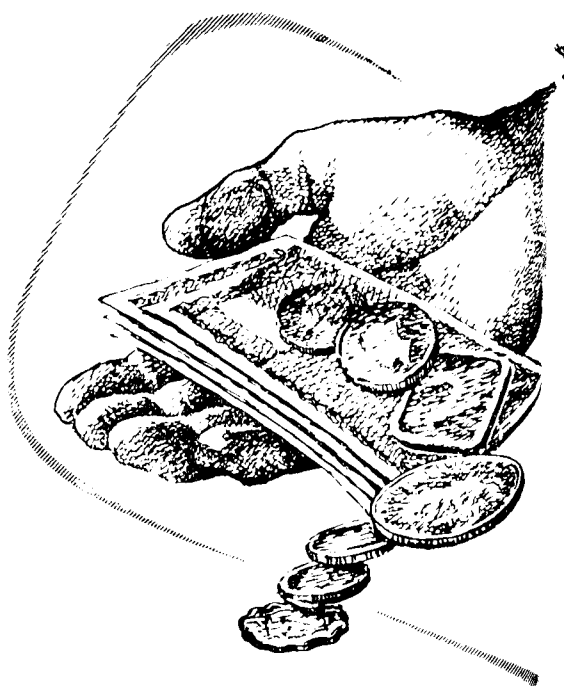
6. APPLICATION No. 1 OF 1952

Central Government ... Applicant
 Bawa Glass Co., Delhi ... Intervener 1
 All India Glass Merchants' Association ... Intervener 2

The Union Government presented this application for alteration in the entries, under Glassware Divisions A and B, involving enhancement of freight in certain cases, on the ground that the difference between Plate Glass, indexed to Glassware Division A Class 14, Railway Risk and Sheet Glass, indexed to Glassware Division B Class 7, Railway Risk is not easily distinguishable and that the railway staff had to accept consignor's declaration. Further, silvered glass, even of the plate glass category, is now chargeable at a lower rate, than unsilvered plate glass.

The Tribunal allowed the application, consisting entirely statements of fact, by a unanimous judgment. The pointer in this case is that such groupings abound in the present general classification of goods such as Colours and Dyes Divisions A and B Electrical Appliances and Fittings Divisions A, B and C, etc., requiring examination in respect of the present value, risk of carriage, loadability, etc., with a view to regrouping if necessary, since in a majority of these cases, the Railway staff are guided by the consignor's declaration.

(To be continued)



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Choices—Make or Mar

Dr. E. K. Swamy, M. Com., Ph. D.,
 D. Econ., F.C.I. (Birm.), A.B.L., A.I.R.A. (Lond.)

CHOICES are important. They can make or mar us. The choice of a deed makes a person an asset or liability to the society. His choice of habits and actions determines his character. In the choice of clothes a man looks smart. In a broad sense every person is pretty well what he chooses to be. One can choose to grow in mental stature to live nobly or to drift aimlessly to live ignobly. To be useful or useless is open to one, who is placed with multitude of choices in his daily life.

As human beings we are all dominated by our choices, which challenge, test, inspire, help or hurt us. The guiding and directing forces of our lives are choices we make. There are choices of actions, of thoughts and of beliefs, which rule, control and stabilize our life as if it were a magnetic force.

Just as a steering controls the direction and destination of a car, so also the choices control our lives. In fact, we are a veritable pattern of all our past choices. They could give health and happiness or bring bitter disappointments.

Choices can build mighty empires or destroy them. The right choice by the right leaders can bring peace to the world and wrong choice can bring war. And the more responsible a position a person holds, the more responsible are his choices. It may be a choice that may affect the welfare and happiness of a nation, as well as the world.

Every day countless choices are presented to us in the matter of food, clothing, shelter, etc. and we are compelled to make wise choices lest we should err and regret at a later stage. The choice of one's career, the choice of one's partner and the choice of one's friends are ultra important choices. Each choice carries with it positive

responsibilities and obligations that can, and in most cases do, have a tremendous and far reaching effect in a countless number of ways.

Most of our daily choices are made calmly and leisurely, while others of necessity have to be made quickly and promptly. Once choices are made they should be looked upon as decisions to abide by and consequences to be assumed. The prerogative of a free citizen is to choose each deed he desires to do. The choices that men make are the real interpreters of their character and also their moods. Religions teach that life after death depends on choices made on earth.

An organization's progress, growth and development depend upon the right and wise choices made by their leaders. The success of an organization is indelibly reflected in the choice of office-bearers, in the choice of activities and community services. To live and serve triumphantly, it is necessary to choose wisely and nobly. A man becomes great through the choices he makes and so does an organization. Hence correct choices are important.

Whether we like it or not, we live in a world of choices. Practically every move we make is the result of a choice. When we wake up in the morning, we are forced to choose what we shall wear, what we shall eat, what use we shall make of our energies and our time. And during every hour of the working day, we are confronted with choice of varying degrees of importance. Perhaps more than we realize, the success, usefulness, happiness and the influence of our lives, as well as those about us, depend greatly upon the choices that we make.

Watch every choice. For choices are the parents of deeds; they are in reality the blue prints of actions. They portray the real 'you'.

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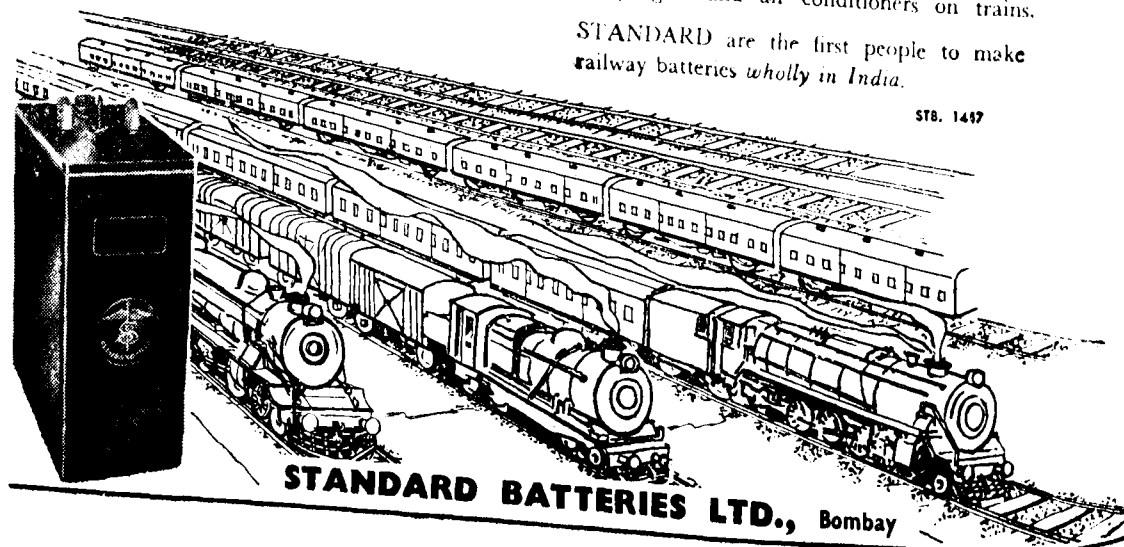
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(Contd. from previous issue)

Special Rates

V. K. Schanunathan

District Commercial Superintendent (Rates)

Development of a new industry

ANOTHER circumstance which often results in the quotation of special rates is to encourage development of a new industry or the expansion of an established industry. Closely allied with this is the question of public interest also. Actually, in Section 41 (2) (ii) of the Indian Railways Act, it is enacted "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." The British law has provided similarly that "in deciding whether a lower charge or difference in treatment amounted to an undue preference, the regulating authorities may, so far as they think reasonable, in addition to any other consideration affecting the case take into consideration, whether such lower charge or difference in treatment is necessary in the interests of the general public, of traffic in respect of which it is made."

The view that the Railways necessarily can adjust their freight rates to assist nascent industries is confirmed by the judgments of the Railway Rates Tribunal itself. I shall briefly mention the observations of the Railway Rates Tribunal in some of its recent judgments, as these enable us to have clear ideas in this respect.

The following observations of Shri V. Subrahmanyam, Member, Railway Rates Tribunal, with which the other members of the Tribunal concurred, in Complaint No. 3 of 1954 (Salt Case) are illuminating:—

"In producing heavy chemicals and in expanding their production, the applicants are fulfilling a basic public need. They

accepted the advice tendered by the Tariff Board in 1946 and, with a view to make their plant an economic unit, increased their paid up capital and borrowed money on debentures. As a result of the improvements effected, the plant is capable at present of producing 13 tons of caustic soda per day. The applicants' contribution to the increase of production of caustic soda in the country is noted with satisfaction by the Planning Commission in their 'Programme of Industrial Development—1951-1956 (pages 141-144)'.

* * * *

The maintenance of the flow of traffic in common salt from the applicants' salt factory at Adirampatnam to their chemical factory in Metur Dam at its present volume is, for the reasons stated above, a matter of vital national concern. I find that it is in the public interests that the existing traffic in salt from Adirampatnam to Metur Dam should be maintained and if possible augmented."

Justice Lokur, in the same case, observed:

"Lower special rates are intended to help an industry to stand on its own legs in the expectation of earning a higher freight when it is sufficiently developed and established."

* * * *

"It is necessary in the public interest that a useful industry like that of the manufacture of Caustic Soda should get some relief to enable it to get stabilised and to expand."

What exactly are the factors that would enable a Railway Administration to decide whether a particular industry requires assistance? Rates Officers usually have to make the following enquiries:—

1. The cost economics of the industry as a whole.
2. Potential traffic prospects to the Railway.

3. The prospects of similar industries working either locally or on other Railways.
4. Pattern of movement on all the Railways.
5. Tariff Board's recommendations, if any.
6. Export and import policy of the Government in regard to the materials concerned with the industry.
7. The operating costs to the railway in the movements concerned and also operating difficulties, if any.
8. Financial results and repercussions on all the Railways concerned.

In deciding whether a particular industry is in need of assistance, we should allow for a reasonable margin of profit for the industry—and this view is held by the Railway Rates Tribunal as is seen from its recent decision in the Salt case. Till an industry has reached a stage where there is a reasonable margin of profit and the industry has established itself, it is necessary for the railways to give assistance as long as the rates quoted more than cover the out-of-pocket expenses and gives a fair margin of profit to the Railways themselves. This is also necessary from another point of view, viz., that the industry once it is established and flourishes, will give more traffic to the Railway by way of its finished products, etc. and in a way, the prosperity of an industry is also conducive to the prosperity of the Railways which will earn more revenues from all angles. An example of the Railways quoting special rates for assisting a nascent industry is the quotation of special rate for Gypsum for the manufacture of fertilizers at Sindri from stations on the Western Railway.

It will be interesting to recall here the main features of the recent

Railway Rates Tribunal judgment in what is known as the 'Gypsum Case' (complaint No. 1/1954). The judgment covers several aspects of railway rate-making particularly special rates. As mentioned by me earlier, one of the factors which weighed with the Railways to quote a special rate for the Gypsum to the Fertilizer Factory at Sindri was that the fertilizer industry was a nascent one. The Associated Cement Companies filed a complaint with the Railway Rates Tribunal requesting that rates on a similar reduced basis should be quoted for Gypsum to their cement factories also, as in their view, the reduced rate for Gypsum to the Sindri factory was the reasonable rate. The Railway Rates Tribunal dismissed the complaint. The Tribunal held, among other things, that it is one of the functions of the Railways to quote special rates to assist nascent industries and this assistance should be extended for the expansion of industries also. What is the criterion to decide whether such assistance is necessary? The Railway Rates Tribunal's judgment gives a good idea of how Railways should approach the problem. Shri Subramanyam, one of the members of the Tribunal, with whose views the other members concurred, observed:—

"There was no case for the cement industry, in view of the fact that the Associated Cement Company was an established industry and even in its expansion, no further assistance by way of special rates was necessary."

He further adds:—

"It should be possible to prove in the case of an established industry, with reference to the state of the industry, whether a depressed rate is necessary in order to enable the industry to expand. In their report Ex. A-5, the Tariff Commission examined every aspect of the aid necessary to enable the cement industry to expand in our country. They did not consider that a reduction in the transportation charge for gypsum was necessary in order that the industry might expand. The Order Ex. A-6, passed by the Central

Government in relation to the Tariff Commission's Report makes provision for the expansion of the industry and for the applicants' earning profit at 8 per cent. While, therefore, in regard to the Fertilizer Factory at Sindri, it is open to question whether the industry could get established and could grow without the aid of the special rates, there can be no doubt that the cement industry can expand to the dimensions required by the country's needs, without the aid of any special rate for the carriage of Gypsum by railway."

Competition by other methods of transport

Special rates have to be quoted to avoid loss of important rail traffic with consequent loss of revenue on account of competition from other modes of transport like road hauliers and steamers. Railways will have not only to meet competition actually in existence but also prevent the development of new or additional competitive transport service. Traffic is liable to be diverted from the Railways, particularly when lower rates and satisfactory service are available over other kinds of transport agencies. Special rates will have to be quoted with a view to making an effort for getting what may be called a 'fair share' of available traffic. With competitive modes of transport competing with Railways, the 'fair share' of traffic will be determined by the Railway's bargaining strength, which is governed by cost of transportation and the quality of service rendered by the Railway.

Competition from road hauliers and sea transport is looming large in the transportation economics of Railways in this country at the present movement. It is true that during the years of the war and for some years soon after, the Railways were not able to cope with the full traffic offering for transport on several sections and so the Railways were not concerned with the traffic diverted to other competitive modes of transport. Actually, the

other modes of transport were complementary institutions in the national transport of the country. Perhaps, the position continues to be so on several sections, but with the increased attention being given to augmenting the transport capacity of Railways, the time has come when Railways have to suitably adjust their freight rate policy to see that valuable traffic is not lost to them.

While dealing with competitive modes of transport, it is necessary for us to bear in mind that this problem can be dealt with not merely by quoting special rates, but the quality of service has to receive special attention. Either the one or the other alone may not be able to produce the desired results. Every advance in the quality of service and every decline in rates tends to increase the demand for the service of railway transportation.

Goods traffic can roughly be divided into two main heads—bulk traffic and merchandise traffic. The distinguishing characteristics of bulk traffic are low value and large volume of relatively homogeneous products usually involved in regular continuing movements. Characteristically, the purchasers of such freight carry ample stocks, especially of the large volume bulk items, so that speed of movement is a requirement secondary to low cost. Even here certain types of traffic like perishable goods, vegetables, etc., must be moved with great speed because of the nature of the commodity itself and the impracticability or cost of preserving it on transit if the time involved in movement is much prolonged. Accordingly, a fast schedule must be arranged for such traffic, but primarily, bulk traffic generally seeks the lowest cost for transport services.

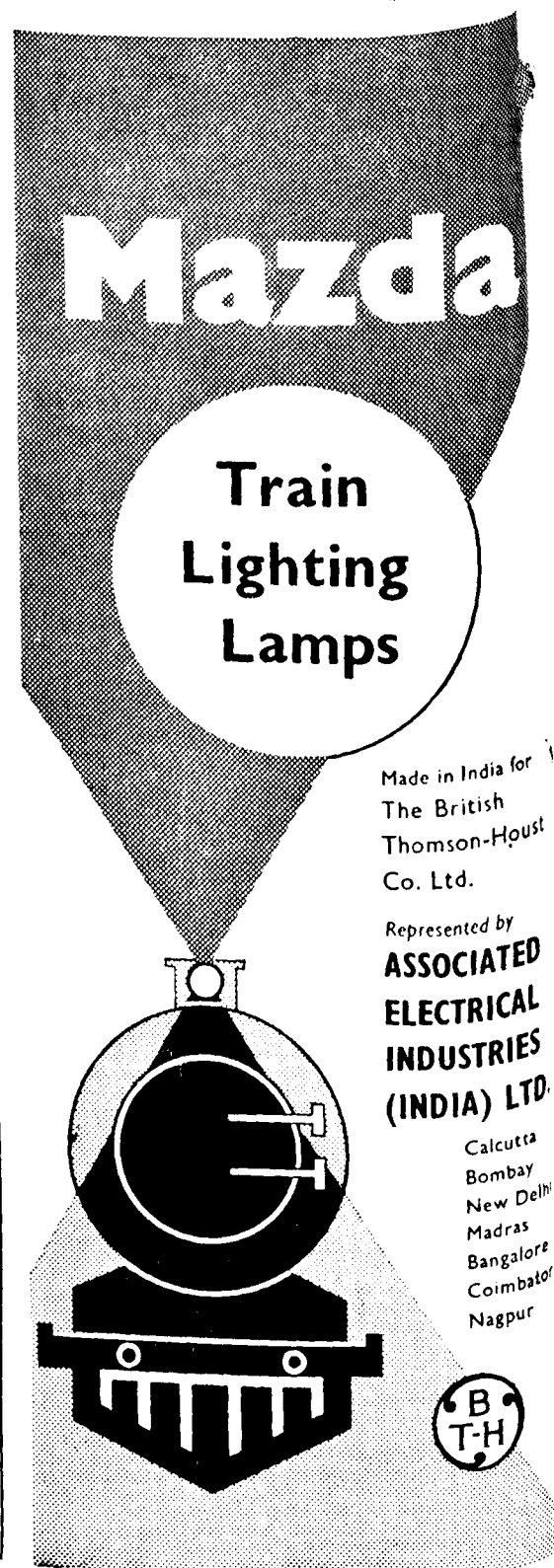
Merchandise traffic commonly moves in small lots, comprising a great range of goods, variously packaged and requiring special handling. Speed of service, regularity and reliability are all of special value in meeting the

requirements of this traffic. No doubt where several competing services are available, comparative rates are important in determining which kind of transport gets business, but the other factors also are important.

The motor lorry has shown great adaptiveness to needs of the merchandise traffic. It is speedy and flexible, eliminating many terminal delays and operating over direct routes, often giving a godown to godown service, from the producers' to the consumers' doors. The motor vehicles are better adapted to the average sized consignments, for business has now come to rely more and more on quick spot shipments of small lots, to avoid the necessity of holding large stocks and thereby having to block up large sums of money. Consequently, the motor lorries have captured a considerable proportion of high class merchandise, moving on attractive rates. It is, therefore, going to be a serious problem—it is already a difficult one—to divert from road, traffic which has already been captured by the road hauliers. I have digressed on this point only to show that mere reduction of rates alone may not be able to bring all the traffic to the Railways, particularly the high priced traffic, and the quality of service will have to be improved. One of the important items in actual practice will be that Railways will have to establish ancillary services like up pick-up and delivery services, in addition to reducing the rates, to meet competition from motor carriers.

Steamers have also their attractions for traffic like speedy transit, transit of bulk consignments, less onerous packing conditions, low rates for non-traffic directions, movement in bulk without any packing, etc.

(To be continued)



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Going by Train

V. S. Shanthalakshmi

THAT train travel finds out quite often weak spots in peoples' manners, hardly needs saying; so many, indeed, that it is quite impossible to enlist them completely.

The other day I had the pleasure of travelling by the ladies compartment of one of the Madras bound Expresses. I was to board the train at a small hill station, Lonavla (near Bombay) where the train stops for only three minutes. The train chucked me with a host of my paraphernalia ran frantically the whole length of the platform and at last sighted a ladies compartment. But unfortunately the door was locked. I knocked and knocked incessantly. The porter who knows the psychology of the passenger better than even a psychiatrist, banged the door and indulged in a bit of Billingsgate. At last, after what seemed an age to me, the door was opened by an indignant looking lady, who was furious at my intrusion! An equally wry and sour face (perhaps her daughter) peeped out from a pile of cushions on the upper berth, mumbled something in an inaudible plaintive tone, and as if she had finished her part, mechanically withdrew it.

By the time I had finished my lading, the train was already on the move. Of the two other passengers occupying

the compartment one was fast asleep and the other putting on a most non-chalant, I-am-not-concerned look, was surveying the world through the bogie window. Noticing that the old lady was still breathing fumes at me, and made no attempts to accommodate me on the seat, I settled down on my portmanteau with a book, not being in a mood to kick up a row.

This is all, needless to say, height of bad manners. A really courteous person knows that it is as essential to behave herself with a stranger, as it is with a dear friend or a close relative. How often have you seen people trying to keep other passengers out of their compartment by representing that seats are occupied when in fact they are not. This is quite a common trick practised. Or, worse still, you may even suffer the experience of the passenger who put a suitcase on the seat to occupy it, and had the annoyance of seeing it flung out of the window as the train started by a too-zealous fellow-passenger, on the ground that its owner was obviously not coming.

Then again there is the perennial window problem, which is liable to give rise to such differences of opinion. Many conveniently assume that their particular wishes should be complied with although they have not the

slightest right to expect this. Nothing is more objectional indeed, than the behaviour of the aggressive type of woman who comes into the carriage and immediately flings open the windows, or shuts them, as the case may be, without 'by your leave' to anyone; and to resist such assertive selfishness is a public service. Some may perhaps recall the story of the fat woman and the gaunt woman, who could not agree on this matter. 'I shall be suffocated if the windows are closed' declared the fat woman. 'I shall catch my death of cold if they are open' replied the gaunt woman. Whereupon a sardonic hexagenarian bored to death by their petty quarrels, gave voice to the general opinion by remarking, *sotto voce*, 'Let us have them closed and suffocate the fat woman first, and then open and kill the gaunt woman; and then we will have peace.'

Smoking, chewing tobacco or pan and spitting are things which are equally *ad nauseam*. And the worst part, they are aggrieved if a non-smoker or non-chewer—perhaps someone to whom the very smell of tobacco and the very colour of pan juice spit is abhorrent—stands on her rights. Obviously non-smokers have just enough cause to complain when their rights are so flagrantly disregarded.

Another type of offence, happily not so common, which was also ventilated in the papers not long ago, was that of a group of college girls who insisted on playing the gramophone during a long journey—much to the annoyance of an elderly lady. After vain expostulation, she pulled the chain and stopped the train. A woman of action that, it must be agreed, and one to be applauded too, whatever be the legal bearings of the matter. Singing aloud adds another to this list—to be subjected to what might be the intolerable annoyance of undesirable music is horrible.

Then there are people who indulge in other ways of offending (wittingly

or unwittingly), namely, by some of those unpleasant tricks and habits which can be so intensely irritating and distasteful to other people. Who has not suffered from offenders of this order? That old lady by your side, with the incessant raucous cough which you are quite sure she could check and moderate if she wished to. Her neighbour, also getting on in years, with the stentorian sneeze which periodically shakes the whole compartment and shatters the nerves of all the occupants. Clearing the throat perpetually, breathing like a grampus, blowing the nose incessantly or sniffing, over-scenting oneself, the consumption of unduly maleodorous eatables and drinkables, and the like, equally succeed in giving you the creeps. Violent and exaggerated yawning without any effort at suppression accompanied by a simultaneous attempt at speech, is another of this enraging habits. One may draw in this context on a very amusing passage from a 14th century book of manners, 'And there is also to be found such a person as in yawning will howl and bray like an ass and who, with his mouth still agape, will go on with his talk and emit that voice or that noise, which a mule will produce when he speaks'.

Disregard of the rights of strangers is displayed in another form by ladies who talk unnecessarily loudly so that it is quite impossible for others to avoid overhearing their conversation.

Foolish women, evidently imagine that their remarks are being listened to with interest and admiration by the rest of the company. But even if it is done quite innocently and without any suggestion of talking for effect, it indicates bad breeding and bad manners. Other people are not interested in your private concerns, and while you may be proclaiming in such clear incisive tones why your cook gave notice, you should remember that your remarks may be disturbing and annoying to others and so moderate your

(Continued on page 58)

"Locos Must Keep Moving"

"Oprail"

HAVE you ever seen a motor car being pushed by a quartet or more, of human beings, when the engine has suddenly gone dead? The answer will probably be, 'Certainly, quite often.' Now, shift the scene from a car to a loco. Have you seen a disabled loco standing dead on the railway track with a length of passenger coaches, or goods wagons behind it? The answer will be, 'Strange, I've travelled thousands of miles, yet I've never seen a lame loco.' It would indeed be a strange sight to see a dead locomotive on the running track, because every loco required to haul trains, be they mail, express, passenger or goods, are kept in condition by a team of expert railwaymen, who work throughout day and night in the various running sheds on railways.

Depending on the size and capacity, a locomotive running shed may have about one hundred engines under its care, and each one of these engines gets its grooming every time it returns to shed after a long and arduous trip. Let us see how it is done.

Loco No. 1000 cuts off the mail train, clicks over yard points and tracks, and at a reduced speed, enters the loco yard. As soon as she passes the goomty she is time-checked in. Then slowly she eases herself on to the incoming inspection pits. In the deep trough between the tracks and underneath, the loco fitters with bright hand lamps make a thorough examination. Outside the pits another fitter is looking over other parts of the engine, and the driver tells him of any trouble, serious or minor, that may have worried loco 1000 on the long and fast run. Whatever may be the trouble, details are booked by the driver and the fitter takes a note. This is known as 'booking repairs'. On these pits no repairs are done, but only a thorough examination.

When the examining fitters have finished with loco 1000, she steams into her allotted bay in the huge shed. Here other checks are made. Supposing the engine has done three or four round trips, or a certain prescribed mileage, she is then due for what is known in loco language as 'shed'. These are of two kinds—hot and cold—and the process is done in the boiler section. During several trips water impurities have probably caused scale in the engine boiler. These impurities must be eliminated to enable the engine to 'steam' efficiently. The boiler gets a bath of hot scalding steam and water to remove the sludge and sediment. This is the 'hot' shed process. The 'cold' shed is a longer operation, as the fire in the firebox must be dropped, all steam in the boiler released, and the boiler cooled down, to enable the boilermen to get inside the engine boiler so that they can scrap off the scaly deposits clinging to the plates. When the process is completed, the tender tank has to be refilled, fire lit and steam generated again to the required pressure so that loco 1000 can move on her own steam.

On the repair pits, whatever defects may have been booked by the driver, or noticed by the examining fitters, receive attention. Loco 1000 may have had trouble with a hot box, and in spite of the engine crew nursing the offending box with lubricating oil, the trouble persisted. Back in the repair bay the engine is lifted to ease the weight off the axles, so that the cause of the box running hot can be ascertained, and when this is done, the fitters get started on putting the box right. Side-roads, cranks, pistons, valves, links and all moving parts of loco 1000 get the once over on the repair pits, and she is given a thorough grooming in preparation for her next trip.

Before loco 1000 can haul another fast train she must have enough coal on the tender, water in the boiler, etc. When she returned from her last trip the fuel checking staff took note of what coal she had on her tender, and now she goes to the coal stack line, where the coal cranes swing over huge iron buckets filled with coal, and dump the contents on to the tender, until she has the prescribed amount for the forthcoming trip.

Loco 1000, like all other mail and express engines, runs to what is known as a link. She comes in with one mail or express train into her home shed, and after the few hours required for examination, repairs, etc., she is due to haul another train out. The staff in each shed know this link as they know their own hands, and they also know that they must work not only swiftly but surely.

The time is drawing near when loco 1000 is ready to pull out of the running shed. The driver is in her cab and pulls up the regulator slowly. Loco 1000 slowly puffs out of shed and before passing the loco goomty is stopped over the outgoing inspection. Fitters now give her a final lookover to make sure that the shed repair fitters have not omitted some minor details. Perhaps a bolt or nut needs tightening up, some moving part a little more lubricating oil. The driver looks on almost lovingly, as he knows that a good job done by the shed fitters will give him a fast and trouble-free run.

Loco 1000 is now ready and fit. She gets the go ahead signal, passes the shed limits, and rolls out into the yard. Within a few minutes she gently backs on to her coaches, a shunting porter couples up, and engine crew and loco are now waiting for the starting signal from the station staff and guard. The starting signal dips, or winks to green, the guard's whistle

shrills, and with another yank of the regulator, loco 1000 starts moving her huge driving wheels. She is off, criss-crossing over the yard tracks and then out on the open stretch, with powerful even beat, smoke slip-streaming from her smoke stack and wheels singing a refrain at anything up to sixty miles an hour.

Like loco 1000, every engine on a railway system, when it is not in the locomotive workshops for periodical overhaul, or for a heavy repair job, gets its full share of care and attention whenever it rolls into a running trip, so that it will be in fine fettle to haul its mail, express, passenger or goods train.

GOING BY TRAIN

(Continued from page 56)

tones accordingly. Then there are those for whom no condemnation can be too strong—people of coarse sensibility and definitely bordering on vulgarity—who lapse into fits of loud disgusting laughter.

And yet, very often no doubt, sheer ignorance and nothing else is the simple cause of these unconscious offenders. If only they knew that it is noble and good to be kind and courteous to others, that good manners imply also unselfishness, self-control, tact, power of observation, quickness of thought, readiness of action, and good breeding, that it may also be regarded in the light of a business asset, that it gave a pleasant sense of superiority to the vulgar herd, people can be assured of a more congenial and pleasant journey.



The Story of the Motor Car

NEARLY everything man has made has some kind of history, and this history may go far back in the centuries of time or only a few years back, perhaps even in our lifetime.

Now what do you know about the history of the motor car? To-day, whether you live in a big city or even in a small village, the sleek, low hung and swift car is almost as common a sight as are the birds of the air. And if you happen to live in a big city or town, riding in a motor bus or taxi has to be done almost every day of your life. So let us turn back the pages of the history book of motor cars and learn how the cars come to be on the roads.

Many men may have claimed to have invented the first motor car, but this is not so important, as perhaps many men in different parts of the world, may have been experimenting on how to make a car, almost at the same time. However, we do know of some who were working to make what was then known not as a motor car, but as a 'horseless carriage.'

In 1882 Gottlieb Daimler and Wilhelm Mayback, of Germany, gave up their jobs in a gas engine factory to try and make a 'horseless carriage'. They made their first engine in 1883. Then they built another engine, fitted it on

to a bicycle and are said to have tried this out, but it was somewhat of a failure. They continued to work on motor engines and in 1886 made their first Daimler car, with a 1½ h.p. air-cooled engine.

Meanwhile, Karl Benz, another German, like Daimler was also a maker of gas engines, and was also trying out different kinds of engines for cars. In 1885 he made a three-wheeled car with a small ¾ h.p. engine. He tried out his car in the yard of his workshops at Mannheim, and when his wife, who was watching the car being tried out, saw her husband make four complete rounds of the yard, she is said to have danced with joy. But Benz was not content with trying out his car in the workshop yard, so he tried to drive it out on to the road, and in doing so crashed against the wall of the yard. But this did not stop him, and a week later Benz drove his car out on to the street of Mannheim and covered a little over a mile at a speed of 7½ miles an hour. The crowds who watched this performance were thrilled, but not the local town authorities; they warned Benz that he must not exceed his speed record of 7½ miles an hour on open roads and in the town area at half that speed.

Unfortunately, in those years between 1865 and 1896 there were peculiar laws for things like cars and locomotives on roads which would not allow anybody to drive a locomotive

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June 1955

CHILDREN'S CORNER

61

along British roads at more than a walking pace, with less than three attendants, or without a man walking in front bearing a red flag. Because of these laws inventors were handicapped in making better engines for motor cars which would travel at higher speeds. These laws were not withdrawn until 1896, when a British engineer, Mr. F. W. Lanchester completed his first car. This was a petrol-driven, four-wheeled car with a 6 h.p. single cylinder air-cooled engine.

Now let us go across to America, where an inventor named George Selden took out a patent in 1895 for a motor car. The strange part of this patent was that the inventor applied for it in 1879, but Selden, a keen business man, let his patent lie idle for sixteen years, waiting for the time when there would be a great demand for cars.

Meanwhile, two other American inventors were working on patent for engines which were to have far-reaching effect on the motor industry. Between 1885 and 1890 Herbert Akroyd-Stuart made an engine that would work on heavy oil, while in 1892 Dr. Rudolf Diesel made his famous diesel engine, which is run not on petrol, but on heavy oil.

The first great motor race was held in France in the year 1895, and the course was from Paris to Bordeaux, and back, a distance of 732 miles. On June 11, 1895, fifteen petrol driven cars, six steam and one electric car entered for the race. The people who heard about this race thought it was a wild and reckless adventure. Of the 22 cars which started less than half completed the course. The race was won by a Daimler type Panhard and Levassor car with a 4½ h.p. Phoenix engine, and covered the 732 miles in 18 hours and 48 minutes running at an average speed of 15 miles an hour, the highest speed touched being 18½ miles an hour.

But what was the strangest part of this race was that the winning car did

the whole run without a single breakdown. Compare these racing speeds with some of the modern top-notch speed cars and all we can do is to smile. In 1938 George Eyston drove his Diesel-engined Thunderbolt car at over 357 miles per hour, and in 1939 John Cobb, driving his Railton Red Lion, captured the land record with a speed of over 363 miles per hour at Bonneville Flats in the U.S.A.

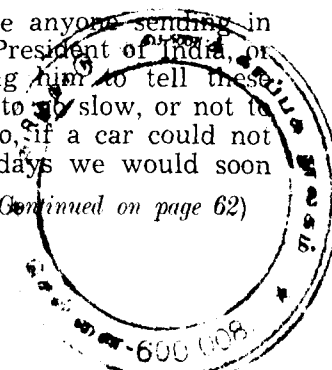
What did the people of the last few years of the nineteenth century think of this new-fangled horseless carriage that they saw spluttering, snorting and chugging along the roads at what they thought to be the breakneck speed of seven to fifteen miles an hour?

A member of the British Parliament called these motor cars 'slaughtering, stinking engines of wickedness'. These cars were really considered to be a nuisance. As they drove along the roads making an awful noise, horses drawing carriages would get frightened and shy and run about wildly, and on country roads whenever a car passed near a farm, there was always the tell-tale marks of dead chickens on the road.

As late as 1910 a letter signed by a lot of women was sent to Queen Mary which said "The village women of the United Kingdom humbly beseech Your Majesty to help us get some relief from the motor cars. We are sure Your Majesty cannot know how much we suffer from them. They have made our lives a misery. Our children are always in danger, our things are ruined by the dust, we cannot open our window, our rest is spoiled by the noise at night. If they could be made to go slow through the village it would be a great thing"

Can you imagine anyone sending in a petition to the President of India, or a Governor, asking him to tell these motor car drivers to go slow, or not to make a noise? No, if a car could not travel fast these days we would soon

(Continued on page 62)





BOOK REVIEW

Opening of the Burmah-Shell Refinery at Trombay—A pictorial record

The *Burmah-Shell News*, May 1955, contains a pictorial record of the opening of the Burmah-Shell Refinery by Dr. S. Radhakrishnan, Vice-President of India, on the 17th March 1955 at Trombay, Bombay.

This publication contains 48 pages including the cover, almost all of which are profusely illustrated and printed on superior art paper. It records the function through impressive pictures from the moment the constellations aircraft, specially chartered from Air-India International lands at Santa Cruz Air Port, with the Vice-President and several other distinguished guests aboard to the day following the opening when a luncheon was given at the Taj Mahal, Bombay by Mr. G. H. J. Richmond, Managing Director, Burmah-Shell, to the Governor of Bombay, Dr. Harekrishna Mahab.

The building of this Refinery was described by our Prime Minister as the "exciting adventure of building the new India".

Mr. J. F. Sinclair, Chairman of the Board of Directors, Burmah-Shell Refineries Ltd., and the Vice-President of India addressing the gathering, the Chief Minister of Bombay, Ministers of the Union and Bombay Governments and some of the many hundreds of distinguished visitors who attended the opening ceremony, and the vast audience listening to their speeches have been photographed and reproduced in this brochure. Additional search lights and coloured spotlights playing up and down the vast Refinery columns are very impressive to look at, in the brochure.

The opening of the Refinery in Trombay was also celebrated in Burmah-Shell offices, installations and depots at Calcutta, Bombay, Delhi and other places throughout India; these celebrations were also photographed and reproduced beautifully in this brochure.

The get-up of the brochure is very attractive and the Burmah-Shell Refineries Ltd. deserve to be congratulated on their enterprise in bringing out this excellent publication.

P.S.V.

CHILDREN'S CORNER

(Continued from page 61)

take it along to a garage to find out what was wrong with it, and as for noise, the modern car only seems to purr, even when going at speeds of over sixty and seventy miles an hour.

We could go on writing pages and pages about the history of the motor car and yet this history is just a little over 50 years old; but our space is limited. And so we close with the question "How many cars are there in the world today?" Some put it at a little over forty million, or roughly about one to every fifty people. Most of these are private cars, buses, trade vans and lorries, such as we see everywhere on the roads. And perhaps when you grow up to be men and women, there will be a car for every one in twenty or even one in ten people, and you may be one of those who have one of your own.

UNCLE TELLATALE

Plan to Develop Tourism

Three Sectors for Tourism

Hill Stations, Holy Shrines and Historical Places

A six-year plan to develop tourism has been drawn up by the Government of India, in consultation with the State Governments. The estimated cost of the plan will be 15 crores, which has been moved by the ninth meeting of the Central Tourist Traffic Advisory Committee, presided by Sri O. V. Alagesan, Deputy Minister for Transport and Railways. The Chairman stated that the plan was divided into two parts, one part being intended for implementation during the next three years. It is expected that eight important places of tourist interest will be developed. A number of youth hostels are also to be built up in assistance provided to non-official tourists associations. The second part of the plan covering 1958 to 1961 would facilitate for lower income group tourists, develop more places of tourist interest and make further progress in promoting social tourism.

Hill Stations—A holiday in the hills will enable those who are planning an escape from the heat and dust of the plains of the summer to have a pleasant change. The hill stations of India from Kashmir to Ootacamund and from Abu Road to Shillong offer bracing climate, sylvan sunny fields and pastures, fauna and flora and amenities to suit the tastes and means of each individual visitor. The Indian Railways are issuing from 1st April, 1955, concession return tickets to hill stations as detailed under:

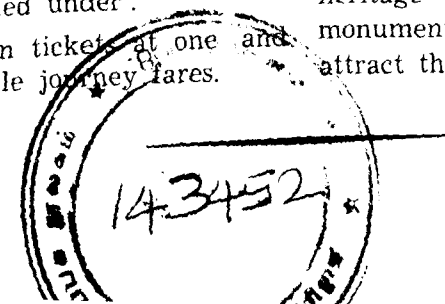
Fares—Return tickets at one and a half single journey fares.

Classes—First, Second, Third and Servant tickets.

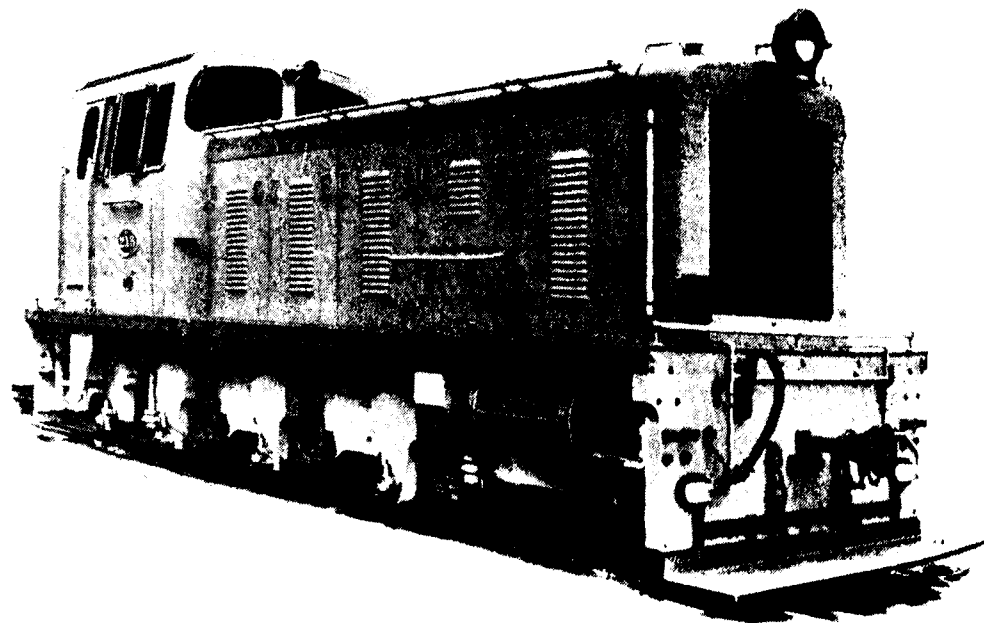
Availability—For three months from the date ticket is available for commencement of the journey.

From—Any Station in India to Simla, Solan, Dharampur Punjab, Dehra Dun, Pathankot, Kathgodam, Ootacamund, Kodaikanal Road, Abu Road, Coonoor, Darjeeling, Kurseong, Shillong, Piparia and Kotagiri Out Agency (served by Mettupalaiyam.)

The number of tourists visiting this country has been on the increase during the past few years. In India we have so much to attract and offer to the tourist. Our ancient centres of culture, historical monuments and places of natural beauty, and edifices like the Taj Mahal at Agra are a great attraction to visitors from abroad. We have numerous picturesque health resorts and hill stations. We have Kashmir famous for its scenic beauty, and the Ajanta and Ellora Caves which have yet retained their artistic beauty and imposing grandeur undamaged by the ravages of time. In South India we have beautiful Temples. Besides this, there are many other places of pilgrimage. With its rich cultural heritage and abounding historical monuments, India has everything to attract the tourists.



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Anbil and Appakkudathan—I

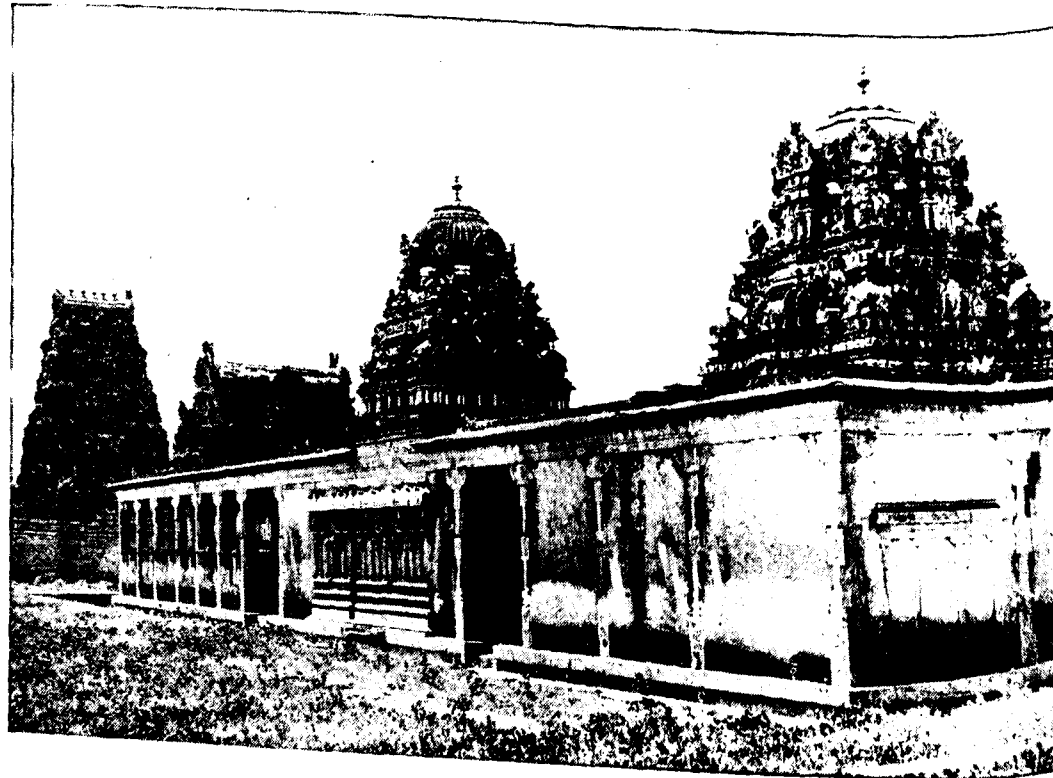
Sudama

GREAT Saints and Alvars of old worked wonders in their time by themselves transforming in their very lives the evil in them into good, moving from place to place as seers of undreamt-of-dreams and of the invisible and displaying themselves as revealers of the God in man and in the things about him. They thus made all and sundry, not to speak of the Great and the Rich, Godward bent and to see and feel the presence of God in stones and realise His Maya or Wonder in all the things of His Creation. They were at once poets with the topmost flights of fancy and sublime imagination, wandering minstrels who made all lives sublimer by their songs, moving symbols of saving hymns that liberally moved the rustic folk and even dwellers of

palaces on to the nearness of God and thrillers of the soul in the heights of ecstasy with the fervour of Him that many often forgot. At best they were striking personalities that jewelled many a holy shrine and stood out as heroic beacons for all to be led ; more especially in their translation from the mundane into the celestial. In fact, they were the liaison between Sanskrit (North) and Tamil (South). Tirumazhisai Alwar and Tirumangai Alwar, among others, were two such grand personages who inspired lives with devotional vigour and vitalising hymns that are sung even today in the shrines concerned. A casual reference to Nanmugan Tiruvandadi of the Vaishnavite Dravida-lore to wit, the Nalayira Divya Prabandam, stanza 36. reminds us of some typical spots

Perumal Temple—Anbil





Siva Temple--Anbil

where Lord Vishnu is installed as reclining on the favourite Adi Sesha and worshipped by hordes of pilgrims daily. Yadoktarkari Sannidhi in Kancheepuram and Tiruvellore, both in the District of Chingleput, Tirukudandai and Tirupernagar in Tanjore District, Anbil and Srirangam in Tiruchirapalli District are mentioned by the Saint of Tirumazhisai (மழிசை வந்த சொந்த) to take ranks with Tirupparkadal (the Ocean of Milk) and he is acclaimed God's man who is the only one that knows, whom the God enshrined in those beauteous spots is bound to bless and who will be the centre and cynosure of all neighbouring eyes of devotees and pilgrims in life.

Anbil or Premapuri, 4½ miles from Lalgudi Railway Station on the Southern Railway (Villupuram Chord Line) and about 14 miles north east of Srirangam is just 3 or 4 furlongs north of the north bank of the Kolladam (The Coleroon) and is about 6½ miles from the Grand Anicut (dam) over the Kaveri (Cauvery) river in Tiruchirapalli District. Almost due South-east of Anbil lies Appakkudathan or Koviladi about 2 or 3 miles off lying on the Southern bank of the Kolladam and just abutting on the northern bank of the Kaveri. Both these beautiful spots are the chosen of God because the very name of the deity at Anbil is Tiruvadivazhagiyanambi or Sundara Raja Perumal and the Lady Consort is known by the name of Azhagiavallinachiar or Sundaravalli. Situated in a fine Palm Grove of cocoanuts and arecanuts, Anbil still adds lustre to the pilgrims' eye raising him to ecstasies, however much it might have been neglected today. There is an uniqueness in the nomenclature of all these spots in South India far from the time of the

Alwars, if not earlier, the pilgrims were led actually to a sacred lily pond, the beauteous tower and the very deity with its wonderful local habitation and a name. At Anbil the pond is called Mandukapushkarini after the frogs that gathered and cackled and the tower of the temple was termed Taraka Vimanam, perhaps, after the stars. Every local legend gave out the name of the foremost self-realised devotees to whom God appeared, in that region.

So between the frog of the under-earth and the starts of the Heaven man was made to realise in all things, animate or inanimate, the presence of Him who is the Lord of All and feel Him in life, soul and the soul's last resting place.

At Anbil it so happens that both the Vishnu and the Shiva Institutions have the pond in common also known as Premapushkarani. While the Shiva temple is located in East Anbil, the shrine of Vishnu is found in West Anbil and the Agraharam is situated in the Revenue Village of Mangammalpuram in between. Shiva is here Premapuriswara, the Lord of Love and Kindness—an unusual compliment to the Lord of destruction. The Goddess is Premavalli. And lo, for aught one

knows, in destruction lies construction and love is at bottom of both assuredly. So at Anbil both Beauty and Love are personified and it goes without saying that Truth is Beauty and Beauty is Truth even as Truth is Love and Love is Truth. Does not one realise that Truth, Beauty and Love are all synonymous to each other and with God? What grander thought could one find herein.

Something about legend and history. The Carnatic wars found these regions (viz.) Samayapuram, Kandanoor, Pulivalam, Anbil, suitable for battles waged between the British and the French, in the main, and between the local Chieftains secondarily. Poet Immortal Kambar had his share of gold (£500) at Anbil where he secured from a local Dasi, a reputed street-walker, Silambi by name, for barely two lines of a stanza he composed in her honour—what a vanity to seek a place in Kambar's accents!—as she could not find the balance of £500 for the second half of the stanza. This, of course, is said to have been completed by the famous Avvaiyar, the wandering freelance minstrel of Tamilnad, who sang verses for a mess of gruel, as the local gossip went. Anbil is felt as sacred as Triveni (Allahabad) and Gaya for, here three

Kali Temple--Anbil



rivers are confluent, the Kaveri (Ponni), the Savitri and the Phalguni. Sarfoji Maharaja of Tanjore is said to have once performed here Sradha for the manes of his ancestors. Epigraphic inscriptions on the walls of the sanctum of Shri Sundara Raja Swami date as early as 1063 A.D. (the times of Vira Ranjendra Deva) and the one on the wall of the northern mantapam takes us to 1445 A.D. (the days of the Saluva dynasty and Rayar Appaji). Other inscriptions in the Shiva temple give dates as 1070 A.D. 1224 A.D. referring to the times of Raja Kesariparam, Kulottunga Chola, Krishna Deva Raya of Vizianagar and 1268 A.D. (days of Pandya Kulasekhara). There are shrines for Samavedivinayagar and Satyavachaka Vinayagar. Coming to the latest freedom struggle when Rajaji led the batch of Salt Satyagrahi volunteers to Vedaranyam from Trichinopoly, it was the Anbil Nateswaram or Nageswaram player set that paid homage at Koviladi by the shrill and melodious music of its shenoi and thrilling Davul (drum) and it was able to give an ovation to the veteran chief of Tamil Nad tremendously and against odds of the then Governmental whips of the Police and the Magistracy.

(To be continued)



SOUTHERN RAILWAY

TENDER NOTICE

Quilon-Ernakulam Railway Construction—Section II Kottayam (exclusive) to Mavelikkara (exclusive) Earthwork in formation, service roads, etc., for the fourth six miles from Kottayam towards Mavelikkara

The Chief Engineer, Southern Railway, Park Town, Madras-3, invites sealed tenders upto 13-00 hours on 29.6.1955 for the above work.

Tenders should be in the prescribed form obtainable from the Chief Engineer's Office or from the Executive Engineer's Office, Quilon-Ernakulam Railway Construction, Ernakulam South or from the Assistant Engineer's Office, Quilon-Ernakulam Railway Construction, Quilon, upto 12-00 hours on 17-6-55 on production of a receipt from the Chief Cashier, Southern Railway, Park Town, Madras-3, or from the Station Masters, Ernakulam South or Quilon, for payment made towards the cost of tender forms at the rate of Rs. 10 per set of tender forms and Rs. 2 per spare schedule, only if available, which amounts will not be refunded.

Tender forms are not transferable.

An earnest money of Rs. 33,300 L. to be paid to the Chief Cashier, Southern Railway, Park Town, Madras-3, before 12-00 hours on 17-6-55. The security deposit for the accepted tender will be 10 per cent of the value of the contract.

Particulars of remittance of money should always be clearly furnished to avoid unnecessary correspondence and delay.

Income tax Clearance Certificate, in original, should be attached to the tender if previously sent and is current, reference to the particular tender with which it was sent should be furnished.

Tenders will be opened at 11-00 hours on 21-6-55.

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

The Temple in Somapalayam (Somapalle)

P. S. Vedhachalam

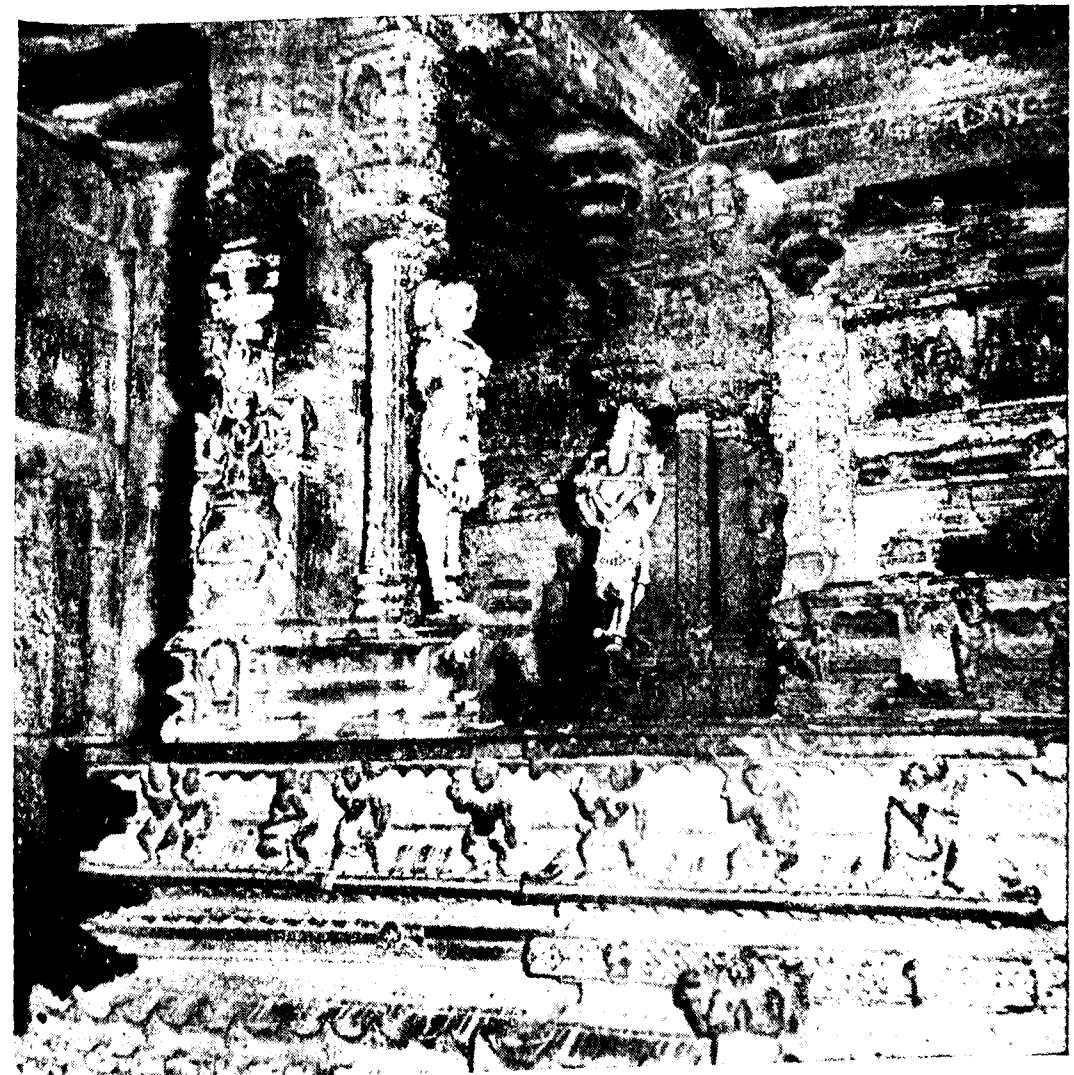
Publicity Inspector

THE Vishnu temple at Somapalayam, little known to pilgrims, is in the Chittoor District of the Andhra State. It is situated at a distance of about 4 miles east of Mulacalacheruvu Railway station, on the Pakala-Dharmavaram section of the Southern Railway.

The Somapalayam temple, dedicated to Chennakesavaswami, is built in the floriated Vijayanagar style. It is one of the finest temples in the Andhra districts. According to local tradition, the architect was Dhankanacharya who is stated to have built the well-known temple in the fort at Vellore and the

Kalyana Mantapam.

(Photo by Author)



large temple at Lepakshi, about 9 miles east of Hindupur Railway Station, on the Bangalore-Guntakal section.

The origin of the village Somapalayam may be ascribed to the period of King Krishna Deva Raya's reign (A.D. 1509-1530). Some cowherds, it



Unjal Mantapam.

is said, erected a fort at the base of a rocky hill to enclose and protect a village and they were compelled to flee from the place, because of oppression. Later, two brothers who were local chiefs or poligars by name, Basi Naidu (Kasini Naidu) and Mullappa Naidu, obtained five villages as an estate from the Vijayanagar kings and ruled in the area. Their descendants continued to reign in this place for a period of over 400 years. It was Kasini Naidu who was responsible for the erection of Sri Chennakesavaswami temple at Somapalayam, which has "the same style of pillars and carving, the same use of monoliths and multiple pillars, and the same specialisation in 'black stone' as the temples in Hampi; and it has the same detailed sculptural affluence as the

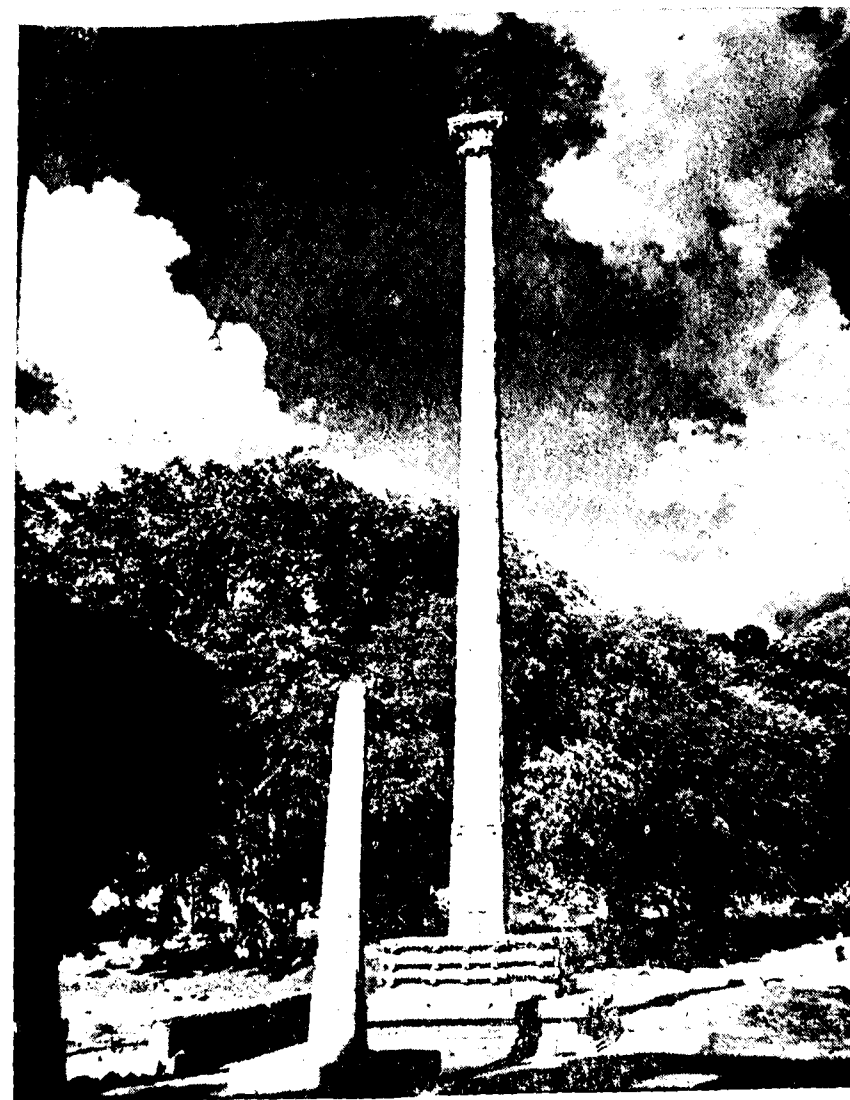
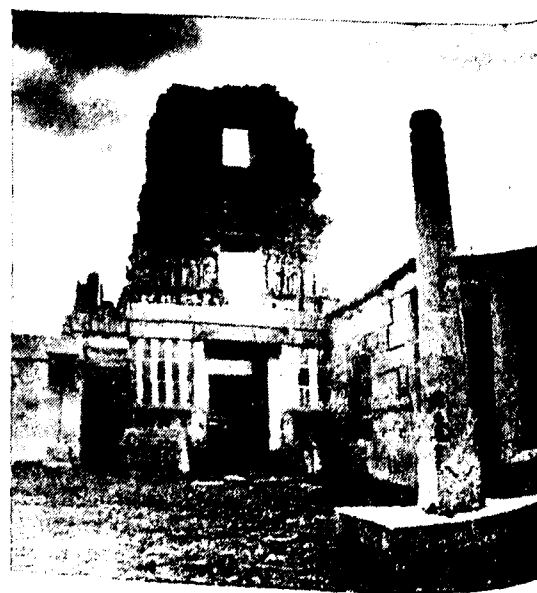
Vithalraya temple in Vijayanagar (Hampi)".

The temple contains two exquisite pieces of sculpture and architecture—the Kalyana or marriage mantapam and the elegant monolithic Dwajasthamba, 52 feet high.

The Kalyana mantapam is in front of the image of Lakshminarayana-swami which is a fine piece of sculpture a photograph of which is reproduced here. In the centre of the Kalyana mantapam which is a raised platform with a canopy supported on four pillars there is an elaborately carved blackstone pedestal. The deity is placed, on festival occasions, on the pedestal which is a rectangular seat. It is minutely carved in polished black-stone which has almost the appearance of marble. The roof of this pavilion resembles in architecture the fine Chalukyan temples and it has a lofty circular dome, intricately carved with numerous projecting figures. The mantapam depicts Lord Krishna's Natyam with the Gopikas and its ceiling is a masterly execution of a difficult theme.

Temple Tower.

(Photos by Author)



Dwajasthamba

(Photo: P. S. Vedhachalam)

The Dwajasthamba of this height, a single four-sided monolith, is seen nowhere else in South India. The full length of this pillar must be even greater, as the base is sunk into the ground to ensure stability. This pillar is before the entrance to the temple and it is set and oriented on a carved base. A familiar tree-scroll, slightly tapering to the capital, is carved on the pillar from top to bottom.

The Dwajasthamba and the Kalyana mantapam are the most outstanding features of the Somapalayam temple.

The gopuram of the temple is reduced in height and dilapidated. The lower part is constructed of stone and the superstructure is of brick with plaster ornaments. Though restoration may not be possible, proper care must be taken to guard against further decay.



A Carved Ratha (Car)

On entering the temple, one sees a carved Ratha (car) and the front mantapa called the Mukhamantapam. The ceiling of this mantapam contains mural paintings which depict some scenes from the Ramayana. The paintings are in a decayed condition.

Lotus flower carved on stone on the ceiling



The Mahamantapam.—On each side only the feet of the Dwarapalakas (door-keepers) are noticed, the rest of the figures having been broken and removed.

The Ardhmantapam.—A small ante-chamber to the shrine.—There is a carved black-stone on the ground and above this, one can see on the ceiling a lotus flower carved on stone, a photographic illustration of which may be

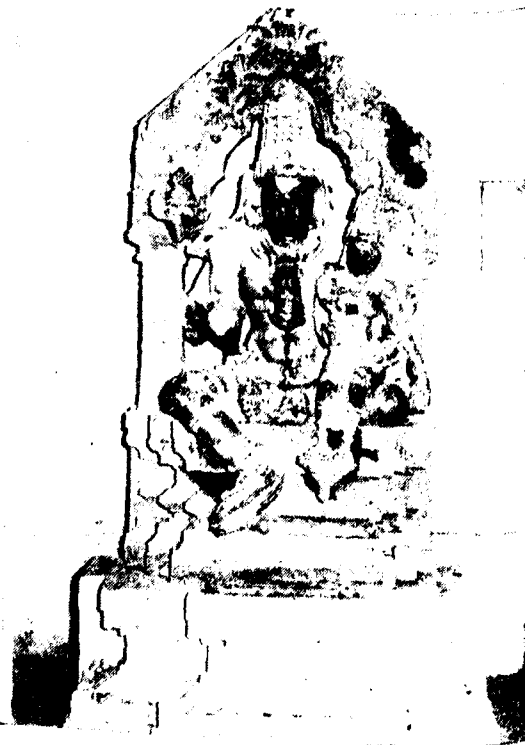


Image of Lakshminarayanaswami

(Photos by Author)

seen here. There is a well-proportioned mantapam existing beside the entrance to the temple. It is named the cowherd's mantapam built in memory of a shepherd who supplied milk to the workers and in commemoration of the part taken by these people who were originally responsible for the foundation of the Somapalle village and the fort in this area.

A short distance to the north of the cowherd's mantapam is the Uyyala or Unjal (Swing) mantapam, a photo picture of which may be seen here.

The Garbhagriham or main shrine contains Sri Chennakesavaswami moola vigraham which had been under worship until about two years ago. There was a terrible famine rampant in this area during the year 1952-53, when the image was removed and shifted in front; the peetam was dug out by robbers in the hope of finding a treasure. The Somapalayam temple is now a protected monument coming within the purview of the Ancient Monuments Preservation Act for which

Lord Curzon will ever be remembered in this country.

There is a great deal of destruction noticeable to many of the idols in this temple. By the side of the main shrine there is another shrine for the goddess named **Perundevithayar**. There is no image here, but only the black-stone pedestal on which it stood still remains. Likewise the shrines which contained the images of Alwar saints were also subjected to destruction. Evidences of this are seen in the headless and limbless images still in the temple.

Dr. J. H. Cousins says in this connection: 'The evidence of attempts at destruction in many perhaps a majority of the figures would seem to indicate the same iconoclasm as tried to destroy the sculptures of Vijayanagar on its fall in 1565 A.D.' The destruction to the temple occurred when the poligar who was ruling over this area was expelled under Hyder's government by Meer Sahib. The poligar again took possession of this territory during the Marquis Cornwallis' campaign.

The temple at Somapalayam is now without worship, but the inhabitants of this part of the district attach great importance to this temple and to the performance of festivals but this could be done only after the installation of the idols and the performance of the Kumbabishekam when financial help is assured. The villagers in their sad plight are crying for help for renovation of the temple and for resumption of the daily worship.

Image of an Alwar Saint seen headless and limbless in the temple.





Photo taken on the occasion of the wedding of Chi. Sankar Raman (son of Sri B. Venkataraman, C.M.E., Southern Railway) and Sare. Vimala (daughter of Sri S. Rajagopal, D.E.N., Southern Railway)

(Photo: P. S. Vadhachalam)

'Ticketless Travel and how to eradicate it'

Article published in Southrailnews of May 1955—Corrigendum

With reference to the typical cases of ticketless travel dealt with in the above article, the correct action to be taken is as follows:—

(1) There is no 'A' certificate in use over this Railway now.

(2) 'B' certificate is the authority given by the Guard to the passenger, who prior to commencing his journey, intimates the Guard of his inability to purchase a ticket in the normal course. Passengers with these 'B' certificates are to be charged only the single journey fare without any penalty. If they fail to pay, action under Section 112 or 113 should be taken.

(3) A passenger detected without a ticket and without a 'B' certificate will be charged single journey fare plus higher penalty up to the point of detection, and if he wishes to continue his journey, single journey fare up to the destination. If he fails to pay he is liable for prosecution under Section 112 or 113 according to the circumstances.

(4) Single journey fare plus higher penalty should be collected up to the point of detection and if the party wishes to continue his journey, single journey fare up to his destination should be collected.

(5) Single journey fare plus higher penalty up to the point of detection and single journey fare beyond to the destination. If he fails to pay, action under Section 112 or 113 should be taken according to the circumstances.

(6) Should be treated as a case of ticketless travel and fare plus higher penalty should be levied. If he fails to pay, action under Section 112 or 113 should be taken.

(7) Fare plus higher penalty should be demanded. If he fails to pay, prosecution under Section 112 should be launched in the nearest Magistrate's Court.

(8) Fare plus higher penalty should be demanded. If they are unable to pay, they should be detained at the next stopping station and removed from the station

premises, care being taken that they do not enter the railway premises again. They should be prosecuted under Section 122 only if the prosecution can be made without any loss of time.

(9) There is no 'A' certificate in use on this Railway.

(10) Only the difference in fare between the two classes should be collected. If he fails to pay, action under Section 112 or 113 should be taken.

(11) Correct.

(12) When a passenger is found travelling by a route by which he is not booked, he may be allowed to travel to his destination by the shortest or quickest route, whichever he prefers, without any additional charge, fare or penalty being levied. If, however, a passenger refuses to travel by the shortest or quickest route, he will be charged the fare for the route by which he travels. If he fails to pay the due charges, he is liable for prosecution under Section 112 or 113 according to circumstances.

(13) There is no 'A' certificate in use on this Railway.

(14) Passengers holding return tickets, when travelling by other than the booked route, will be required to pay the full ordinary fare of that portion of the route travelled not covered by the original ticket. Tickets issued by a longer route are valid by a shorter route.

Concessional return tickets are issued with special conditions, which will have to be adhered to.

(15) Correct.

(16) In the case of passengers travelling beyond authorised destination intentionally, the difference between the fare paid and the fare payable plus the higher or the lower charge, as the case may be, should be collected.

(17) There is no 'A' certificate in use on this Railway.

(18) Only the difference in fare should be collected.

(19) A passenger travelling with a date-expired ticket will have to pay single journey fare from the station where his ticket expired, to the point of detection with higher penalty. If he fails to pay the charges, action under Section 112 or 113 should be taken.

(20) There is no 'A' certificate on this Railway.

(21) Single journey fare from the station where the ticket expired to his destination. If he fails to pay the charges, action under Section 112 or 113 should be taken.

(22) Correct.

(23) Difference between full and half fare *plus* higher penalty should be collected.

(24) Correct.

(25) A passenger travelling by a longer route is allowed to break journey on the basis of the mileage of the longer route by which the journey is performed. In this case, only the difference in fare between the longer route and the shorter route by which he holds the ticket will be recovered from him without any penalty.

(26) The passenger is to be treated as travelling without a ticket and dealt with accordingly, viz., Railway fare for the distance travelled *plus* higher penalty. The concession ticket should also be confiscated.

(27), (28) & (29).

(a) The name and the address of the passenger is to be recorded together with a statement indicating how he came to be in possession of the ticket or pass being misused;

(b) the recording to the statement should be witnessed at least by two other passengers who were witnesses to the detection of the irregularity. These witnesses should be asked to sign the statement and record their full names and addresses;

(c) the statement should also be witnessed and signed by the SM

or ASM on duty and by the TC or TTE detecting the case;

(d) the ticket should be confiscated and if the circumstances warrant, the passenger should be prosecuted before the nearest Magistrate under Section 112. If not, the party should be asked to pay the fare and penalty for the distance travelled by him.

(30) The passenger is to be treated as travelling without a ticket and dealt with accordingly. If he refuses to pay the due charges, action under Section 112 or 113 should be taken.

(31) and (32).

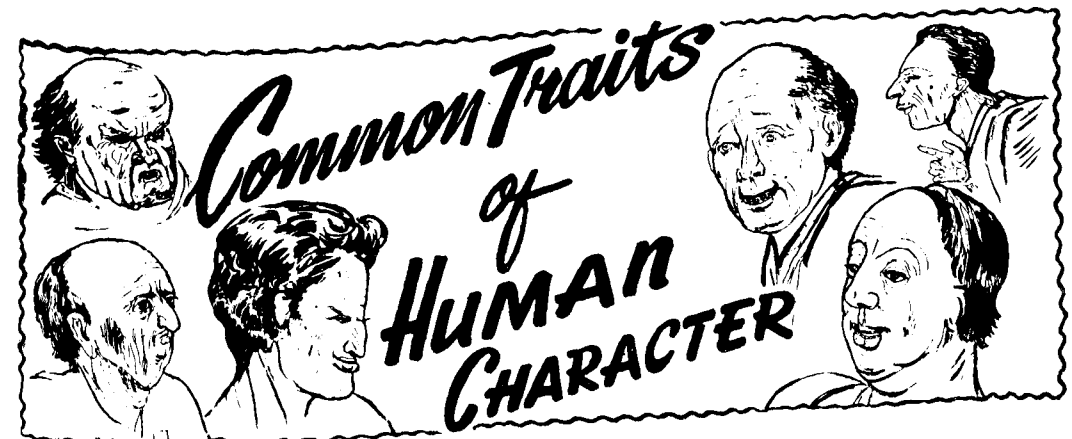
May be omitted, as travel in the R.M.S. Van or in the engine or in the Guard's Brakevan is normally not permitted.

(33) Correct.

(34) When Military personnel are detected travelling with unexchanged Warrants, fare *plus* the lower excess charge shall be collected from the persons concerned up to the point of detection. A free E.F.T. should be issued for the remainder of the journey on collection of the unexchanged Warrant. Full particulars of the free E.F.Ts issued should be shown on the Warrant. In the event of refusal or inability to pay, action under Section 112 or 113 shall be taken as necessary.

(35) The Military personnel will be treated exactly like a ticketless passenger with a 'B' certificate, i.e., he will have to pay single journey fare for his journey by the class in which he travels without any penalty.

(36) The Military personnel is to be treated in the same way as ticketless passengers. They should pay the full fare *plus* higher penalty up to the point of detection, failing which, they are liable to be prosecuted under Section 112 or 113 according to circumstances. The full name, rank, unit, address, etc., of the party as recorded in his identity card should also be taken for reporting the case to the Military Authorities for necessary departmental action, as also recovery of the due Railway charges through the Unit, wherever necessary.



4. Arrogance

S. R. Srinivasa Raghavan
Integral Coach Factory

ARROGANCE may be defined as being too self-centred. An arrogant man has nothing but contempt for everybody and everything, except himself. An arrogant man is lost every moment of his life in the one thought of his own importance, and applies this thought to every man, thing and situation he comes across, looking at them most subjectively.

Some simple examples of arrogance can be easily given. For example he is an arrogant man, who, while spending his leisure in a stroll, stops an acquaintance who is in a very great hurry (perhaps proceeding to attend to the last rites of a dead relative) and tells him that he will meet him after dinner for the usual conversation.

It is an Irony that on most occasions arrogant men assume some sort of leadership in society and play havoc. I know a particular case which suits the occasion very aptly. An old woman in a neighbour's family became a widow. She had only two daughters and a dispute ensued between them as to the proper division of the jewels and cash the old man left behind him, intestate. The quarrel developed to such serious proportions that the physically stronger of the daughters snatched a gold chain belonging to the

old woman, and handed it over to a lawyer friend of the family. After some time when the atmosphere cooled down, the daughters came to a settlement between themselves and wanted the gold chain back. They rushed to the lawyer friend, but he would not part with the chain without a written statement, telling them that he was angry with them because they had not come to him for a settlement.

The arrogant man never greets first any friend on the road, and if that friend fails to notice him, complains later in a vulgar language that the other fellow was too haughty to greet him. I know a houseowner in my place who derives immense satisfaction by expecting tenants to bring the rent to him every month. He walks on the streets with his head high and condescends to smile when approached with a purpose.

Theophrastus in one of his essays deals with an arrogant man as follows:

"If he gives some friends a dinner he will not sit down with them but will send some one under him to preside. He will not allow any one to enter while he is anointing himself or bathing or at a meal. When writing a letter he does not say 'I should be obliged' but 'I desire', and is fond of the phrases, 'I have sent to you for'.

‘Obey my orders to the letter,’
‘Without losing a moment’.”

Hume tells in one of his writings that when men are most sure and arrogant, they are commonly the most mistaken, and have then given views to passion, without that proper deliberation and suspense which can alone secure them from the grossest absurdities. This is evidently a condemnation and an objective remark, of which the arrogant man is the least conscious.

Aelian, the Greek philosopher, talks about an incident that happened in Olympia when Athens was a City-State. One Diogenes came to Olympia

and saw some youths dressed in great splendour and said with contempt that it was all arrogance. Some time later he came across some other people, very mean and sordid in attire, and remarked that that too was arrogance!

Jeremy Collier, in one of his fluent outpourings, sets down that a man who loves to be peevish and paramount, and to play sovereign at every turn, does but blast the blessings of life and swagger away his own enjoyments. He calls this arrogance a disease and discredit all over, and remarks that there is no more greatness in it than the swelling of a dropsy.



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“Now You Know It”

Alfredo Borges

ORIGIN OF THE MENU CARD

Whether you are a guest at a private dinner or are “dining out”, you will always come across the ubiquitous menu card from which you will select your food. Do you know how the custom of having a menu started? It is said that Henry, Duke of Brunswick when playing host at a glittering banquet, was noticed to glance frequently at a long roll of paper. The Count of Mountford, seated by his side, asked the Duke the reason for his repeated references to the slip of paper on his lap. The somewhat embarrassed Duke replied that ‘the master of the Kitchen’ had merely compiled a list of all the dishes just to enable his master to reserve his appetite for the best things to come. The other guests very much applauded the intelligent cook’s invention which they promptly inaugurated upon their return home from the banquet. In a short time, the whole of Germany had caught the infection and the habit of writing down the menu spread with amazing rapidity. The dinner where the custom originated is said to have been in 1541 in Regensburg.

Perfumes Existed in 23,000 B.C.

The art of perfumery is among the most ancient of all our arts and had its beginning with the Atlantians who lived in Mesopotamia and Arabia about 23,000 years before the coming of Christ. One of the first uses of perfumes was in religious rites. The word perfume (PER, meaning “through” and FUMUM “smoke”) proves that the early variety was made by burning aromatic woods and resins upon altars as an offering to woo the gods. The Egyptians were the originators of “interior perfuming” used in conjunction with “interior decorating”. Their floors, tables and wine cups were sprinkled with aromatic substances. The Jews perfumed their beds with myrrh, aloes and cinnamon. The Persians in the ancient days constantly kept aromatics burning in palaces and places of worship while the Greeks were past masters in the art of perfumery. The Romans likewise adopted perfumes for many purposes. No banquet was considered complete without the use of aromatic substances in the triclinium or dining room. With the entry of science in perfumery, over a thousand different types of perfumes are available. The art of perfumery born 23,000 B.C. is still going strong!



Famous Shrines of Velanganni

Philo Iruthayanath

SEVEN miles South of Negapatam where the blue waters of the Bay of Bengal end in ripples and in foam on the white sands of the Coromandel Coast, stands the picturesque village of Vailankanni or Velangany. This distance from the town by trunk road is covered by bus and other modes of transport. The river Vellayar runs near the church on the southern side. The church and the connected buildings cover an extent of many acres and have a pretty appearance from all sides.

History of the Shrine

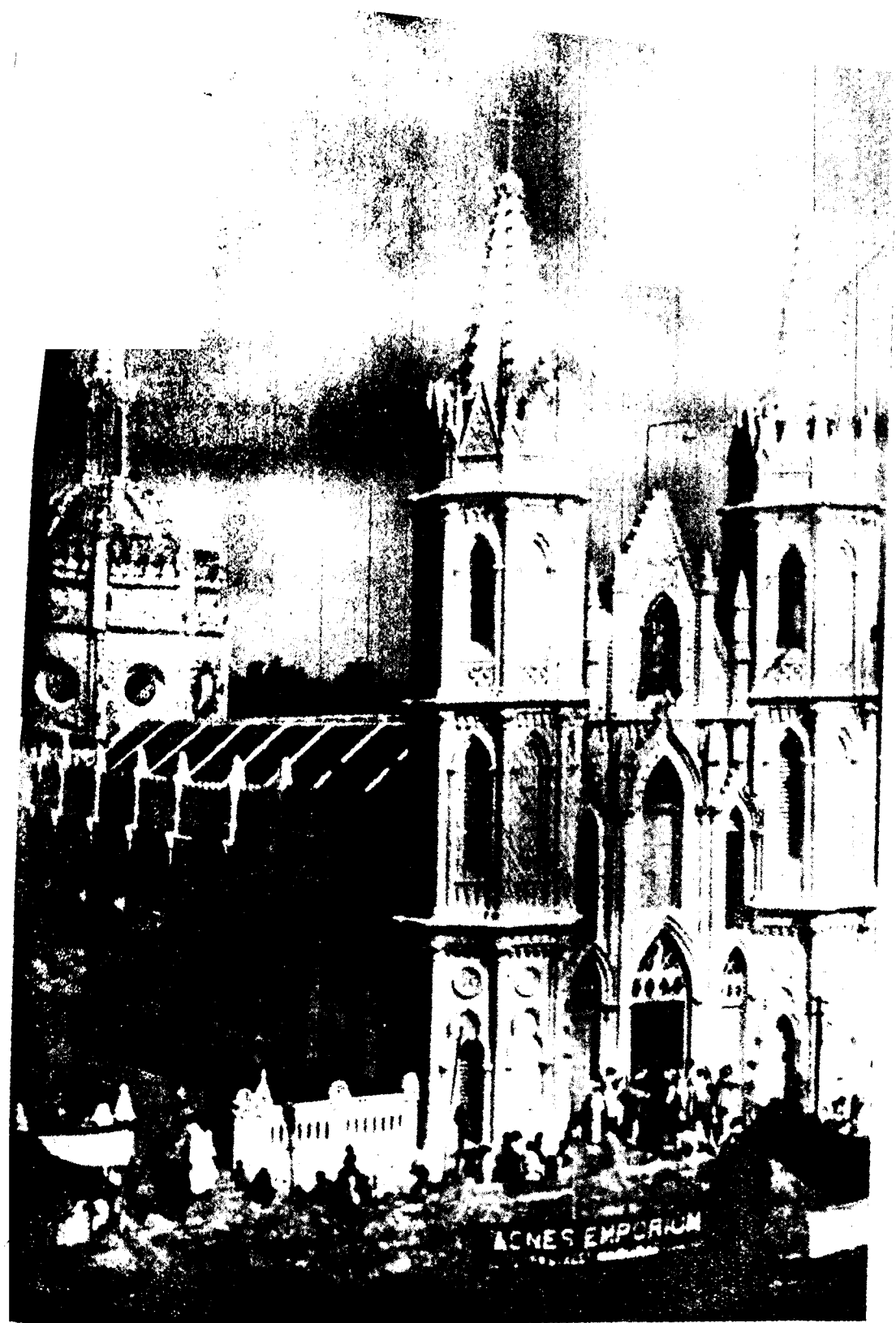
The origin history of the Shrine is obscure as far as historical data are concerned. The few references to the shrine are found in the old registers of the parochial archives. Negapatam being a coastal town, it naturally became one of the earliest settlements of the Portuguese on the East Coast. That they were there already in 1565 is certain, as the Venetian Merchant Caesar Frederick, who visited the place about 1570, relates that in 1565 the Nayak of Tanjore sent to the citizens (Portuguese), "to demand of them certain Arabian horses." As is natural, with the Portuguese settlers came the missionaries of the Gospel, who administered to their people and were actively engaged in converting the Hindus. It must be acknowledged that there were Indian Catholics already before this time, as St. Francis Xavier, who came prior to this time, had preached the Gospel in these parts. In 1660 the Dutch captured the town of Negapatam. The record says that Vailankanni, which was hitherto attached to Negapatam parish, was separated as an independent parish in 1773 and that Friar Antonio de Rozario was sent as its first Vicar. On 18th October 1847 Vicar handed over charge to Goa Priest. It became impossible to send to Vailankanni Franciscans from Goa, the sanctuary was entrusted to the care of Secular

Priests by the **Bishop of Mylapore**. The exact date of its establishment cannot however be determined. Three places come for special mention here in connection with the Famous Shrines of Vailankanni, viz., Our Lady's tank, Naduthittu (நாடுதீது) or the central high ground, and the church itself.

TWO SHEPHERD-BOYS

History of the Holy tank

To the east of the now existing Annapillai Road, there is a tank some centuries old. By the side of it is a banyan tree which gives shelter to the weary and tired summer travellers on their way to and from the village. The tank supplies them water to drink, and wash and cool their sweating and fatigued limbs. In the early part of the 17th century, on a hot day, a shepherd-boy as was his wont, was taking milk in a pot to his master at Negapatam. Being tired and perspiring profusely, he repaired to the tank in quest of a cool douche and a bit of rest under the tree. The shepherd-boy seated himself under the shade of the banyan tree with the milk pot and the salubrious cool breeze fanned him. He was just falling asleep when he heard a sweet voice nearby. Then, with awe, he awoke and was surprised to see before him a Lady with a Babe in her arms. The shepherd-boy was struck dumb by the sudden appearance of the figures. Then the Lady asked for some milk. How could he give this to her! The milk which was not his, was a problem to him. He, however, gave her to drink as much as she would, and then proceeded on his way, with joy for having pleased the lady and babe. With the rest of the milk he sat down with the pot before his master. The lid was taken off, he found the pot full to the brim. His master could not understand him nor his strange look. Then the shepherd-boy with all the eloquence at his command, candidly recounted just



what had happened. The master was no less struck by his narrative, and determined then and there to go to the spot with the boy. No sooner had they reached it than they were blessed with a vision of the Lady and the Child. They took them for divine beings and at once fell to the ground and worshipped them in their own way. Soon the news spread all round. Henceforward the tank on whose bank stood the banyan tree was named by them 'Our Lady's Tank' and continues to this day to be known by that appellation.

Naduthittu

Near Vailankanni proper there is a central high ground or Naduthittu. It was barren save for a few trees and among these was a fig tree that used to shelter the passers-by. Under this tree one could see, day in and day out, a shepherd-boy selling butter-milk to the weary travellers. He was the only son of a poor widow, and he was lame and unable to walk. The mother used to carry the child and the pot of butter-milk to the spot in the morning and leave it there till the evening. Then she would go there to take back the boy and the money realised out of sale. One day when the boy was under the tree, with the butter-milk, a Lady with a Babe in her arms made a sudden appearance and asked him for a drink for her child. The boy cheerfully offered a cup without demur. The lady asked the boy to go to a certain Catholic gentleman in Negapatam to apprise him of their presence in the locality. The boy, though willing to do what was bidden him, could not carry the message since he was lame. The cripple said, "You bid me do a thing which is physically impossible for me to perform. How can a lame boy go a long way to Negapatam in order to carry your message?" The Lady replied, "My son, you are no longer a cripple. The Son of God has given you power to walk."

The boy, no sooner did this he felt he could walk. Then he hastened to

Negapatam with the message, and met there the Catholic gentleman and broke the news to him. When the Catholic man heard this, he repaired to the spot and prayed. The same figures stood before him as in a dream, and expressed her desire that a church should be built there in her honour. Forthwith he put up a shed such as his means permitted, and erected an altar, whereon he placed a statue of Our Lady with the Infant Jesus in her arms. Soon the news spread all round. In view of the first miracle wrought in favour of the lame boy and the subsequent cures that took place there, the Mother of God came to be invoked there as 'Our Lady of Health' (அருள்மொழிவாய்; மாதா) (Arokyam + Matha).

Old and New

The sea-route from Europe to India was discovered by the famous Portuguese navigator Vasco da Gama in 1498. The Portuguese pushed their commercial enterprises to the Far East, their ships plying periodically between Lisbon and India. When a certain trading ship was thus making her voyage from Macao to Colombo, she was caught in a heavy cyclone in the Bay of Bengal. The Captain tried every means to keep her under control. All human efforts failing, the captain and the crew raised their cry to heaven, appealed to the ever Blessed Virgin, and at the same time vowed to build a chapel to her in the place where she would bring the ship and the inmates ashore from the perilous sea. Soon the ship was driven ashore on the 31st September (St. Mary's Day) and that was at Vailankanni. On landing, the prayer of heart-felt thanksgiving was given. Then they went direct to the Naduthittu shed-chapel. Thither they repaired immediately and were consoled to find a Christian church. Since that time the new chapel rose up in fame and the shed was abandoned. Afterwards on account of the deep devotion the Bishop of Mylapore has for the shrine and of the solicitude he evinces towards the pilgrims, he has

June 1955

set his heart on enlarging the present church. This is visible to the pilgrims even at a distance of 9 to 10 miles from all sides.

The Feast

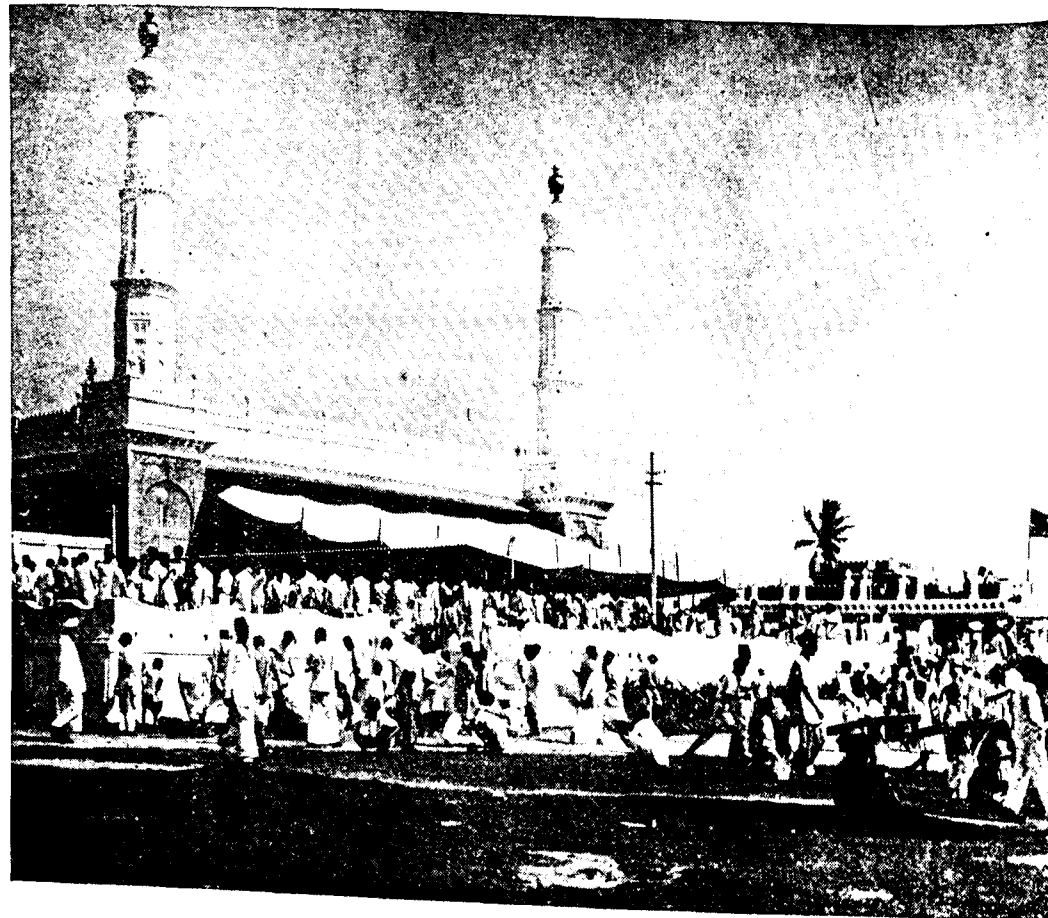
It is chiefly important for a large Roman Catholic festival which takes place there every 8th of September and the nine preceding days in honour of the Virgin Mary as 'Our Lady of Health.' Not only Catholics but Non-Catholics and non-Christians also, come to this place from many parts of the world. Among the pilgrims we will find people of different nationalities and diverse clans and castes. The pilgrims, though few and far between, are still to be seen here throughout the year. Those who cannot afford to come personally, send in their offerings through post or rail. Some people place their offerings in the hollow of a bamboo stick, and having sealed both ends, throw it into the sea with the address of the shrine on it. It is wonderful to relate that these reach their destination safely. There are a few such articles reserved in the presbytery. In the festival time arrangements for a special police station, sanitary arrangements, and a small hospital with the necessary staff are provided. The church authorities

on their part endeavour their best possible. A few block of buildings with a hundred rooms, and large sheds are temporarily erected. Some private houses are also given to the pilgrims with a small rent in the time of festivals. But happily most of the people find it convenient to make their stay along the beach or under the shade of trees in the large compound behind the church. Even the whole village will not be sufficient to hold them all, during the time of the festival. Happily the people do not remain the whole time of ten days' feast. Some come and go soon after they have fulfilled their vow. (A conservative estimate records last year's (1954) attendance at 50,000.)

Every week there is a Shandy, where the people of the surrounding villages find sales for their wares and produce and an opportunity to purchase the necessities of life. In the time of festival we will get everything from there without fail. There is no need for pilgrims to bring everything from the house. At the same time, it is very inconvenient to them in the time of festival to travel by train and buses.

I request the religious minded people of India to visit once at least in their lives the **Famous Shrine of Vailankanni.**





Muslims celebrate Id (24-5-55) at the Mosque, Triplicane, Madras.

(Photo: G. S. Raja)



Earnings

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

(Figures in thousands of Rupees)

	April	
	1954	1955
	Rs.	Rs.
Passengers ...	1,55,24	1,63,51
Other Coaching ...	28,53	33,74
Goods ...	1,67,77	1,82,43
Sundries ...	5,91	8,39
Total ...	3,57,45	3,88,07

Increase in passenger earnings is due, largely to increased movements of pilgrim and marriage parties.

Compensation Claims

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

1. Number of compensation claims received during the previous month ...	3,492
2. Number of claims disposed of and the amount paid during the previous month ...	3,554
(Rs. 2,09,084-9-8)	

3. Number of claims outstanding at the commencement of the month ...	3,766
at the end of April 1955	

4. Number of days taken to settle a claim ...	39 days
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CHITRA FESTIVAL AT MADURA

Madura is essentially a city of pageants and some of the most impressive spectacles are to be witnessed here. The best attended festival occurred during this year from 24-4-55 to 7-5-55. The Chitra festival celebrates the mystic marriage of Lord Sundareswara and Goddess Minakshi. For nearly two weeks, the streets of Madura were full of crowds in the wake of the Temple Processions celebrating the Chitra festival.

In connection with this festival, III Class Cheap Return Tickets were issued to Madura at one and a half single journey fares from stations on certain sections wherefrom the traffic for the festival could be stimulated. The tickets were issued from 1st to 6th May, 1955, available for return journey till the midnight of 8-5-55.

SOUTHERN RAILWAY TENDER NOTICE

The Regional Engineer, Southern Railway Mysore, invites sealed PERCENTAGE SCHEDULE TENDERS to reach him not later than 15 hours on Wednesday the 22nd June, 1955 for the work "Proposed Refreshment Room Concreting the Passenger Platform, etc."—Harihar, Mysore District—Total Approximate Value of Contract—Rs. 59,000.

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

3. Tender forms will be issued up to 15 hours on Friday the 17th June, 1955.

4. The Earnest Money of Rs. 2,950 (Rupees Two Thousand Nine Hundred and Fifty only) should be paid in advance to the Regional Accounts Officer, Southern Railway, Mysore or Trichinopoly or Chief Cashier, Madras not later than 11 hours on Saturday the 18th June, 1955 and the receipt submitted along with the tender. No demand draft, or cheques, etc., should be attached to the tender. The tenderers are requested to furnish full particulars of remittance with the remittance itself to avoid unnecessary delays.

5. The amount of Earnest Money is based on 5 per cent of the estimated cost of the work while the amount of Security Deposit is calculated at 10 per cent of the value of the work based on accepted tender.

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

7. The tenders will be opened at 12 hours on Thursday the 23rd June, 1955 at the Office of the Regional Engineer, Mysore.

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

SOUTHERN RAILWAY TENDER NOTICE

TENDERS FOR CONSTRUCTION OF TYPE I QUARTERS—52 UNITS AT HUBLI

1. The Regional Engineer, Southern Railway, Mysore, invites sealed Lump Sum—Percentage Schedule Tenders for the above to reach him not later than 15 hours on Wednesday the 29th June, 1955.

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. 10 paid to the Chief Cashier, Southern Railway, Madras-3, or Regional Accounts Officer, Mysore or Trichinopoly towards the cost of tender forms. In no circumstances will the cost of the tender form be refunded. The tender form is not transferable.

3. Tender forms will be issued up to 15 hours on Friday the 24th June, 1955.

4. Lump sum rates should be quoted for the 'Main Schedule' and percentage rate above or below the rates shown for the Hubli District in the printed schedule of rates 1955 for 'Detailed and Supplementary Schedule' attached to the tender form.

5. A copy of the printed Schedule of Rates 1955 and Specifications of Works can be had from any District Engineer's Office, Southern Railway, on payment of Rs. 5 and Rs. 3 respectively in cash or by Money Orders. Copies can also be had from Regional Engineer's Offices on production of a receipt for the said amount paid to the Chief Cashier Madras, or Regional Accounts Officer, Southern Railway, Mysore or Trichinopoly.

6. Earnest Money of Rs. 5,300 only should be paid to the Chief Cashier, Madras or Regional Accounts Officer, Southern Railway, Mysore or Trichinopoly, not later than 12 hours on Saturday the 25th June, 1955 and the receipt submitted along with the tender.

7. The total approximate value of contract is Rs. 1,06,300.

8. The successful tenderer will be required to deposit a sum equivalent to ten per cent of the contract amount as security for due fulfilment of the contract. The Earnest Money already deposited by the tenderer in pursuance of para 6 will be adjusted towards the security amount and the balance only will be payable by the successful tenderer.

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

10. Tenders received will be opened at 12 hours on 30th June, 1955 by the Regional Engineer or his representative.

11. 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.



BEZWADA RAILWAY STATION

The capacity of the Bezwada railway station, in Andhra, is to be stepped up by 40 per cent so that daily 420 wagons of goods traffic can pass to destinations further south, in place of the present 300 wagons per day.

The Railway Board has for this purpose sanctioned a project estimated to cost over Rs. 80,00,000 for remodelling the Bezwada station yard. When this is completed, the yard authorities will be able to dispose of, on an average, a wagon every three and a half minutes.

At present 48 trains are received or despatched at Bezwada, which is one of the country's busiest traffic centres and a 'bottleneck' for goods traffic, particularly coal, moving towards Madras

and beyond. With demands for traffic increasing as a result of the Five Year Plan, it has been considered necessary to increase the station's capacity.

The project, which will be executed by the Southern Railway, involves the acquisition of 15.5 acres of land, the laying of new metre gauge and broad gauge track, lengthening of platforms and suitable reconstruction of yard buildings. New buildings for a refreshment stall and a waiting hall and a new parcel transshipment platform will also be constructed.

The project also provides for the replacement of mechanical signalling by the more modern and safe power signalling, and yard lighting will be improved with the help of flood lights erected on 100-foot steel towers.

New Waiting Hall, Bezwada Jn.



RAJAHMUNDRY STATION YARD TO BE REMODELLED RS. 18-LAKH SCHEME APPROVED AMENITIES

The Railway Board has sanctioned a scheme for the remodelling of the Rajahmundry station yard, on the Waltair-Bezwada line of the Southern Railway, at a cost of over Rs. 18,00,000.

Rajahmundry is an important trading centre in Andhra and its importance from the traffic point of view is likely to increase as a result of greater economic activity in the country under the Five Year Plan. As a result of the decision, announced earlier, to remodel the Bezwada station yard at a cost of Rs. 88,00,000, movement of goods traffic through Rajahmundry would also be proportionately increased. The remodelled Rajahmundry yard would also be required to provide for the stabling of goods trains for check-ups prior to their journey onward to Bezwada.

The Rajahmundry remodelling scheme covers the laying of new lines inside the yard, construction of two foot over-bridges and new platforms and the provision of amenities like booking office, parcel office, waiting halls, etc. After remodelling the yard it will be possible to deal with two and at times three passenger trains at the same time. The present lay out does not permit more than one passenger train to be dealt with at a time. The yard's holding capacity will be increased from 571 to 877 wagons at a time.

TRAVEL FACILITIES ON S. RY. Regional Committee's Suggestions

Running of diesel coaches between Tambaram and Chingleput junction, provision of additional facilities to the travelling public for coffee and food, running of additional trains from Pondicherry to Villupuram and *vice versa*, telephone facilities at Rajapalayam construction of a Parcel Room at Sivakasi, were among the suggestions made by the members of the

Regional Railway Users' Consultative Committee of the Trichinopoly Region of the Southern Railway at a meeting of the Committee held at Madurai on 19-5-55.

Mr. K. Basheer Ahmed, Regional Traffic Superintendent, presided.

Replying to the proposals, the Chairman stated that the position of the diesel coaches was not yet satisfactory and the proposal would be considered when the position improved.

As regards provision of additional facilities to the travelling public for coffee and food, the Chairman agreed to refer the matter to higher authorities for decision. He said that there was no sufficient stock of coaches to run additional trains between Pondicherry and Villupuram. Regarding telephone facilities at Rajapalayam the Chairman informed the Committee that necessary action would be taken as early as possible. The proposal for the construction of a parcel room at Sivakasi had been put in the amenity works programme for 1956-57.

The Committee desired provision of sleeping accommodation for Third Class passengers between Madras and Madurai by the Tinnevely-Madras Express. The Chairman agreed to refer the matter to higher authorities.

Defects in fans in III Class Compartments

The Committee members also raised such general questions as that of rectifying of defects in electric fans in Third Class compartments and eradicating beggar nuisance in passenger trains. The Chairman replied that everything possible was being done to keep electric fans and lights in good working order. As for beggar nuisance, he said, there was already an improvement and this matter would continue to receive the attention of the administration.

The Committee *inter alia* discussed suitable vernacular appellations in Tamil to the different categories of

catering establishments on the railway. The Committee agreed to the provision of a cart stand at Rameswaram, concreting the goods approach road at Cuddalore N.T., provision of covering over the entire length of the island platform at Mayavaram junction and extension of the upper class Booking Office and cloak room at Trichinopoly Junction.

"BHARAT SHRI" FETED

Under the auspices of Andhra Kala Mandali, Sri A. Janardhana Rao, "Bharat Shri-1955" was given a welcome at the N.G.O. premises of the Southern Railway on the evening of 4-4-55, Dr. Siva Rao, Hony. Secretary, Madras State Weight-Lifting Association, presiding. Sri J. Nageswar Rao, Secretary of the Mandali, introduced Sri A. Janardhana Rao to the members and Sri S. A. Rasheed, Asst. Secretary, read the welcome address. Dr. U. Sridhar Rao, President of the Madras State Weight-Lifting Association, spoke about Sri Janardhana Rao and congratulated him for his great achievement.

The function was largely attended by the enthusiastic employees of the Railway. Sri Lokaiah of Southern Railway gave some demonstrations in weight-lifting and Sri Janardhana Rao demonstrated his muscles and showed some poses. The pose "CRUCIFIED JESUS CHRIST" which he had shown was highly appreciated by one and all present.

J. Nageswar Rao proposed the vote of thanks.

ART FESTIVAL AT INDIAN RAILWAY INSTITUTE, ARKONAM

Under the auspices of the Fine Arts, Music and Drama Branch of the Indian Railway Institute, Arkonam, an Art Festival with the First Annual Open Competitions in Classical Music, Instrumental Music, Light Music, Fancy Dress, Mono-acting and Dance, was conducted at the Town Hall, Arkonam, on Saturday the 23rd and Sunday the 24th of April, 1955.

On the Second Day Sri M. A. Sampathkumaran, M.A., Sub-Registrar,

"Bharat Shri-1955" Sri A. Janardhana Rao.

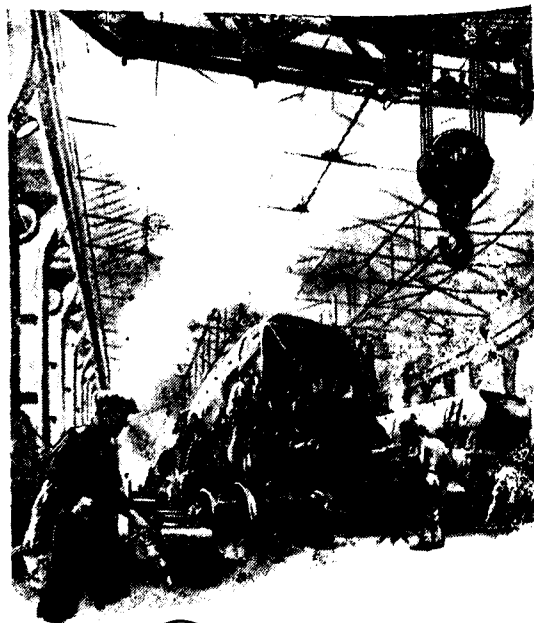




Baby Uma as a "gypsy" in the
Fancy Dress Competition
at Arkonam

Arkonam, presided and Srimathi R. L. Mathews, M.B., B.S., Civil Surgeon, Calicut, distributed the prizes.

Sri M. Narasimhan, Member-in-charge, proposed a vote of thanks and thanked the President, Srimathi R. L. Mathews, Judges and others and said that a function of this nature could not be conducted successfully except for the enthusiasm and co-operation of all the members and the sub-committee. "Music and Drama". He concluded the two days' celebrations by saying that he lured in the hope that he would except greater response not only from the Railway Institutes but also from competitors and other participants in the coming months to arrange for and to conduct similar festivals on a more elaborate scale at shorter intervals.



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EVEREST

MAY DAY CELEBRATIONS AT THE SOUTHERN RAILWAY INDIAN INSTITUTE, PERAMBUR

The Southern Railway Indian Institute celebrated the 'May Day' at the New Hall, Perambur, on 13th, 14th and 15th May, 1955.

Sri K. Srinivasan, Public Relations Officer, Southern Railway, Madras, presiding over the function on 13th appreciated the amateur dramatic troupe for their enthusiasm and fine performance of the drama, "The Educated Girl". He made a brief reference to different kinds of marriages, i.e., most sacred marriage, as that of Sri Rama and Sita, Ghandharvic love marriage between Dhushyanta and Shakuntala; Rakshasik marriage between Rukmini and

Krishna, and that of ghostly marriage of Usha.

Concluding his speech he pointed out the correct notion about marriage and education is that education for women should enable them to know how to lead a pious life. As for marriage which has got survival value he quoted Valmiki's ideals as embodied in the Ayodhya Kanda and also Sundara Kanda which represented Hindu ideals. The wife should be devoted to her husband and should follow him in adversity as she would be with him when he was prosperous, quoting instances of the ideal women in the 'Puranas' such as Damayanthi, Sukanya, Savithri, Srimathi, Lopamudhra, etc.

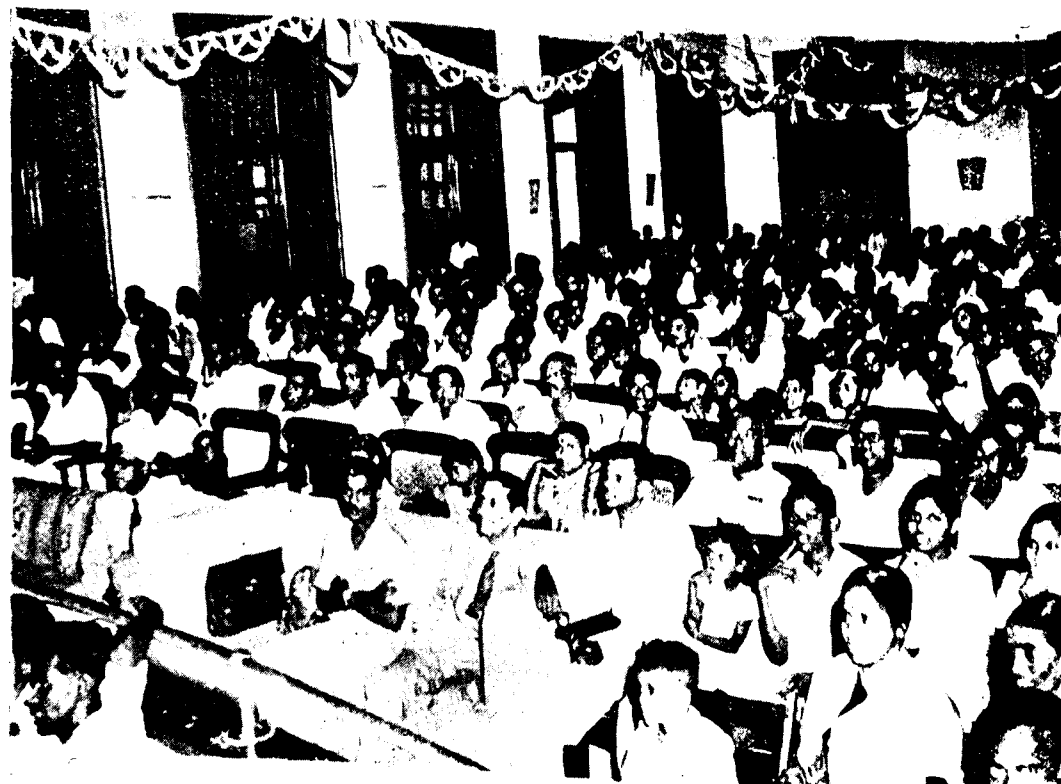
Sri A. V. Subramaniam, Regional Personnel Officer, Rayapuram, was also present on the occasion.

A scene from the drama, "The Educated Girl"





Another scene from the drama, "The Educated Girl"

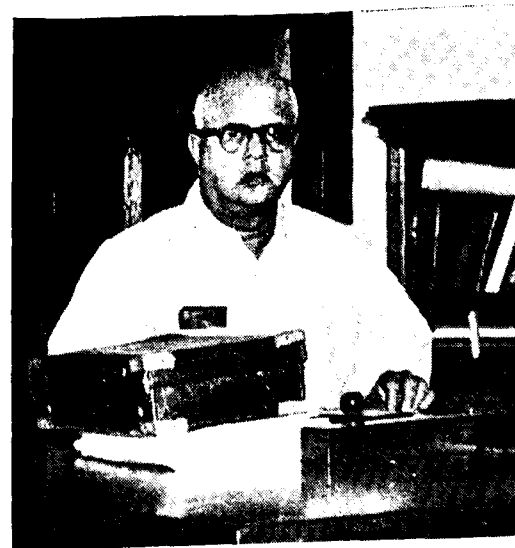


A view of the audience witnessing the drama

June 1955

S. R. NEWS

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Sri M. Ganapathy, Chief Engineer, who presided on the second day's function.

On the Second Day, the United Amateur Artists Group staged "Oh What A Girl". It proved to be a very enjoyable farce and a large audience enjoyed it immensely. Great credit is due to the producers for undertaking such an original venture in the field of Tamil Drama.

On the third day, the Railwaymen's Amateur Dramatic Group, Perambur, staged "The Only Error". The story and the dialogues written by Mr. A. S. Muthu, B.A., were of the very highest quality and the acting especially of Messrs. T. K. Ramachandran, S. M. Chinnappa, Ramadoss and Ekambaram left nothing to be desired.



Sri M. R. Swaminathan, FA & CAO, who presided on the third day's function.

The third day's function was presided over by Sri M. R. Swaminathan, FA & CAO, Southern Railway, Madras. Sri A. R. Natarajan, Hony. Secretary of the Southern Railway Indian Institute, Perambur, earlier in the day made a plea for the merger of the Perambur European and Anglo-Indian Institute with the Indian Institute.

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 (Behind Prabath Talkies, Broadway) S. P. KALYANASUNDARAM
 P. S. PERSONAL CONTACT HELPS BETTER UNDERSTANDING

Sri A. V. Subramaniam, Regional Personnel Officer, who was requested to judge the plays so as to decide on the best drama for the Rolling Shield presented by Sri L. Gnanamuthu, Foreman, Tool Room, has intimated that "Oh What A Girl" takes the first place among the three dramas, though the standard of the other two was quite high. The Rolling Shield will be presented to the United Amateur Artists Group, the producers of the Shield-winning drama at a separate function to be held in Perambur.

ROBINSON RAILWAY INSTITUTE NEGAPATAM

The Annual General Body Meeting and the Annual Day Celebrations of the Robinson Railway Institute, Negapatam, took place at the Institute premises on the 4th April, 1955. The Institute was tastefully decorated with flags and festoons and the building was colourfully illuminated. The whole place presented a very beautiful appearance.

*Sri R. Parthasarathy, delivering
his presidential address*



*Srimathi Parthasarathy distributing
the prizes*

Mr. R. Parthasarathi, District Controller of Stores, presided and Mrs. Parthasarathi distributed the prizes to the winners and runners-up in the Annual Tournaments of the Institute. The President in his speech specially requested all the Railway employees of the place to become members of the Institute.

After tea there was a music performance by Isai Oli Sri Gnanamani of Tanjore. The renderings on violin (solo) by Sri V. K. Sethuraman of Tanjore were much appreciated by the audience.

Sri T. Narayanaswamy Pillai, Honorary Secretary of the Institute, proposed a vote of thanks.

KALAI MANRAM, RAYAPURAM

A meeting was held under the auspices of the Rayapuram Kalai Manram on 16-5-55 to congratulate Saravashri A. S. Gnanasambandam and R. P. Sethu Pillai, who have been awarded prizes of Rs. 500 and Rs. 5,000 respectively for their books in Tamil, Sri A. V. Subramaniam, Regional Personnel Officer, presiding.



*Sri A. S. Gnanasambandam addressing the meeting of the
Rayapuram Kalai Manram.*

(Photo: P. S. Vedhachalam)

Warm tributes were paid during the meeting to the scholarship of the two prize-winners. Tributes were also paid to Sri Sethu Pillai for having donated his prize amount and Rs. 10,000 in

addition from his own pocket for the development of Tamil under the auspices of the University of Madras. Sri A. S. Gnanasambandam then spoke on 'Literary Appreciation' in Tamil,



Sri A. V. Subramaniam, R.P.O., Rayapuram, making a speech, while presiding on the occasion.

(Photo: P. S. Vedhachalam)

the subject of his prize-winning book. He pointed out during the course of his speech that the main things which distinguish literature of permanent value from evanescent journalism are loftiness of ideas, imagination and

beauty and purity of diction. Sri R. P. Sethu Pillai also spoke on the same subject supplementing Sri Gnanasambandam's speech. The meeting came to an end after a vote of thanks.



Sri R. P. Sethu Pillai speaking at the Rayapuram Kalai Manram Meeting.

(Photo: P. S. Vedhachalam)



Opening of the new Station Building on the Island Platform at Nellore by Mr. J. Harris, Executive Engineer, Rayapuram, on 14-4-55.



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Method of Training in Scouting

THOUGH the aim of the movement, viz., to educate the boy to help him to learn for himself through activities and infuse into him, without his knowledge, the qualities of a good citizen is the same right through, it becomes necessary to have different methods of training to achieve this object according to the age groups of the boys, as psychology, the likes and dislikes and temperaments of boys of different ages fundamentally vary and activities, therefore, have to be designed to suit their tastes.

It has been found from practice and from careful consideration with the educationists and psychologists, that these age groups could roughly to be divided into three—viz., between 7-11, 11-18 and 18 and upwards. Boys between 7-11, commonly known as 'Cubs', like mixing in a crowd of the same age and like romance, adventure, games, play-acting, story-telling, noise-making etc. Hence it is necessary for this group of boys, though divided into small units for the convenience of handling the activities have to be planned for the whole group and a good deal of discipline introduced into these activities so that they may imbibe the qualities of discipline by themselves, as otherwise, the boys either become out of control, if the grown-up in charge is too lenient or grow up to be disobedient or cowardly if the grown-up in charge is unsympathetic or unkind. Even noise-making in that group is disciplined just as Grand-cheer and several other games where concentration and vigilance are automatically observed by the boys, resulting in even the noise-making, instead of being a jarring nuisance becoming a pleasant affair as it starts, goes and stops systematically like clock work. This is an elementary stage of training and the grown-up in charge is practically the organiser of activities giving just a little responsibility for the boys to organise for

themselves. The activities, games and practices are capably designed to suit their physical strength, capacity to understand and retain and the ability to achieve. Anyway what little training is possible and necessary is given at that age to really prepare him to become a Scout later.

Boys of 11-18 (the 'Scouts') do not like crowds, nor do they like to be left alone. But they need smaller groups of their age. At that age the work of the adult in the movement connected with the training is to help them to stand on their own feet. It is the real period of preparation for citizenship. At this age a boy takes pleasure in accomplishing things, and the adult has therefore the responsibility of only giving assistance where required. The grown-up only guides and the entire planning, organisation and management of activities of that group is done mostly through boys, even allowing them to commit little mistakes and to rectify them for themselves, as boys of that age dislike adult interference in their work. It does not, of course, mean that the boys will be let loose and be allowed to do as they please. The Grown-up in charge of training this group of boys will have a constant personal study of every boy, know his like and dislike and his weaknesses and aptitude and try to provide activities that would be helpful to him to get over difficulties and to proceed on right lines, drawing out the latent qualities in him and providing opportunities to develop them. If things, however, are likely to go seriously wrong, he steps in to help the boys to realise and rectify their mistakes. Activities for this section will be through what is called the patrol system, which means groups of about 8 boys constitute a unit and play with a Leader and Assistant Leader of their own selection and work in healthy competition with similar groups. Activities designed for these age groups

are through games competitions, camping, wood-craft, nature study etc. These have the background of open air which alone can bring the boy in closer communion with nature and help him to appreciate God and His ways, besides giving him free air and healthy exercises.

Youths of 18 and over called 'ROVERS' are in a period which needs very close observation and a grown-up with sufficient experience of worldly affairs and problems of youth should be chosen to be leader of this group. The psychology of that age neither wants a crowd nor even a group of boys of that age. He wants probably one companion of his age and temperament in whom he should be able to confide his problems in life. At this age, these young men have really

intricate problems to solve. The grown-up in charge of that age group is more of a companion than a Leader. He is in fact a friend, philosopher and guide who should be able to infuse in the young men the confidence necessary and be able to appreciate and sympathise with their difficulties and also provide a solution for these difficulties as their becoming useful citizens or wrecks in society depends on this result. It is here that these young men are passed through a critical self-examination to decide whether they have correctly understood the high ideals of scouting and seriously mean to take to such life. The activities of these groups of boys will be hiking, camping, hobbies, outdoor activities and social work of different types, like sanitation, rural re-construction, slum reclamation etc.

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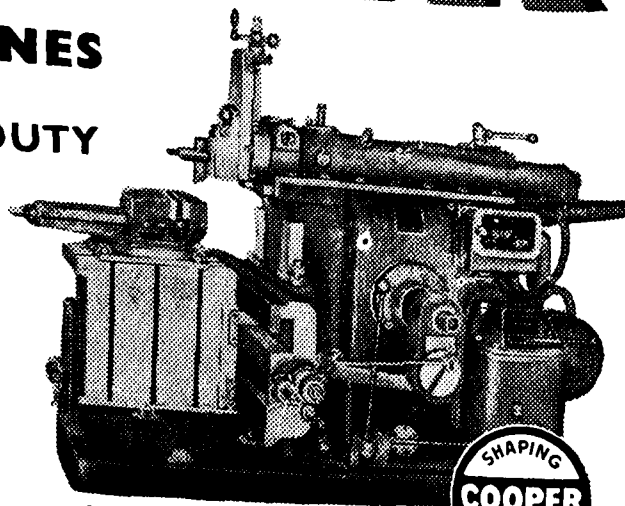
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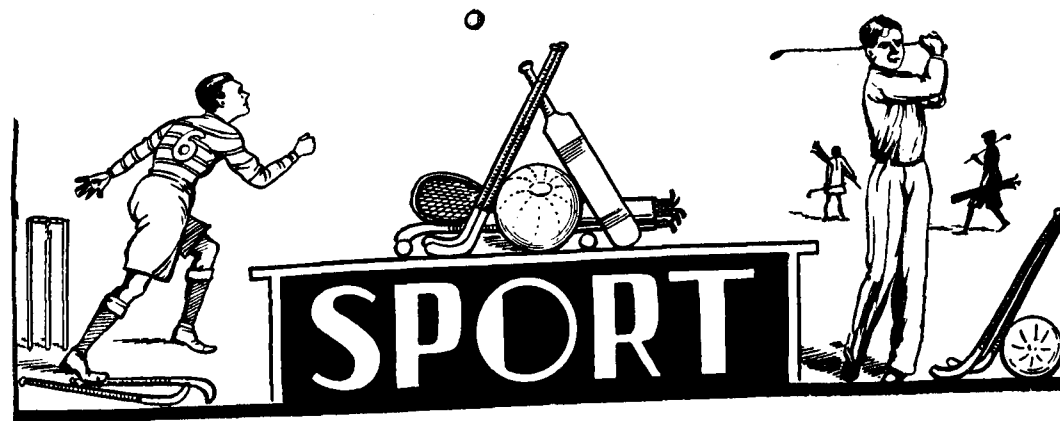
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Katpadi Wins the Villupuram Cup

Chronicle

Villupuram was the centre of attraction for thousands of people interested in Football, in and around the locality for about ten days in the latter half of April, 1955.

It was the Railway Institute which took the responsibility of conducting the tournament. An organising committee was formed to work under the guidance of Mr. P. V. Rajagopal, District Engineer and Mr. G. N. Potti, District Mechanical Engineer with Mr. Syed Khader, Driver and Mr. R. K. Anantharaman, D.I. COM., as Tournament Secretaries.

Messrs. S. Irudhayam, A. S. Masthan, K. Krishnan and S. J. Victor gave their valuable assistance to the Committee. The tournament commenced on 16th April 1955 when Mr. P. V. Rajagopal gave the inaugural kick to the ball. The function was attended by a vast number of spectators.

Sixteen teams actually participated, although the entries were twenty. Besides a number of local teams, players came from places like Salem, Arkonam, Cuddalore, Tanjore, Pondicherry, Bangalore and Madurai. The teams that qualified themselves to play



Mr. P. V. Rajagopal, District Engineer,
giving the inaugural kick.

the finals were the "Challengers, Katpadi" and the "Sporting Union, Cuddalore". It was an exciting game. The standard of the play on both sides was fairly good. Both Katpadi and Cuddalore appeared to be evenly matched.

Mohan, the centre forward of Katpadi, scored a goal. And it was the only goal that

decided the result of the tournament in favour of Katpadi's Challengers. The defence put forward by Sporting Union although formidable proved somewhat inadequate.

On the day when the finals were played, there was great jubilation and excitement among the people who gathered in large numbers quite early and watched the match and other colourful items of the function.

In his presidential speech, Mr. P. V. Rajagopal emphasised the need for games like football for railwaymen not only to build up their physique and mental alertness but also to create a feeling of friendship, sportsmanship and tolerance. He congratulated the secretaries and committee members for

their zeal in undertaking a heavy burden and accomplishing it successfully.

Mr. Syed Khader who took great pains for the successful conduct of the tournament read a detailed report in which he thanked Mr. P. V. Rajagopal, District Engineer, Mr. G. N. Potti, District Mechanical Engineer, the committee members and others but for whose guidance, help and co-operation there would not have been such a grand success.

The trophies were distributed by Mrs. P. V. Rajagopal. After a vote of thanks, the tournament which almost compelled the people to spend their evening hours in the Railway grounds for a period of ten days came to an end.

A group photo taken of the winners of the Villupuram Cup.



Governor's Cup in Salem Soccer

~~~~~ T. A. Krishnamurthy ~~~~~

The fourth annual football (sevens) tournament was conducted in a grand scale at Salem Junction under the auspices of Railway Institute.

Football's hold on the people could best be observed from the vast crowds that gathered daily right from the commencement to the finals for about twenty days. This year too, over 90,000 people, at a conservative estimate have attended the games.

An organising committee was appointed under the guidance of Mr. J. S. Cameron, President of the Institute and Dr. K. R. Jagannathan, Hony. Secretary, Mr. K. F. Rozario, P. W. Inspector, who was the organiser last year also took much pains in putting up a very fine show. The committee consisted among others influential non-officials like Janab M. S. Ataullah and Dr. S. M. Namasivayam, President, Panchayat Board.

Mr. R. T. Parthasarathy, B.A., B.L., a leading sportsman and a good cricketer of Salem inaugurated the tournament on 19th April, 1955.

Forty teams from various parts of the State were included in the fixtures.

The teams that were outstanding for their performance and display of skill in game were the Magnesite Sports Club, Salem Sevens, Seven Blackshirts, Erode and Infant Seven, Salem.

The Magnesites who were the proud winners of the Governor's Cup last year had to give up their hold on it, despite their excellent and hard labour this year.

It must be stated that the game at the Semi-finals was lacking tempo, contrary to expectations. The public were disappointed at such a result. The Salem Gymkhana beat the Railway Institute, Calicut, by three goals to nil. The Salem Sevens scored six, trouncing their rivals O.B.A.C., Dharmapuri, who did not score even a single goal.

The standard of the game, however, on other days was, of course, good. The encouragement given by the public by large audiences ever since the beginning was abundant and it was this that stepped up the

spirit of the players who determined to acquit themselves creditably before such large concourse of sport lovers.

The finals came off on 8th May, 1955. Mr. P. Sharfuddin, M.A., B.L., District and Sessions Judge, Salem, presided over the occasion. The grounds and the pavilion were tastefully decorated.

Before the game was started the players were introduced to the chief guest.

Mr. J. S. Cameron, President of the Institute, welcomed the gathering. Dr. K. R. Jagannathan, presented a report on the tournament in which he recalled the services of his predecessor Dr. L. R. Parthasarathy to the Institute.

The game was umpired by Mr. B. Sundaram, the young lad who won a very good name for his absolute impartiality and quick discernment of any lapses on the part of players, in the Erode D. K. K. Memorial Tournament reported in these columns in October 1954.

The play had a brisk start. Quite early, Mani, the right forward of Salem Sevens, attempted a goal which was thwarted by Doss of the Salem Gymkhana. Another attempt by Salem Sevens Sundaram was also intelligently arrested by the Gymkhana whose defence game was remarkable.

After a tense match of ten minutes, Latif, the right half of Salem Sevens scored a goal.

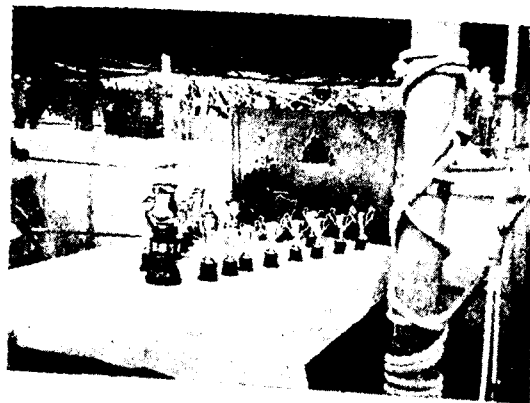
In the second half, the Gymkhana played with a firm determination and greater confidence. Arumugham, the right forward of Gymkhana, shot a goal and equalised the score.

But within half a minute of this event and before the Salem Sevens could fully comprehend their loss, Raman, the left forward, put one fine goal and tilted the balance in favour of Gymkhana. And the Governor's Rolling Cup had to pass on to the hands of Salem Gymkhana team, this year.

Mrs. N. G. Menon distributed the trophies.

Mr. P. Sharfuddin congratulated the organisers for the big fair they provided for a period of three weeks in Salem. He said

June 1955



A view of the trophies on display—  
The Governor's Cup can be seen in front.

that Salem public would ever be grateful to the Railwaymen for the tournaments they

have been regularly conducting every year since 1951.

A Rolling Shield instituted by Dr. S. M. Namasivayam, was awarded to the Salem Sevens.

Special cups for the best goalkeeper and best player were also awarded.

The cup for the best goalkeeper was won by Mr. Vasu of Railway Institute, Calicut, and the player who merited the other cup was Mr. Natarajan of Infant Sevens, Salem.

From the response received for this tournament in the last three years, it appears that there is a possibility of greater number of teams from other States also participating next year. And it will not be a wonder if Salem Railwaymen fulfilled the job with greater success.

## Spot-Light on Southern Railway Athletes

A. B. Krishnaswamy S. L. W. I. (Sports)

The Southern Railway Athletic Association has been formed in the year 1952 after the integration of the ex-S.I., M.S.M. and the M.S. Railways. Since its formation it has been working strenuously to infuse sportsmen spirit among the Railway staff and maintain a high standard of athletics among its active members. It has won many laurels during the short history receiving just appreciations from our General Manager and other Railway officers and visitors from foreign countries. It is proposed to give a short sketch of the noteworthy athletes of our Railway in consecutive issues of this magazine.

### G. Lakshmanan

There is not a greater middle distance runner in the Indian Railways than G. Lakshmanan, Sanitary Inspector, New General Offices. This may seem a rash statement to make without pointing out Lakshmanan's achievements in the Indian Railways Athletic Meet in particular, and the Indian National Games in general besides his achievements during his school and college career.

The child is the father of the man. At the very early age of 16 Lakshmanan set up

a new record in 800 metres in the Madras schools athletic championship and it is yet to be lowered. Representing the Madras Medical College in the Inter-Collegiate championship Lakshmanan created new records in the 800 and 1,500 metres and they are both records which take a lot of beating. Lakshmanan came into prominence in 1949 when he won the 800, 1,500, 3,000 and 5,000 metres besides winning the relay representing the ex-M.S.M. Railway at the Indian Railways Athletic Meet held at Delhi. He thus contributed 75 per cent of the total score for winning the team championship for the ex-M.S.M. Railway. Lakshmanan also won the Individual Championship. He continued his success till 1951 consecutively winning the Individual Championship for himself and the I.R.A.A. Team Championship for his Railway. In 1952 he was joined by C. D. Cleur another athlete from the ex-S.I. Railway.

In the year 1950 Lakshmanan represented Madras in the 1,500 metres at the Indian National Games held at Bombay and won this event in a thrilling time of 4 mts. 6 secs. and was the recipient of a Gold Medal. The year 1954 saw Lakshmanan completely off

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colour. Due to the timely encouragement given by the S.R.A.A. Lakshmanan staged a wonderful come back. This year (1955) he won the 1,500 metres race at the I.R.A.A. Meet, Delhi with a new record against superior runners. He also scored points in the 800 and 4×400 metres relay.

It will not interest readers if I discuss here Lakshmanan's training schedules but I could only say that his training consisted of both quality and quantity unimagined a decade ago. They are fantastic "time and distance" devouring affairs, which produced a "Machine"—not an ordinary machine, but one capable of sustained "plateau performance".

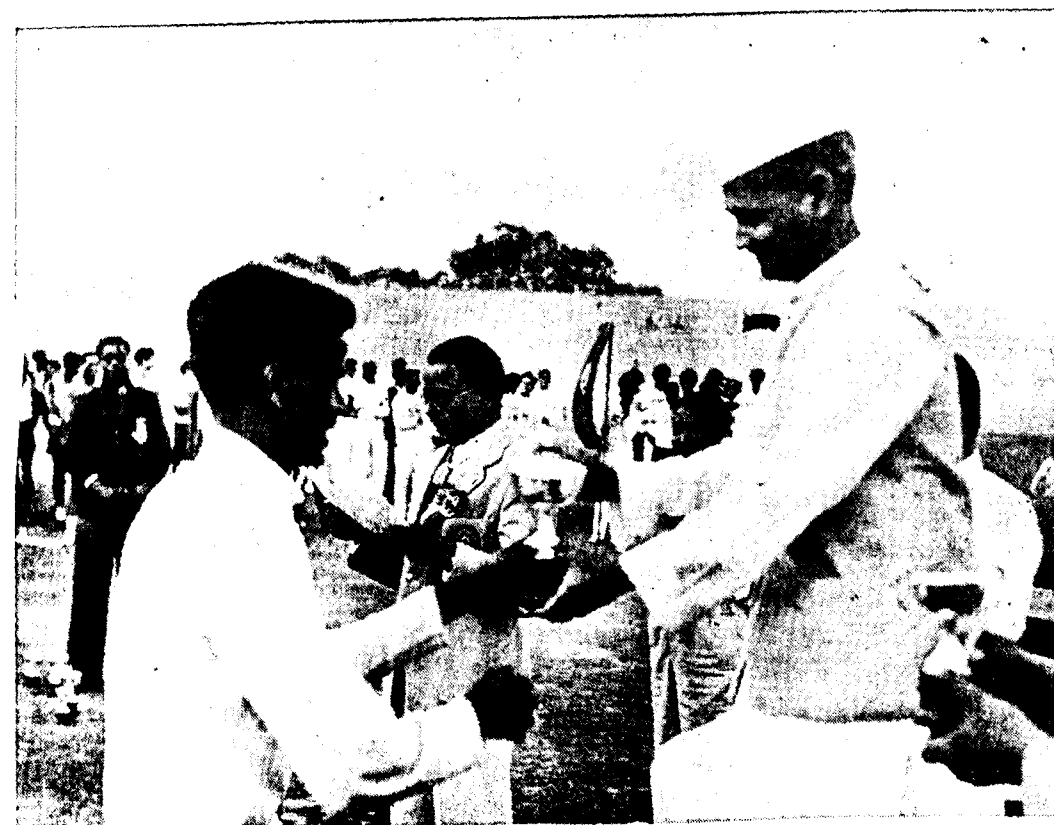
By trial and error during his training period Lakshmanan developed racing cleverness. He has learned that hard work makes him work harder and that feeling tired is not necessarily being tired and one of the essentials of correct training is the develop-

ment of callousness towards the feeling of fatigue. "Know thyself" and know thy opponent is his watchword.

Brutus Hamilton, director of athletics, who led the American olympic team to success in the world olympics at Helsinki in 1954 while on a Goodwill Mission touring India under Rajkumari Amrithkaur's Athletic Coaching Scheme attended our Regional athletic meet at Perambur in December 54 at my request. After a keen observation of Lakshmanan's running he remarked that Lakshmanan is a great middle distance runner who has mastered pace judgment which is so essential in competitive running. As a token of his appreciation he presented Lakshmanan a small souvenir.

Lakshmanan who was born on 27th July 1927 in Alandur Village still retains his village simplicity in his gait. A living example Lakshmanan breaks and sets athletic records despite his being a father of three children.

G. Lakshmanan receiving the trophy from the Hon'ble Minister  
Shri Lal Bahadur Shastri at the Indian Railways Athletic Meet, New Delhi.



# Southern Railway Athletic Association

(Madras Region)

## Madras Regional Tournaments—1955-56

The Madras Regional Tournaments for the year 1955-56 will be conducted as per programme furnished. The tournaments are open to all Institutes in the Madras Region. Institutes in Madras shall be regarded as belonging to the Madras Region for this purpose. Employees of the Railway belonging to the Madras Region and also those working in Madras area, who are not members of any Institute, may also participate in these tournaments and such players will be grouped as 'UNATTACHED TEAMS'.

An Institute may enter not more than three teams for a tournament. Two or more small Institutes may join together and enter a team with the previous permission of the Regional Committee. Only a *bona fide* Railway employee who has been a member of the Institute for at least two months prior to the dates notified for the receipt of entries for the tournament, shall be eligible to represent an Institute in the tournaments. An employee, who is a member of more than one Institute must play for the Institute at his home station only. No player can play for more than one team in one event.

The entrance fees for the various tournaments and closing dates of entries are furnished in the programme, which please note.

(a) Entries will be rejected if the prescribed fees are not received before the closing date.

(b) Particulars of competitors or players with their names, staff numbers, designations, and the departmental heads under whom they are working, should be furnished clearly in the entry forms, failing which, the entries will be rejected. This information is required to arrange leave and passes for the competitors.

Note.—Entries may be sent in manuscript or typewritten furnishing the required particulars.

The tournaments will be held at the various Institutes situated in Madras and a Tournament Committee will be in charge of each tournament. The Committee's decision shall

be final in all matters of dispute. As far as games are concerned, the decisions of the Referee shall be final and no protests will be entertained.

The draw for the tournaments, specifying place, time and date will be notified in due course. Matches shall be played strictly in accordance with the 'DRAW'. No postponement will be granted under any circumstances. It, however, lies within the powers of the Referee controlling the games, to decide whether postponement is necessary for reasons of bad weather.

No batta will be paid by the Athletic Association and the Institutes concerned should make their own arrangements to pay their players batta, if necessary.

Special casual leave and passes on sports account will be arranged as per rules.

Prizes will be awarded to the Winners and Runners-up.

Referee's decision on a point of dispute in the course of the game, should not be questioned and any player guilty of misbehaviour will be liable to be debarred from further participation in the tournament.

It is hereby notified also that before the receipt of draw for each tournament, no player should report a Madras for participation. Intimations will be sent well in advance in each case.

For any other instructions or doubts arising in regard to these tournaments, the matter may please be referred to me.

M. A. UTHAPPA,

Honorary Secretary

Madras Regional Committee

and

Senior Officer (Movement)

Southern Ry., Rayapuram

R.T.S.'s OFFICE

RAYAPURAM

MADRAS-13

16th May, 1955

## SOUTHERN RAILWAY ATHLETIC ASSOCIATION

MADRAS REGIONAL TOURNAMENTS—1955-56

Prospectus

| Event                         | Entry Fee | Last date for receipt of entry | Chairman of Tournament Committee              | Tournament commences on |
|-------------------------------|-----------|--------------------------------|-----------------------------------------------|-------------------------|
|                               | Rs. A. P. |                                |                                               |                         |
| 1. VOLLEYBALL (Sixes)         | 6 0 0     | 15-6-55                        | Sri M. A. Uthappa, SOM/RPM                    | 1-7-55                  |
| 2. BADMINTON :                |           | 15-6-55                        | Sri A. B. Krishnaswamy, SLWI/Madras.          | 10-7-55                 |
| Doubles .. ..                 | 2 0 0     |                                |                                               |                         |
| Fives .. ..                   | 5 0 0     |                                |                                               |                         |
| 3. HOCKEY (Elevens)           | 10 0 0    | 30-6-55                        | Sri M. A. Uthappa, SOM/RPM.                   | 20-7-55                 |
| 4. FOOTBALL (Elevens)         | 10 0 0    | 15-7-55                        | Do.                                           | 4-8-55                  |
| 5. CHADUGUDU (Sevens)         | 5 0 0     | 15-8-55                        | Sri A. B. Krishnaswamy, SLWI/Madras.          | 5-9-55                  |
| 6. WEIGHT-LIFTING ..          | 1 0 0     | 15-8-55                        | Do. Do.                                       | 5-9-55                  |
| 7. BILLIARDS .. ..            | 2 0 0     |                                |                                               |                         |
| 8. CARROMS :                  |           |                                |                                               |                         |
| Singles .. ..                 | 1 0 0     |                                |                                               |                         |
| Doubles .. ..                 | 2 0 0     | 15-9-55                        | Sri M. A. Uthappa, SOM/RPM.                   | 5-10-55                 |
| 9. TABLE TENNIS :             |           |                                |                                               |                         |
| Singles .. ..                 | 2 0 0     |                                |                                               |                         |
| Doubles .. ..                 | 3 0 0     |                                |                                               |                         |
| 10. INTER SHOP Tournaments .. |           | * 10-55                        | Loco Works Manager, Perambur.                 | *-10-55                 |
| 11. CRICKET .. ..             | 10 0 0    | 15-12-55                       | Sri S. K. Gopinath, DEE/HQ/PER.               | 1-1-56                  |
| 12. TENNIS :                  |           | 15-12-55                       | Secretary, Officers' Club, Perambur.          | 15-1-56                 |
| Men's Singles .. ..           | 4 0 0     |                                |                                               |                         |
| " Doubles .. ..               | 4 0 0     |                                |                                               |                         |
| Mixed Doubles .. ..           | 4 0 0     |                                |                                               |                         |
| 3. ATHLETICS :                |           | 15-11-55                       | Honorary Secretary, S.R.A.A. (Madras Region). | 2nd week -12-55         |
| 100 Meters .. ..              | 0 4 0     |                                | 4x400 Metres Relay Race.                      | 1 0 0                   |
| 200 .. ..                     | "         |                                | 110 Metres Hurdles ..                         | 0 4 0                   |
| 400 .. ..                     | "         |                                | 400 " .. ..                                   | "                       |
| 800 .. ..                     | "         |                                | Shot Put .. ..                                | "                       |
| 1500 .. ..                    | "         |                                | Pole Vault .. ..                              | "                       |
| 3000 .. ..                    | "         |                                | High Jump .. ..                               | "                       |
| 5000 .. ..                    | "         |                                | Long Jump .. ..                               | "                       |
| 10000 .. ..                   | "         |                                | Hop Step and Jump .. ..                       | "                       |
| 10000 Metres Cycle Race ..    | "         |                                | Hammer Throw .. ..                            | "                       |
| (Open).                       |           |                                | Javelin Throw .. ..                           | "                       |
| 4x100 Metres Relay Race.      | 1 0 0     |                                | Discus Throw .. ..                            | "                       |

\* Exact date will be announced later.

|                                                         |         |
|---------------------------------------------------------|---------|
| NOTE.—(i) Reserves for Football (XI) and Hockey (XI) .. | 3 only. |
| Reserves for Badminton (Fives) ..                       | 2 "     |
| Reserves for Badminton (Doubles) ..                     | 1 "     |
| Reserves for Tennis (Doubles) ..                        | 1 "     |
| Reserves for Volley Ball (Sixes) ..                     | 2 "     |
| Reserves for Chadugudu (Sevens) ..                      | 2 "     |

(ii) There is no football (sixes) in the events this year.

## Important Occurrence in June 1955

### Manufacture of Railway Equipment

#### MADRAS INDUSTRIALISTS URGED TO TAKE IT UP

**A** SUGGESTION to the industrialists of Madras to take up the manufacture of items of railway equipment for which India was at present dependent on foreign countries, was made on June 2, 1955, when a Show Room of imported railway equipment was declared open by the State Industries Minister Mr. M. Bhaktavatsalam.

Presiding over the function, which was attended by a large gathering of leading industrialists and businessmen of Madras, Mr. G. B. Kotak, Chairman of the Railway Equipment Committee, explained that the Railways, besides purchasing about Rs. 70 crores worth of equipment within India, imported goods worth about Rs. 25 crores from abroad. Under the Second Five-Year Plan, their equipment need would increase by 30 to 35 per cent. It was the intention of the Government of India to attain self-sufficiency in the supply of railway equipment. Their

plan was to construct 1,50,000 wagons, 12,000 coaches and 6,000 locomotives during the next plan, and efforts would be made to spend a large part of the estimated expenditure of Rs. 1,480 crores for Railways in Madras State. Therefore, he hoped that it would not be difficult for Madras, with her adequate power supply and technical skill, to see that every exhibit shown in the Show Room was manufactured here and was not imported.

The Show Room, one of the four, opened in India by the Railway Ministry and located in the Canteen Room of the Integral Coach Factory at Perambur, exhibits mostly items used by the Southern Railway and the Integral Coach Factory, at present being imported from abroad (a long range of samples of items, like boiler tubes and pipes, steel castings, electric headlight equipment and spares, steel forgings, carriage and wagon components and materials like

*Sri M. Bhaktavatsalam cutting the tape, when declaring the Show Room open—our General Manager is seen to his left. Sri P. N. Talati, C.O.S., standing behind the Minister, on his right.*



*The Minister addressing the gathering on the occasion of the opening of the Show Room—our General Manager, Mr. G. B. Kotak, Chairman of the Railway Equipment Committee and K. Sadagopan, CAO/ICF, seated on the dais.*



*Our General Manager, Sri T. A. Joseph, addressing the gathering.*

glass mirrors, globes, roof covering, vacuum brake fittings, roller bearings, lighting equipment, air-conditioning equipment, signalling and interlocking equipment, electrical equipment, insulating materials, and engineering items).

The Show Room, after being kept open for two months at the Integral Coach Factory will be shifted to some other place.

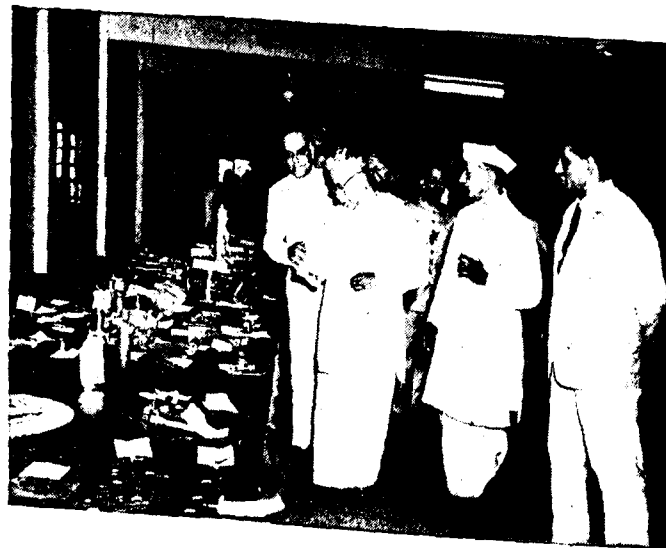
Welcoming the gathering, Mr. T. A. Joseph, General Manager of the

Southern Railway, said that the Show Room also contained equipment which was manufactured indigenously but was in short supply. For the manufacture of such items, it was necessary to locate immediately idle manufacturing capacity in the private sector in India and set up new industries. He referred to the Railway Minister's assurance of help to the private sector and his insistence on high standards of quality, and mentioned that the requirements of the Integral Coach Factory alone would

June 1955



Mr. G. B. Kotak, Chairman of the Railway Equipment Committee, addressing the gathering.



Sri M. Bhaktavatsalam, Minister for Agriculture and Industries, being taken round the Show Room.

total Rs. 4 crores. He hoped that the private sector in Madras would give their best co-operation and help to this infant industry being set up in the South.

#### Expansion Programme

Mr. Kotak requesting Mr. Bhaktavatsalam to declare the Show Room open, said the Railway's expansion programme under the Second Plan contemplated doubling the tracts and increasing the carrying capacity of the Railways by 50 per cent. This would require a tremendous amount of

manufacturing capacity in India. Government's idea was to make India self-sufficient in the supply of Railway equipment and thereby save foreign exchange.

Mr. Kotak expressed the hope that Government would take all steps to satisfy their requirements of steel and encourage manufacturing industries in India. He pointed that the price of coal which varied from place to place placed handicaps on manufacturing industries located away from the coal fields. Government, he urged, should

June 1955

IMPORTANT OCCURRENCE IN JUNE 1955

111

bring about uniformity in the price of coal. He visited some iron casting plants in Coimbatore, but found they were not able to compete with others because of the high price of coal and coke they had to pay.

Mr. Kotak said he found the power supply position in the State satisfactory and there was no dearth of technical skill. It would not be difficult for the industrialists in the State to undertake manufacture of Railway equipment.

#### Minister's Speech

Declaring the Show Room open, Mr. M. Bhaktavatsalam said that there was more and more demand for Railways, particularly from the villagers. The Government of India were undertaking the expansion of lines which needed more equipment. It was at the right moment that the Government had appointed the Railway Equipment Committee. He hoped that the State industrialists would take advantage of the technical skill available here in plenty and put it to full use. There was great scope for Engineering industries and the Show Room would give them an idea of some of the items which they could take up for

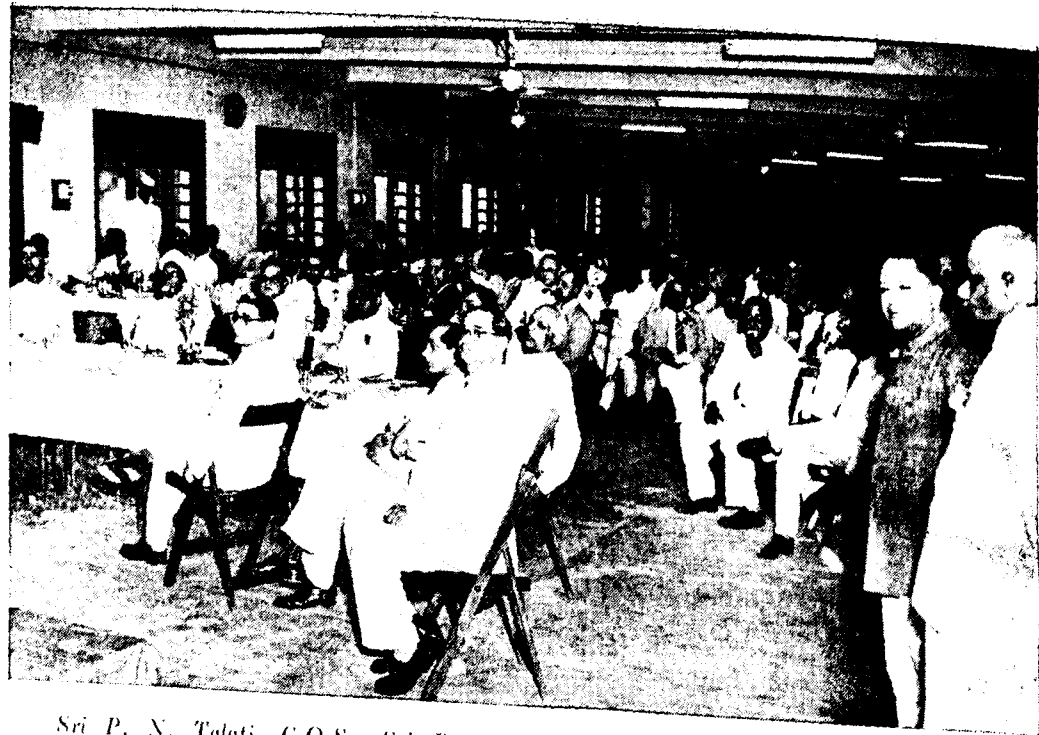
manufacture. He was sure that they would take full advantage of the invitation extended by the Government of India.

Mr. K. Sadagopan, Chief Administrative Officer, Integral Coach Factory, proposing a vote of thanks, said that steel was in acute short supply. The factory needed special type of steel with certain specified chemical and physical properties. He hoped that the Ministry of Iron and Steel would help the factory tide over this difficulty. The factory was also in need of light steel castings. It would be a progressive step if industrialists of Madras, with the help of the State Government planned the establishment of a steel foundry. There was need for springs, tubes and roller bearings and he hoped industries for the manufacture of these would spring up in Madras.

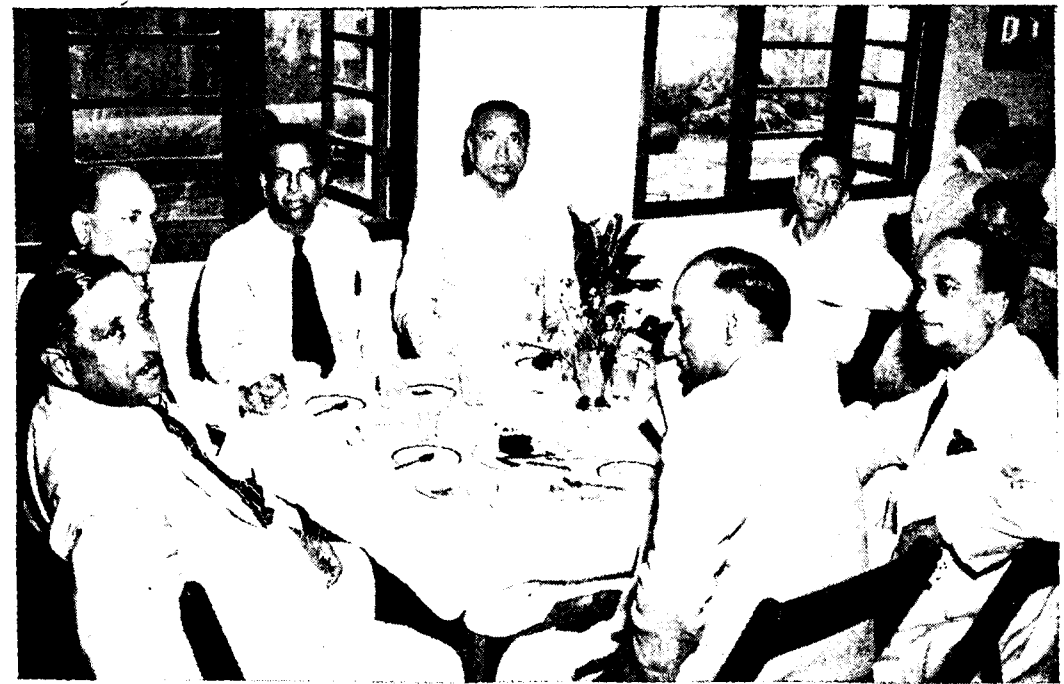
Mr. Bhaktavatsalam and others were then taken round the Show Room. There were about 1,400 exhibits of various items of railway equipment. A feature of the show was the exhibition of multicolour posters regarding community projects, progress of the Five-Year Plan and a map showing electrification on the Southern Railway.

Sri Srinivasa Rao, P.A. to R.E.N., Sri S. K. Gopinath, D.E.E., Sri J. Komaleksharan, XEN (Works) and others seated at the tea table.





*Sri P. N. Tulati, C.O.S., Sri Ramachandran, Member, Equipment Committee, Sri Kothari, Sheriff of Madras, Sri D. B. Patel, RTS/RPM, Sri Swarup, Dy. CME/ICF, Sri Upadhyaya and others seen in the meeting.*



*Sri B. C. Desikachari, C.O.P.S., Sri N. G. Hoskote, R.M.E., Sri B. Venkataraman, C.M.E. Sri S. K. Mukerji, C.C.S., Sri M. S. Murthy, S.M.P., and others.*



*Sri N. N. Tandon, Secretary, Equipment Committee, Sri P. C. Kapoor, Sri K. Ramachandran, Sri G. B. Kotah, Sri M. Bhaktavatsalam, Sri T. A. Joseph, Sri S. Parthasarathy, Commissioner of Police and others at tea table.*



*Sri A. R. Rao, Senior Dy. General Manager, seated at the tea table*

*(Photo : P. S. Vedhachalam)*

## Acknowledgements and Appreciations

### SOUTHRAILNEWS ANNUAL NUMBER

We are in receipt of the first annual number of *Southrailnews* (monthly) published by the Southern Railway. This is full of useful information not only for Railwaymen but also for the public. The special feature of this issue is the pictures of the holy places of Tamilnad with their history, especially Kancheepuram, Tiruvanaikka and Tiruvellarai. We have, in some articles, suggestions to utilise the facilities offered by our Railways. Particulars of passenger amenities, plan for rehabilitation, share of the Southern Railway in Second Five Year Plan, will be useful to one and all. The article 'The Ways We Are' written by Smt. V. S. Shantalakshmi will be appreciated by everyone. The story for children might have been in simple language.

The price of this magazine is As. 6. Annual subscription for public Rs. 4-8-0; for Railway servants Rs. 3. Available with Editor, 'Southrailnews', 18-A, Mount Road, Madras-2.

—Translation of the 'Review' regarding *Southrailnews* published in the *Dinamani* of 8-5-55

**SOUTHRAILNEWS 1955 : ANNUAL NUMBER:** This journal published by the Southern Railway authorities has completed a year of its career. Its avowed objectives are to foster an *esprit de corps* among the members of the railway staff and to build up a better understanding between the Railway and the public. This annual number contains many well-written articles on varied topics and the photographic illustrations have all been well reproduced. Among the articles herein mention may be made of "Second Five Year Plan for the Indian Railways", "Compensation Claims", "Railways in Parliament", the Women's Page, "Tiruvanaikka and Tiruvellarai" and "Passenger Amenities—Then and Now". The subscription for this attractive monthly magazine is Rs. 3 a year for railway employees and Rs. 4-8 for others. A copy is priced at 6 annas. For six annas this Special Number is indeed a sumptuous treat.

—*Hindu Weekly Review* (29-5-55)

The very useful *Southrailnews* has completed its first year and the event is celebrated by publishing an attractive, sumptuous well got-up annual number.

It is not a purely professional journal. Apart from giving valuable information regarding the working of the Railways, it contains a women's page, a children's corner, a scouts' section, and a page of miscellany. The place allotted to the Railway in the Second Five Year Plan is discussed in one article. Illustrated articles on three important pilgrim centres of the south occupy a prominent position.

The annual number in short not only deals with "all important events on the Railway and every instance of good work" but also fulfils the hope of Rajaji in having "interesting matter enough for the journal".

Sri K. Srinivasan who is the editor has taken commendable pains in making the journal readable and attractive. The journal printed on excellent art paper and profusely illustrated is priced only 6 annas, the price fixed for the ordinary issue. Copies can be had of the Public Relations Officer, 18-A, Mount Road, Madras-2, as well as from Railway book-stalls.

—*Sunday Times* (1-5-55)

**SOUTHRAILNEWS:** Official Organ of the Southern Railway, Vol. II, No. 1. Single copy As. 6. Published by the Editor, *Southrailnews*, 18-A, Mount Road, Madras-2.

The April Number of *Southrailnews* offers material rich in variety. The editorial refers to the twin aims of the journal, 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 contents of the journal indicate that these aims are being achieved. Apart from specialised articles whose appeal will be only for those in the profession, there are contributions that will interest the lay reader. "Public Relations" is explained in a four-page article by P. S. Vedachalam. "Uncle

June 1955

### ACKNOWLEDGEMENTS AND APPRECIATIONS

"Tellatale" writes for children. Printed on fine art paper and full of well-produced photographs, the journal is very moderately priced at As. 6.

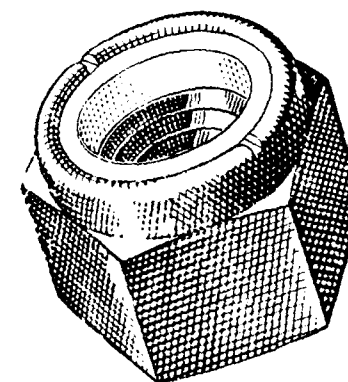
—*Sunday Standard* (1-5-55)

**'SOUTHRAILNEWS' ANNUAL NUMBER:** With an attractive colour picture of a South Indian temple adorning the cover page, this magazine has improved in get-up,

printing and contents. The editor, Mr. K. Srinivasan, has made it really a useful magazine, as the articles cover a variety of subjects, including some which are of particular interest to railwaymen. There are pithy notes, comments, and general articles on scouting, and passenger amenities and description of places like Kancheepuram, Tiruvanaikka and Tiruvellarai, besides features such as women's page, children's corner, medical section, commercial news and sports.

—*Mail* (1-5-55)

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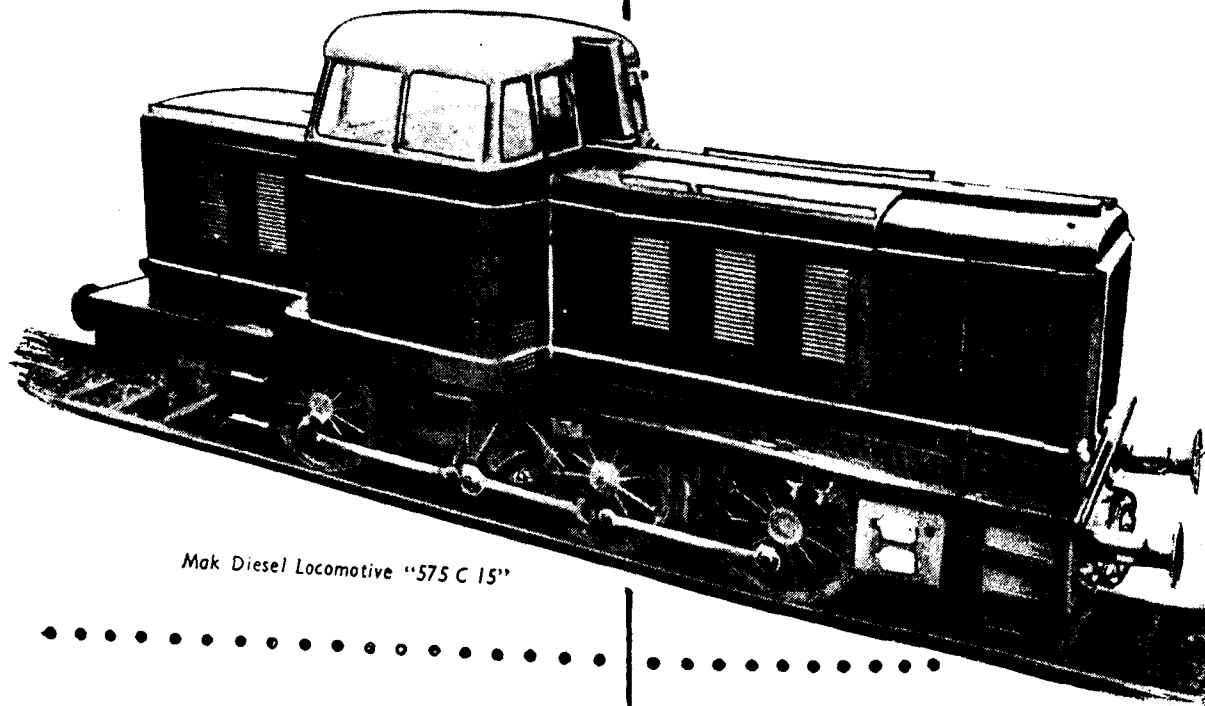
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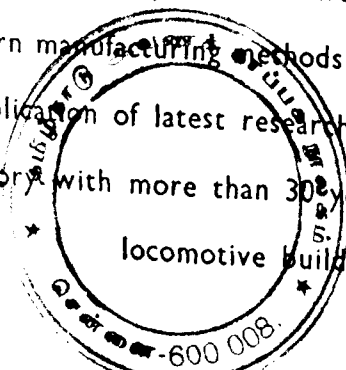
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**SOUTHERN RAILWAY**

Sleeping accommodation for III Class Passengers travelling on  
Madras-Delhi Janata Express Trains and Madras-Bombay  
Janata Express Trains.

It has been decided to relax the procedure for the reservation of sleeping accommodation which is at present provided on the above trains.

Reservation for berths in sleeping cars, commences 10 days in advance of the date of travel, instead of 3 days in advance as hitherto.

Reservation at the starting station, *viz.*, Madras Central is now made up to the time of starting of the train. The procedure hitherto was to stop the reservation 6 hours prior to the departure of the train.

Reservation for passengers entraining at intermediate stations is made on the basis of priority of receipt of applications received at the starting station, *viz.*, Madras Central. However, at intermediate stations reservation will be stopped 24 hours prior to the departure time of the train from starting station. The quota earmarked for intermediate stations is 6 berths in the case of No. 17 Madras-Delhi Janata Express and 9 berths in the case of No. 14 Madras-Bombay Janata Express.

Journey tickets will be issued at intermediate stations also 10 days in advance to passengers who require sleeping accommodation, tickets for which will only be issued on getting confirmation from starting station (*viz.*, Madras Central) that the berth in the sleeper coach has been reserved.

Apart from the reservations made at the starting and intermediate stations, accommodation still available in the sleeper coaches may be had on payment of prescribed surcharge to the Travelling Ticket Examiner, in charge of sleeper coach.

MADRAS-3

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