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SOUTH RAIL NEWS.



V2.. NO6. Sept. 1953.

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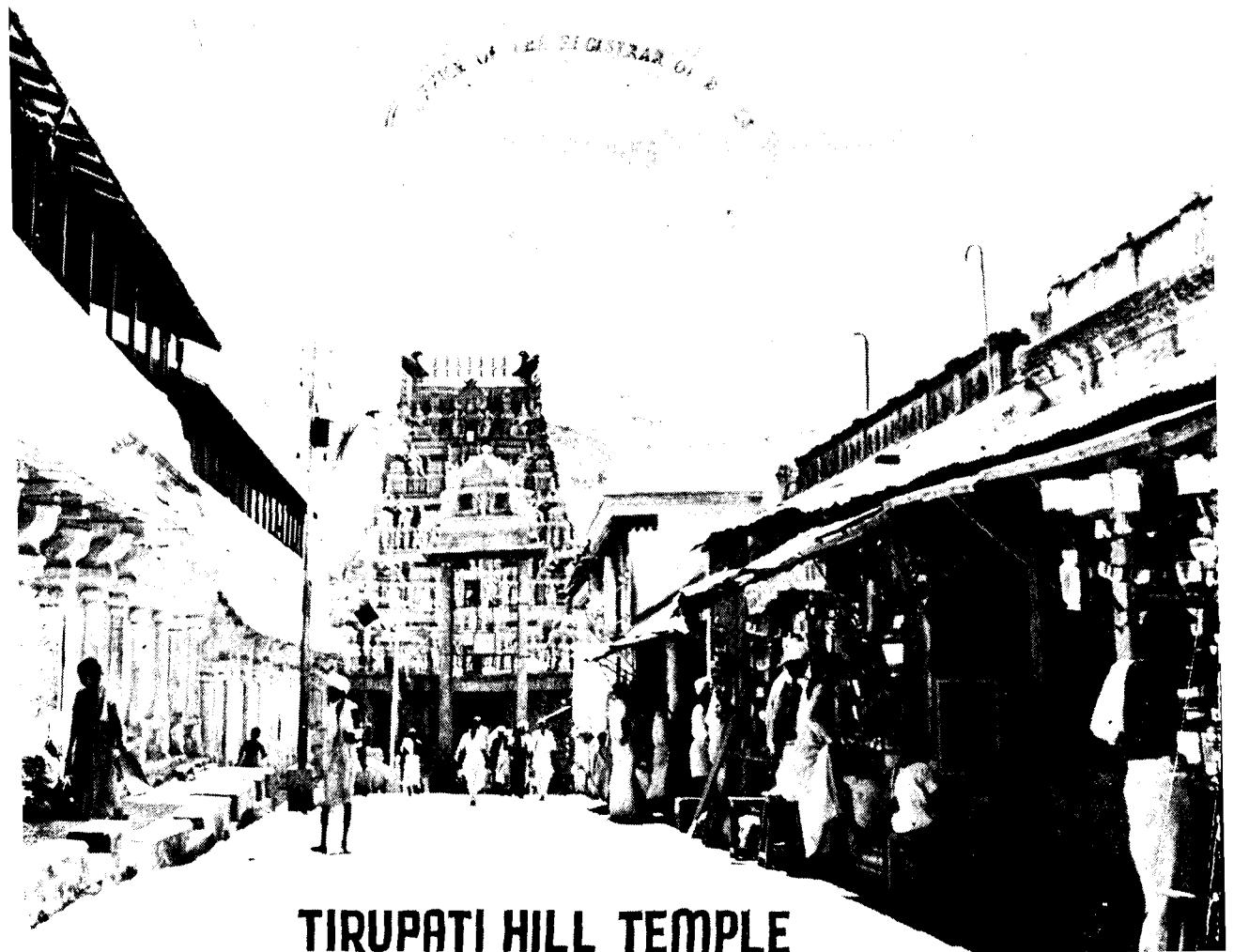
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PUBLISHED BY THE SOUTHERN RAILWAY



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'SOUTHRAILNEWS'

NOTICE

October Number of the 'Southrailnews' to be published on 2nd October 1955, Mahatma Gandhi's Birthday

It is fitting and proper that the October Number of any magazine in India is brought out on the Second October, which is Mahatma Gandhi's Birthday. The Father of the Indian Nation also gave some advice to railwaymen, besides setting an example by his austere life. One of the special features of this October Number of *Southrailnews* will be the multi-colour (pictorial) illustration of Mahatma Gandhi's virtuous life, taking as the basis the seven colours of the rainbow (the spectrum), each colour representing one virtue—right thought, right word, right deed, right exertion, right remembrance, right meditation, and right means of livelihood—which Mahatma Gandhi preached and practised. If the coloured Newton's disc is allowed to rotate in a dark room, we cannot see any colour except white, the symbol of purity. The practising of the virtues mentioned above leads to salvation. Mahatma Gandhi was adorned by the garland of these seven virtues which can be compared to violet, indigo, blue, green, yellow, orange and red.

Mahatma Gandhi has given advice to railwaymen, especially about third class travel and also ticketless travel.

This Special Number bought and preserved, read and referred to, offers **unique value to Advertisers**. The advertisements are a constant reminder of the products and their utility. You will be interested in this October Number under preparation and would like to advertise in it. We shall thank you to send your advertisement material by 18th September 1955. Kindly advise your space requirements early, so that we may reserve the space and ensure the best possible position for you. Concurrently with this issue, a Special Number of the *Southrailnews* devoted to the historic inauguration on 2nd October of the production of the first coach at the Integral Coach Factory, Perambur, by Sri Jawaharlal Nehru, Prime Minister of India, will also be brought out.

CIRCULATION

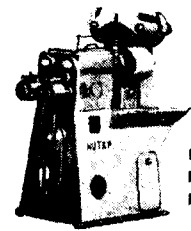
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Though this will be a Special Number with many pictorial illustrations and multi-colour front cover page, it will be sold at the usual price of **As. 6** to the Public and **As. 4** to Railwaymen per copy. The special *I. C. F. Supplement* also will be priced **As. 6** for the Public and **As. 4** for Railwaymen per copy.

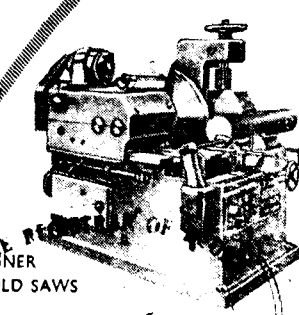
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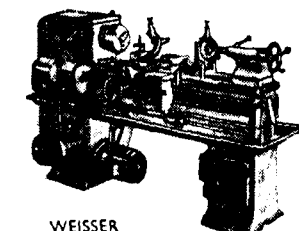
A WIDE RANGE OF MACHINE TOOLS



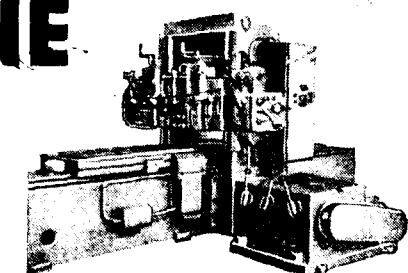
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MACHINES



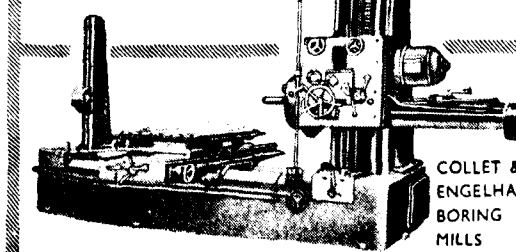
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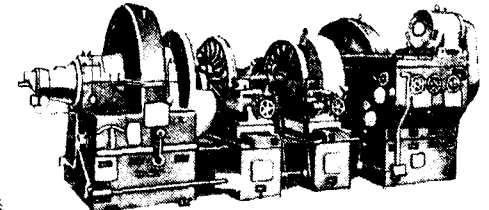
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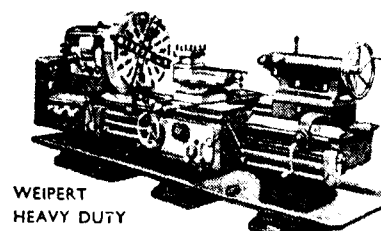
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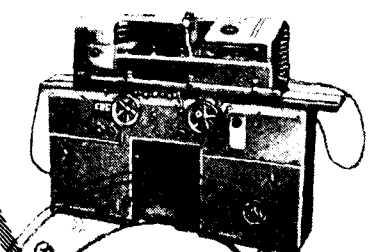
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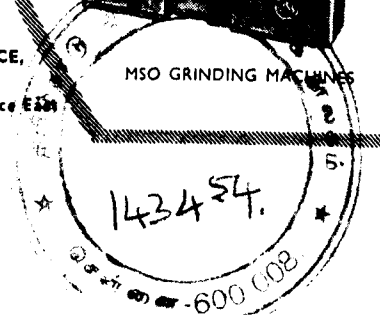
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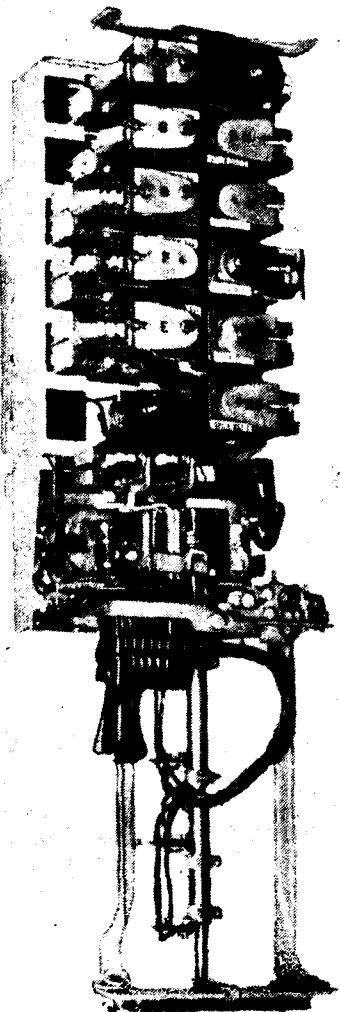


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SOUTHRAILNEWS

(Official Organ of the Southern Railway)

EDITORIAL NOTICE

VOL. II

No. 6

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.

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

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

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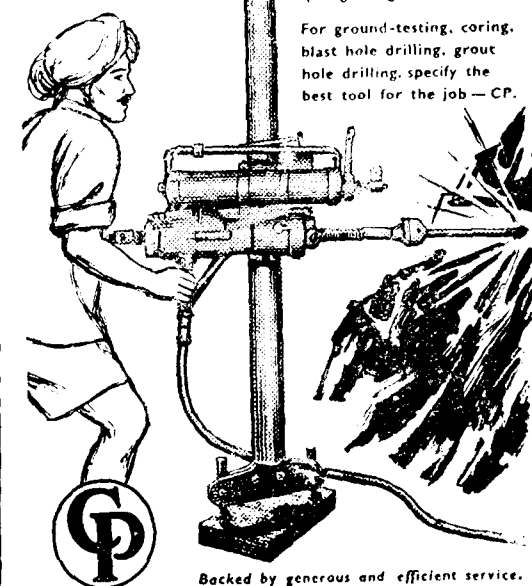
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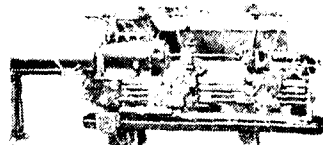
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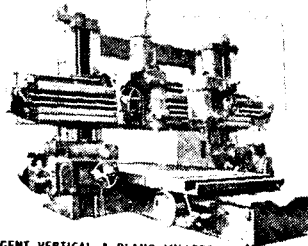
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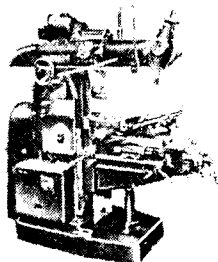
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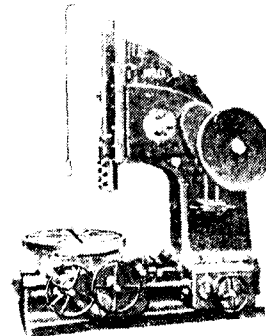
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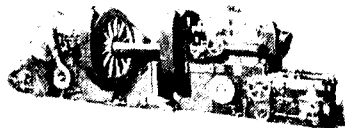
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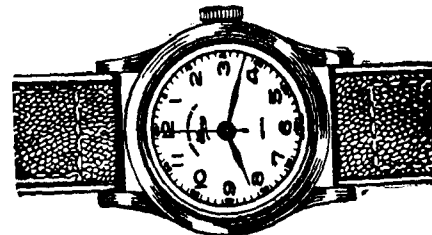
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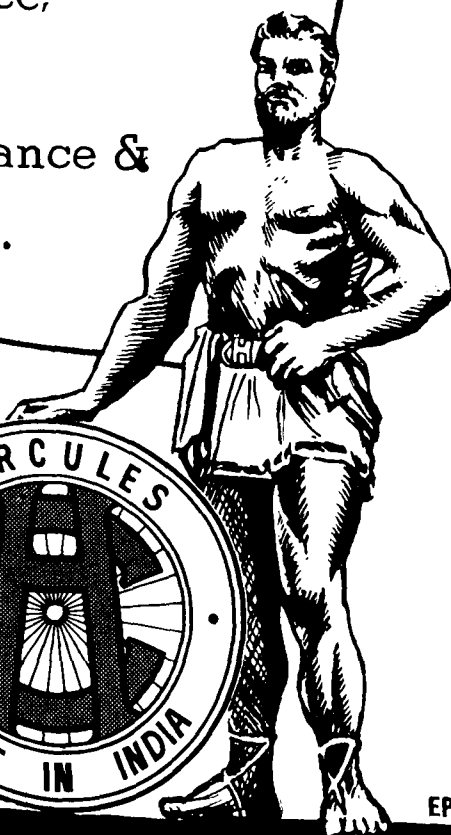
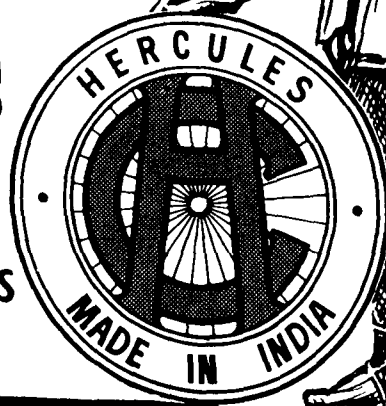
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SOUTH RAIL NEWS

Vol. II

SEPTEMBER 1955

No. 6

Railway Minister explains Task before Freight Structure Enquiry Committee

THE first meeting of the Railway Freight Structure Enquiry Committee was inaugurated at New Delhi on the 17th August 1955 by Shri Lal Bahadur Shastri, Minister for Railways and Transport. Sri O. V. Alagesan, Dy. Minister for Railways and Dr. A. Ramaswami Mudaliar, M.P., Chairman of the Committee were also present.

The Minister stressed the necessity for Indian Railways attuning their policies and activities to the attainment of the Country's ultimate goal. Shri Shastri said, "Much is happening in the Country's economic life to lend urgency to a fresh enquiry into this matter. Enormous industrial activity is being planned for the Second Five-Year Plan. There will doubtless also be similar activity in other fields. The freight rate structure must be such as to aid these activities to the maximum

possible extent. But at the same time, the economics of railway operation itself under the changed conditions of working cost have to be borne in mind. The Committee's appointment, therefore, has come at an opportune moment."

The Railway Minister added that the terms of reference of this Committee had not been confined to the consideration of the question of revision of the present rates structure but have widened their scope to cover other matters, such as the responsibilities of the railways as carriers of goods and the recent setting up of the Railway Rates Tribunal.

As for the criticism against one of the terms of reference, viz., the Committee should bear in mind the necessity of maintaining the railways' financial stability along with the needs of a developmental economy, he pointed

out that railways alone should not be made a burden to the general exchequer nor could they permit the developmental activities of the railways to suffer for want of funds. The Committee, however, is expected to review the principles of classification. The Minister also hoped that the Committee would suggest how the Railway Rates Tribunal could be made a more effective and expeditious instrument for adjudication on railway freight matters, at a reasonable cost to the litigant.

Inference

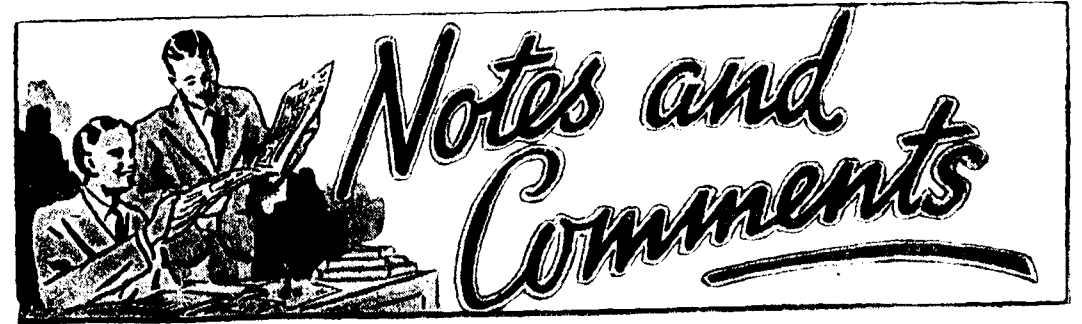
The Indian Railway Freight Rates Structure Enquiry Committee's main task is to increase revenues substantially so as to balance rising development costs without affecting the growth of trade or industry. An increase in freight rates is regarded as unavoidable, as the railways earn most of their revenue from goods traffic. The committee is required to bear in mind "the necessity for maintaining the financial stability of the railways", and as the cost of the development schemes envisaged in the Second Five-Year Plan is expected to run into millions of

rupees, the main burden is bound to fall on goods traffic.

In recommending the revised rates, the Freight Structure Committee is expected to formulate a new classification of goods according to their ability *inter alia* to bear increased transport charges. The requirements of industries and projects which have been given priority in the Second Five-Year Plan also will be considered. As a result, expression is expected to be given to several new principles of classification.

Another factor which is likely to lead to increased freight rates is the obligation to accept increased liability for goods in transit. At present, the Indian Railways' liability for loss, destruction or deterioration is that of a bailee and not that of any carrier as it is in the United Kingdom and many other industrialised countries. The Committee is required to work out how much the acceptance of increased liability is likely to cost the railways and to recommend increases in freight rates sufficient to meet the additional cost.

Shri Lal Bahadur Shastri, Railway Minister, addressing the inaugural meeting of the Railway Freight Structure Enquiry Committee in New Delhi on August 17



PERAMBUR RAIL COACH FACTORY IS ASIA'S LARGEST

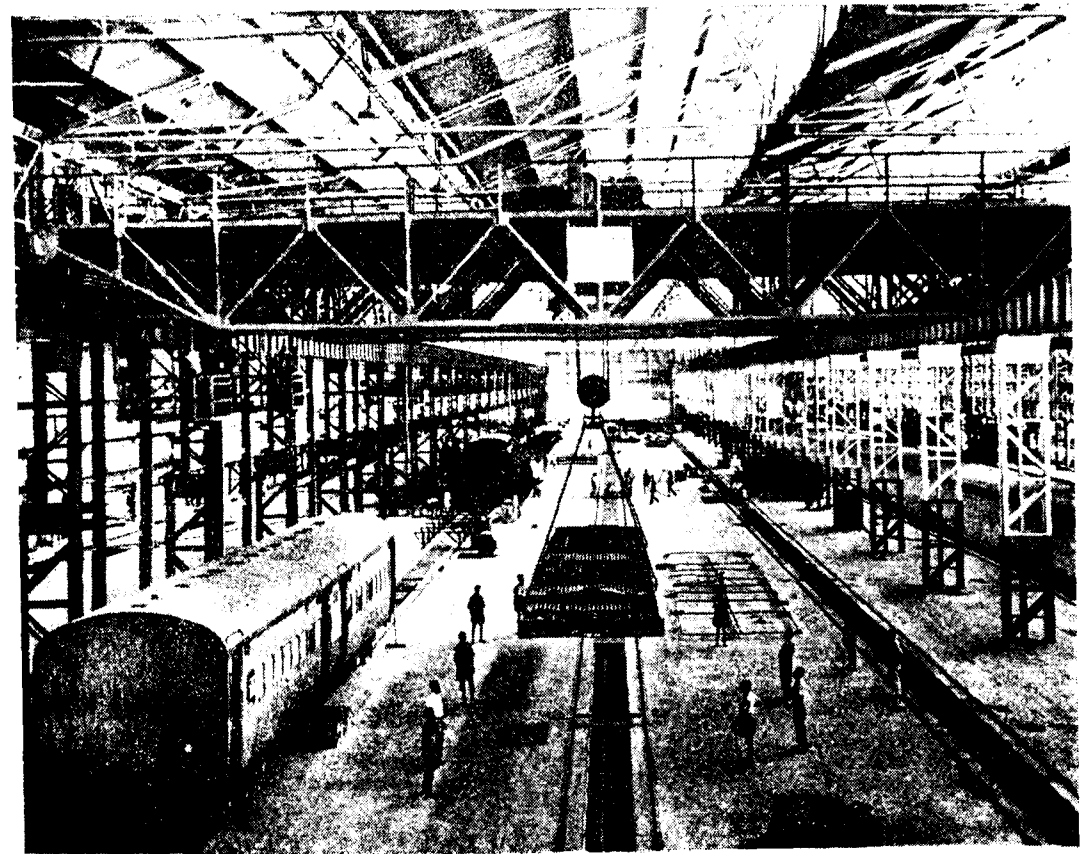
PRODUCTION STARTS ON OCTOBER 2

On Mahatma Gandhi's next birthday, October 2, 1955, Sri Jawaharlal Nehru will press a button at Perambur, in the north-west suburbs of Madras, and within a matter of seconds India's first all-steel light-weight integral rail coach will roll ostentatiously out of

the State-owned, Rs. 7.3 crore Integral Coach Factory's assembly lines.

The Prime Minister will then go round portions of the 52-acre grounds on which stands this modern Factory with its workers' residential colony, and inspect a few of the ten giant

A view of the Assembly Shop of the Perambur Rail Coach Factory



shops out of which will emerge a complete new coach every six working hours when target production is reached in 1959-60.

The Perambur Factory will be the largest of its kind in Asia and one of the largest in the world.

Production Programme

In the first year of its working, the Factory will turn out 20 coaches with components imported from Switzerland. Thereafter, an increasingly large proportion of Indian-made components will be used.

Production will increase five-fold in the second year, reaching 200 coaches in the third and 300 in the fourth year. During 1959-60, the fifth year of production, the target of 350 coaches will be reached, with parts and components completely manufactured at the Factory itself.

For the present the Perambur Factory will turn out only third class coaches. It will produce the empty shells, leaving inside furnishings to other railway workshops.

Features of Integral Coach

The Factory has taken its name from the "integral" coaches which it will manufacture. Unlike the conventional type in which the coach-body is merely mounted and fixed to a separate steel under-frame, the integral coach, as its name suggests, will have its body and under-frame integrated into a single unit, all made of steel, with several advantages over the present type.

It will have smoother riding qualities and will, therefore, be much less jerky while on the run.

It is light-weight, being seven tons lighter than the conventional 42-ton coach. Therefore, more coaches can be hauled per locomotive.

In the event of an accident it will afford greater protection to passengers, since it is built for strength, with an anti-telescopic device, and its body will not get smashed up as easily as in the

old type coach in which the body, being a separate piece, gets pushed off and broken up in an accident.

Thanks to a special type of insulation used, heat and noise inside the integral coach during travel will be eliminated to a marked degree.

In travelling comfort the integral coach will equal the best of its kind in Europe. In India it will set a new standard.

735 machines help to make a coach

It will take the noisy co-operation of 735 individual machines to yield the target production of a coach every six working hours, in a single shift. The machines will be housed in ten giant shops, the largest among them, 1,000 feet by 260 feet, being perhaps one of the largest of its kind in the Indian Union.

Through the ten shops run 12 miles of railway. As a result of special devices which have been adopted, the 84 million square feet of covered space in the shops will be unusually clean and dust-free. They are well-ventilated and lighted with fluorescent tubes. A public address system will link the shops, enabling instant contact between management and the general body of workers. Canteens, tiffin sheds, washing and shower baths are among the other amenities which have been provided.

Production in the shops will be based on the modern uniflow system. The various stages of actual production are organised in different shops situated end to end in a straight line, the raw material being fed at one end of the straight line and the finished coach coming out at the other, in a cycle. This method of production ensures greater economy and smoothness in working.

Indo-Swiss Co-operation

Eight European countries are supplying the machinery needed for I.C.F. Sixty per cent of this has been indented from Germany, 15 per cent each from

Switzerland and the United Kingdom, and the balance from Czechoslovakia, France, Italy, Belgium and Sweden.

The Factory itself is a product of Indo-Swiss co-operation in the technical field. As a result of an agreement between the Government of India and the Swiss Car and Elevator Manufacturing Corporation Ltd., of Schlieren, Switzerland, the latter is providing the technical "know-how" including specialised personnel as well as the necessary facilities for training Indian staff in coach manufacture at its works in Switzerland. Forty Indians have completed their training, and another 19 are now in Switzerland.

The designing and execution of the civil engineering works on this project and its residential colony have been completely in Indian hands.

Approximately 4,000 workers will man the Factory when it is in full production, 75 per cent of them being skilled workers. For the training of these men a Technical Training School was founded at the Factory site on March 20, 1954, to turn out 500 men per year initially. The school employs modern methods of training and has its own satellite workshops.

Ready in three years

On June 1, 1951, I.C.F. was officially born. Its first headquarters was located in railway retiring rooms at Egmore station, Madras.

It was in September 1952 that the first pile to support the Factory's huge structures was driven. From then on it has been rapid going.

In the end of October 1954 the first consignment of machinery was landed at Madras Harbour. Within a year from that historic event the first coach will be turned out—the beginning of a new era in the manufacture of rail coaches in India.

The Perambur factory will take the Indian railways a long way on the road to self-sufficiency in passenger coaches and also help them to fight overcrowding.

Not only that. When the Factory reaches peak production, it will help the country to save a considerable amount of foreign exchange each year. Equally important is the fact that it will provide a great fillip to many ancillary industries. Examples: rubber, aluminium, chemicals.

Behind the Factory

How much does it take in physical resources to "get up" a modern coach factory—beginning from the civilisation of what once was desolate waste land to the production of a modern, streamlined coach?

Into Asia's largest coach factory have gone over 8,000 tons of steel, 20,000 tons of cement, 12 miles of railway sidings, 15 miles of water

Exterior view of the Technical Training School of the Integral Coach Factory, Perambur



supply pipes, 5.5 miles of roads and a great many other things.

Adjoining the Factory is the workers' residential colony, a miniature township with 400 houses, parks, playgrounds, a fine club house and other modern amenities. Provision has been made for the supply of 6,000,000 units of electricity per annum to the township and the workshops.

RAILWAY OPERATING CHIEFS MEET

The overall operating position on the railways and the ways and means of bringing about an improvement in the turn-round of rolling stock with a view to increasing the transport of goods were among the subjects discussed at a three-day conference between the Railway Board and the Chief Operating Superintendents of the Zonal Railways, which concluded in New Delhi on 10th August, 1955.

The conference discussed important questions like improvement of punctuality of passenger trains, increasing their load, easing over-crowding, reducing incidents of accidents, improvement in goods train operation so as to be able to carry about 15 to 20 per cent more traffic from November 1, 1955 on the Zonal Railways, etc.

The Railway Corruption Enquiry Committee's Report was also discussed and various measures were decided upon for intensifying supervision and educating staff with a view to bringing about a general improvement in the standard of morality.

CANADIAN LOCOMOTIVES FOR INDIA

The first consignment of broad gauge locomotives being given by Canada to India under the Colombo Plan has been received in India and will shortly be put into service on the Indian Railways.

Canada is making a gift to India of 120 locomotives under the Colombo Plan. A gift of 56 boilers has already been received under the same aid.

An Indian Railway officer is in Canada in connection with the inspection of these locomotives.

ROLLING STOCK FROM BELGIUM

Rolling stock worth over Rs. 74 lakhs is to be supplied for the Indian Railways by a firm in Belgium, it is learnt.

The stock consists of 450 metre gauge wagons without wheels and axles. Delivery is to commence in July next year and is scheduled to be completed in October of the same year.

WASH BASINS IN III CLASS COMPARTMENTS

Wash basins for third class railway passengers are to be provided as an experimental measure in a few compartments outside the lavatories, it is learnt.

The Western Railway will make a beginning with five Schillieren type third class coaches.

This additional amenity is being provided because the use of wash basins provided inside lavatories is denied to passengers throughout the period the lavatory is occupied by some passenger.

NEW RESTAURANT AND DINING CARS

New restaurant cars and dining cars for use on the Indian Railways are to be built immediately according to revised modern designs prepared by the Indian Railway Central Standards Organisation. Within the next few months the first of these re-designed cars is expected to come into service, and thereafter a steady supply will be kept up.

The restaurant cars will be used for catering mainly in the Western style on all important long-distance mail and express trains carrying upper class and tourist traffic. The dining cars will cater in Indian style.

A common feature of these two types of cars will be greater sitting comfort for passengers. In large airy

kitchens there will be arrangements for vegetarian and non-vegetarian food to be cooked separately. Special attention has been paid to cleanliness and hygienic surroundings and arrangements for quick and efficient service. There will be accommodation in these cars also for the manager, his staff and stores.

The new restaurant and dining cars will be built both for broad gauge and metre gauge trains.

The dining cars will be fitted with large refrigerators, exhaust fans to keep the air cool, folding tables and manoeuvrable chairs and devices for keeping the dust out.

Railway Miscellany

Laughing Diplomat

Audit objection goes defunct— Imaginary anecdotes

There was an incident when the audit, on a particular assumption, i.e., on the assumption that a District Officer had taken over from another Engineering District Officer, the Vice-Presidentship of a Railway Institute, raised an objection that the "taking over" officer should not complain that there were many irregularities when he took over. The officer who took over the Vice-Presidentship of the Institute, replied that it was an **ex parte** decision arrived at **in camera**, a unilateral decision on a bilateral agreement. Hence the audit objection goes defunct. The real facts of this case were that the District Engineer, without following the proper procedure for handing over to the taking over officer, handed over in an ordinary committee meeting instead of in a general body meeting. Moreover, the taking over officer was not present in the committee meeting. When this went to the G.M., he took up with the handing over officer. Curiously enough, the taking over officer had arranged a function to take over in a general body meeting. Meanwhile, the handing over officer had met with an accident and died. On the assumption that the handing over officer had handed over to the taking over officer in a general body meeting, the audit started arguing but to their surprise, the taking over

officer gave the epigrammatic reply that it was an **ex parte** decision arrived at **in camera**, a unilateral decision on a bilateral agreement. The audit objection, if any, becomes defunct and the audit had to accept it.

On being asked by the higher authorities to be severe to the Assistant Officers, one District Officer came to his room and found a draft put up by the Assistant Officer addressed to G.M. and showed his indignation only in vehement simplicity in the following manner:

The draft is approved **mutatis mutandis**. Concatenate all the points **seriatim** and put up. Debits and credits referred to audit should be mutually exclusive and collectively exhaustive.

Superior officer concerned saw the endorsements and marked 'Seen'.

What is required before the end of the second plan period in a nutshell—

More trains shall run on the line in the shortest possible time. Every rail joint shall be well tightened and no passenger shall ever be frightened, while at the same time ensuring 20 per cent increase in freight traffic movement during the first plan period and 50 per cent increase over this during the second plan period. Safety, speed, economy and comfort have to be ensured with all the blessings of Utopian transport.

Railway Security Force

Pilot

The Watch and Ward Organisation of the Railways has got its origin as early as 1882 when the Government of India entrusted the Company-managed Railways with the protection of Railway property and each company initially engaged chowkidars for this work. There were two types of chowkidars, one type to guard office buildings, workshops, etc., belonging to Railways and another employed in yards, parcel offices, goods sheds, etc. During the Second World War as thefts increased, the Watch and Ward Department was entrusted with the duty of looking after the railway property also, the strength of the chowkidars was increased. The chowkidars in the workshops were absorbed in the Watch and Ward Department.

Duties of the Watch and Ward Department included looking after the Railway property entrusted in goods sheds, parcel offices and also in running trains. In spite of this, claims on Railways started mounting until they reached the peak colossal figure in 1949-50 to 4,08,10,298.

The main feature of the department is that it provides for a larger number of supervisory officers to keep a check on the performance of the duties by the watchmen, now called sainiks and ensure a higher standard of efficiency in their work. The scope of the organisation now includes fire fighting organisation on the railways. The name of the organisation was changed from Watch and Ward Department to the Railway Security Force.

The following will be the hierarchy of the organisation:—

Watchman—Sainik.

Naick—He will be above the sainik and do the main job checking the seals of wagons.

Hawildar—who controls a number of sainiks and is responsible for efficient performance of duties of sainiks.

Subedar—whose duties will be to assist police in the detection of thefts, recovery of stolen property, enforcement of rules in railway yards, etc.

Sub-Inspector—His duties are like those of a subedar, but he will be in charge of a post or outpost with specific jurisdiction. He will be responsible for the correct maintenance of records in his post or outpost. He is intermediary between his subordinates and officers.

Inspector—Responsible for the detection of crime and discipline of the staff. He is like a supervisory officer to subordinates.

Assistant Security Officer—Who was previously called as Assistant Superintendent, Watch and Ward. (Above him there will be a Security Officer.)

The head of the Security Organisation is an officer, of the rank of a D.I.G., viz. Chief Security Officer. He is responsible to the General Manager of the Railway for the efficiency and good conduct of his force.

There is a Security Adviser in the Railway Board, who is of the rank of Inspector-General of Police, in respect of the co-ordination supervised from control for the Railway Security Force activities in the various Railways in India.

Shoulder To The Wheel

T.P.I. (Twenty Per cent Increase) in freight traffic carried is the Indian Railwaymen's catchword. Carlyle, on the edge of the French Revolution, when Delaunay, the French General, was hesitating to take any action, describes his irresolute state in the following words:

"Soft speeches will not serve. Hard grape shot is questionable. Hovering between the two is unquestionable. When there are important occasions, one should rise to the occasion."

"Courage mounteth with the occasion," said Shakespeare.

We are on the edge of the First Five-Year Plan and on the eve of the Second Five-Year Plan. No complacency can find a place in a situation like this. Every Railwayman should put his heart and soul into his work in order to achieve the main purpose, viz., Twenty Per cent Increase in freight traffic moved. It is true that it is mainly a problem for the operating man. But at the same time, the Engineering Department has to co-operate by quickly removing speed restrictions and constructing and carrying out the new works required for increasing the carrying capacity. The Tele-Communication has also to co-operate. The stores have to supply materials adequately and the Mechanical Department has to run the machines, repair them and keep them trim for the continuous work that is involved. As for audit, it has to sanction schemes with a resilient attitude.

Just as other nations, as England, America and Russia, have risen to the occasion on national emergencies, Railwaymen of India should contribute their mite for delivering the goods.

The stage has been reached when a spurt is necessary. In the Indian Railways COPSs' Conference held in New

Delhi early in August 1955, discussions took place as to the steps to be taken to achieve the aim of the Twenty Per cent Increase in freight traffic movement. On the Southern Railway, in order to enable to carry 20 per cent more traffic by November next, more loop-lines, more crossing-stations between Madras and Vijayawada are being provided and so far five crossing-stations have been opened between Vijayawada and Bitragunta and four more would be opened. A part of the programme for increase of 20 per cent in freight traffic is to take 500 wagons at Bezvada in the Up direction instead of 350 wagons daily we have been taking hitherto. This is an appeal to all staff. Indeed the task is a difficult one, but the question is, there is no choice but to do.

All grades of Railway staff have to co-operate. The emergency is such, that it does not admit of a half measure or any vacillation.

The noblest motive is the public good. The Five-Year Plan is calculated to improve the standard of living, housing and clothing and general welfare of the millions. It is necessary for Railways to transport the commodities from the areas where they are available to the areas where they are required. Now the Railways have to play their part by increasing the carrying capacity, the target increase of 20 per cent. The time has come when every Railwayman's mind has to be saturated with 20 per cent increase in freight traffic movement, just as before the World War, the atmosphere was saturated with the word 'Victory'.

It is true that there will be a little hardship in the beginning; but no happiness is achieved without overcoming difficulties. The greater the difficulties overcome, the higher the degree of success achieved. As said in the 18th Chapter of Gita, happiness is real only when in the beginning it is



as venom and in the end as nectar. The Indian Railwaymen by following the principle of the Gita have determined to achieve the aim of Twenty Per cent Increase in freight traffic movement. Let us all pray to God that in order to achieve our aim, He may endow us with hearts of iron and nerves of steel, beneath which dwells a mind of the same material as that of the thunderbolt.

It is not enough if every one goes in the same old groove as hitherto. It is necessary to use initiative, imagination and drive. In doing his work, every Railwayman, especially an operating man, should act and come up to the expectations held of him.

Nought shall make us rue
If our Railwaymen to themselves shall
be but true.



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Independence Day At Golden Rock

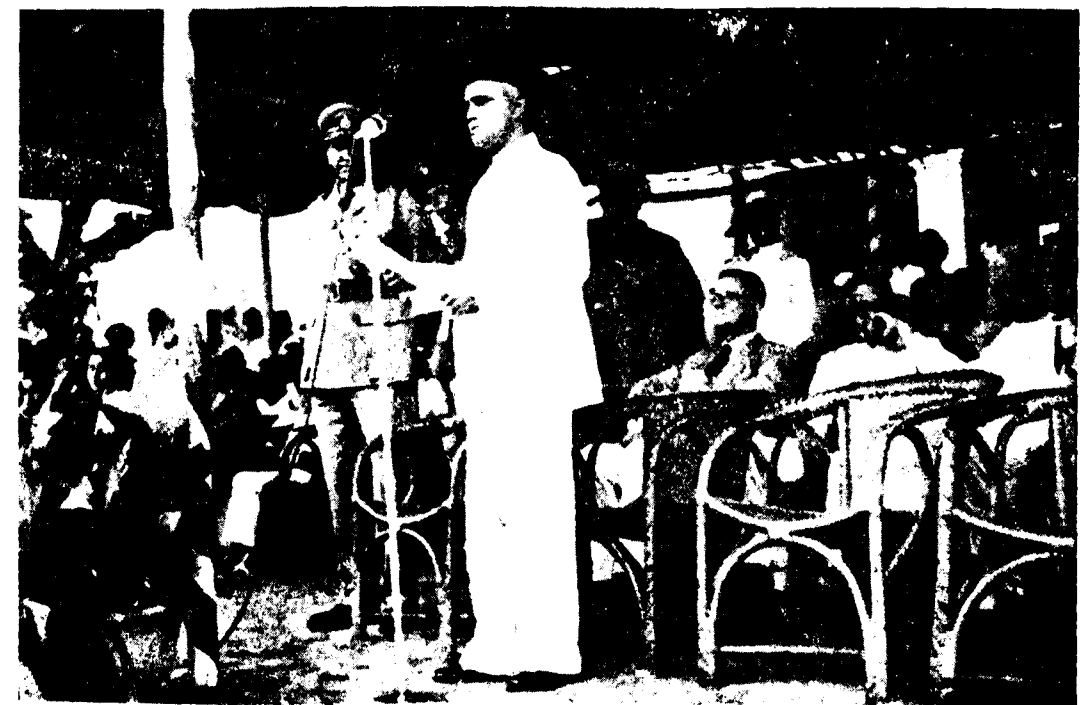
Address by Shri A. R. Rao, SDGM

Ladies & Gentlemen, Officers & Members of the Security Force,

It was indeed very kind of Shri Mahadevan to have invited me today to participate in this Independence Day celebration of the Railway Security Force, and I consider it to be my proud privilege to be in your midst on this solemn occasion.

The celebration of this day has a deep significance to every citizen of our great nation. First, it gives one an opportunity to look back on the years

the economic crisis had to be tackled with boldness and vision. In the international sphere, our young democracy had to establish herself with dignity and honour among the nations of the world. The fact that our country has been able to pass through the many vicissitudes with credit and to make remarkable progress in the various spheres of national activity will be recalled with gratification by every one on this happy occasion.



Shri A. R. Rao, SDGM, addressing the gathering

of progress of our infant Republic and looking back, one cannot but be struck by the fact that these years were among the most difficult times the country has had to pass through in all her long history. Problems, the like of which had never before arisen, had to be faced—and solved. On the home front, mighty issues like the rehabilitation of refugees, food shortage and

Secondly, the celebration reminds us that we have to re-dedicate ourselves to the service of the country, to the great mission which has been the privilege of our generation to undertake for reaching the goal, namely the complete elimination of poverty and ignorance from our land. For us, railwaymen, the occasion has indeed a special significance. The progress of a

State is closely linked in no small measure with the development of its system of transport and communications. The Railways are the 'life lines' of our nation and development and progress in any sphere of national activity are inescapably bound with the efficiency of the railway system. Railwaymen have played, during these eight difficult years, a creditable part in keeping the transport system of the country functioning with efficiency and usefulness to the people. This they have done in spite of the many difficulties which confronted them. The progress made in the railway sphere has, no doubt, been remarkable in many ways but this is not the occasion to rest on our laurels or be lulled into a state of complacency. It is well to remember on this great day that the country is entitled to expect even more sustained and determined efforts being made in the days to come by all railway workers. I have no doubt that we, railwaymen, will cheerfully meet the country's demands with firm resolve and make our full and unstinted contribution to the nation's prosperity. Let us, then, enter the ninth year of freedom with confidence in ourselves and determination to put forth our best efforts with full faith in our country's destiny.

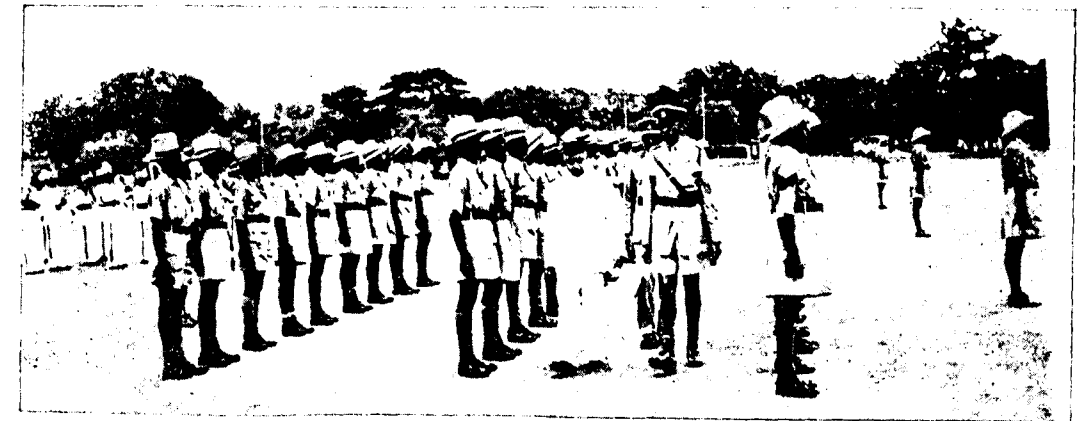
March past



Individuals constitute the nation and only a nation of individuals with character that will be prepared to make sacrifices and perform duties despite difficulties, will be happy and prosperous and make others also happy and prosperous.

As members of the Railway Security Force, you have onerous duties to perform not only of prevention but also detection. You have at times to work in difficult circumstances and may often find yourselves in situations calling for the best in you. In addition to a sense of devotion to duty, members of the Force have to maintain a high standard of discipline. Your excellent turn out today has shown that you are second to none in your smartness as a uniformed force.

You are aware that the Indian Railways lose lakhs of rupees worth of goods entrusted to the Railway as well as railway property as a result of thefts, pilferages and attacks on wagons by organised gangs. In addition to our paying enormous amounts of money to the mercantile community as claims every year, we lose, what is more important, their goodwill by allowing thefts of their goods to take place while in our custody. Many of you here will remember the message addressed to



Shri A. R. Rao inspecting the Railway Security Force

you, on the eve of the reorganisation of this Force, by our Railway Minister who said that "it is a serious slur on our whole administration if we show to the world that we are incapable of watching and guarding our own property satisfactorily". His appeal to you was that crime on railways should be fought with the fullest strength and should go down appreciably. No Goods trains should be allowed to be looted, no wagons broken open in yards and Goods Sheds. I would appeal to you with all the emphasis at my command to make a resolution on this solemn occasion that you will fulfil his expectations and become worthy of the confidence he has reposed in us and that you will not be found wanting in any respect.

Your Force has had the benefit for some years now of having as its chief

a Police Officer of considerable experience, whose advice and guidance has been of great assistance in the prevention and detection of crime. With the reorganisation, you have now, as your Chief Security Officer, a Police Officer of administrative rank to guide you and secure the co-operation of the Railway Police and the District Police in the functioning of your department on a sound and efficient footing. I am confident that every one of you will realise the significance of your role and be a worthy member of this important Force and bring to bear on your work added zeal and enthusiasm with which you can discharge your duties to the Railway Administration and to our country as a whole.

JAI HIND

SANITARY WARES

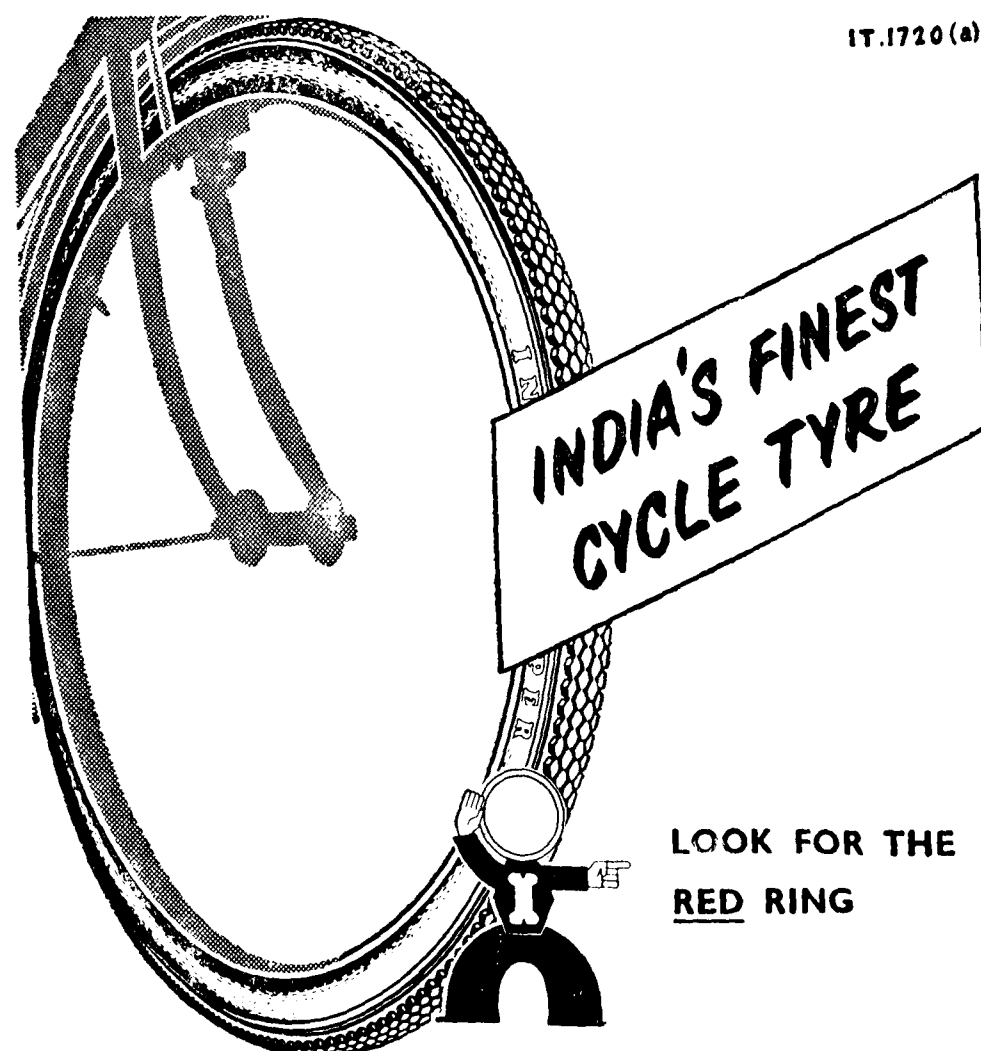
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INDIA SUPER



World of Railways

Arthur L. Stead
Our London Correspondent

THE whole world of railways recently joined in complimenting the French National Railways on their magnificent achievement in setting up a new global speed record of 205 m.p.h. This was accomplished in March by 4,000 h.p. electric locomotive BB 9004, hauling a test train of three coaches, each weighing 34 tons, between the stations of Lamothe and Morceux, on the Bordeaux-Dax main-line.

Last year, our French friends attracted the world's attention by setting up what was then a global speed record of 151 m.p.h. with a three-coach electric train between Dijon and Beaune, on the Paris-Lyons trunk route. To have led the world in train speeds for two consecutive years is an affair in which the French Railways may well take pride.

Actually, fast running has always been a feature on the French Railways, but it is only through tremendous effort on the part of the 400,000 French railway men and women that their 25,000 mile long network, badly battered during World War II, has so relatively rapidly been brought back into the very forefront. In one short decade, the French Railways have been completely transformed, and under the able management of Director-General Louis Armand the system has emerged as one of the most efficient and enterprising transportation undertakings in the five continents.

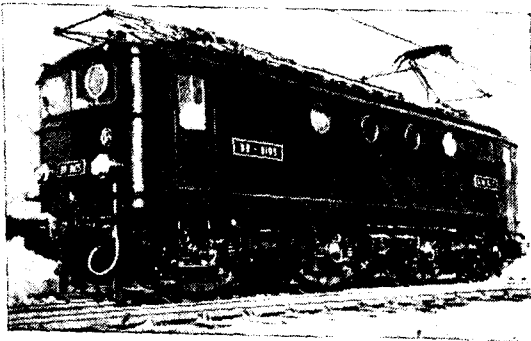
One of the first obvious signs of the return of the French Railways to normal was the introduction, following the completion of the throughout Paris-Lyons electrification in 1952, of a new fast passenger service topping all European runs. This was "The Mistral" express between Paris and Nice, covering the 676 mile journey at over sixty miles an hour, and travelling at an average speed of over 77 m.p.h. between Paris and Dijon. Hauled by electric locomotives of the Co-Co type, "The Mistral" is one of hundreds of exceptionally fast passenger services today covering the whole of France.

Examination of present-day French passenger time-tables shows that, every twenty-four hours, French trains cover 12,500 miles at a speed in excess of 62 m.p.h., and an additional 19,000 miles at a speed of over 56 m.p.h. Paris is connected with Normandy in 1½ hours; with Brittany and Auvergne in 4 hours; Alsace in 5 hours; the French Alps in 7 hours; the Pyrenees in 10 hours; and the Riviera in just under 11 hours.

French time-tables are cleverly planned so as to permit passengers who have spent the day in Paris to reach any city outside the capital the same evening or, at the latest, by next morning. And to cross France from one tip to another—from Lille to Biarritz (653 miles); Brest to Strasbourg (700 miles); or Calais to

Nice (862 miles)—one day's travel only is involved.

What a wonderful list of long-distance passenger trains is presented by the French Railways! International trains based on Paris connect with every European capital, including many places inside the "Iron Curtain". Among famous trains are the "Golden Arrow" and "Night Ferry" for Britain; the "Blue Bird" and "North Star" for Belgium and Holland; the "North Express" for Northern Germany, Denmark, Sweden, Norway and Poland; the "Orient Express" for Southern Germany, Czechoslovakia, Poland and Austria; the "Simplon-Orient" for Northern Italy, Yugoslavia,

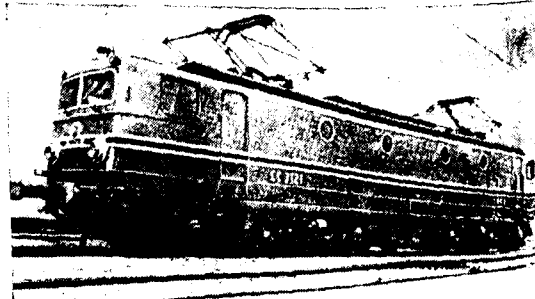


One of the BB type electric locomotives of French Railways, which this year set up a global speed record of 205 m.p.h.

Greece, Bulgaria, Turkey and the Middle East; the "Barcelona Express" and the "Southern Express" for Spain and Portugal; and the "Mistral" and "Blue Train" for the Riviera.

Fast running on the French Railways has been greatly facilitated by the conversion of many main-lines from steam to electricity. Electric traction holds much interest for France, since she lacks coal and does not produce any oil, but does possess immense hydro-electric resources.

There are certain rail routes as, for example, Paris-Basle and Paris-Lille, over which fast lightweight diesel services are operated, but these diesel



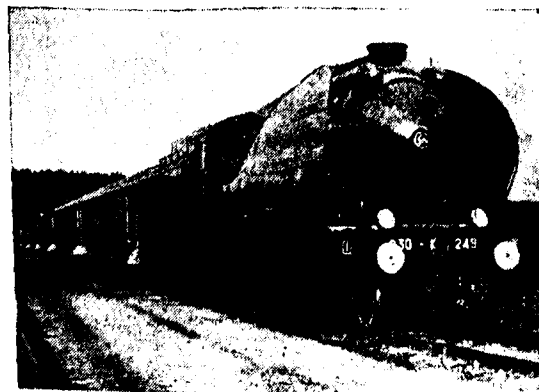
French Railways' electric locomotive CC 7121, which set up a 151 m.p.h. speed record in 1954

services appear to be more or less a stop-gap to carry the French Railways on until such time as all the main-lines have been converted to electric traction.

Today, more than 2,500 miles of railway in France are electrified, including the busy Paris-Lyons route over which there pass a total of 120 trains daily, or 200 at the height of the summer season. The Paris-Lyons and other French electrifications have produced a saving of 2,750,000 tons of precious coal a year, this fuel being diverted for more economical use in the iron and steel and other industries.

On the Paris-Lyons main-line, as on most French electric routes, the 1,500 volt direct current system is employed,

The Paris-Strasbourg pneumatic-tyred express of the French Railways, headed by a powerful streamlined steam locomotive



with overhead transmission. Elsewhere in France, experiments are proceeding with direct use of 25,000 volt industrial alternating current, which reduces installation costs by one-half.

The French Railways main-line from Lille to Basle, via Strasbourg (405 miles), is now being electrified, with part already completed. The entirely new, simplified system adopted uses 25,000 volt alternating current, direct from the national grid. Owing to the small number of comparatively simple sub-stations required and the light-section overhead traction wires and supports employed, the capital and

Europe under the lightest overhead wires in the world.

The French Railways have adopted standardisation to a limited extent in the design and construction of steam and electric locomotives, self-propelled railcars and goods wagons, thereby effecting substantial reductions in first cost and maintenance. Very wisely, however, our French friends have not allowed themselves to become obsessed by standardisation, realising that to overdo standardisation rapidly results in stagnation and the impedance of essential progress. An example of the trying out of new ideas is the introduction of two passenger train sets equipped with pneumatic-tyred wheels in the Paris-Strasbourg run.

Signalling has had a tremendous lot of attention in France since World War II. About 620 additional route-miles have been equipped with colour light, automatic block and locomotive cab signals; 120 electro-pneumatic interlocking signal boxes have been installed; and the entire Paris-Lyons main-line has been equipped with Central Traffic Control directed from Dijon, where the operator can set up as many as 350 routes simultaneously. The ruling grade of this busy double-track route, seventeen miles long, has been signalled on both tracks for



A typical French first-class passenger car operating between Paris and the German border

maintenance costs of the installation are remarkably low. This is important, because in most lands it is the high initial costs that hold up electrification projects.

The new French electric locomotives on the Lille-Basle route, having only one central cabin, also cost less to build. Passenger expresses of up to 900 tons, and goods trains of up to 2,000 tons, are being hauled with ease, in spite of gradients of up to 1 in 87. Because of their ingenuity and enterprise in developing this new type of electrification, the French Railways are today running the heaviest trains in

Modern passenger station design on the French Railways is illustrated by this view of the new station at LENS, in the heart of the French industrial north



movement against the current of traffic, enabling two trains to travel side-by-side in the same direction when required.

In the Permanent Way branch, the French Railways have adopted many new methods. To prevent rail wear arising out of unusually fast running, there have been introduced continuous welded rails 866 yards in length, over 1,000 miles of this type of steel already having been laid. From now on, all necessary track replacement will be with the long rails, which reduce rail maintenance costs by approximately 75 per cent.

The French Railways possess 5,700 passenger and goods stations. In a single year about 645,000,000 passengers are handled. In Paris, the St. Lazare Station alone handles 400,000 passengers daily. Of these, 60,000 pass between

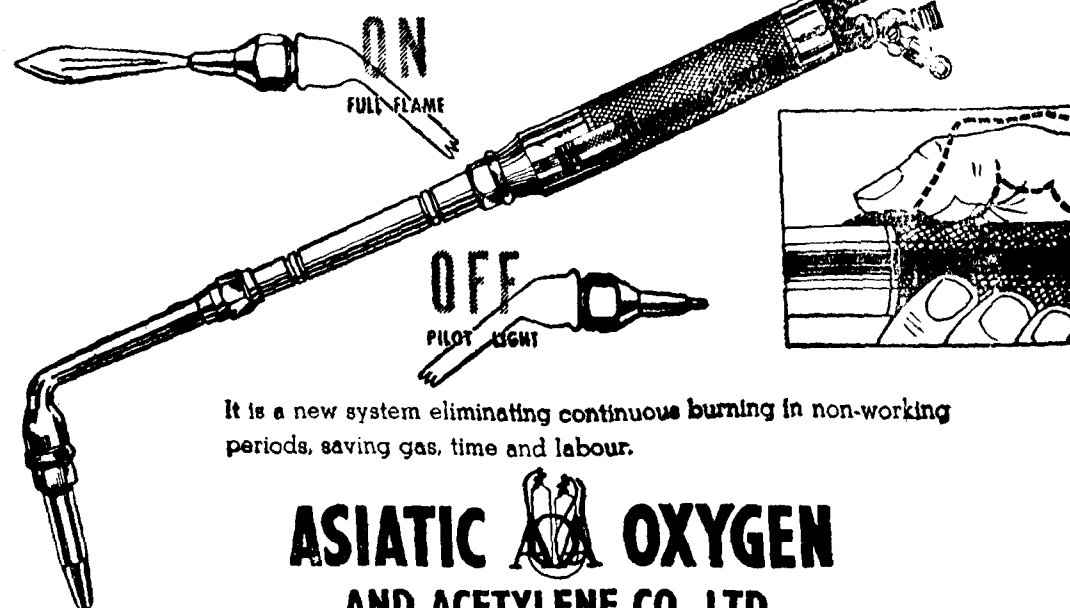
the hours of six and seven in the evening, at the rate of 1,000 per minute.

The number of locomotives in use in France today is forty per cent less than the 1939 figure, while daily locomotive miles per locomotive have increased almost a third. Passenger and goods vehicle utilisation has increased by no less than 80 per cent, and the overall productivity of the individual French railway man has increased 40 per cent over 1939.

Wherever you journey in France today, you have evidence of the progressive policy pursued by the railways, and the keenness of employees to keep their undertaking in the forefront of the world's systems. The go-ahead French Railways are certain to continue prominently in the news as their big modernisation programme steadily proceeds.



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Train Dispatching Systems

T. S. Parthasarathy

MOST railwaymen in India will be familiar with the Train Control System, commonly known as 'Control' which has been installed on all important sections of Indian Railways. In some other countries of the world, it is known as 'Dispatching' and was introduced in Europe by the Transportation Corps of the U.S. Army during the First World War. It was first tried out by the Belgian Railways, who, while continuing normal block working and holding Station Masters responsible for the safe working of trains, used the Dispatcher (Controller) for

- (i) keeping a record of the actual running of the trains by maintaining a graph ;
- (ii) taking timely action when traffic jams threatened to occur ;
- (iii) scheduling of extra trains ;
- (iv) making the best use of motive power and train crews, and
- (v) supervising wagon distribution.

It was the Belgian system that was later introduced widely in other countries, notably Burma, India, etc.

During the early stages of the introduction of Dispatching, many railways limited its scope to the recording of actual train running and hesitated to give the Dispatcher much power. This led to the appointment of dispatchers of rather low rank. Even with the taking over of more responsibilities as listed under the Belgian system, the rank of the dispatcher was not sufficiently raised in many countries till about ten years ago.

Different systems

A comparative study of the different systems of Dispatching in the various countries of the world will be found interesting by railway operating men. Under the American system, the Dispatcher is responsible for safety of train working and is not therefore

overburdened with stock matters. The record of train running is mostly done in tables and seldom in graphs. Americans, like the British, are great believers in the tabular form of presenting figures while, on the European Continent, everything, including, time-tables, is represented graphically.

In Belgium, a Central Dispatcher controls the movement of extra trains, use of motive power and train crews and wagon distribution while all other Dispatchers have direct lines with the former's office. In areas where large numbers of loaded wagons are expected (mines, harbours, etc.) a continuous record is kept of loadings to be expected and requirements for empties, in order to obtain a most economical and regular flow of traffic.

The French system (**Poste de Commandement**) differs from the others in that locomotive running and train working belong to different departments and the Dispatchers' office is composed of a representative of each of these services. To get over the difficulty of dual control, the chief Dispatcher of the train working service (Exploitation) has powers to overrule the agent in charge of locomotive running (Traction).

The German Railways have introduced dispatching mainly on heavily loaded double lines. The whole railway system is divided into two central dispatching areas (Oberbetriebs Leitungen) which are mainly occupied with the unravelling and prevention of traffic jams. Little work is done regarding wagon distribution. On heavily loaded double lines, the Dispatcher can order signal cabins to show the driver the K or L board. The K board (Kuerzeste/Fahrzeit = shortest timing) asks the driver to speed up and the L board (Langsam = slow) asks him to slow down. This method prevents signal stops of trains closely following each other.

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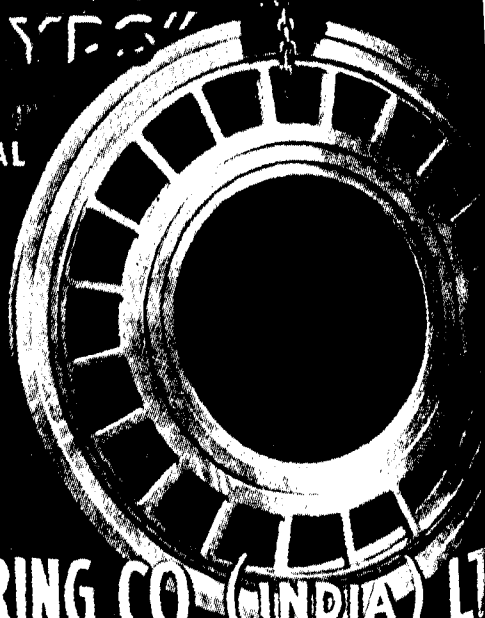
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September 1955

TRAIN DISPATCHING SYSTEMS

27

The American system

Two concepts universally accepted on American Railways must be kept in mind for a proper understanding of the methods of controlling train movements in that country.

1. All train movements on main lines, loop and other running lines are under the supervision and direction of the railway officer in charge of the district or sub-division in which located. The actual work of directing and recording train movements is performed by his authorised representative called the Train Dispatcher. His orders to a train to move in a prescribed direction may be subject to restrictive indication of signals and superiority of other trains, but orders to remain at, stop at or not pass beyond a specified point on the line of railway are absolute and must be obeyed by trains without question or exception.

2. Each train at any given moment has a definite status in its relation to all other trains as to its authority to occupy the main track or a passing siding and to proceed in a given direction. Superiority of one train over other trains may be inherent as in the case of regular trains authorised by time table or superiority may be conferred by 'train order' issued by the Train Dispatcher or it may be conferred by block signal indication where such indication supersedes superiority of trains.

Lines not equipped with Block Systems

The builders and administrators of the first railways a century ago considered their new facilities as nothing more than improved highways on which stage-coaches and goods wagons could be hauled by the 'iron horses' at a profit. Stations or depots were established along the line and rough schedules published of the times the passenger and goods trains running over the line would likely arrive at these stations. Just as goods vehicles on the highway, when overtaken or

met by stage coaches, had to allow the latter to pass them, so did the goods trains give way to passenger trains on the new railway. Thus was born the idea of class applied to trains; regular scheduled passenger trains were of the highest and more important class and regular scheduled goods trains, naturally, were considered of the second class.

The first major problem in the control of movement of these trains was concerned with avoiding collisions and delays when trains in opposite direction were run on the same track. On the highways opposing vehicles could meet and pass each other without much difficulty or danger. But on the railway provision had to be made for one train to clear the main line to allow the train moving in the opposite direction to proceed. It was solved finally by the adoption of a plan of operation based upon a set of principles which were so sound that they have continued to this day to support what is distinctly an American method of controlling trains. One of these principles is that each train must be scheduled to arrive at specific stations at specific times and must not depart before the specified times. A second principle is that all times shown on schedules must be synchronised so that all clocks and watches used in connection with the operation of trains by such schedules will show the same time at any given instant. A third principle is that each train must have a definite status as relates to all other trains as to its relative superiority.

To take a concrete example, let us suppose that we have a single line section A to M with intermediate stations B, C, D, E, etc. at which there are loop lines where trains can be berthed to clear the main line. We want to provide passenger service twice a day and also two goods trains each way daily. The section runs east from A and it happens it is more important for eastward trains to get to M on time than for westward trains to get to A on time, so we give the

eastward trains superiority by direction. Passenger trains are more important than goods trains and so they are called 'First Class' and the latter 'Second Class'. We have now to set up the schedules of the eight trains and determine with precision the places where each train would meet opposing trains.

The eastward passenger train (first class) has superiority by class and direction and therefore it goes right along, on time or late, because all other trains are inferior and have to keep out of its way. Westward passenger train likewise moves over the line and is not interfered with by any other train except that it has to be clear of the main line wherever it is when the opposing eastward passenger train is due as shown on the schedule. The inferior trains (second class) in like fashion respect each other's superiority.

In the early days, there was no communication out on the road and there could be no train orders delivered to trains after they left their terminals and opposing extra trains could not be run, so when additional trains were required, they were run as sections of regular trains. At first this was accomplished by having the first section 'flag' all opposing trains, i.e. notify them that there was another part of equal superiority and same schedule following the regular train. Out of this grew the practice of first section of trains carrying flags which were originally red and later green which in those days meant a caution indication.

Train orders

When Morse built his first telegraph line in 1844, the railways were ready to adopt this system of instantaneous communication to suit their requirements. At first it was used merely for communication between stations and headquarters and the railways were most cautious in using it to actually direct the movements of trains. Later it came to be extensively

used for the issue of 'special orders' now commonly known as 'Train Orders' to control the movements of trains by restricting the superiority of some trains, conferring superiority on others, holding trains, authorising movements of extra trains and so on. It is needless to add that with the introduction of telephone, the Morse system has been completely superseded by the former.

Double Lines

All the foregoing applies to single track lines where the major problem concerns the handling of trains in opposite direction. As soon as double lines were laid, the difficulties of controlling train movements were greatly reduced by assigning one track for one direction of traffic and the other for the opposite direction. But the use of train orders on double track was also found necessary for certain purposes such as to permit second class trains to run to the timings of first class trains, to annul schedules of trains, to run sections of trains, to impose slow orders, etc.

The above methods of operating trains by time table and train orders on single and double lines without block systems is still used on some portions of almost every line in America, in fact, on 47 per cent of the total main line mileage in the U.S.A.

In many respects, the American system resembles the system adopted by Indian Railways for train working on non-controlled sections, where crossings of trains are arranged in accordance with the time table and the precedence of trains laid down in the rules. The differences, however, are:

1. In India the system is adopted only on non-controlled sections while in America it is used even on sections where all stations are connected by telephone.

2. In India, the train Dispatcher (Controller) decides the precedence of

(Continued on page 47)

(Contd. from previous issue)

Technical Ramblings of a Trackcomber

Mr. J. V. Stuart-Edwards, M. B. E.

Wood Sleepers

THERE is very little I can say about Wood Sleepers, except that they are in grave short supply. There is no hard and fast policy of when a complete stretch is to be what is known as "through renewed". Some railways have a system where they allow up to a certain percentage of unserviceable sleepers to continue and when these reach a certain stage where the percentage goes above the permissible limit, the entire quantity is renewed. This has several advantages. At the same time, of course, it must be remembered that emergency renewals of exceptionally bad sleepers, or those that have been burnt, are carried out. Then again, other railways adopt the system of renewing individual sleepers as and when they are found to deteriorate. All these sleepers are of course dated so that one can readily see when exactly they were laid in the line. I think it would be an excellent idea if there is some uniform system, whereby our Railways follow some uniform practice.

Drilling Fishbolt Holes

Some years ago when I was visiting the U.S.A. I came across a very ingenious type of Flat Beaded Drill Bit which was being used extensively in some power machines for drilling fishbolt holes. These are a distinct advantage over ordinary twist drills, first because they are half the price, and secondly, they are easy to maintain and do not chip as readily as twist drills. All that is required for using them on ordinary hand drills is a modification of the chuck.

Hacksaw blades for Rail Cutting

It is surprising that demands for hacksaw blades of various thicknesses, sizes and numbers of teeth per inch are prevalent all over India. They are all required by P.W.I.'s for cutting rails, and there is scope here for local railways to give some consideration to

what is the most economical and best size to adopt. This will greatly facilitate business houses having the current size readily available. From my experience, in any type of power machine, the best results are obtained by a high tungsten content blade having about 6 or 8 teeth per inch. When it comes to hand hacksaw blades, one may adopt a blade with a large number of teeth, say about 20 or 24 teeth per inch, but it only means longer time in cutting. The most economical number of teeth for hand cutting is about 18 per inch.

Oiling and Greasing of Fish Plates, Fishbolts, and Nuts

All engineering officers and P.W.I.'s are fully aware of the laborious process that is carried out once a year in the oiling and greasing of fishplates. I feel there is vast scope for improvement in the methods. The methods adopted are such that there are several caution notices to traffic, which causes a certain slowing up of movement. Our young engineers should now devise ways and means of pressure lubrication where the fishplates and fishbolts and nuts need not be completely removed from the joint, but only slackened off for a very small amount to enable this pressure lubricating to be done. The amount of slackening should be such that it would not in any way endanger passing vehicles even at their normal speeds.

Points and Crossings

The renewal of points and crossings throughout our Indian Union is assuming such large proportions that in long stretches of main line, say, from Bombay to Delhi, one invariably comes across a large number of speed restrictions, as a result of which traffic is considerably slowed. One way of overcoming these continual renewals is the use of Points and Crossings manufactured from High Manganese Steel in localities where wear is very

prominent. It is well for all concerned to give a little thought to all such renewals, because the life may be prolonged indefinitely, and sometimes up to 40 years if High Manganese is used.

Butterfly roofing for railway platforms

I am extremely proud of this design because it was one of the first efforts of the Central Standards Office, where I was working from 1929 to 1937, and a tremendous lot of research has gone into this design. If a key plan is obtained, you will see the variations to which this coverage can be modified. The appearance is also very pleasing and if the stanchions and the structural parts are painted with aluminium paint, it enhances its appearance. One aspect which I think should not be lost sight of is the adaptability of this very design for goodsheds and similar storage sheds.

Station name boards

Much can be done with a little ingenuity, patience and the devoting of time to producing designs which do not conflict with regulations. When I was with the Central Railway, I had produced a type of enamelled station name board, similar to those used overseas on Subways and Underground Railways. Here I adopted the three colours of the Indian Union and the result was very pleasing indeed. The greatest advantage is that once these name boards, which are stove-enamelled, are put up in any locality, they are practically forever without attention. No money is wasted on continual painting and repainting. These are a definite economy in the long run, and moreover, at suburban stations they are spaced intervals of 100-150 feet with the result that passengers can almost anywhere ascertain the name of the station. The boards are 4' x 4' and add colour to the general appearance of the station. I do not mean to imply that they should be adopted at all wayside stations, but certainly if similar boards are put up on important junctions, I feel that they

would be a very great help to the travelling public, and also enhance the general appearance. They are invariably fitted on the walls of the main station building, or if on island platforms, in the middle of the platforms, with the name on both sides. I am sure that if anybody interested writes to the Central Railway, they would obtain plans, because it was my principle always to have clear cut plans and specifications for any material that was ordered.

Plywoods and Laminated woods

Our factories in India are producing a very high grade of plywood which I can confidently state, is superior to many of the imported hardboards and plywoods. The specification to which these plywoods are manufactured is very rigid and one of the clauses is that samples could be boiled for three hours without showing any signs of delamination. At present these high grade plywoods are being used exclusively for the interior panelling of railway coaches. There is literally unlimited scope for all structural purposes and it would be well for our young engineers to periodically arrange visits to various plywood factories so that they can obtain an insight into the methods of manufacture. The wood is either sliced or peeled in thicknesses of about one-sixteenth or less of an inch. The better portions are selected and in a special machine these veneers are bonded edgewise with phenolformaldehyde under heat and pressure. Having formed sheets of about 8' x 4' then they are bonded under pressure in thick sheets forming several plies. If you just think for a while you will appreciate what an economy this is. In many of our structural works we have to obtain timbers of certain thickness without any defects or faults. With our shortage of timber it is very difficult and expensive to get good qualities. Here is a process of utilising low grade woods, which by virtue of their bonding and cross-bonding, results in strengths far in excess of ordinary wood of the same thickness.

Not satisfied with this, these factories have gone a step further and are producing Laminated woods after having compressed the original wood to about half its volume. In the process of doing this they are in a position to mould to any shape, resulting in tremendous economies over cutting to shapes from blocks of wood.

Another aspect on which one factory is concentrating is the manufacture of **Shuttering Boards for Concrete**. In all the concrete structures that are put up, we invariably use Timber Shuttering, which is now very difficult to obtain in large widths and lengths. The result is that any shuttering now consists of a whole series of small sections which are seldom satisfactorily jointed. The results in the finished concrete can be well imagined, for, wherever there is a joint in the wood there is a "burr" in the concrete. In Plywood Shuttering Boards, the factories can offer up to 4' widths and lengths of 8'. The advantages are obvious and as the boards are also bonded with phenolformaldehyde, it is not affected by moisture or water. A further advancement is the moulding of these Shuttering Boards to any shape which is particularly useful for the centering of arches and culverts.

Our Government has patented a type of Board known as "**Bamboo Boards**". This consists of two or more woven sheets of Bamboo with a core of jungle wood, the whole of which is impregnated and bonded with phenol-formaldehyde producing a product which is guaranteed to stand up to the ravages of termites, dry rot and the very heavy monsoons. They are particularly useful for temporary hutments and semi-permanent structures. They are comparatively cheap and easy to erect and have insulating properties seldom found in other varieties. An example of what can be achieved with these boards is the hut erected in the premises of the Annapurna at New Marine Lines, Bombay—opposite the Offices of the Western Railway. This structure is actually not a hut but a small residence consisting of Bamboo

Boards even on the roofing. This structure has stood four of the heaviest Bombay monsoons and is a standing testimony of the material.

Workshop Capacity

There is a very sad and deplorable tendency for most railway workshops not to make the fullest use of the plant and staff attached to them but to continually send indents to the Stores for the smallest items possible. I have seen indents and subsequent tenders for small pieces of plywood and the like which are required to be cut to certain shapes. All this involves a tremendous lot of correspondence when such items could so conveniently be manufactured in the workshops from raw material. We have all over India some very excellent Mechanical and C & W Workshops. In addition most railways have their own Civil Engineering Workshop which is invariably under or attached to the Bridge Department. I feel that the greatest use should be made of these to expand and produce more and more items which are difficult to obtain from the country. Assistant Engineers and all responsible for such work should be periodically sent to these workshops to look round and see what capacity they can find or what items they require which could be economically manufactured therein.

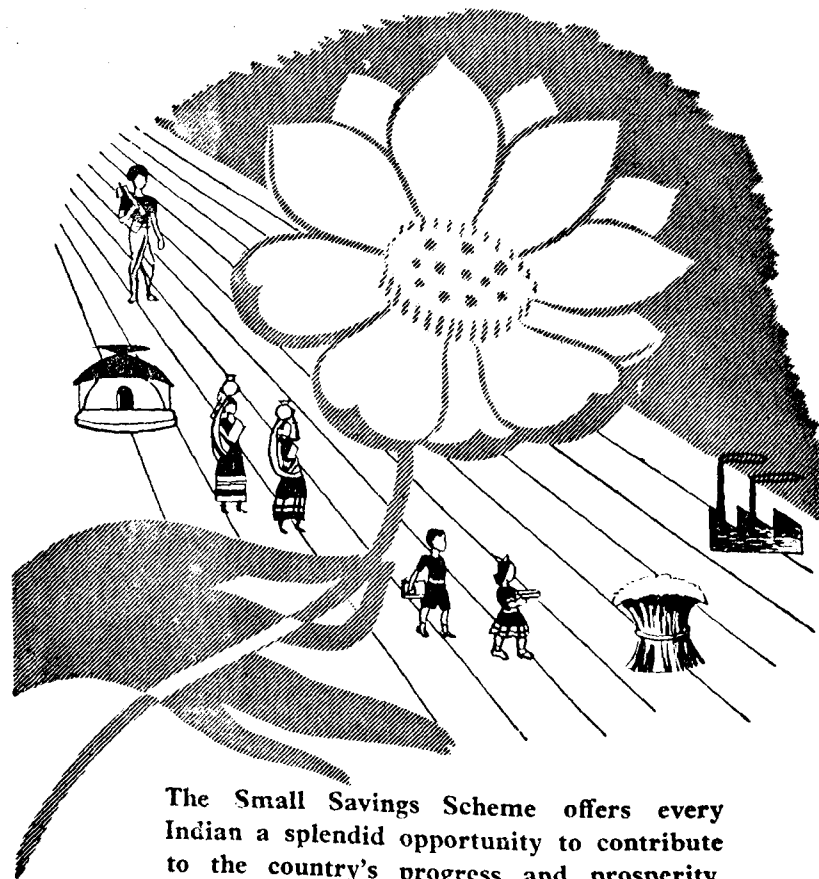
Indigenous Manufacture

We are experiencing an unprecedented shortage of certain essential items which we are unable to manufacture in our country and have always to resort to importation.

Many of these small items—however small they look—require specialised plan and equipment. No business house or industrialist is prepared to instal and invest money on such plant if there is no guarantee whatsoever that he may receive any orders at all. Having set up a plant and having gone through all teething troubles of solving methods of manufacture he finds that he is compelled to tender along with

(Continued on page 35)

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AC.55/45

The Man About the House

Rama Srinivasan

I stood thumbing the book longingly. It was a knitting book, in art paper, with colour plates of lovely designs. I was summing up courage to ask my husband to buy it for me.

He looked over my shoulders, took the book from my hands, snorted and exclaimed with a quick glance at the price, "What do you want that for? You are not really interested in knitting. Come along, it is getting late."

I was terribly annoyed but could do nothing except shrug my shoulders and march out of the shop. When he did not follow me out, I looked in to see what had happened. There he was, at the counter, paying for two books. For a moment I hoped the knitting book was one of the two. But no—one was called "The Home Workshop" while the other was some book on hobbies. Financial damage—Rupees fifteen!"

I walked home in silence while he delivered an elaborate lecture, more to convince himself than to satisfy me, about the necessity of every man having an interest, a hobby, outside his office work.

On Sunday morning he sat down to "study" the books. A curious glint came into his eyes and I crossed my fingers and awaited the worst. I had terrible visions of him trying to be the handy man about the house, and the havoc he was likely to wreak.

He closed the book with the assurance of a man who had made a decision, and turned to me.

"What have you stored in that room in the outhouse?" he enquired.

"All sorts of odds and ends, some broken bits of furniture and other rubbish that you will not let me throw away."

"Will you clear it up for me now? I shall help you. I propose to make it my workshop. I am going to take up carpentry as my hobby," he declared, in an exaggeratedly casual tone.

I made no reply.

"Why, you do not seem to be excited by the idea?" he pursued.

"What do you expect me to do, get up and dance? It is just that I cannot see you in the role of the odd job man in the house," I countered.

I had the "workshop" cleared, swept and washed. And then all the broken bits of furniture and other odds and ends went right back into the room, because my husband was quite sure he would find some use for them.

"What is the use of all this rubbish? They are good only as firewood," I protested.

"Good Lord, this really shows how unimaginative you are. I shall begin my carpentry with them. Look at this," he said, holding up an old broken teapoy. "Didn't you want a stool to keep the water pot on? I shall make you one with this. Don't you dare use these as firewood. Rubbish indeed!"

There was nothing more to be said on the subject. Next when we went on a shopping expedition to buy the various hardware equipment, my uncle happened to accompany us. He gaped when my husband presented to the shopkeeper a long list of tools and things he required—starting with planes (two kinds), saws (two kinds), hammers, brace and bit and ending up with finishing nails and French polish. He gaped wider when the shopkeeper added a few more things to the list and presented a longer bill to my husband. I avoided my uncle's eyes and stared blankly out of the shop. There was the price of a beautiful sari gone down the drain!

My uncle whispered to me, "Why is he wasting so much money? What is he going to do with all those things?"

"He is taking up carpentry as a useful hobby. He is going to do all the minor repair works at home and also small bits of necessary furniture," I

explained, half apologetically and half sarcastically.

The honour of declaring the "workshop" open was conferred on me. So I took the opportunity to say, "Well, here is the first bit of work for you. Will you please nail a few pegs to hang clothes on, in the bathroom?"

He glared at me and said, "Of all the cheek! Nail a few pegs indeed! I am making that stool first," and started sawing away furiously at the broken bits of furniture.

A couple of days later he said, "These pieces of wood are no good for the stool. You can clear them away."

"In other words, I can use them for firewood?" I enquired sarcastically.

"Do anything you please," he growled. "I am going to make the stool out of that packing case there," and was soon absorbed in his work.

He began with an excess of enthusiasm. He would rush off to the workshop as soon as he returned from office and all the mornings before going to office, he spent cooped in there. When visitors arrived, I had to dash up to inform him and await instructions. Our visitors were duly classified into three categories: those who could be received in the workshop; those who may be received in "working clothes" inside the house; and those who had to be received "properly" in the house in "proper" clothes.

A month later the stool was completed and he placed it proudly in the pantry. There it is even now, and to justify and make known its existence, its rough surface and the nails rearing their heads out of it, keep tugging at my sari whenever I pass by. As the water pot did not take kindly to it, my husband decided that I could use it to reach the top shelves.

The first time I climbed on it, it toppled over and I crashed on to the floor, hurting my elbows and knees. But all that he had to say on the matter was, "Well, I can't help it can I, if you don't know how to stand on a stool?"

"It is because I have not had the experience which you probably had during your school days," I retorted.

Next he tried a hand at polishing a chair, but it underwent a strange metamorphosis. The teakwood chair began to look like a cheap imitation of rosewood in colour. "I don't know what is wrong. I am sure I got all the processes correct," he muttered. But he abandoned polishing as both of us preferred the original colour of our furniture.

I could now detect a slight waning in his interest and decided that the time for action had come, before irreparable damage was done. The next time we went shopping I insisted on buying the knitting book and some wool.

"I am going to knit a pair of socks for you," I declared to my husband.

"But I don't need a pair of knitted socks," he protested.

"You can use one, I am sure," I insisted. "I must find something to keep me occupied while you are busy in the workshop. And surely I am also entitled to have a hobby outside my 'office work'? I might as well knit you a pair of socks."

He could not say anything to that.

I selected a nice fuzzy design with plenty of loops, meant for a lady's jersey, and started knitting the socks. He eyed my progress with anguish, and I thoroughly enjoyed his reaction when I handed him the completed handiwork. But as I was using his stool, he could not refuse to use the socks.

The first time I made him wear it to office, a loop caught a corner of the mudguard when he got out of the car. And as he started walking, the socks started unwinding, providing an amusing spectacle to the passers by.

"What is this piece knitting that you have done," he raged when he returned home.

"It is no worse than your stool. And how can I help it if you cannot keep your foot out of the way of corners of

mudguards? To think of the time and energy I spent on that difficult pattern!" I wailed.

His next attempt was to make a chair for the drawing room. "I am going to design it in a new, comfortable angle. You may stitch cushions for it if you wish," he added graciously.

I watched the progress of the work with increasing concern. When it was completed, he brought the chair and placed it proudly in the drawing room. He was so childishly proud of it that I did not know how to voice my disapproval.

The chair was certainly built in a new angle. **He had sawed at one leg after another**, to make them all of even length, till he realised that if he went any further, the chair would not have any legs left. To one who likes sitting on a wobbly chair, with his knees resting on the ground, and enjoys the sensation of the back of the chair giving him a crick in the neck, it was really comfortable. The reason my husband gave for not using it was that he liked admiring it from another chair.

I now noticed that his interest in carpentry was definitely on the downward trend and needed only a determined push to go down completely. I also saw that he would not banish that horror from the drawing room voluntarily and so started on my next piece of knitting. This time it was a necktie in red with yellow stripes running across.

When I completed it, he most reluctantly and after a lot of cajolery, wore it to office one day, with a tortured look on his face. He returned home fuming.

"Do you realise how my friends made fun of me today?" he stormed. "And the worst of it is they think the colour scheme is my choice!"

"And what do you think my friends have to say about that chair?" I retorted. "I think I shall repeat a joke that bears repetition" I went on. "The wife promised to give up knitting

socks and neckties for the husband if he would stop making furniture for her. There is a proposition for you."

He gladly seized at the excuse I dangled before him, pretending not to realise what I had been up to.

"All right," he replied, trying to keep the sense of relief out of his voice. "Since you will not give up your knitting unless I give up my carpentry, I suppose I shall have to make the sacrifice, and in any case, to be really good at carpentry one has to make a wholetime job of it."

So the workshop has closed down due to labour trouble.

FOR SALE—A complete set of carpentry tools—going cheap!

TECHNICAL RAMBLINGS OF A TRACKCOMBER

(Continued from page 31)

others. It is common practice for newcomers without any plant or equipment, to find out the price at which such and such firm is quoting and quote just a few annas lower in order to obtain the contract and with the contract to set up a competitive plant to produce the same article. Our railway officers should be alive to this and the only way that indigenous production on a cottage industry scale could be improved and brought up to a high standard is by individual officers taking an interest in one or two items—however small—and then visiting several factories or workshops to find out how this could be done. Many of the existing designs are for production from specialised plant. It follows that if substitutes from indigenous source are to be obtained there should be some re-designing of the part or item required. The only way that we can achieve success is by a very patient and thorough sifting out of each and every item required.

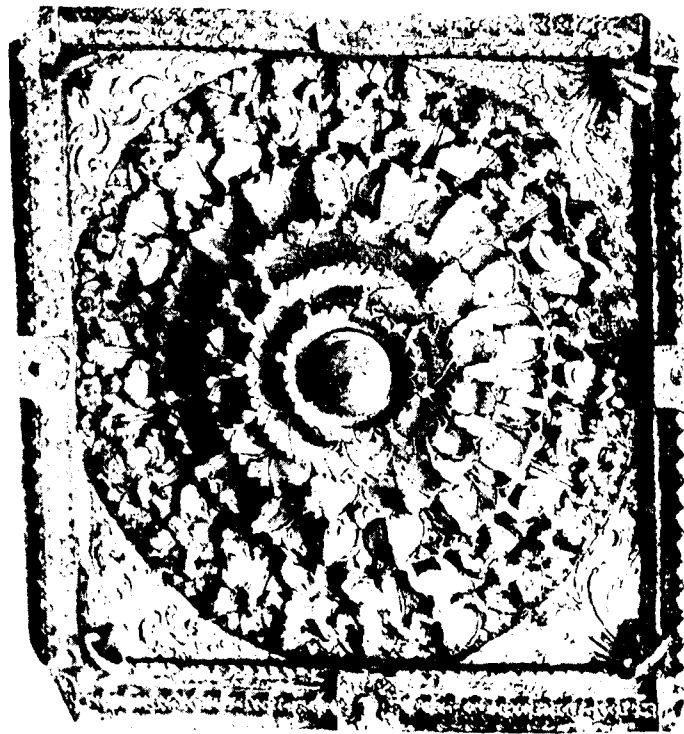
In concluding please remember "unity is strength"—we should therefore all pull together with commercial houses and manufacturers.

The Temple without Worship

E. S. Mahalingam

THE one and perhaps the only temple in India, which could be entered by anybody, whatever his nationality, community, domicile, etc., and whatever his dress may be, is the **Jalakanteswara** temple at Vellore. The visitor may even have his shoes on, up to the main shrine, and enjoy the temple art and architecture, at its best.

martial North India. The walls of the fort run on on four sides, with a deep moat around, varying in width. The walls are built with admirably cut stones, fitted with mortar and completed with bastions, towers and parapets of rare beauty, at intervals. The moat is partly dry nowadays and on one side, where the water level is high, the Government is experimenting the



The central portion of the great cornice on the ceiling is a monolith showing a Lotus Flower. Each petal of the flower is held by a parrot in its beak and the perimeter is surrounded by dancing girls

Vellore, 87 miles from Madras, is situated 4 miles from Katpadi, on the Madras-Bangalore line. The town, popularly known as Royavellore contains a large masonry fort, on the plains, which is considered as a perfect specimen of military architecture to be found in the South, which has considerably lesser number of military bases and forts, in comparison to the

expansion of their fishing industry. During the olden times, in times of war, it is stated that the ditch ever filled up to high level, used to nourish crocodiles and deadly sharks, which could devour twice as many soldiers as their number.

On the north east angle of the fort, is situated the temple, with a highly carved edifice, but which is alas! not

September 1955

THE TEMPLE WITHOUT WORSHIP

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much cared for, since the past two and a half centuries except by art worshippers. Local tradition asserts that the temple and the fort were built during the year A.D. 1295, while Mr. Fergusson deduces the date to be approximately in between the years A.D. 1300 & 1400. We have only to believe in tradition, as to the creator of this masterpiece, as other ideas are conflicting. That is, Bommi Reddi, a chieftain of Krishna Deva Raya of Vijayanagar.

The builder deserves commendation for the magnificent construction of the pagoda and the precious Kalyana Mantapam. The pagoda is seven storeyed and 100 feet in height. The entrance to the temple is guarded by two lively and mighty dwarapalakas, eight and a half feet in height, carved elegantly out of blue monogranite. Though their limbs are slightly damaged, perhaps due to weather, the carvings and the ornaments are so minutely and exquisitely chiselled, to bewilder anybody. The hair locks of the images are worthy of attention.

As we pass through the massive wooden gates, 25 feet in height, the most wonderful portion of the temple, the Kalyana Mantapam, or the marriage pavilion, is come across.

The pavilion is built on monolithic pillars of exquisite beauty, which can astonish even a great architect as Mr. Fergusson. An extract from his famous work, 'History of Eastern and Indian Architecture' will convince anybody about the precious value of the architectural carvings in this hall and its pillars. He states therein:

"The yalis and the rearing horsemen are clearly and sharply cut, and far from being so extravagant as they sometimes are. The great cornice, too, with its double flexures and its little trellice-work of supports, is not only very elegant in form, but one of those marvels of patient industry, such as are to be found hardly anywhere else. There

are many such cornices, however, in the South; one at Avadayar Koil is deeper and more elaborate than even this one. The outer facing there is said to be only about an inch in thickness and its network of supports is more elaborate and more delicate than those at Vellore, though it is difficult to understand how either was ever executed in so hard a material. It seems impossible that the horsemen, the yalis and above all, the great cornice of double curvature could have been brought to these fixed forms without long experience, and the difficulty is to understand how they could have ever elaborated in stone at all, as they are so unlike lithic forms found anywhere else; yet they are not wooden, nor is there any trace in them of any of their details being derived from wooden architecture, as is so evidently

Hunter's love—The maid is the daughter of a hunter King. She ran a thorn in her foot. Her lover comes to her rescue. He considers the thorn as a fortune as it has given him an opportunity to be of service to his beloved



the case with the Buddhist architecture of the North. The one suggestion that occurs to me is that they are derived from terra-cotta forms."

The elephants and the spirited stallions, with warriors over them are beauty in themselves and in the mouth of one of these animals, there existed a stone ball which could be freely rotated within its jaw, but which could not be extricated. However, it is a hypothesis now, as some one averse to fine art has broken the stone ball.

The architecture here is of the Vijayanagar type, and can be claimed to be very good, if not best. Most of the figures are complete and not so damaged as in many other places like Hampi, etc. Is it due to the fact that there is no regular puja, etc., for the past three centuries? Perhaps, it is one of the leading factors.

Ramayana epic, Bhagwatam and other mythological stories have been freely illustrated in stone in the hall and its pillars. Truly, the time spent in the observation of the pavilion and every piece of art on the monolithic pillars is likely to inspire the visitor with profound astonishment.

There are not even fifty pillars in the 'Kalyana Mantapam' not to speak of the thousand pillars, the usual feature of a Dravidian temple; but each pillar is more elaborately carved, than in many of the famous temples of the South. Most of the figures are only two to three and a half feet in height; though this may be so, they speak and stand as specimens of Vijayanagar supremacy and glory.

Besides the fort and the temple, there are many other interesting places at Vellore, which should not go unseen, i.e., the 400 tombs of the many wives of Hyder Ali and Tipu Sultan, the American Mission Hospital and Medical College, started and organised by Dr. Schudder, the Central Jail (only for a visit!) and the Church, being some of the foremost.

Finally, Vellore is a mysterious town, a great educational centre, an architectural treasure house and of great historical cum tourist interest.

"Dwarapalaka". There are two Dwara-palakas placed one on either side of the entrance. The idol, 3½ ft. in height, is exquisitely chiselled out of blue monogramite



Indian Railway Rates Tribunal

(4) A Resume of its Decisions

G. Runga Raju

ON July 1955 number of 'SOUTH-RAILNEWS', a resumé of the decision in Complaint No. 5 of 1952, one of the Cases of 1953, disposed of by the Railway Rates Tribunal, was given. A similar resumé for another case of that year, together with a summary of the Orders on the two Writ Petitions, filed in the High Court of Madras, will be covered now. The previous articles appeared in April, June and July 1955 numbers of this Journal and printed copies of the decisions of the Tribunal as well as the Orders of the High Court on the Writ Petitions may be obtained by interested readers, from the Secretary, Railway Rates Tribunal, Adyar, Madras.

1953—RRT

COMPLAINT NO. 2 OF 1952

The Engineering Supplies Co.,
Bombay ... Applicant

vs.

The Southern Railway, Madras
The Central Railway, Bombay
... Respondents

Messrs. Hindusthan Materials,
Bombay ... Intervener

The Engineering Supplies Co. Bombay complained under Section 41(1) of the Indian Railways Act IX of 1890 that:

1. the station-to-station rate of Re. 1-3-6 per maund from Bhadravati to Bombay (643 miles) for Cast Iron Pipes, in wagon loads was unduly prejudicial, when compared with the station-to-station rate of Re. 1-6-10 per maund from Bisco to Bombay (1155 miles) and that the former rate should be fixed on the same maund mile basis of the Bisco-Bombay rate or on the same percentage of reduction as it bears to its full tariff rate.

2. Railways have a station-to-station rate to Bombay from Bhadravati and decline to quote similar rates to Kalyan and Ambarnath etc. on the way to Bombay, through which the traffic to Bombay passes.

3. Railways are causing undue preference by refusing to apply to cast Iron Pipes the station-to-station rate quoted generally for Iron or Steel Division B under which several species of iron and steel articles are grouped, from Bhadravati to Poona.

4. the Tribunal should give a declaration that so long as the special rates from Bisco to Bombay and Bhadravati to Bombay, Poona and other stations remained in force up to April 1, 1952, the refusal to quote new station-to-station rates from Bhadravati to Ambarnath and Kalyan being unreasonable and unduly prejudicial under Section 28 of the Act, proper station-to-station rates should have been charged and that the excess collected from the Applicant for traffic from Bhadravati to Bombay from October 15, 1949 and from Bhadravati to Ambarnath and Kalyan from January 1951 should be directed to be refunded.

5. the cancellation of the special rate from Bhadravati to Poona for Cast Iron Pipes only and the consequential charging at the rate of Re. 1-9-7 per maund for them, as against Re. 1-1-11 for all other articles under Iron and Steel Division B should be ordered to be withdrawn, as being unreasonable and in contravention to Section 28 of the Act and that proper station-to-station rates from Bhadravati to Poona, Ambarnath, Kalyan, etc. should be fixed.

This case is significant for two reasons. First, the Applicant's contentions for reduction involve consideration of the principles on which Railways grant station-to-station rates. Second, his request for a declaration by the Tribunal for refund of charges

paid on previous transactions and the refusal by the Tribunal to do so, for want of jurisdiction, led to the filing of Writ Petitions before the High Court of Madras for the first time, since the Railway Rates Tribunal commenced functioning from November 1949.

The President was of opinion that in view of the fact that the special rate from Bhadravati to Bombay being lower by Rs. 3.4 per maund, as compared with the special rate from Bisco to Bombay, Bhadravati can compete advantageously with Bisco and the question of undue prejudice did not arise under Sec. 28 of the Act. Further, it was not proved that the special rate of Rs. 1-3-6 per maund from Bhadravati to Bombay was unreasonable *per se*, for warranting reduction in it.

In regard to the relief claimed by the Applicant in respect of the rate from Bhadravati to Poona for Cast Iron Pipes (No. 3 above) they are classified under Iron or Steel Division B, Class 4 for smalls and Class 3 for wagon loads, subject to the minimum weight of 330 maunds per metre gauge 4-wheeled wagon. Cast Iron Pipes, though charged at the same class, are subject to a lower minimum weight of 240 maunds per metre gauge wagon. As against the tariff rate of Rs. 1-9-7 per maund from Bhadravati to Poona, a special rate of Rs. 1-1-11 per maund was quoted for all articles under Iron or Steel Division B including Cast Iron Pipes; but from April 1, 1952, the special rate was made inapplicable for the latter, while it continued to apply for other articles. The President was not prepared to concede the Applicant's request, on the ground that the transportation characteristics of Cast Iron Pipes were different from other articles under Iron or Steel Division B and that the lower minimum weight of 240 maunds for Cast Iron Pipes, based on loadability tests, justified a higher rate of freight, as compared with other iron and steel

articles, under Division B chargeable on the minimum weight of 330 maunds per metre gauge wagon. Moreover, the demand for the former is restricted to the needs of Public Works, while other articles were for general use, which could not bear enhancement at the time of revision in 1948, to the same extent as Cast Iron Pipes.

As for the Applicant's contention (No. 2 above), in respect of the rates to Ambernath, etc., different considerations arise. Prior to January 1, 1948, the special rate of Rs. 11 per maund from Bhadravati to Bombay was also applicable to Kalyan and Ambernath. Under instructions from the Railway Board, such blanket rates, applicable to more than one station, with difference in distance, were cancelled and only the special rate to Bombay was retained, after January 1, 1948, with the result that traffic from Bhadravati passing Ambernath and Kalyan to Bombay was charged at higher rates. Rule 71(2) in the Indian Railway's Goods Tariff No. 28, page 29, stating that the charge for the lesser distance shall not exceed the charge for the greater distance under certain conditions does not apply to station-to-station rates. In the present case, the Railway Board directed that the existing special rates for Cast Iron Pipes from Bisco and Bhadravati to Bombay should be cancelled, after due notice. The rate from Bisco to Bombay was cancelled accordingly, after the complaint was filed; but the cancellation of the rate from Bhadravati has been deferred by a temporary injunction from the Tribunal. The President was of opinion that the Applicant had expressed his willingness to pay the additional rebooking charges from Bombay and that special rates from Bhadravati to Ambernath and Kalyan should be quoted on this basis, so long as the special rate to Bombay is operative.

[It may be observed in this context that in virtue of the long-and-short-haul provision in Section 4 of the Interstate Commerce Act of U.S.A.

quotation of such rates is prohibited, except with the approval of the Interstate Commerce Commission. A similar restriction is not imposed in the Indian Railways Act IX of 1890—a relic of 19th century legislation.]

Arising from this finding that re-booking rates should be operative to Kalyan and Ambernath, the question of refund of excess charge, collected from 1951 remains for consideration. Under Section 39 of the Indian Railways Act, the Tribunal is not empowered to arrange refund of excess charges, payment of compensation, etc., but it can declare what was the reasonable rate to levy. The President did not express any opinion regarding the use, which the Applicant in this case can make of the declaration. If the Railways refuse to act on this declaration and refuse a refund and the Applicant chooses to file a suit in a Civil Court **it will be for that Court to decide whether the suit is or is not barred by the provisions of Section 26 of the Indian Railways Act IX of 1890.** This inhibition, no doubt, applies to the refund in respect of transactions prior to the filing of the Complaint. Once the Tribunal is seized of the Complaint, it has the jurisdiction to order that the rate should be quoted from the date of the Complaint.

Thus the only relief that the Applicant is entitled to is a declaration that from January 1951, the station-to-station rate for the transport of Cast Iron Pipes in wagon loads from Bhadravati to Ambernath and Kalyan should have been the aggregate rates, based on rebooking at Bombay, at the special rate plus the tariff rate to destination and from the date of filing of the Complaint, such rebooking rates should be quoted. In this context, the provisions of Section 77 may be taken note and the Applicant cannot make a claim for refund of any "overcharge", since the amount recovered already was not in excess, as the rates charged were not "unreasonable", as they have now been declared. The excess

amount, arising from what is ordered now should be treated as kept in suspense, held by the Respondents in trust. **To enable this Tribunal to do full justice between the parties, it is necessary that the power to order a refund in suitable cases should be expressly conferred upon it and the doubt, if any, regarding the application of Section, 77 should be removed by the addition of a proviso to it.**

Another Member agreed with the President.

The third Member, while agreeing with the President in some respects, differed from him on other issues and considered that the special rate from Bhadravati to Bombay should continue and that the special rates to Kalyan and Ambernath should not be higher than this rate and that the special rate from Bhadravati to Poona should be restored for Cast Iron Pipes. In respect of the powers of the Tribunal for refund, he held that the Complainant should be entitled to recover the difference between reasonable charges and the amount actually charged by the Railways and that the Tribunal had power under Sections 39 and 41 taken together, to make an order on the respondents for a refund. "The Tribunal is specially constituted to hear and determine certain types of cases under the Railways Act and it would be reasonable to assume that the Tribunal is the proper authority for adjudicating fully upon matters, which are within its province. When the legislature creates a special body to deal with certain matters, it must be taken that the legislature intended that body to function properly. It must also be the intention of the legislature when depriving the jurisdiction of Civil Courts for breaches of the provisions of Chapter V of the Indian Railways Act to empower the Tribunal to deal with such matters. So, for matters for which no relief could be obtained from the Courts, the Tribunal was the proper authority to make suitable orders." While the President and another Member held that the

Tribunal had no jurisdiction for ordering refund, this Member was of the view that it had. The majority view of the Tribunal prevailed and only a declaration was allowed that from January 1951, the station-to-station rates from Bhadravati to Ambarnath and Kalyan should have been the sum of the rebooking rate at Bombay and that this rate should now be quoted by the Railways from the date of filing of the Complaint, with retrospective effect.

Writ Petitions

Two Petitions Nos. 961 and 1007 under Article 226 of the Constitution of India for issue of a Writ of Certiorari were filed in the High Court of Madras.

The first Petition (961) was presented by the Southern and Central Railways and the Respondents were the Railway Rates Tribunal, the Engineering Supplies Co. Ltd. and Messrs. Hindustan Materials, Bombay. The request was for quashing the Order dated October 9, 1953 of the Railway Rates Tribunal, in so far as the first part granting a Declaration from January 1951 and in the second part in so far as it relates to fixing of rates, prior to the date of its Order passed in Complaint 2/52.

The second Petition (1007) was filed by the Engineering Supplies Co. Ltd., Bombay against the Railway Rates Tribunal and the Southern and Central Railways for quashing and setting aside the Order dated October 9, 1953

1. in so far as the Tribunal rejected the claims for excess paid and
2. in so far as the Tribunal rejected the Applicant's claim that the rate of Re. 1-3-6 from Bhadravati to Bombay was unreasonable and contravened Section 28 of the Indian Railways Act and in so far as the Tribunal ordered that the future station-to-station rate for Cast Iron Pipes ex-Bhadravati to Ambarnath and Kalyan should be quoted from the date of filing the Complaint. They also sought for appropriate

directions or orders of the High Court

- (a) to make an order for refund of excess freight in accordance with the decision of the Tribunal
- (b) to declare that the rate of Re. 1-3-6 per maund for Cast Iron Pipes from Bhadravati to Bombay was unreasonable and violated the provisions of Section 28 of the Indian Railways Act
- (c) to make an order for new station-to-station rate to be quoted by the Railways ex-Bhadravati to Ambarnath and Kalyan from January 1951 and
- (d) to fix the station-to-station rates specifically in rupees, annas and pies.

Both the petitions came for hearing on August 16 and 17, 1954 before the Hon'ble Mr. P. V. Rajamannar, Chief Justice and the Hon'ble Mr. Justice Rajagopala Iyengar.

In W.P. 961 of 1953, the Order of the High Court is summarised below :

1. According to Section 41 (1) of the Indian Railways Act, the injury contemplated is an injury subsisting on the date of the Complaint. In this respect, the Tribunal's jurisdiction is much more narrow and restricted than the jurisdiction of an ordinary court, which can give both a declaratory relief as well as relief by way of refund, if, for instance, a local body levied an illegal tax.

2. Though there is nothing in the Act, imposing a time limit on the Tribunal for the grant of a Declaration that rates, which were operative prior to the date of filing of complaint, were unreasonable, this circumstance itself rather goes to show that it could not have been contemplated that the Tribunal can grant such declaration, for the reason that such rates are lawfully levied by the Railways, until the Tribunal declares them to be

unreasonable or repugnant to Section 28 of the Act. The Order of the Tribunal should be effective from the date of the Complaint under the general rule that the final order or judgment in a case should relate back to the date of the filing of the Complaint, which will, however, apply to particular complaints. In others, the Order of the Tribunal will only operate from the date of the Order, in view of Section 39 of the Act imposing on the Central or State Government the obligation for enforcing such Order.

3. Among the Members of the Tribunal, there was difference of opinion, as regards powers for ordering refund, the President and one of the Members holding the view that the Tribunal did not have the jurisdiction, while the other Member considered that it had. A Special Tribunal, corresponding to the Railway Rates Tribunal, can have jurisdiction and power to award damages or refund of overcharges, only when such jurisdiction and power are conferred by a specific statutory provision. In the absence of such provision, any remedy which the aggrieved party would have can only be at Common Law.

4. In the Interstate Commerce Act of U.S.A., Section 8 expressly enacts that a common carrier will be liable to the person injured by anything done which had been prohibited by the provisions of the Act for the full amount of damages sustained in consequence of any such violation of its provisions and Section 9 confers on the aggrieved party the right to recover such damages in one of the two ways, namely either by Complaint to the Interstate Commerce Commission or by suit in any Court of competent jurisdiction. **There are no provisions in the Indian Railways Act which gives similar power to the Railway Rates Tribunal or a similar right to the aggrieved person.** It is worth noting in this context that it was under Section 196 (1) of the Government of India Act 1935, the Rates Tribunal was

proposed to be constituted and Section 196 (3) specifically referred to orders for the payment of compensation or damages and **costs**, while Section 39 of the Indian Railways Act, under which it is now constituted, refers only to **costs**.

The Petition is allowed to this extent, namely that the first part of the Order of the Tribunal, in so far as it made any declaration for a period before the date of filing of the Complaint, that is January 1951, up to the date of the filing of the Complaint, is hereby quashed. No order as to **costs** in this Petition.

In W.P. 1007, the Order of the High Court is briefly stated below :

1. The Tribunal has no power to order refund of overcharges, as already held in W.P. No. 961.

2. The station-to-station rate of Re. 1-3-6 per maund from Bhadravati to Bombay does not violate the provisions of Section 28 of the Indian Railways Act, as held by the Tribunal. This question is rendered, however, academical, in view of the fact that the Bisco-Bombay station-to-station rate is no longer in existence and the Complainant cannot claim, therefore, any relief "**in futuro**", as the offending ground of discrimination has itself disappeared and the Tribunal has no power to order refund.

3. As regards the rates to Kalyan and Ambarnath, there is no substance in the Complainant's Complaint what the Tribunal is empowered to fix is a rate and not a formula. The Tribunal's fixation of the rates, correlated to Bhadravati-Bombay station-to-station rate is quite proper. His complaint that in case this special rate is enhanced in future, the rates to Ambarnath and Kalyan will go up is untenable, "because otherwise there may be a charge of discrimination."

The Petition is dismissed with costs.

As stated above, this Complaint is conspicuous for more than one reason. The Tribunal's judgment, dealing on fact and law is illuminating and some

of the "lacunae and ambiguities" in the Indian Railways Act mentioned in the terms of reference to the Railway Freight Structure Committee in the Press Communique dated June 16, 1955 are brought out in it. In the Order of the High Court on the Writ Petitions, the provision in the Interstate Commerce Act, for relief to the aggrieved party for damages and the absence of such a provision in the Indian Railways Act are pointed out, as the President of the Tribunal has done in his judgment. Above all, this is the first Complaint before the Tribunal, which went up to the High Court under Article 226 of the Constitution reading as follows:

"226. (1) Notwithstanding anything in Article 32, every High Court shall have power, throughout the territories in relation to which it exercises jurisdiction to issue to any person or authority, including in appropriate cases any Government, within those territories directions, orders or writs, including writs in the nature of *habeas corpus*, *mandamus*, prohibition, *quo warranto* and *certiorari*, or any of them, for the enforcement of any of the rights conferred by Part III and for any other purpose."

(Note.—Part III has reference to Fundamental Rights)

In accordance with Section 46-A of the Indian Railways Act, the decision of the Tribunal shall be by a majority of the Members sitting and shall be final. Now that resort to Article 226 of the Constitution commenced, it is quite likely that the Tribunal's Orders may be subject to review by the High Court, provided the parties are prepared to move it. It is significant to note, however, that the Tribunal's majority view in the present case was upheld in the main by the High Court. The printed decisions, it may be repeated, will be of absorbing interest to those who wish to get acquainted with the Economics and Law of Railway Transport.

(To be continued)

SOUTHERN RAILWAY TENDER NOTICE

QUILON-ERNAKULAM RAILWAY—SEC. III
—ERNAKULAM SOUTH TO KOTTAYAM—
CONSTRUCTION OF STAFF QUARTERS,
POLICE OUTPOST AND REFRESHMENT
ROOMS AT KOTTAYAM STATION

The Chief Engineer, Southern Railway, Park Town, Madras-3, invites sealed tenders for the above work upto 13-00 hours on 22-9-1955.

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 20-9-1955 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 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. 3,150 is to be paid to the Chief Cashier, Southern Railway, Park Town, Madras-3, before 12-00 hrs. on 20-9-1955. 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. Otherwise, fresh Income-tax Clearance Certificate should be sent.

Tenders will be opened at 11-00 hrs. on 23-9-1955.

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

"The Station by the Wayside"

"Oprail"

YOU are travelling a journey by a fast mail train. Somewhere along that journey your train rolls into a large railway junction, with its maze of tracks criss-crossing in the yard, a number of platforms, the huge station building, with its large number of offices, goods trains standing on other lines, and passenger trains coming and going at almost every hour of the day, and of course, the thousands of passengers that crowd the station concourses and platforms.

But on this same journey of yours the mail will flash through the station by the wayside. If some day you travelled by a slow passenger and got off at one of these wayside stations, what would you see?

A small building, large enough to contain two or three main rooms, and perhaps a couple of small rooms tacked on. There would be one or two rail level platforms, with the up and down main running lines skirting the platforms, and perhaps a passing loop line. In front, or to one side of the station building will be a signal lever frame which controls the operation of the few points, and about four lonely signals about a quarter mile away on each side of the station. Looking around you would also see a cluster of a few buildings for housing the few railwaymen who have to work the station, and beyond that trees, bushes, fields, a village or two, and wide-open spaces.

After a passenger train has paused at this wayside station for a minute or so, a few passengers get on and a few get off. The train moves on and the station seems to go to sleep again, and the whole place seems lonely and deserted.

But the solitude and the silence is deceptive. Back there in the little station building, you will find a railwayman on duty. Step into his office and you will see a table with

the usual pen, ink, papers, some registers, a telephone or two, and a morse telegraph instrument. On one side of the office is the booking counter, with its ticket tubes, and a ticket dating machine. In addition, there will be a few almirahs for keeping forms, books, registers etc. and the important iron cash safe.

What is the station master on duty at the wayside station office doing, when all seems quiet? There's the ping, trr-ring of a telephone. The station master picks up the telephone and listens. Orders are coming over the wire from the control office of the section that a goods train is to be stopped at his station to allow a mail or express fast run-through. The station master gives orders to his porter-cum-signal man to set points and lower signals to admit the goods train on the passing loop. The goods train rolls in later, is safely berthed, and then comes the orders for the run-through of the fast train. Again the signalman goes into action, sets points and lowers signals. A few minutes pass, when there is a roar, and a fast mail thunders through. The station master then enters up details of time of all these operational moves in his train signal register. Throughout his turn of duty these operational movements go on, even though trains may not stop at his station.

A stopping passenger train is due. About half an hour before the train rolls in, the station master takes up his position at the booking counter. On the other side of the counter window, some dozen or more people are waiting to buy tickets. He now issues the tickets and collects the cash paid until the train steams in. Then he locks up his office and goes over to the platform to do some ticket collecting from the detraining passengers. The train moves on, but the station master has instinctively taken note of its time

of arrival and departure. If there has been a few minutes detention beyond the scheduled halt he makes a mental note, as all this information has to be recorded in the appropriate register.

Back in his office he counts and checks the tickets collected and records this in the prescribed form. He must also do the accounting of his ticket sales and cash receipts, which is done when the station seems to have lapsed into silence again.

But what happens at night. The station master on the night shift is not merely a sentry on watch. Even at nights trains must pass and one up and one down passenger train will perhaps stop. By the light of an oil lamp the night man does practically the same duty routine as his day man. Even though there may be fairly long stretches of time when there is nothing doing, and he feels like a doze, he must resist all such temptations. His job is to remain wide-awake and alert during those long night hours, and even more vigilant, as in the dark night man can commit more mistakes than during bright daylight hours. An error of commission or omission on the part of a railwayman who has to watch the passage of both fast and slow trains can be not only costly, but disastrous, as human lives are at stake.

By day and by night the wayside station master is receiving and

despatching and passing mail, express, passenger and goods trains, selling and collecting tickets, giving orders to his signalman-cum-porter for the receipt and despatch of trains, tapping out and receiving messages on his telegraph instrument, keeping in telephone communication with control headquarters for all that is going on by way of train movements, doing all the clerical and accounting work of transportation, and commercial transactions.

The wayside station master is a sort of 'jack of all railway jobs.' Turn by turn during his duty shift he is station master, booking clerk, parcel or goods clerk, telegraphist and clerk. Life in that little wayside station may seem sometimes dull, drab, routine-ridden and rather lonely, as compared with his fellow railwaymen working in the hustle and bustle of the larger stations with big towns and cities close by. But he must possess his heart in patience, as he knows that the day will come when he is older, wiser and more knowledgeable in the ways of the railway world, and his reward will come when he is transferred and posted to a more important job at one of the large stations. Who knows, some day that station master of the little station by the wayside may be Station Superintendent of a large railway terminus like Bombay, Howrah or Madras.



Laughter on Railways

~~~~~ T. M. Rangachari ~~~~~

A passenger was travelling in a slow going train. When the Ticket Examiner was examining the ticket, the passenger asked, "Does the Railway allow passengers to give advice?" The Ticket Examiner replied in gruff tones that he guessed so.

"Well," the passenger went on, "it occurred to me that it would be well to detach the cowcatcher from the front of the engine and hitch it on to the rear of the train. For, you see, we are not liable to overtake a cow, but what is to prevent a cow strolling into the compartment and goring a passenger?"

\* \* \*

On the Bangalore Mail, a passenger who, to judge from appearances, had been hoisting the bottle hailed the Train Conductor as he was passing through his compartment.

"Conductor," he called, "I have got a question and I wish you would kindly answer me."

"What is it?"

"Can you tell me how far ish it from Bangalore to Madras?"

The Conductor told him the distance and went on his way. When he came back, the drunk stopped him again.

"Conductor, I have got another question for you"

"All right, what is it?"

"How far ish it from Madras to Bangalore?"

"Why, I answered that question for you, just a few minutes back."

"No, you did not. You told me how far it wash from Bangalore to Madras: now I want to know how far it ish from Madras to Bangalore."

"Here!" exclaimed the conductor, losing his patience, "What are you

trying to do, kid me? You know very well that the distance from Madras to Bangalore is the same as the distance from Bangalore to Madras. No more or no less."

"Well, now, I don't know," replied the passenger. "It is just a week from Xmas to New Year, but it is a hell of a bigger distance from New Year to Xmas."

### TRAIN DISPATCHING SYSTEMS

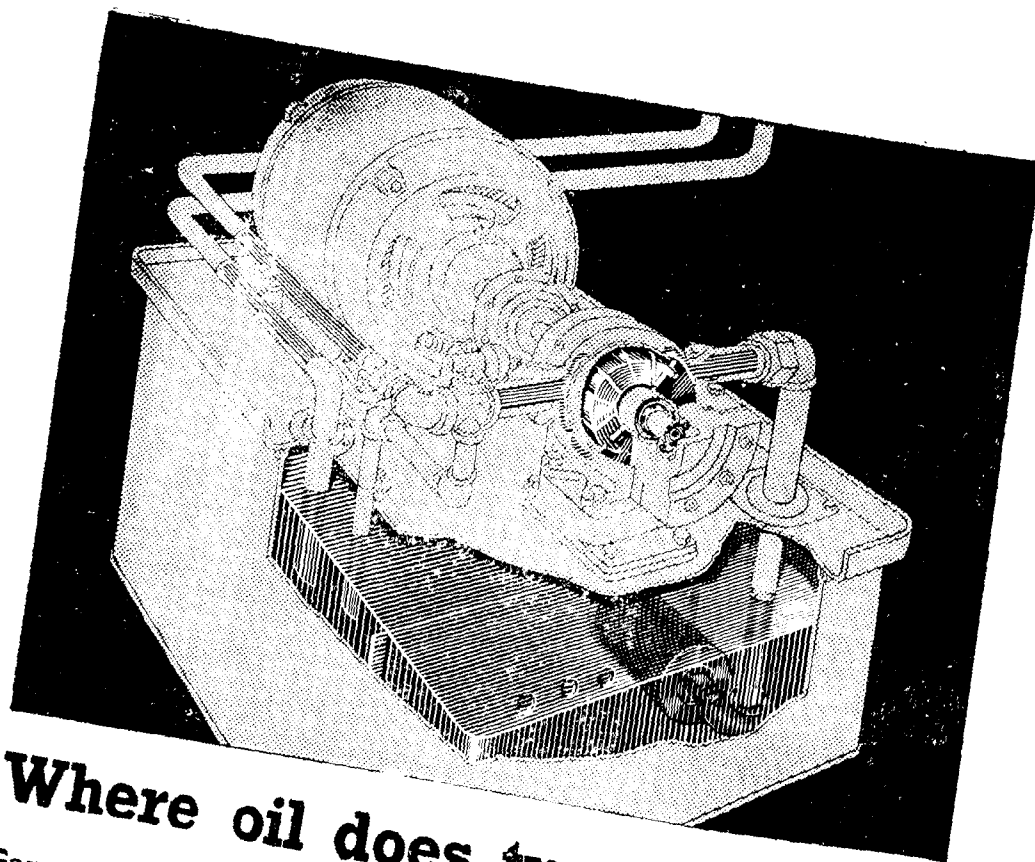
(Continued from page 28)

trains on controlled sections while in America, he just watches the movements of trains as they take place in accordance with the time-table and interferes only when the superiority of a train is to be changed or a 'meet' (crossing) shifted away from the original station shown in the time-table.

Many such sections having no signals or block working and many stations not being manned by railway staff but by agents who are non-railwaymen, train orders are issued by the Dispatcher to the engine crew direct and obeyed by them. Station agents or station staff act as media for conveying the messages to the engine crew by handing them over to running trains through 'train order signals' which are akin to our snap stick apparatus used for handing over and picking up tokens by passing-through trains.

The time-table system combined with permissive working which permits of goods trains following passenger trains into the same section at time intervals, enables American railways to get the maximum capacity out of their single line sections while in certain countries the combination of the Absolute Block System with token working restricts capacity to a considerable extent.

(To be continued)



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V.1927

## Headquarters Officers' Forum

**T**HE Second Meeting of the Officers' Forum was held on Tuesday the 2nd August, 1955, in the Meeting room of the New General Offices, when a symposium on 'How different Departments can help in the removal of transport bottlenecks' was held. Shri S. K. Mukerji, the C.C.S. and Working President of the Forum, presided over the symposium in which the following officers took part:

1. Shri T. S. Parthasarathy, S.O.G. Madras.
2. .. D. B. Patel, R.T.S. RPM.

Initiating the symposium, the President Shri Mukerji, observed:

"We are having this evening a symposium of experts on a subject which needs no introduction to Railwaymen—How the different departments can help in the removal of transport bottlenecks. This is a subject of great topical interest, especially in the context of our commitment to move 20 per cent additional traffic by November this year, and another 50 per cent in the course of the Second Five Year Plan



Shri S. K. Mukerji, C.C.S., addressing the Officers' Forum. (Photo: P. S. Vaidyanathan)

3. .. N. G. Hoskote, R.M.E. Rayapuram.
4. .. M. R. Reddy, NEN/Projects.
5. .. V. K. Sthanuathan, D.C.S. (Rates)/Madras.
6. .. J. J. Batliwala, Dy. C.A.O. Madras.
7. .. N. Venkatasubramaniam, DCOS Perambur.
8. .. C. M. Joseph, D.S.T.E./Madras.
9. .. M. K. Krishnamachari, Statistical Officer.

There was a large gathering of officers from all departments present.

period." He then indicated the time limit allowed for each speaker and said that each speaker should confine himself to the solution which his own department is able to offer for removal of transport bottlenecks. He then requested Shri T. S. Parthasarathy to open the symposium.

Shri Parthasarathy initiated the discussion on the subject. He mentioned that the operating courses at Lahore run under the auspices of the United Nations were mainly intended to impart knowledge to railway officers for tackling bottlenecks. He said that bottlenecks were not a

peculiar feature of the Indian Railways, but had to be faced by all railways, because the amount of traffic that had to be carried during the war and after the war was very much more than that had been provided for in the pre-war days. He enumerated measures that should be taken to overcome bottlenecks like the provision of operational facilities, remodelling of yards, tranship sheds, etc. and getting more powerful locomotives and running longer trains.



Shri T. S. Parthasarathy, S.O.G. MAS, initiating the discussion

With regard to increasing line capacity, he mentioned that double lining is resorted to only after all other avenues had been explored to increase single line capacity. Provision of crossing stations will be all right only upto a particular point and beyond the critical point, the provision of crossing stations will only decrease capacity. He also mentioned that steps should be taken to increase the speed of trains and reduce block working time. He referred to the question of providing central traffic control on selected sections, as the cost of provision of such controls is comparatively much less than doubling of the section and the percentage increase in line capacity that will be available will be proportionately much higher. The administration was at present tackling the problem in two ways (1) extending lengths of loop lines so that longer trains could be run and (2) getting more powerful locomotives.

He also explained how diesel traction and electric traction could be usefully employed in the place of steam locomotives, in order to improve efficiency in running. He mentioned that the question of modifying the present absolute block system of working should be considered and referred to the example of some foreign railways where there was much less cumbersome systems and at the same time, equally safe working, like permissible block working, tokenless block, etc. The incidence of accidents in those countries was more or less comparable with the incidence of accidents on Indian Railways. He also pointed out that mechanisation of tranship sheds, at least partially, and better telecommunication facilities would go a long way in removing transport bottlenecks.

Shri D. B. Patel said that he would classify the bottlenecks into two, man made and machine made. With regard to the human element, all measures were being taken to tighten up the organisation and improving efficiency. He said that so far as the B.G. region was concerned, the total tonnage of goods carried during 1954-55 was 16.2 per cent more than the goods carried during 1951-52 and that it would therefore be possible to carry 20 per cent more traffic, with determination and sustained effort. With

Shri D. B. Patel, R.T.S. RPM, speaking



(Photos: P. S. Vaidhachalam)

regard to machine made difficulties, he mentioned that better locomotives and better tele-communication arrangements would go a long way in helping movement of traffic. He emphasized in particular, the importance of close collaboration between different departments, with a view to ensuring movement of the additional traffic.

Shri N. G. Hoskote, RME/RPM, mentioned several points for removal of transport bottlenecks. He suggested use of more powerful locomotives, running of longer trains and use of better couplings. He mentioned in this connection that a way by which increase of tonnage on the particular sections with low tonnages could be



Shri N. G. Hoskote, R.M.E. RPM, speaking on the occasion

increased was by using boosters on tender wheels of locomotives. One of the important bottlenecks, according to him, was speed restrictions that were being imposed and he mentioned that more personal attention should be paid in regard to the necessity for and the time provided for these restrictions. He was not in favour of increasing speeds by reducing actual running time on the sections, but suggested removal of existing restrictions over facing points at many stations, provision of platforms for main as well as loop lines and reduction in the interval of halt at stations wherever permissible. He mentioned that adequate provision should be made for parcel vans and goods brake vans. He also suggested the use of diesel engines

for shunting and for banking on steep gradients which would enable better use of the locomotive power available now. On certain sections, the hauling capacity of locomotives is being considerably reduced on account of short spells of steep gradients which, if removed, would be very useful for increasing the transport capacity. The overall running time of engines should be curtailed so that there could be better turn-round of engines and better availability of power. He concluded by saying that human relations should also be given due attention, so that staff of all departments could work as one team and do their best to remove bottlenecks.

Shri M. R. Reddy, XEN/Projects, suggested the formation of a small committee consisting of experts from the various departments. This committee should go into the question of bottlenecks as they occur from day to day and come to some definite solutions. He also emphasized the necessity for all departments working out plans for additional works carefully, so that full and adequate information is available for the preparation of estimates for getting sanction for the works. He also mentioned that stores should be made available without delay and imprest stocks of materials stored in adequate quantities, so that works could be executed according to programme.

Shri V. K. Sthanunathan, D.C.S. (Rates), mentioned how the Commercial Department could help in the removal of transport bottlenecks. Among the short-term measures, he suggested the elimination of weightment of wagon loads as far as possible, as this would go a long way in removing congestion in yards and junctions. He suggested consideration of elimination of weightment of wagon loads of consignments such as sand, ballast, ores, etc. which are charged on the carrying capacity, loading being allowed up to prescribed heights according to the floor area of the wagons. Weightment could be eliminated

in the case of other commodities like firewood, sugarcane, etc. by quoting suitable lump-sum wagon load rates, and in the case of commodities like rice, cement, sugar, etc. weights could be computed. If the weights

factor and steps in this direction have already been taken.

In regard to long term measures, he said that with the Second Five Year Plan, the transport requirements in the country would be much more than



Shri V. K. Sthammathan addressing the Forum

given by parties could be relied upon, the acceptance of senders' weight could be extended to a larger number of consignments. It would be necessary, of course, to ensure that there was no overloading by suitable test weighments and careful examination of wagons at junctions by the Train Examining Staff. He pointed out that the saving in shunting expenses and in wagon days on account of elimination of weighment would more than compensate for the probable loss in revenue due to slight overloading.

Another way was to increase the minimum weights fixed for wagon load rates, so that the average wagon load could be increased and thus relieve the pressure on transportation by using lesser number of wagons. He also suggested that even though the Operating minima had been fixed at 240 Maunds and 160 Maunds for Broad and Metre Gauge respectively, steps should be taken to load other consignments along with these, if there is room, and if by so loading, it would not give rise to claims. Quick release of wagons was another important

what the Railways can provide and it is necessary to have co-ordination between different modes of transport in the country like road, rail and coastal shipping. One step has already been taken with the formation of the Shipping-Rail-Coordination Committee. The Commercial Department should assess traffic requirements and suggest plans for carrying the traffic by way of suggesting new lines or conversion of existing M. G. lines into B.G. etc., with a view to ensuring that bottlenecks do not occur.

Shri J. J. Batliwala, Dy. C.A.O. said that the Accounts Department would give all co-operation in removing transport bottlenecks.

Shri N. Venkatasubramaniam, D.C.O.S., Perambur, explained that the Stores Department, by a proper and timely supply of stores, can enable the engines and wagons to be utilised to the full extent and thus help in averting transport bottlenecks. He explained in this connection, the difficulties confronting the Stores Department. It was obligatory to obtain the stores stipulated in the D.G.S.D. list through

that agency and there was considerable difficulty in the indents being complied with. In a proven emergency only the Controller of Stores can place orders for stores worth Rs. 2,000 to Rs. 10,000 with the concurrence of the Accounts Department. He stressed the need for departments giving sufficient time for the procurement of stores, especially where large quantities of stocked and non-stocked items are involved. Recently, the Railway Board has extended the permission to procure in advance stores to the extent of 80 per cent required for programmed special works. He suggested further decentralisation of powers of purchase, which will go a long way to ensure prompt supply of stores, leading to fuller use of rolling stock and quicker execution of works, to overcome the transport bottlenecks.

Shri Joseph, D.S.T.E., Madras, said that one of the important aspects in increasing line capacity was a reduction in the block working time. One way of minimising delays in block working would be by shifting the block instruments to the respective cabins. This would, however, be very costly because an A.S.M. would be required in each cabin, in addition to the A.S.M. at the station. The cheapest way of saving the time lost in recovering and handing over tokens would be by the provision of tokenless block instruments similar to the instruments in use on double lines. The existing Neales instruments on our Main lines are capable of being converted as tokenless block instruments.

The time required to go through the formalities of block working can be saved only by the introduction of Centralised Traffic Control. The approximate cost of this is Rs. 1.2 to Rs. 1.5 lakhs per mile. As the time required for block working is practically eliminated with C.T.C., line capacity would be increased progressively with the number of crossing stations or crossing loops.

Shri M. K. Krishnamachari, Statistical Officer, stressed on the fact that an

important direction in which planning should be done is to increase the wagon load as well as the train load. He pointed out that on our railway, block sections are already the smallest among the Indian Railways and our train density per track mile the highest. Also on account of our being a railway with a higher proportion of track miles of gradients of 1 in 100 and steeper gradients, our train loads are on the average lower than on other railways in the country. He pointed out the necessity of re-aligning our track for easing the gradients, so that better loads could be hauled. Any longer haul by such realignment would mean no more running expenses than the shorter steeper haul, but it would be paid for by the public without demur. The planning of mechanical devices to enable wagons, both open and closed, to be loaded progressively to a higher and higher degree with increasing volumes of traffic is an essential condition of moving economically increasingly larger volumes of transport by rail.

Shri Mukerji then wound up the discussion with the following remarks:

"We have had a very interesting symposium to-day. We did not know that there were so many good speakers. Had I known this, I would have confined the list of speakers to a very narrow limit and given more time to each individual speaker. Anyway, we shall profit by this experience for our future. Normally, it is the function of the President of the symposium to sum up what has been said, but as it is already very late, I shall not attempt to do any such thing . . . . Whenever there is a transport bottleneck, the first thing to do is to analyse what the causes are—whether they are temporary or permanent. If it is a temporary thing, the solution is sometimes easy. Long term measures generally entail capital expenditure and pooling the resources of all the departments. Where the resources of all the departments have to be pooled, we have to

see that departmental bottlenecks do not affect the execution of works. So far as the short term measures are concerned, the Operating Department can help. The transport bottleneck may be at a particular station or yard. It may be over a particular section or it may be over the entire railway. One of the recognised methods for getting over such bottlenecks is the adoption of what is known as the diversionary method. Ways and means have to be devised to divert the traffic through easier routes, even though they may be longer in miles. Especially where the traffic is to go over both Metre and Broad Gauge, sometimes it pays to divert the traffic in such a manner that the movement is all over the Broad Gauge. Amongst other diversionary methods, one on which the Commercial Department can specially help is adjustment of traffic between busy seasons and slack seasons. If by some manipulation of

the rates, traffic can be diverted from busy season to slack season, it means a great operational advantage. This was done in the case of coal traffic in 1940-41. A surcharge on traffic of 20 per cent was levied during the busy season, against 15 per cent in the slack season. In an emergency created by war, such measures may be tolerated, but I wonder whether such measures will get public approval in normal peace time."

Besides the removal of transport bottlenecks over sections, he stressed the importance of paying adequate attention to the terminal facilities, as lack of such facilities may nullify the improvements effected in sectional capacities.

He declared the symposium closed after thanking all the speakers who participated in the discussion and the officers who attended the meeting.

## Officers' Association Celebrates Independence Day

**T**HE Independence Day was celebrated by the Officers of the Southern Railway at a function held under the auspices of the Southern Railway Officers' Association at Hotel Dasaprakash. Nearly 150 persons—officers, their families and guests—were assembled in the auditorium of the hotel at 7-30 p.m. Among those

made of the illuminated Nataraja image which formed an appropriate background to the **padam**.

Shri B. Madhavan again entertained the audience with a few melodious songs, while the stage was being set for the **piece de resistance** of the evening. This was a short two-scene farce, entitled 'Refund', wherein a student who demands a refund of the tuition fees from his college for the reason that he learnt nothing there, is outmanoeuvred and outwitted by the wily professors. The drama was put across the footlights with verve and enthusiasm by the cast which was composed entirely of officers. The dramatic personae were:

### *The Principal*

Shri T. S. Parthasarathy

### *Dāndapani (ex-student)*

Shri R. S. Anuritharaj

### *History Professor*

Shri R. Srinivasan

### *Geography Professor*

Shri C. V. Gopaul

### *Physics Professor*

Shri S. G. V. Raman

### *Mathematics Professor*

Shri V. K. Sthanunathan

### *Peon*

Shri S. G. V. Raman

Shri R. Nagaraja Pillai and Shri R. T. Iyengar having their dinner



Shri S. K. Mukerji, C.C.S. and other officers at Dinner Table

present were the General Manager of the Southern Railway, Shri T. A. Joseph and Shrimati Joseph, Shri K. Sadagopan, Chief Administrative Officer of the Integral Coach Factory and Shrimati Sadagopan.

Following a tasteful dinner, Shri V. K. Sthanunathan, Hony. Secretary of the Southern Railway Officers' Association, expressed his gratitude to all the officers—members of the Association as well as non-members—for their enthusiastic co-operation which alone enabled such a social function being got up.

There was a programme of variety entertainment, which commenced with the 'Vande Mataram' song by Shri B. Madhavan. Then those assembled were treated to a delightful Bharatanatyam performance by Kumari Lavanyalata, a young danseuse of remarkable talent. Though the time was too brief for the artiste to display her capabilities fully, the assembly were given a glimpse of the magic land of Bharatanatyam. Mention must be



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Kumari Lavanyalata



Shri S. K. Gopinath with others at the dinner

Every one of the actors almost lived his part and the continuous roll of laughter from the audience was enough proof of the success of the show. It came as a fitting climax to the evening of enjoyment.

Prizes were then distributed by Shrimati Venkatraman to the holders

of the chosen numbers in the 'Lucky Dip'. The function came to a close with a vote of thanks by Shri B. Venkataraman, President of the Southern Railway Officers' Association and the singing of the National Anthem "Jana Gana Mana."

A section of officers at the Dinner Table



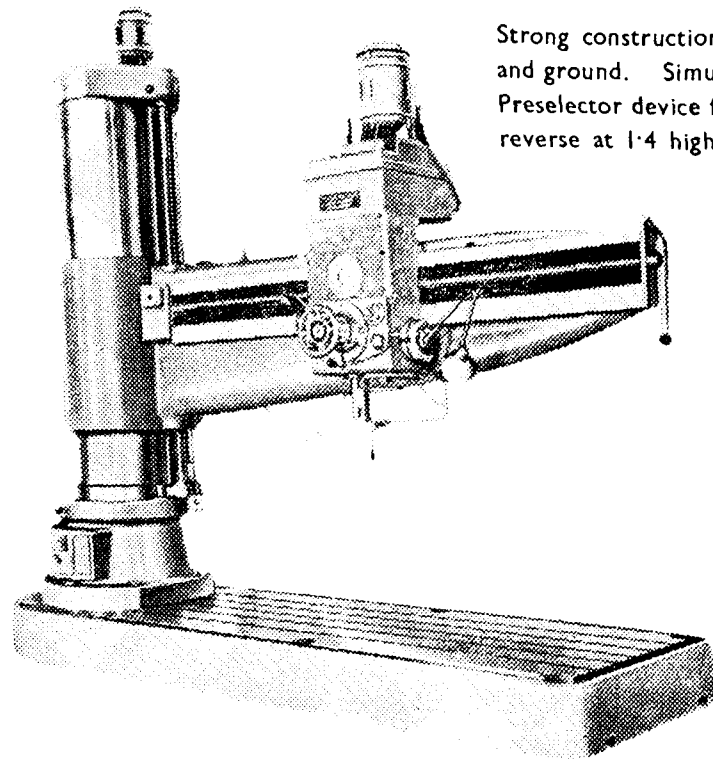
Actors in the play entitled "Refund" (a farce) singing the National Anthem "Jana Gana Mana"



(Photos : P. S. Vedhachalam)

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## Nanjangud

### A Place of Pilgrimage in Mysore State

P. S. V.

**N**ANJANGUD Town Station is 16 miles by rail from Mysore Junction and it is on the Mysore-Chamarajanagar (Metre Gauge) Section of the Southern Railway. It is noted for its big temple and in point of sanctity, it is as important as any other in the Mysore State. The temple is about 4 furlongs from the

The temple Tower (Gopuram) is an imposing structure, erected in the Dravidian Style of architecture, in 1845 by Mummadi Krishnaraja Wodeyar. and various shrines were added to it by the Royal ladies down to 1853. The temple has received many valuable presents from Mysore Rajas and among these, there is also an emerald necklace presented by Hyder Ali.

The temple is 385 feet long by 160 feet broad and is supported by 147 columns. Some of the images in the temple are carved beautifully. Underneath the figures of various deities, surrounding the outside of the temple, their names are inscribed, which enable the devotees to offer special worship to their patron deities.

The madhva mutt of Sri Raghavendraswami in Nanjangud came into existence at the close of the 15th century.

Nanjangud is situated on the bank of the Kabini river, 12 miles south of Mysore, at the place where the Trunk Road branches to Ootacamund. Nanjangud is the Headquarters of the Nanjangud Taluk in the Mysore District.

There is a celebrated car festival here, held in March every year, which lasts for 3 days and attracts thousands of devotees from all parts of the Mysore State.

Nanjangud Town Railway Station is provided with an Upper Class Waiting Room, fitted with electric lights and other amenities for passengers. There are six trains each way every day between Mysore and Nanjangud Town.



(Photo : G. N. Balasubramanian)

Railway Station. It is dedicated to Nanjundeswara, a name given to Shiva, on account of his swallowing the poison that appeared in the process of churning the Milk-Ocean. It is from this attribute of God Shiva that the town derives its name. The temple enjoys an annual grant from the Government.



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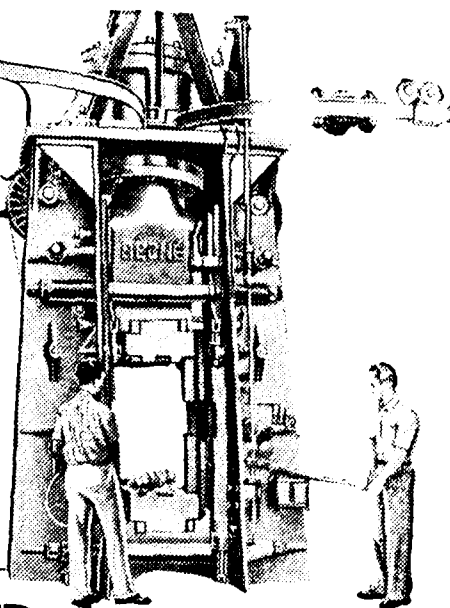
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## Filariasis

Dr. L. R. Parthasarathy, M.B.B.S., D.M.R.  
Assistant Surgeon, Railway Hospital, Perambur

**H**OW often we come across pathetic sight of people with large swollen legs struggling to walk or move about! These cases are the manifestation of Elephantiasis—the more striking phase of Filariasis. The very sight of persons suffering from elephantiasis at once strikes terror and evokes pity. And we shudder to have a second look at the unfortunate victim.

Let us see what this dreadful disease is and what we can do to prevent it.

The disease is caused by a parasite called *Filaria Brancrofti* which is slender and thread-like with curved or spiral tail. This parasite has a widespread distribution in tropical and subtropical places. It is quite common in India in low-lying coastal areas and delta regions. The embryo of the parasite is known as *Microfilaria*. *Microfilariae* are provided with a fine sheath in which they can move backwards and forwards. They are so tiny that they pass through the capillaries very easily. These worms are transmitted into the human system by mosquitoes called *Culex Fatigans*. And once the germs are introduced into the human host by mosquito-bite they find their way into the lymphatics, where they mature and multiply in large numbers. It is a point of interest to note that like Malarial parasites, Filarial parasites also are 'helped' by mosquitoes only to get into the human body.

### Symptoms

The early signs and symptoms of the disease are vague. Some six months to two years may elapse before clinical features appear. But attacks of lymphangitis (inflammation of lymphatic vessels) associated with rigors, high temperature, varying degrees of generalised malaise, pain, numbness, fatigue etc. are the general symptoms of Filariasis. At the height of a severe attack, the entire arm or leg may become red, tender and painful.

The early attacks usually stop after a few days, but they are likely to recur after brief or sometimes long intervals. After repeated attacks of lymphangitis, elephantiasis develops. The legs and the scrotum are more frequently involved whereas the arms and breasts are affected less frequently. The process may be slow but in some cases considerable enlargements are developed to the worst discomfort of the patient who is practically immobilised by mere increase in the weight of the lower limbs or scrotum. Elephantiasis is rarely fatal and it would appear that the patients are condemned to live long to suffer! They finally die on account of intercurrent diseases.

### Diagnosis

The disease is diagnosed by finding the micro-filariae in the peripheral blood. A drop of blood is taken on a slide by puncturing a

finger and when examined under a microscope a number of these tiny "snakes" can be seen. These worms are supposed to be present in the peripheral blood during night time, when the patient is asleep and that is why blood is taken at night. But the possibility of the presence of the worms in day time also is not, however, ruled out.

In advanced cases diagnosis is obviously easier by the manifestations of elephantiasis in which the skin becomes thick, rough, hard and fissured like an elephant's hide and the part affected is enlarged very much.

### Treatment

So far nothing has been discovered to call it a specific remedy. Organic antimony compounds and arsenical compounds have been tried with some success. Hetrazan, a drug recently invented, has a pronounced effect on the circulating microfilariae. Even as early as the second day of the administration of this drug, patients show negative or markedly reduced count for microfilariae. Patients followed up to five months have shown no recurrence and the available evidence suggests that it

also exerts a lethal action on the adult worm.

Filarial vaccine manufactured by the Government Institute at Guindy is giving good results. In early cases if the patient is removed from the endemic area to favourable surroundings, cure is possible.

### Prevention

Mosquito is the intermediary host for the disease; therefore no mosquito means no disease. This mosquito breeds in drains, ditches, discarded tin cans, etc. The identity of the mosquito and knowledge of the conditions which allow it to multiply are of primary importance in control of the disease.

Better housing conditions, proper drainage arrangements, removal of sewage in proper manner should be ensured for prevention of mosquito breeding. Drains and ponds must be kept clear of vegetation. Mosquito nets must be used for freedom from mosquito-bite. In short, good sanitary environments will keep mosquitoes away. And we will be farther away from the dreadful disease **FILARIASIS!**

## HISTORY OF THE IDOL MULA RAMA SITA VIGRAHA

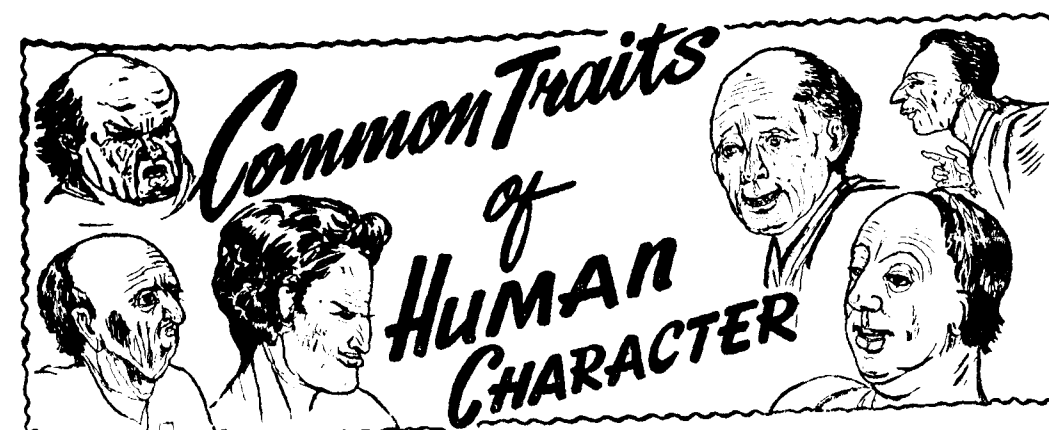
(Continued from page 65)

Padmanabha Theertha of his Mutt and then went away to Badriasrama.

In the days of Raghunandana Theertha of the Madhva Mutt, the idol came into the possession of the Raghavendra Mutt.

Is it any wonder therefore that pilgrims travel in thousands to Mantralaya during the annual festival to have Darshan of this idol which is stated to have been made by the Heavenly sculptor Visvakarma, under orders from God Brahma and which, according to legend, has passed through the hands of such Holy persons as Manu, Surya, Sri Rama and Sri Madhvacharya?

Mantralaya owes its sanctity mainly to the Brindavam (Tomb) of the Madhva Saint, Sri Raghavendraswami. It is believed by some that Sri Prahlada, an Avatara Purusha, re-incarnated himself as Sri Raghavendraswamy. Sincere devotees of this Saint, it is said, are not only relieved from many bodily ailments, which are believed to be incurable, but also have their varied desires in life fulfilled, when they kneel and pray before his tomb at Mantralaya, 9 miles from Manthralayam Road Railway Station, on the Guntakal-Raichur Section of the Southern Railway.



## 7. Grumbling

S. R. Srinivasa Raghavan  
Integral Coach Factory

**G**RUMBLING has been defined as undue complaining about one's lot. Apart from feeling dissatisfied with his own situation in life, the ideal grumbler expresses his bitter feelings on everything under the sun. He is not satisfied with the house in which he lives, with the property he possesses, with his neighbours, with the municipal corporation and with every other thing that comes on his way. It is a great comfort for these people to be constantly grumbling and groaning over imaginary ills. The trouble with grumblers has been classified as chronic and deserving of a surgical operation!

I was struck with the portraiture of a grumbler I saw somewhere. It was an individual grown old with grumbling, with his left palm closed against the left cheek, the nose and eyes contorted, with artificial wrinkles on the forehead, with the eyebrows meeting at the centre, the eye balls rolling in the lower part of two enlarged eyes, and the lips turned upward in a curious curve.

Lawrence Sterne pitied the man who travelled from Dan to Beersheba (a Biblical expression for two places at the ends of a country) and said that it was all barren.

The grumbling class of people have also been called "the very large, very respectable and very knowing class of misanthropes who rejoice in the name of grumblers—persons who are so sure that the world is going to ruin, that they resent every attempt to comfort them as an insult to their sagacity, and accordingly seek their chief consolation in being inconsolable, their chief pleasure in being displeased."

Grumbling about one's personal ills is one thing; but the other sort of grumblers who always feel that the world is proceeding in the wrong direction and things are not happening in the proper way are really fit objects for keen observation and delectation. There is indeed an unfortunate disposition in some people to attend much more to the faults of their companions which, they say, offend them, than to the latter's perfections which please them.

It was not quite a correct appraisal when West felt that "no talent, no self denial, no brains, no character is required to set up in the grumbling business". There are indeed artistic grumblers who can make you feel that, after all, the world is not a fit place for you to live in and convince

(Continued on page 68)

## Birth of the Indian Lute

N. Nagarajan  
Personnel Branch-GM's Office

The Grace and reclining pose of gait,  
Of our Lordess Lady, Parvathi and Maa,  
Amidst the silvery background of snow,  
In the centre table of Global Glee,  
Was seen in slumber and awake alike,  
In Nadha, Thala and Layaa Sukham.  
By the Grand Master of Meditation and Sath,  
In one of the forms of Trinity Lords,  
Shiva, the Nirguna Brahman of Poise,  
Monitor, reclined to oscillation a spec.  
In Him, the sight cooled soft,  
To fine the icy milk of Tathwa,  
And began He to blend, the Nadha Bindhoo,  
To form a fine shape in string;  
Instrumental and composed;  
Composing to the Lovely manifesto and scene,  
Of Parvathi's recline in infinite form;  
Thus birthed out our Veena Vani,  
Beamed through the touch of Shiva Lord,  
Which arose out of surpassing state,  
In Atmic mature and alofting soul.  
Then He, The Brander, Shiva, passed it in turn,  
To presenting the Lord of Creative task,  
The Artisan Lord of lives of all.  
Pleased was He in the presents of Naddh,  
Origin stand of Unique BHEEN  
Named the 'Rudhra Nadha Bhindhu Balam'.  
In turn was it handed from Brahmanandham,  
To His connoisseur Saraswathi Debi,  
The Soul and Source of Culture and Art,  
And Lordess of Learning and knowledge and light.  
Began the Lordess to Nirthyam in state  
And tuned to the strings of That Nadhaa Sudham,  
Came to be cast as Nirthya Saraswathi Form.  
Kindled by the feeling of augury for art,  
And to the spreading trend and taste too,  
Mother granted it Naradha Rishi,  
The eternal bachelor, sage and seer,  
The divine meter of Raga and Song,  
In veena and Thambhur and Layam and Sruthi,  
And unifier of Goodness and Love and fun.  
In such a singing manner of move,  
The veena Voluptuous for Divinity and Thought,  
Came down from Godhead to Goddess first;  
And Goddess in turn to Rishi on good deed;  
And through the Rishi's to us in now,  
She stays in majesty and head of art,  
In music and in instruments of elegance,  
To take us to sublime summit unit  
And soul and love and Nadhalayam  
And lead to Brahman in end,  
And to the soothing Sath Chith Balam  
Of Peace and phase in Eternity true.

## History of the Idol Mula Rama Sita Vighraha

P. S. Vedhachalam  
Publicity Inspector

**P**ILGRIMS visit Mantralaya in thousands on the occasion of Sri Raghavendraswami festival held in August, every year. One great attraction for them during the festival period at Mantralaya is that they can have darshan of the Mula Rama Sita Vighraha, which is now in the possession of the Raghavendra Mutt.

The history of this idol is very interesting. God Brahma of the Hindu Trinity had arranged for 'Sita Rama Vighraha' to be made by Visvakarma, the Heavenly Sculptor, long before the incarnation of Sri Rama and presented the same to Manu, the law-giver and primogenitor of the Hindu Race. When the idol was passed on to Surya the Sun, it became the possession of the Kings of the Solar Dynasty. Sri Rama, an Avatar of God Mahavishnu and a descendant of the Solar Dynasty is stated to have worshipped this idol. An anecdote is worth relating in this connection. While Sri Rama went hunting, Sita asked her Lord Rama as to whom she should offer her daily worship in his absence. Rama is stated to have replied, 'This Sita Rama Vighraha, my ancestors had been worshipping. I am worshipping it too. In my absence, you may worship it also, as the image bears the names of both of us.' Even so Sita-devi worshipped the idol and named it MULA (original) RAMA SITA VIGHRAHA.

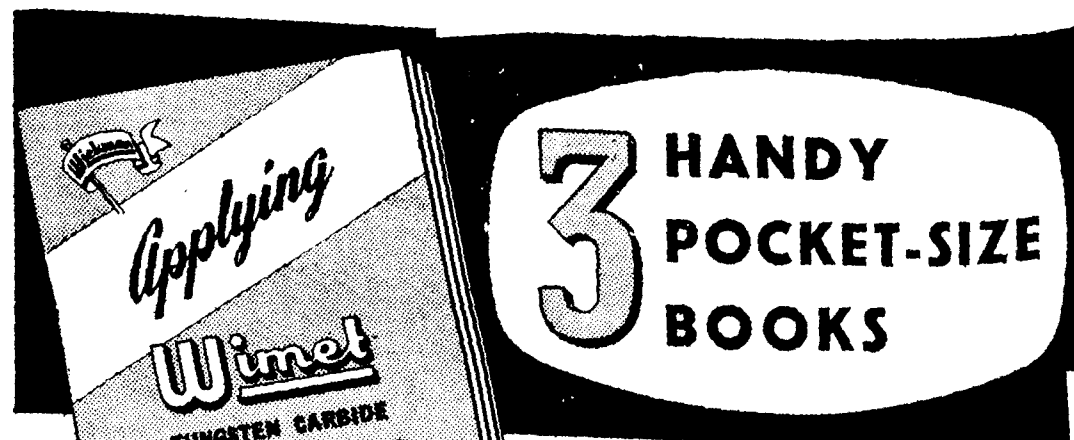
As years rolled on, the image passed into the hands of Maruthi in whose possession it remained for ages.

During the Dwaparayuga, Bhimasena, in his attempt to acquire a SAUGANDHIKA flower came into clash with Anjaneya (Maruthi), but realising that they were brothers and sons of Vayu, the God of Wind, the 'Aeolus' of the Hindu Pantheon, they became friends. In memory of this fight, Anjaneya presented the image

of MULA RAMA SITA to Bhimasena. Tradition has it that after the exit of the Pandavas, this image passed into the hands of Gajapathi Raja of Orissa. When Sri Madhvacharya, the founder of the Dwaita cult, went to Orissa in the course of his North Indian tour, he made Swami Sastri of that State, who was so well-versed in the Sastras and state-craft, his disciple. Sri Madhvacharya narrated to him the history of the MULA RAMA SITA VIGHRAHA and asked him to bring it to him and his opportunity for doing so came at no distant date.

Sri Madhvacharya left Orissa after some time. Later it came to pass that Gajapathi Raja of Orissa died when his wife was pregnant. In the absence of a suitable successor to the throne, it was decided that the Princes of the State should all assemble and that "he should be chosen whom the State Elephant garlanded." The Elephant selected Swami Sastri, the Minister of the Orissa State. Thereupon he ruled in Orissa as regent and after a lapse of 12 years he had the Crown Prince, Kumara Raja the son of the late Gajapathi Raja, installed as King. When Swami Sastri took his leave and departed from the State, the Kumara Raja made him very rich presents, but Swami Sastri who later on came to be known as Narahari Theertha declined the presents but obtained in lieu of them all, MULA RAMA SITA VIGHRAHA and the BAVANASI RAM TANKE coins, which were kept in the Treasury of the State, unworshipped. Narahari Theertha, agreeably to the wishes of his Guru Madhvacharya, went to Hastinavati where his Guru was staying and placed them at his disposal. Sri Madhvacharya made puja to the idol for 108 days. On the 109th day after worship, he handed it on to

(Continued on page 62)



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(Photo: P.S.F.)

## Railways in Parliament

### FANS IN THIRD CLASS COACHES

Only 926 third class coaches on the Indian Railways remain to be fitted with fans, and the estimated cost is approximately Rs. 126 lakhs, said Sri O. V. Alagesan, Deputy Minister for Railways, in a written answer to Sri M. Valiulla, in the Rajya Sabha. The Deputy Minister said that only those third class coaches which were under 20 years of age on April 1, 1949 are programmed to be fitted with fans.

### RAILWAY SIGNALLING INTERLOCKING

A sum of approximately Rs. 3.91 crores was planned to be spent during the First Five-Year Plan period for the improvement of railway signalling and interlocking. Sri Alagesan said in reply to another question by Sri M. Valiulla.

He said that colour light signals were normally installed at large and busy stations and suburban electrified sections, and not at all stations. The approximate cost of providing these signals on certain busy sections would be Rs. 94 lakhs.

### CLAIMS FOR COMPENSATION

During 1954-55, the total number of claims for compensation preferred against the Railways was 395,598 comprising 369,707 fresh cases and 25,891 re-opened cases.

During the year, 403,378 cases were settled, including some received in previous years.

### SLEEPING ACCOMMODATION ON CORRIDOR TRAIN

Sleeping accommodation will be provided on India's first corridor train exclusively for third class passengers which will run between Delhi and Calcutta from October 2, 1955.

This will be an express train with seating accommodation for 640 passengers. The train will be composed of 12 bogie coaches and also a sleeping coach. There will be a separate bogie for long-distance passengers travelling 300 miles and over.

### OVER-CROWDING IN SUBURBAN SERVICES

Sri O. V. Alagesan revealed that a small committee was proposed to be set up to investigate into the problem of excessive overcrowding during peak hours in the suburban railway services at Bombay, Calcutta and Madras, and to suggest remedial measures.

He said that arrangements for the setting up of the committee, including the choice of the personnel, were under finalisation and were expected to be completed shortly.

14-1-54

## CHITTARANJAN PRODUCTION FIGURES

The Chittaranjan Locomotive Works manufactured 86 locomotives complete with boilers during 1954 and 30 locomotives complete with boilers between January 1 and March 31, 1955.

## MANUFACTURE OF ROLLING STOCK

During the first two months of the current financial year, 1,769 goods wagons, 58 passenger coaches and 28 locomotives were manufactured in India.

During the same period foreign manufacturers supplied 21 goods wagons, 51 passenger coaches, 73 locomotives, 19 boilers and eight cranes.

## BROAD GAUGE WAGONS IN INDIA

The total number of broad gauge wagons for public use on Indian Government Railways on March 31, 1954, was 155,079.

The average carrying capacity per broad gauge wagon worked out to 21.9 tons. The total tonnage originating on the broad gauge railways during 1953-54 amounted to 75,029,000. The average turn-round of wagons during 1954-55 was 10.5 days on broad gauge.

## COMMON TRAITS OF HUMAN CHARACTER

(Continued from page 63)

you of the disorder and confusion that prevail about you.

The grumbler has been compared to the camel. Perhaps the desert animal has suggested an eternal groan, trekking across the white, unbroken sand nursing its illusive spite. Perhaps its physical frame which is not suggestive of agility has made us think that it is an eternal grumbler, not quite expressive of its dissatisfaction.

Somehow life's pleasures are of no use to the constant grumbler. He runs the race of life in an unceasing murmur with an eye that expresses contempt and a nose that quivers at every smell in utter condemnation.

## SOUTHERN RAILWAY TENDER NOTICE

RENIGUNTA-GUDUR SECTION—CONVERSION TO BROAD GAUGE—REBUILDING OF MINOR BRIDGES AS R.C. BOX CULVERTS

The Chief Engineer, Southern Railway, Park Town, Madras-3, invites sealed tenders for the above work upto 13-00 hours on 22-9-1955.

Tenders should be in the prescribed form obtainable from the Chief Engineer's Office, or from the Executive Engineer's Office, Renigunta-Gudur Conversion, Renigunta, upto 12-00 hours on 20-9-1955, on production of a receipt from the Chief Cashier, Southern Railway, Park Town, Madras-3, or from the Station Masters on the Southern Railway for payment 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. 4,500 is to be paid to the Chief Cashier, Southern Railway, Park Town, Madras-3, before 12-00 hrs. on 20-9-1955. 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. Otherwise, fresh Income-tax Clearance Certificate should be sent.

Tenders will be opened at 11-00 hrs. on 23-9-1955.

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



Eve—A la mode\*

V. S. Shanthalakshmi

**T**HE big-made women and the petite women, the blonde and the brunette, the dashing and the mousy types, the top salaried ones rolling in their Rolls Royces and the wee little girls earning their existence and trudging home sometimes on foot—all of them are after one quest, perhaps the only thing they all share in common. Some of these women may relish snacks only at Hotel Oceanic, certain others would prefer their lunch at Buharis', or Salted Almonds with Iced Coffee at India Coffee House, whilst the rest must hastily refresh themselves with home-made 'Iddlies' or Tomato Sandwiches, during a 30 minute lunch interval, but one and all of the whole lot of Eve's tribe devour fashion news with the gusto of a connoisseur. Some devour it by parts but digest in thoroughly, whereas others gulp it down too hurriedly in lumps—poor dear girls!

What is fashion, then? Let us analyse it for a while. To what do millions of women the world over look up to for their guidance and inspiration in choosing their daily apparel? Of course the majority of womenfolk accept the dictates of the screen world—of a Leela Chitnis, Gita Roy or Vyjayanthimala; additional thousands glean with avidity the pages of Women's mags; countless others

always impressed by what 'they' are showing on the avenue this season, hungrily search out the fad of the moment, saving and scrimping—if need be—so as to own and wear the garments and accessories foremost in popular favour. Newspapers are teeming with new suggestions. Departmental Stores scintillate with their new range of displays; window-artists vie with one another to produce wonderful decorative effects, and an innocent window shopper feels like a back number if she is not the proud possessor of the Choli or the Hand-bag favoured by the vogue of the moment.

Many magazine articles are helpful and newspapers are real guides to buying for one who knows how to be guided, wisely and well. But always learn to accept everything with a grain of salt (sometimes a big spoonful too!) for this fashion industry, it should be realised, is a highly persuasive, magnetic force of gigantic proportions, inveigling each and every one, at some time or other, to fall a prey to a highly fashionable, though utterly inappropriate, trend of the moment. If you buy unwisely your shop-keeper stands to gain; whereas if you had exercised sartorial judgment in your selections and realise the supreme satisfaction that one always gets on a 'wise buy', both yourself

\* French: 'In fashion'

and your shop-keeper benefit by the purchase.

Is it presumptuous then to tell you not to allow yourself to be influenced by elbow length cholies if they cut you at the wrong place. Avoid the rage for 'neo-chocolate' with yellow contrasting border and palloo if it only makes you look ashen; if you can't wear glaring split-sole shoes, buy conservative well-styled ones whatever the momentary concoctions may be.

After all, most fashions are nothing more than fads of the moment for the **beau-monde**.\* It was Marie Antoinette that started this continuous fashion parade, for she always kept her court in a turmoil by changing the fashions as often as every week and modern industry thereafter keeps the ball moving the world over.

But what is this fashion that lures women ever and anon and what is its character? It is well at the outset that a useful distinction be drawn betwixt 'style' and 'fashion'. The terms are often used interchangeably. But the connotation of the term 'style' implies a standard mode; more specifically, the basic trends that underlie the actual designs created during a given period, and not merely the fad that rules us for a month.

To be reasonably 'in style' women are forced to adopt the variations characteristic of the day but as wise women they should have the sagacity to relate those styles to their **individual** needs; thereby each one develops her own 'style', which is or should be the aim of each woman.

Where does fashion come in then? Fashion is that indefinable something which constantly plays about with current styles usually producing results that are extreme in their nature and that are not applicable to women in general. If the prevailing style stresses an open-back blouse, fashion will pinch; if sleeves are slightly gathered, fashion will puff

them. Fashion thus lures us on and on continuously with her foibles of the moment.

Some fashions would be avoided by all, whereas a great number of them are flattering and possible for certain exotic and sophisticated types with personalities vivid enough in themselves to counteract an extreme style. Most fashions, indeed, are created for individuals; but the fashion-mad public, constantly seeking something novel, seizes them and makes them common property.

This endless, constant change in fashions is baffling and somewhat irritating to most women—not to mention men! Yet there are few that do not strive to keep the pace. The producers in their turn lose no time in flooding the market with the latest innovations in Sarees and Dresses and the retailers do everything in their power to entice us into buying these fads before another deluge of new inspirations comes upon them. And so we buy! But why? Chiefly because every woman, if she can, wants to buy that which will be recognised by her associates as a garment or accessory belonging to current season. There is within most women an innate desire to imitate their associates—especially their superiors—in matters of dress.

Anyone who desires to be presentable within her own social and business spheres need not flaunt the fad of the moment; as has been stated already most fashion fads are becoming only to a minority of women. To accept fashion as infallible often proves disastrous. No single fashion is suitable for all; no one hair-do will do justice for all. All are different and therein lies the secret charm of women, if she would only recognise the fact. Look about you for suggestions; but, above all, be an individual. Don't let fashion 'musts' put a harried look on your face. Remember that to have 'style' you need not be in 'fashion'.

\* French: 'The fashionable world'

(Continued on page 74)

## What is London's Lure?

V. T. Neelakantan

**W**HAT is it about London that exercises such a fascination not only over its residents but also over visitors from all quarters of the Globe? It cannot be its beauty, for there are many other cities more beautiful, greener and architecturally superior: besides such things attract only the curious or interested minority. It cannot be its mere size, for that in itself would not fascinate. It cannot be its luxury and wealth, for I know people to whom such things are but hearsay who confess to this mysterious longing for London. It cannot be its lights and life, for there are thousands of its residents who have clung to London from choice when the moon was a danger and the London life was very sad.

### Just Rub Along

It cannot be its museums, for the Londoner leaves them to tourists; nor its educational facilities, for they are no more than those of any other city in proportion to its size. It certainly cannot be its healthiness, for that is, if any, a minus quantity. It is not even its business opportunities, for by far the greatest part of London's residents are those who can just manage to 'rub along' and no more.

Yet I know Scotsmen in that number, and some Irishmen, who having gravitated to London, now say they never feel happy away from it. I know many Americans

who declare that after a taste of London they could never settle in any other Country and others, who whilst they cannot reside there permanently find annual excuses for trips to London merely 'to be here again'. I know of Australians whose fighting fitness brought them to England who either have succumbed to the lure of London and are taking up business interests there or have declared that they will **never** rest in their native land until they have come back to visit London again. One Anzac, referring to his Gallipoli experiences told me, 'It was worth it all to see London'.

### Give All They Have

Then I know countryfolk, women born in London and settled through marriage in distant villages, who would give **all** they have to be back within sound of Bow Bells. What, then, is this fascination that keeps Londoners faithful to their city love, that drags the exile ever back and transforms visitors from other countries into devoted admirers? Is it that London is one vast panorama of constant change, and that within it lies an **inexhaustible** store of interest, excitement and appeal varying with every moment of the day and night and satisfying all? But that might equally be said of Paris or New York. What, then, is the particular lure of London? Babaji **alone** knows.





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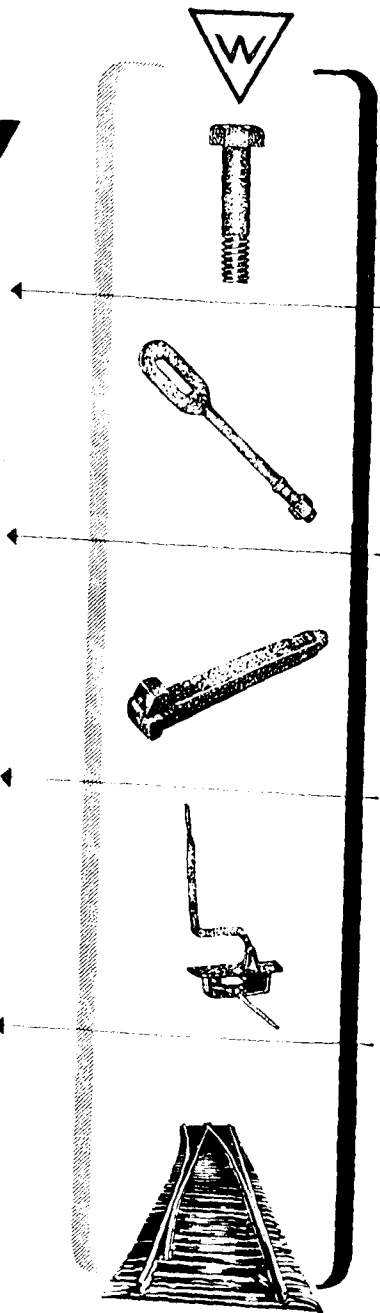
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### "THE STORY OF MONEY"

**T**HIS month I will tell you the story of money, for after all, who in this wide world is not interested in money?

You must have heard a very common saying—"Money was made round to go round," and how true this is. Not that all forms of money are round in shape, especially nowadays when we handle more paper money than the round metal coins. Nevertheless, the rupee note, or the four-anna bit, which the poor man hands over to a shop-keeper today to buy a little food, may, a few days later, be tucked away in a fat bulging purse of a rich man, and a month later, may again be the last rupee note or four-anna bit left in the hands of another poor man. That is how money circulates, or goes round and round.

Now, let us once again look back into the times of long, long ago, and learn how money came into being, both for the good and evil of every human being.

There was a time when man built his own home, raised his own cows, goats, sheep or horses, grew his own vegetables and grain on his own little plot of land. From this piece of land he got all he wanted for himself and his family. But a time came when he had more cows or goats than he needed, and not enough of something else which he did need. How could he get it, when there was no such thing as money? Another man on the next

plot of land had more of what the first man needed. So they met, talked it over and agreed to exchange—say ten cows for so many bags of grain. Simple; wasn't it?

But in every country as time went on, the wants of men and women increased. They could not always exchange with each other. Some way had to be found so that things could be bought and sold. Eventually, something representing money was agreed upon. In some lands it was live-stock, like cows, goats or horses. This worked for a while, but could not go on for ever to keep pace with trade. Just imagine, if today, when you wanted to buy something, you would have to pay for it with three or four cows or goats. One could not put so many cows or goats into a pocket, a purse or even a very large bag, to go shopping. This would look very comical, wouldn't it? Thus it came about that smaller things like shells and bits of metal were used as money.

Then in nearly every country in the world metal came to be used to make coins. But not any kind of metal. For example, if all money was made out of odd bits of iron, it would not be of much value, because iron can be had in plenty. Some kind of metal which was precious, and of which there was not much or which man could not make for himself, had to be used.

As everybody knows, the metals used for making coins are first gold, then silver and then copper or mixtures of

these. Gold, being the most precious, has the highest value, and copper the lowest. Because of the high value of gold, people from earliest times, who dreamt of great wealth, have tried to make gold, but none have been able to do so yet. Only Mother Earth, from where we get gold, can make this precious metal. However, if some clever person did find a way of making gold, then it would lose most, or all, of its precious value, and something more precious would have to be found for money.

In the last 50 years, and even more in the last ten years or so, one sees a lot of paper money being used. The piece of paper on which a ten, or hundred rupee note is printed does not actually cost much to make, yet it can buy goods to that price. Why, then, is paper money used so much? Because, it is easier for people to carry about and store away. To carry around with you, even a hundred silver rupees is quite a weight. What more a thousand? If this had to be done still, those who had to take large sums of money from place to place, would soon be very plain targets for thieves and rogues, always on the look-out to get money for nothing. Paper money being so easy to stuff into a purse, one would perhaps never know that the simple-looking person sitting next to you in a train, or walking a few yards ahead in the street, may have as much

as ten thousand rupees in notes in his inside coat pocket.

With paper money so convenient and plentiful, we may ask, then, why not print and give everyone more of it, so that everyone could have enough money to buy the things they need? It could be done very easily; but if the government of this country wants to print and issue one million rupee notes, before it can do so, it must have gold or silver to the same value in the reserve banks. If the country kept on printing notes over and above the gold or silver value, then it would mean, we would have to pay much more for things we wanted to buy, which would not benefit anybody at all.

Money, whether it be the rich man's thousand rupee notes or the very poor man's two-anna bits, is and always will be with us. Those who are poor always want a little more, those who are rich too, seem to want more and more of it. Money can do us good by giving us the means to buy those little extra things of life which give us happiness, or help others to do so; and money can do us harm, by making us hard and mean, or envious of those who have a little more than us, and wanting to take it away from them by fighting for it, and not working for it or earning it. This is the story of money.

UNCLE TELLATALE

#### WOMEN'S PAGE (Continued from page 70)

and to be *à la mode* does not always imply that you have a 'style'. Style, then, is the pleasant relationship that results from choosing clothes that suit your own figure and personality.

Alas! the woman who does not understand her particular characteristics, physical as well as mental, who cannot 'type' herself, is at a distinct disadvantage when she is faced with the problem of dressing becomingly. Everyone has had the experience of feeling more at ease in one costume than in others. Some hidden instinct

concerning clothes tells us when we make a good appearance, and at those times we feel at ease. Why shouldn't we always strive for that innate satisfaction? The great American philosopher has said about a well-dressed person: "The sense of being well-dressed gives a feeling of inward tranquillity which religion is powerless to bestow." Will my dear girl friends ponder over Emerson's words of wisdom. If they should become individual stylists and not fashion mongers I have surely not written in vain.



#### RRUCC MEETING, TRICHINOPOLY

The Eleventh Meeting of the Regional Railway Users' Consultative Committee of the Trichinopoly Region of the Southern Railway was held at Trichinopoly on the 11th August 1955, with Mr. K. Basheer Ahmed, Regional Traffic Superintendent, in the chair.

Among the facilities discussed were the introduction of Diesel Cars on Trivandrum-Quilon Section, introduction of a through carriage between Trivandrum Central and Tinnevely, providing flush-out latrines at Trivandrum Central Retiring Rooms, and provision of a public Telephone at Trivandrum Central Goods Shed. The Chairman replied that the introduction of Diesel Cars will be considered when more Diesel Cars are made available, introduction of a through carriage is not now possible due to there being no room on trains to put on the extra carriage and as regards other amenities, necessary action has been taken to expedite the work.

Regarding the diversion of wagon loads, the Chairman pointed out that diversions can be arranged only when it is possible to locate the wagons concerned. As for the supply of wagons for transport of rice from Tanjore district, the best possible is being done.

The Committee approved of certain proposals put up by the Railway Administration for providing passenger amenities at stations. Among the proposals approved by the Committee were concreting the approach road at

Madras Egmore at an approximate cost of Rs. 7,000, provision of covered way for the entire uncovered portion of the existing platform at Trivandrum Central at an approximate cost of Rs. 2,70,000, provision of exit and entrance and concreting the approaches and circulating area at Negapatam at an approximate cost of Rs. 10,000, provision of bath room for the Upper Class waiting Room at Tattapparai at an approximate cost of Rs. 400, provision of bath room at Madura East for Upper Class Waiting Room at an approximate cost of Rs. 1,200, provision of a proper covered cycle stand at Guindy, extension of III Class Waiting Hall at Pettai, provision of a passenger shelter at Negapatam in the platform and paving the floor under shelter with cement concrete slabs at an approximate cost of Rs. 28,000, extension of covering over the platform at Tinnevely Junction at an approximate cost of Rs. 65,000 and provision of Mosaic flooring for Third Class Waiting Hall at Trichy Fort.

A list of passenger amenity works provided for quarter ending 30-6-1955 was placed on the table for the information of the Committee.

#### SHRI D. SUBBA RAO RETIRES

On the eve of the retirement of Shri D. Subba Rao, Assistant Engineer, a farewell function was held in the Railway Institute, Rayapuram at 5 p.m. on Thursday the 11th August. There was a good gathering of all the staff of the REN's Office, besides the Regional Deputies and other Officers working at Rayapuram.

Shri K. C. Philip, Office Superintendent of the REN's Office, welcomed the chief guest and the gathering. Shri M. O. Chacko, Regional Engineer, Rayapuram who presided on the occasion, in his introductory speech dwelt on the meritorious services rendered by the chief guest.



Shri D. Subba Rao garlanded. To his left is Shri C. Srinivasa Rao and to his right Shri M. O. Chacko

Sarvasries V. P. Krishnamachari, Chief Draftsman, Swayambu Iyer, Head Clerk and Sambasivam spoke eulogizing the services of Shri D. Subba Rao. Shri C. Srinivasa Rao, P.A. to REN/Rayapuram also paid a fitting tribute to the services rendered by Shri D. Subba Rao, after recounting

Shri C. Srinivasa Rao giving his speech



briefly his official career. Certain interesting incidents and anecdotes bearing the innate good nature and human qualities of Shri D. Subba Rao were also narrated in his usual engagingly pleasant manner. He also felt that the retirement created a big gap in the REN's office. Shri D. Subba Rao, who was deeply moved made a very feeling reply to all the points raised by the previous speakers. He recollected the various experiences in his life and made an impressionable plea on all the staff that they should exert to their utmost, if they are to discharge their duties to the satisfaction of all concerned.

The president, Shri M. O. Chacko in his concluding speech fully endorsed the views expressed about Shri D. Subba Rao by the previous speakers. He mentioned that it was very difficult to replace the services of Shri D. Subba Rao and hoped that his successor Shri N. Madhusoothanam Pillai would ably fill the gap.

The function terminated with a vote of thanks by Shri K. Jagadeesan.

#### INDEPENDENCE DAY AT ARKONAM

The Ninth Year Independence Day was celebrated by the Station staff at



Shri D. Subba Rao having tea with Shri M. O. Chacko, REN, Shri D. B. Patel, RTS, Shri S. Chowdhury, DEN and other officers and staff

Arkonam on August 15, 1955, in the Station Upstairs Open Air Floor. Sri Sankaran Nair, Spot Check Inspector unfurled the National Flag and Sri G. Sundararaj sang the Flag song. Sri V. Venkataiah, Acting Station Master, Arkonam presided over the function that followed.

Sri N. T. Subboroyalu, Assistant Station Master, Sri M. Narasimhan, B.A., Commercial Clerk and Sri P. S. Shankar Iyer, Retired Station Master, Arkonam, spoke on the general significance of the day and emphasised the need to march ahead with the Second Five Year Plan with utmost devotion to duty and patriotism.

With distribution of sweets and proposing a vote of thanks to the chair, the function came to a conclusion.

#### THIRUVALLUVAR DAY CELEBRATIONS AT THE INDIAN RAILWAY INSTITUTE, ARKONAM

The Thiruvalluvar Day was celebrated in the Indian Institute Main Hall

on 7-8-55 under the auspices of the Fine Arts, Music, and Drama Branch. Vidwan Sri M. V. Venugopal Pillai, the Tamil Scholar and Author of several books in Tamil, presided.

Sri M. Narasimhan, B.A., member-in-charge, welcomed the President and speakers and said that the Thiruvalluvar Day celebrations was the first of a series of 'Poets' Days' to be conducted in the Institute. He eulogised the great qualities of Sri Venugopal Pillai, appreciating his undisputed erudite scholarship in Tamil and said that Sri Venugopal Pillai belonged to that small company of men, who really spent their time in promoting and fostering Tamil language and literature.

Sri Venugopal Pillai in the course of his speech mixed with his customary eloquence outlined the basic principles that caused the composition of 'Thirukural' rightly called the 'Tamil Veda' and said that through this medium Thiruvalluvar preached a high standard of morals to the whole world without caste, creed or any sectarian bias.

This, however, should not make one to think, he added, that he belonged to no religion and that he did not preach about God as some people now wrongly propagated. In fact, Thiruvalluvar was a Jain and a firm believer in God and religions and that 'Thirukkural' ranks amongst the world's greatest books and has been translated into a number of languages purely on account of its ethical nature. He further said that the later poets like Kamban, Sri Villiputhur and Elenkovadigal, profusely adopted the verses of Thirukkural and embodied them in their compositions, either to beautify their verses or to add authority to their sayings. "In fact, it appears that they believed that their works would be lacking in poetic beauty and poetic truth without Thiruvalluvar's words being quoted in their books."

#### INDEPENDENCE DAY— ERNAKULAM SOUTH

Independence Day celebrations at Ernakulam South included a small drama in the evening enacted by the staff of the Quilon-Ernakulam Railway. The story for the drama touched certain events during the time of the heroic Marthanda Varma, when the proud and powerful chieftains, 'THE THAMPIS AND THE ETTUVEEDARS' joined arms to seize power

from the king. The story ended with the thwarting of the attempts of the Ettuveedars and success of Marthanda Varma.

#### INDEPENDENCE DAY CELEBRATIONS AT INDIAN INSTITUTE, PERAMBUR

Before hoisting the National Flag the President for the day Sri S. Natarajan, Accounts Officer, Southern Railway drew pointed attention to what the tricolour National Flag stood for. He said that the Indian National flag represented all that is noble and good in man, and it is a symbol of the Unity, Homogeneity and Solidarity of the Indian people. He added that it is a symbol of our burning love and desire to maintain cordial and harmonious relationship with the other nations of the world; it is a symbol of the greatness of the Indian democracy based on concepts of Dharma, Justice, Social, Economic and Political affairs.

Sri G. Krishniah offered prayers and Sri A. R. Natarajan, Honorary Secretary of the above Institute, proposed vote of thanks. Sweets were distributed to children.

#### INDEPENDENCE DAY CELEBRATION AT SALT COTAURS

The Independence Day celebration was conducted at Salt Cotaurs at 8 a.m. on 15-8-55 in the Railway premises.

Members of the Arts Club, who enacted the drama "The Thampis and the Ettuveedars", with the president of the club in the centre



Mr. P. Govindarajulu Naidu, Goods Agent in presiding over the function said that Railwaymen should perform their legitimate duties in a perfect manner to earn more revenues for the Railways. He also advised the Railwaymen to be sincere in performing their duties.

Sri A. V. Subramaniam, Regional Personnel Officer, Rayapuram, after hoisting the National Flag, expressed to the Railwaymen that good works done by people with good will, is still remaining as permanent monuments. He assured that Railway Administration will do its best to satisfy the needs of the Railwaymen and to keep them quite contented.

Sri C. R. Ramaswami, M.L.A., President of the Madras District Congress Committee advised the Railwaymen to be more organised and to perform their duties in an efficient way.

Sri T. V. Anandam, General Secretary of the Southern Railway Employees' Union expressed that Madras (Tamil Nad) is blessed with many talented people like Rajaji to guide the nation and in the same way the citizens of the South are prepared to champion the causes of Railwaymen who are spread all over the country. Then he distributed sweets to the Railwaymen.

Sri C. Masilamony, Asst. General Secretary, S. Baktavatsalu, Branch Secretary, M. Theyagarajan, Chairman, Station Committee and C. S. Varadarajan, also spoke.

Sri T. R. Kuppuswami proposed a vote of thanks.

#### INDEPENDENCE DAY CELEBRATIONS AT THE RAILWAY INSTITUTE, QUILON

The Railway Institute, Quilon, celebrated the Independence Day in a befitting manner. At the singing of the National Anthem, Sri V. S. Murti, President of the Institute hoisted the National Flag in front of the newly constructed Institute building in the presence of a good gathering, both Railway Employees

and public. Then the President took the salute at the march past by the Southern Railway Security Force, Quilon.

A meeting of the Railway employees was held at the new Institute hall. The President exhorted the Railwaymen to renew their pledges in making India, our mother country, reach the goal of self-sufficiency in every respect. He requested every son of this country to be sincere and hardworking in his duty so that our country may play her rightful part in maintaining world peace and security. He also requested the members of the Institute to concentrate their attention to make the best use of the additional amenities now provided with the inauguration of the new building and use it as one of their own belongings with their mighty co-operation and co-ordination for a successful running of the Institute.

Sweets were distributed during the occasion.

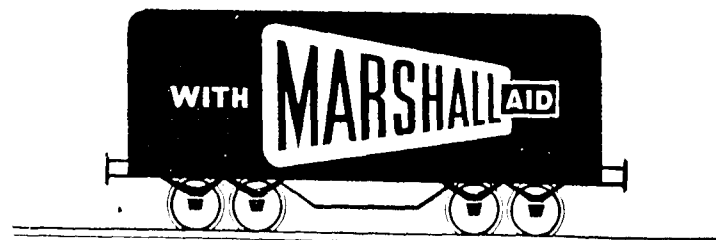
#### CELEBRATION OF INDEPENDENCE DAY AT BITRAGUNTA—1955

The 8th Anniversary of the Independence of India was celebrated with great enthusiasm as the Scouts, Guides, Bulbuls and Cubs of the Anglo-Indian Railway School took the field amidst a record gathering of visitors and parents.

In the absence of the Manager of the school, the State Organising Commissioner, Mr. G. B. Ambrose, Senior Labour Welfare Inspector unfurled the National Flag and took the salute while the smartly turned out groups marched past.

He then inspected the Units and addressed the large gathering of parents and friends, not forgetting to mention how Scouting, etc., could help the young to grow and take their place in future India. He also congratulated Mrs. M. Bird, District Guide Commissioner and Headmistress and the troupe of workers for their excellent arrangements and performance.

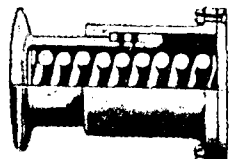
**The Public are Travelling in  
Greater COMFORT and Greater SAFETY**



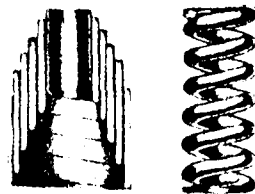
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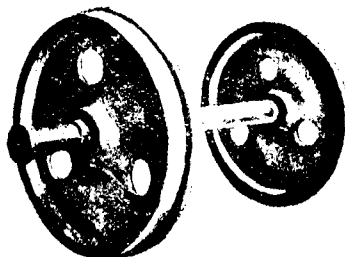
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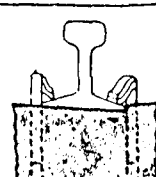
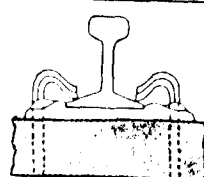
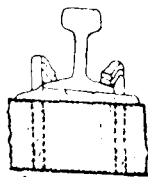
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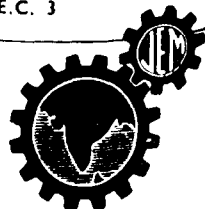
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September 1955

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The gathering was then entertained to a short variety programme by the pupils of the school which consisted of patriotic songs and Indian Dances.

The most novel and much appreciated item on the programme was a "Peace Pageant" depicting the Prime Minister of India's efforts at World Peace through the principle of the PANCH SHILA.

With the distribution of sweets and a vote of thanks the morning session of the programme terminated.

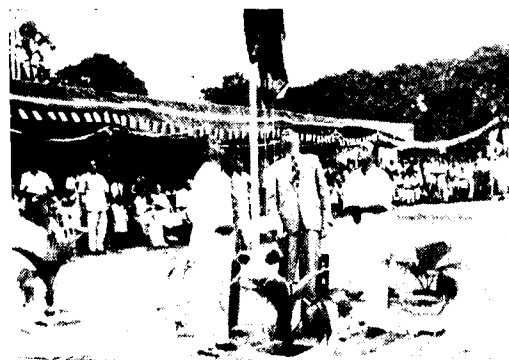
In the evening an Open-air Camp Fire was declared open in the school grounds, and it attracted a large number of visitors. The activities of the 4 groups displayed through song and dance greatly entertained the onlookers.

#### **INDEPENDENCE DAY— LOCO WORKS**

The Southern Railway Loco Workshops, Perambur, celebrated Independence Day this year on a very grand scale. An elaborate programme consisting of Sports for Children, Boxing and Acrobatics was gone through on the European and Anglo-Indian Railway Institute Grounds, Perambur. Mr. D. R. Carmody, Chairman, Railway Service Commission, presided over the function. A very large gathering of about 2,000 spectators was present on the occasion.

The workshop unit of the Railway Security Force presented a Guard of

Mr. D. R. Carmody unfurling the National Flag



Honour and Mr. D. R. Carmody was taken round by the Railway Security Force Inspector, Mr. Sheriff. Mr. D. R. Carmody unfurled the flag and took the salute at a very impressive March Past by the Railway Security Force. The Band of St. George's Home, Madras was in attendance in sparkling white and their presentation and music were well appreciated.

A large number of employees' children participated in the various sports items for which attractive prizes were given away. The following were the winners in the various items:

#### **FLAT RACE**

**GIRLS**

9 to 12 years

Bagirathi 1; Nirmala Mary 2

**Boys**

9 to 12 years

H. Berlie 1; H. Scott 2

**GIRLS**

6 to 9 years

Kanchana 1; Vasantha 2

**Boys**

6 to 9 years

J. D'Costa 1; Prakasam 2

**GIRLS**

4 to 6 years

Rajeswari 1; Doraikannamma 2;

Batsella 3

**Boys**

4 to 6 years

Nachikkannu 1; V. Guru Rao 2;

H. Wilson 3

**GIRLS**

6 to 9 years

Devanesan 1; Balamani 2

**GIRLS**

6 to 9 years

D. McPherson 1; G. Anderson 2;

T. McPherson 3

**GIRLS**

4 to 6 years

Seetha 1; M. Scott 2

**Boys**

4 to 6 years

Venkatesan 1; D. Connaghan 2

**GIRLS**

4 to 6 years

Padmayathi 1; F. Eling 2;

M. Anderson 3; L. Wilson 4

September 1955

S. R. NEWS

### SOUTHERN RAILWAY TENDER NOTICE

QUILON-ERNAKULAM RAILWAY—SEC. II  
—KOTTAYAM TO MAVELIKARA—EARTH-  
WORK IN FORMATION, SERVICE ROADS,  
ETC. IN REACH V—FROM CH: 31533 TO  
348000 (CHAINAGE FROM ERNAKULAM  
SOUTH)

The Chief Engineer, Southern Railway,  
Park Town, Madras-3, invites sealed tenders  
for the above work upto 13-00 hours on  
22-9-1955.

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  
20-9-1955 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  
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. 27,700 is to be paid  
to the Chief Cashier, Southern Railway,  
Park Town, Madras-3, before 12-00 hrs. on  
20-9-1955. 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. Otherwise, fresh  
Income-tax Clearance Certificate should be  
sent.

Tenders will be opened at 11-00 hrs. on  
23-9-1955.

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

### SOUTHERN RAILWAY TENDER NOTICE

QUILON-ERNAKULAM RAILWAY—SEC. II  
—KOTTAYAM TO MAVELIKARA—SUPPLY  
OF STONE JELLY, SAND, RUBBLE, ETC.,  
REQUIRED FOR THE CONSTRUCTION OF  
GIRDER BRIDGE No. 291 (1-60' SPANS  
SKEW) AT CHAINAGE 275320

The Chief Engineer, Southern Railway,  
Park Town, Madras-3, invites sealed tenders  
for the above work upto 13-00 hours on  
23-9-1955.

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  
20-9-1955 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  
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. 1,400 is to be paid  
to the Chief Cashier, Southern Railway,  
Park Town, Madras-3, before 12-00 hrs. on  
20-9-1955. 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. Otherwise, fresh  
Income-tax Clearance Certificate should be  
sent.

Tenders will be opened at 11-00 hrs. on  
24-9-1955.

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

#### Boys

9 to 12 years

A. D'Costa 1; R. Rowland 2;  
N. Jones 3; P. R. Sridharan 4

#### OFFICERS AND FOREMEN

Mr. D'Costa 1 (Foreman, Smith Shop)  
Mr. V. Ganapathi 2 (Dist. Mechanical  
Engineer)

#### STAFF RACE

Mr. Lourdesamy 1; S. A. Ganapathi 2

#### BAND RACE

Mr. C. Terry 1; E. Jacob 2

#### INFANTS upto 4 years—(Boys and Girls)

16 prizes were given in each group.

There were five bouts of boxing  
arranged from among the staff. Some  
of the fights proved very interesting  
and caused much excitement among  
the spectators. Trophies were awarded  
to the contestants. The results were  
as follows:

1. R. Arumugam (General Welding) vs.  
G. Nero (Machine) — *Drawn*
2. Kanakaraj (Tool Room) vs. T. Loganathan (TR) — *Kanakaraj won*
3. M. Elumalai (Machine) vs. Thanikachalam (Boiler) — *Thanikachalam won*
4. Adhikesavulu (Tool Room) vs. Murugesan (Transport) — *Murugesan won*
5. Thiagarajan (Erecting) vs. Parthasarathy (Erecting) — *Thiagarajan won*

The show of Acrobatic feats was  
another interesting feature and consisted  
of Malcolm Post, Roman Rings,  
Weight Lifting and Gymnastics by  
Prof. Santhanam, Ring Master N.  
Ramaswamy and Weight Lifter  
Thirunavukkarasu and their teams.  
The performances were of a very high  
order and evoked much interest from  
the spectators. Trophies were presented  
to the teams and Prof. Santhanam.

Sweets were distributed on the  
occasion to about 1,500 employees and  
their children.

Mrs. V. S. Ramaswami distributed  
the prizes.

The function came to a close with a  
vote of thanks by Mr. V. S. Ramaswami,  
the Loco Works Manager.



Mrs. V. S. Ramaswami giving away  
the prizes

The function was organised by a  
committee consisting of L.W.M.,  
Foremen and Asst. Foremen of Loco  
Works who worked 'wonders' to  
make this function a GRAND  
SUCCESS, working as a 'TEAM'.

#### Show of Acrobatic Feats



# SOUTHERN RAILWAY

## TENDER NOTICE

The Regional Engineer, Southern Railway, Rayapuram, Madras-13, invites **Separate Sealed Percentage Schedule Tenders** for each of the following works to reach him **not later than 12 noon on Saturday the 10th September 1955** :

| Serial No. | NAME OF WORK                                                                | Total approximate value of the contract | Earnest money to be paid |
|------------|-----------------------------------------------------------------------------|-----------------------------------------|--------------------------|
| 1          | Conversion of Train Halt into 'B' Class at BRAHMANAGUDAM, GODAVARI District | Rs. 50,000                              | Rs. 2,500                |
| 2          | do. DOWLAISHWARAM, do.                                                      | 54,400                                  | 2,700                    |
| 3          | do. KESAVARAM, do.                                                          | 50,700                                  | 2,500                    |
| 4          | do. BALABHADRAPURAM, do.                                                    | 50,500                                  | 2,500                    |

Tenders should be submitted in the prescribed forms, obtainable from the **Office of the Regional Engineer, Southern Railway, Rayapuram, Madras-13**, on production of a receipt for the sum of **Rs. 10 (Rupees Ten only)** paid to the **Chief Cashier, Southern Railway, Madras-3**, or **Regional Accounts Officer, Trichinopoly** or **Mysore**, or to any Station Master on the Southern Railway towards the cost of each form. Extra copies 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.

Tender forms will be issued **upto 15-00 hours on Monday the 5th September 1955**.

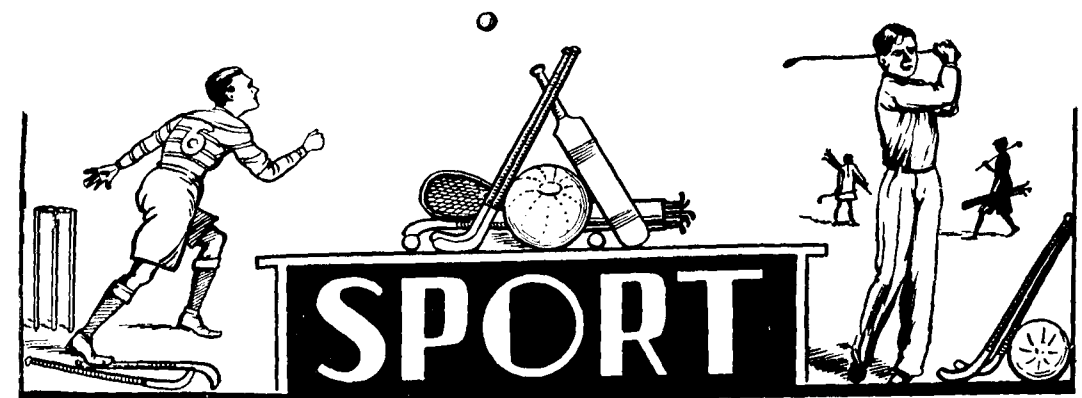
Earnest money as above should be paid in advance to the **Chief Cashier, Madras-3**, or the **Regional Accounts Officer, Trichinopoly** or **Mysore**, **not later than 12-00 hours on Tuesday the 6th September 1955**, and the receipt submitted along with the tender. No cheque or demand draft, etc., should be attached to the tender.

Tenderers are required to submit **Income-tax Clearance Certificate** along with the tenders.

Earnest money is fixed at 5 per cent of the value of the contract and the successful tenderer will be required to furnish 10 per cent of the value as per his accepted tender towards Security Deposit.

**The tenders will be opened at 12 hours on Monday the 12th September 1955 at the Office of the Regional Engineer, Southern Railway, Rayapuram, Madras-13.**

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.



## SOUTHERN RAILWAY (MADRAS) WIN SOCIAL SERVICE SOCIETY FOOTBALL TOURNAMENT

The Southern Railway turned defeat into victory against the Buckingham and Carnatic Mills by three goals to two on 7-8-55 in the final of the Social Service Society Football Tournament at the Stadium. They scored two goals in a dramatic manner during the last five minutes.

If only for doubling their efforts during those vital minutes the Railway richly deserved their success. Even otherwise they did so, for there was a certain amount of polish in their play. As for the exchanges, they were perhaps equally shared.

The Mills might have put the issue beyond doubt had not Dorairaj, centre-forward, slipped on the point of putting the ball into vacant goal. He had tricked Velayudhan, the Railway goal-keeper. It was bad luck and it proved to be the turning point of the game, for there were only seven minutes left when this happened.

It was all amazing but perhaps can be explained. When a side works itself to weariness more than its opponents the time comes when resistance begins to crack. For the Railway the time arrived five minutes before the close. Until then they had their sleeves up and gave as much as they got. They were hunting for the equaliser and once they achieved it they jumped into the psychology of the situation and carried the day. The Mills were beaten but they claimed sympathy from the crowd.

Five minutes from the start, Padmanabhan, the Railway centre-forward, nipped into a

perfect lobbed pass and scored with a well-placed shot. Hardly had the Railway supporters ceased celebrating the event when Nagappan produced the equaliser. He took a quick shot from a close range but Velayudhan failed to gather the ball well; it went off his hands. Three minutes later, Velayudhan yielded again when Dorairaj tested him with a feeble kick. The Mills now began to play more methodically and led 2-1 at half-time.

After the interval, Dorairaj drove well but Velayudhan was alert. At the other end, Gangaraj's volley went over the cross-piece. The play swung from end to end. Nagappan tried to beat the Railway goal-keeper with a magnificent drive from a 20-yard range but the latter dived in time.

The minutes were ticking away and the Mills seemed set for victory. It is a wearisome business, clinging on to a lead. The Railway became attack-conscious and stepped up their efforts. Hereabouts the Mills lost a glorious chance of increasing the margin, Dorairaj cut his way in, drew the goal-keeper out but slipped and fell as he was about to push the ball in. In the next minute the Railway got the equaliser. Rangaswami put the ball across from the right. Lemur headed it to Padmanabhan who, in a split-second, drove it all along the ground into the net. A minute later, Lemur himself scored off a pass from Gangaraj and was hugged and chaired by his comrades.

It was not a match in which any single player dominated but Padmanabhan, the Railway centre-forward, always looked a player of class. There was intelligence and assurance

in his methods. He made a shrewd move by bringing Lemur into the attack after the interval.

Mr. V. N. Subbarayan, Commissioner, Corporation of Madras, gave away the cup.

### SOUTHERN RY. (VILLUPURAM) WIN TROPHY

Southern Railway, Villupuram, won the Paul Thangiah Edward Memorial Hockey Tournament conducted by the Palamecottah Young Men's Association, when they beat St. John's College, Palamecottah, by two goals to nil in the final on 18-8-1955.

The match was a hard-fought one, the Collegians holding the stronger Railway attack at bay during the first half, when the score

board remained blank. After D'Cruz and Reay, inside-right and inside-left respectively for the Railway, had missed scoring after going through on their own during the opening minutes, the Collegians dominated the exchanges during the first half.

It was only in the 25th minute of the second half that the Railway opened the scoring. Reay, inside-right, netted with a scoop. A few minutes later, D'Cruz inside-left, completed the tally scoring from an acute angle.

Blaskaran, centre-half and Paul Sekaran, centre-forward, played well for the losers.

Mr. P. S. Kesavan Namboodri, District and Sessions Judge, presided over the final and Mrs. Namboodri gave away the prizes.

Photo taken on the occasion of the Southern Railway Club, MYSS winning the Achutha Rao League Championship Trophy 1954-55 at Mysore



### VOLLEY-BALL TOURNAMENT, ARKONAM

M. Narasimhan

Closely following the first annual open Football Tournament, held at Arkonam under the auspices of the Indian Railway Institute, Arkonam, for well over 20 days in June 1955, which was witnessed with great interest by more than 10,000 people, another Tournament, i.e. the first open Volley-ball (sixes) Tournament was conducted commencing from 28-7-1955.

There was a sensation throughout at Arkonam and nearly 2,000 people visited the Institute Ground to witness the matches on all the four days. Of the 24 teams for which fixtures were drawn, 10 strong reported and played exciting games. The Indian Railway Institute, Podanur versus Greens Club, Arkonam played an equally matched game and the win was missed by the former by a ball a little outside the line. Thus, the Greens stood the finals with Marina Volley-Ball Club, Madras on 31-7-55. While Sri Thirunavukkarasu, a State player, who played in the Marina Club saved a good lot of balls, giving fine strokes and contributed to the win in the finals. Sri Menon, another

player of the Marina Club played a cunning game with cutting here and there and fine placements in the loop-holes. Another notable feature of the Marinas that excited and thrilled the audience was the 'blockade' of the front three players on the Marina side to off-set the cut-ball received from the Greens. Shris Rasheed and Subhan on the Greens side played well. Sri Thirunavukkarasu was adjudged as the best individual player and the Marina Club annexed the final trophy winning in straight three games.

A colourful festoon indicating the tournament and serial-bulbs (multi-coloured) linked to the tree branches on the playground presented a beautiful appearance. Selected records set to the mike entertained the spectators in the intervals of the games. Sri M. Kannan Menon, Chairman and Assistant Engineer, S. Ry., Arkonam distributed the trophies to the winners and runners-up in the finals. Sri T. S. Venugopal, Assistant Tournament Secretary proposed a vote of thanks.

### THE MYSTERIOUS LOCATION OF GARDEN OF EDEN

Alfredo Borges

For centuries now, historians and ecclesiastical authorities have been trying to find out the exact geographical location of the Garden of Eden where our first parents Adam and Eve dwelt peacefully till they were driven out from Paradise for breaking one of God's commandments. "Eden" is derived from the Hebrew word meaning "delight" or "loveliness" and the only guide to its location is that the area was watered by a river which parted into five sections—Pison, Gikhon, Hiddekel and Phrath. The last two are believed to be the Tigris and Euphrates, whereas the other two remain a mystery. Some scholars assert that the Garden of Eden

was in the lower part of Babylonia, the Pison and Gikhon being the channels by which the Euphrates and Tigris jointly stream into the Persian Gulf. Others insist that Paradise was situated at the source of these two rivers. Yet a third widely discussed theory states that by Pison was meant the Ganges and by Gikhon the Nile. The others were said to be the Indus. The Garden of Eden is said to have been located in Babylonia, Chaldea, Arabia, Armenia and a few scholars have even suggested the north-eastern frontiers of India. The probability is that it was situated in Armenia which was often called "the land of the four rivers". The fact is that the Garden of Eden really existed.



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## Civility in Public Life

V. G. Verghis

**T**HE subject I have chosen may be a comprehensive one, covering several aspects of public life. I propose to deal with the subject in a limited way, i.e. public life, so far as Railwaymen are concerned or in other words, how Railwaymen can contribute their mite to build up a healthy public life.

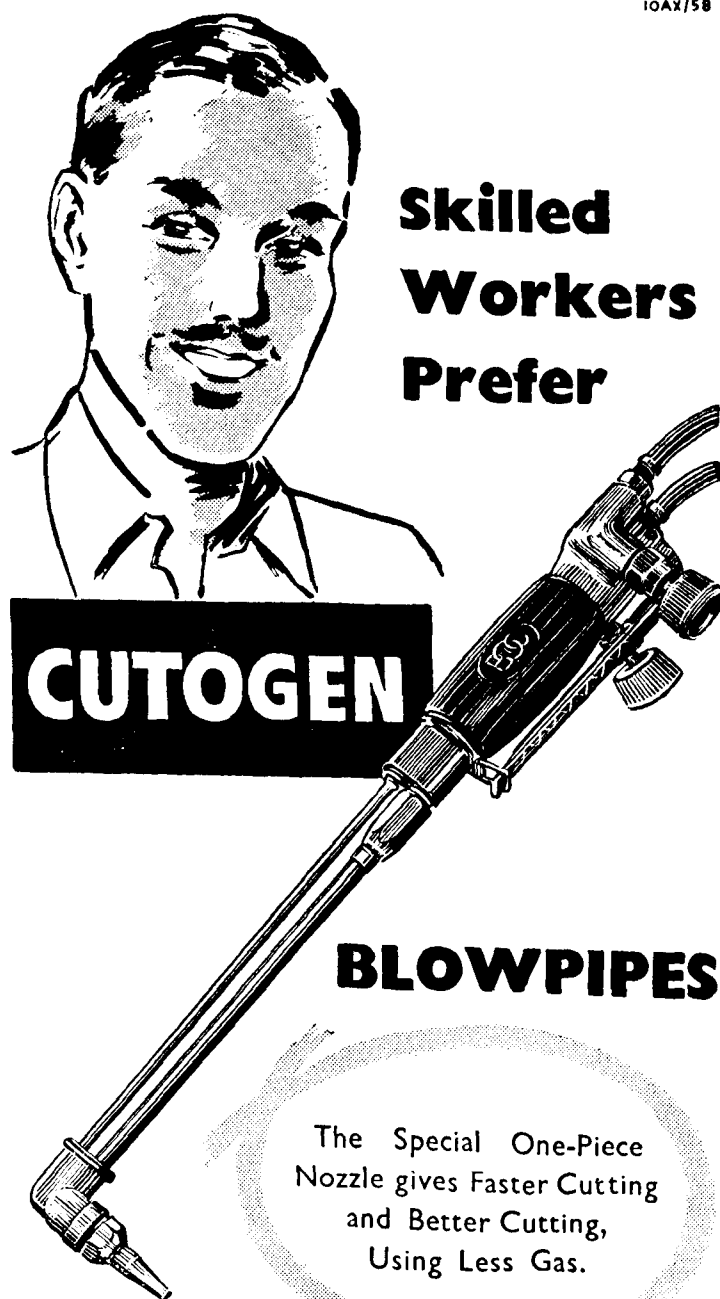
We, Railwaymen, are engaged in the manufacture and sale of a commodity called 'Transport'. Ours is a public utility concern run on commercial lines and the capital invested exceeds Rs. 900 crores. This dual nature of the concern places us in the privileged position of serving the public as well as feeding the national exchequer.

Considering the commercial aspect first, I have to remind you of the days during the years prior to World War II, when we had gone out to the streets canvassing traffic, inviting the public to travel in comfort by rail on 'Go as you please' tickets, and to carry the goods safely by rail. During the war, we were forced to mobilise all our transport resources for the war effort, with the result that our former patrons were sorely disappointed. Our intensive canvassing had to give place to an equally intensive campaign of a different nature, telling the public "Travel only if you must," "Travel by road if you can," and so on. The years subsequent to the World War II have been eventful in many ways. The most outstanding event is that India became independent. When India started its life as an independent nation, the Railways which formed the main arteries of India's transport system were in a most disorganised state. Our engines, carriages and wagons were overaged and required immediate replacement. In fact we had only scrap. Added to these the scales of wages and salaries on the Railways represented a haphazard development through the years under a system of separate company managements, and the introduction of a

scientific and uniform pay structure such as was envisaged in the Central Pay Commission's recommendations was a task of great magnitude and complexity. With great difficulty we got over most of our difficulties and we can say boldly we have turned the corner. The Railway Convention Committee decided in December 1949 that "Railway finance shall continue to remain separate from general finance. The general tax payer shall have the status of the shareholder in the Railway undertaking. General revenues shall receive a fixed annual dividend, the annual dividend for the first 5 years being 4 per cent on the capital invested." It has since been decided that the 4 per cent annual dividend should be continued to be paid to the general revenues for another 5 years.

You might be wondering what independence and finance have to do with civility in public life. It has a direct bearing on these. The Railways have now become our national property. In the interests of the nation and in our own interests, we have to win over the public by an all-out effort through civility and courtesy, in our helpful attitude to all irrespective of their class and **locus-standi**. A satisfied and contented clientele for us means that we are serving the public well and that incidentally is the index of our efficiency.

The Wedgwood Committee conducted a comprehensive survey of the working of Indian Railways in 1936-37, and their comments on this aspect make most unpleasant reading. The drive against incivility, corruption and other allied evils, included issue of thousands of leaflets containing slogans about courtesy, several circulars by heads of Railway Administrations pointing out the value and necessity of courtesy and helpfulness to the public, insertion of special coloured notices in joint circulars by



**THE INDIAN OXYGEN  
& ACETYLENE CO. LTD.**

commercial and operating departments, periodical meetings of officers, etc.

Ninety-nine per cent of our clients belong to the category of 3rd class passengers, and among them we come across innocent country folk who may see a train for the first time in their life. Some staff think they lower themselves in the eyes of others, by showing civility to those who in private life may be their inferiors. It is high time for us to understand that these humble folk, however much inferior in private life they may be, contribute a percentage of our salary when they purchase a ticket or book a consignment. Certainly they are entitled to our courtesy. Prompt attention to the booking of a consignment would enable the merchant to send the Railway Receipt the same day to the party at the other end, clear the goods early and thus get better turnover in business. This promptness must be evinced by all the staff till the consignment is off our hands at destination. Our promptness from start to finish helps the wholesale and retail dealers at both ends, the bankers, the consumers, the forwarding agents, clearing agents and a host of others, ensuring smooth sailing all round. One unassuming businessman comes to you for information about the train timings at junction stations ahead with the idea of chalking out a programme for his business tour. You may be busy with your returns or collected tickets and direct the party to the next room where also he has the same experience. Finally the party goes away in disgust. The information asked for may be trifling from our point of view, but very useful for the party who seeks it.

Each station and each goods shed must be looked upon as a stall where the commodity for sale is 'transport'. A goods clerk was once heard saying "These merchants think that we are their servants." Certainly we are. Our primary duty is to serve the public. They pay for the service and incidentally we are paid by them. Our

wages come out of the fares and freights paid by our clients. They trust us and we must repay their trust with service and thus win the goodwill of the public. Let courtesy be our watchword and service our aim, for discourtesy drives traffic away. A successful salesman is he who can make the largest number of friends. Build up goodwill in the area where you work.

In olden days people knew very little about Railways and Railway working. The whole system was looked upon as something incomprehensible and not to be played with. But now the public have become more enlightened and the common folk talk even about the Atom Bomb and the Cold War. They know everything about Railway working. They are aware that Railways have become their property and every tax payer is a shareholder. Let us also change our outlook and adjust ourselves to this new set up.

Then a word about complaints. The complaint books at stations were introduced in the year 1938. The existence of this book at stations was not known to the public till very recently. In other words the public learned to assert their rights only recently. It is the general impression of staff that the very existence of the complaints organisation and complaint books at stations invite complaints. This impression is false for the simple reason that a busy person with so many things of his own to worry about, would seldom find time to ask for the complaint book and write at length unless there is genuine ground for complaint. For instance you yourself know how many times the booking counter was opened late, how many times you have turned up late for duty and our clients were kept waiting. If the public were to write complaints on all such occasions, several complaint books would have been used up by this time, whereas at most of the stations the books originally supplied have not been used at all. The latest

review of the figures relating to public complaints received and dealt with on this Railway reveals an extremely unsatisfactory position. The number of complaints received in 1953 has increased considerably and it is also seen that 54 per cent of the complaints has been substantiated. This certainly indicates a situation not at all complimentary to us. Our courtesy campaign appears to have made not much headway. In other words there are discourteous and corrupt elements still among us marring the reputation of the Railways by their actions. Think for yourself how many times you have offered tickets to the next junction station as an alternative to the issue of a blank card through ticket. You may rest assured that the public know all about the issue of blank card tickets and that it is no more a myth. It is no exaggeration to say that some of the forwarding agents at major goods sheds know more about rating and routing in respect of goods booking to N. Indian Railway stations than most of us do. I would, therefore, impress upon you the fact that you deal with a well informed and enlightened public.

I have heard staff saying that they would have me amidst them any number of times with pleasure but not with a complaint case. Well I can only assure you that the officials who

enquire into complaints cases and the officers who pass orders thereon know how to protect you from fictitious and fantastic complaints. Therefore, do your duty without fear and you are sure to be rewarded in due course.

The propaganda against incivility and corruption among Railway men was started about a decade ago, and unfortunately we cannot yet feel proud that this evil has been eradicated. Just as there are bad elements amongst us, I could see that there is a leaven of young qualified and cultured personnel ready to help in the drive against incivility and corruption. Let us take a pledge to eliminate discourtesy, incivility and corruption from our midst, and I am sure, those bad elements who are responsible for marring the reputation of Railways would mend their ways. The cumulative effect of such a determined and co-ordinated effort would be that the Indian Railways would create tradition and enhance the reputation for courtesy, civility and integrity. Let the large number of tourists from foreign countries visiting India carry the best impressions about Indian Railways and Railwaymen. When this campaign makes some headway we can rightly take pride in having contributed our mite in creating a good impression of Railwaymen.

The Station Master of a Railway Station had an occasion one day to reprimand an employee for his inefficiency. Thereupon the inefficient young man began finding fault with the way in which the station was being managed. The Station Master turned angrily upon the employee:

"Are you the Station Master of this Station?"

"No, Sir, of course, not," answered the employee.

"Well, then," said the Station Master, "don't talk like a fool."

—T.M.R.



### Earnings

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

|                | (Figures in thousands of rupees) |         |
|----------------|----------------------------------|---------|
|                | JULY                             |         |
|                | 1954                             | 1955    |
|                | Rs.                              | Rs.     |
| Passengers     | 1,38,28                          | 1,49,35 |
| Other Coaching | 30,87                            | 34,61   |
| Goods          | 1,61,51                          | 1,97,39 |
| Sundries       | 6,10                             | 8,09    |
| Total          | 3,36,76                          | 3,89,44 |

### Compensation Claims

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

- (1) Number of compensation claims received during the month of July 1955 ... 1,024
- (2) Number of claims disposed of and the amount paid during the month of July 1955 ... 4,441  
Rs. 1,82,498-11-9
- (3) Number of claims outstanding at the end of the month ... 3,827  
at the end of July 1955
- (4) Number of days taken to settle a claim ... 35 days

### Ticket Checking

1,01,757 persons were detected travelling without tickets during the month of June, 1955 and an amount of Rs. 1,92,203-7-0 was recovered from them in the shape of excess fare. 1,01,832 beggars and mendicants were turned off Railway premises.

Increase in earnings under 'passengers' was due largely to considerable movement of marriage parties and also to the Maha Kumbabishekam festival at Chidambaram.





### THE BHAKRA NANGAL PROJECT

Within the small compass of 50 pages of 1/16 size, the Burmah-Shell have compiled a booklet that is a world of information and which is sure to interest all concerned as the history of the project goes back to 1908 when the first proposal to construct a storage reservoir on the river Sutlej was made by the then Lieut-Governor of the undivided Punjab (Sir Louis Dane). Historic details as to how the scheme remained in abeyance are not lacking and we are told that in 1939 it was taken up again at the instance of the late Sir Chotu Ram (a former Punjab Minister) and Mr. Khosla was even sent to the U.S.A. to study the latest technique in high Dam construction, but all this was short-lived for a bucket of cold water was thrown over the enthusiasm by the beginning of World War II. Now that this scheme has been taken up again in right earnest, it is most fitting that this pamphlet should auger the story of the magnitude of Bhakra Nangal which is sure to change the face of Northern India—making her great and prosperous.

It is rightly thought that the 8th of July 1954 was a most historic day in the history of the Punjab; for it was on that red-letter day that Mr. Jawaharlal Nehru, the Premier of

India, declared open the Bhakra Canal system which, by all accounts, is certainly and beyond all doubts a gigantic achievement and a symbol of the Nation's energy and enterprise. Measured by any yard-stick, it will be vouchsafed that this project about which the Burmah-Shell have ushered in a beautiful booklet with an appropriate map is a living witness of the growing strength of the nation and determination to go ahead.

**En passant**, it may be observed that the Punjab Government is planning to conduct a campaign to make people in the countryside electricity-minded. The Bhakra Canal system is intended to serve those areas in the Punjab, PEPSU and Rajasthan, which have been repeatedly visited by drought and famine during the last few centuries. Hope is, therefore, now centred on Bhakra, which would surely be the symbol of the new Punjab and also convert the desert lands into smiling fields of green corn.

From the details available in the Booklet under review, it is noticed that the officials opine that in size the canal is the biggest ever undertaken in the Punjab and perhaps without precedent in the world.

Laying the pen down, the reviewer has only to say that the Burmah-Shell have produced a good work that is well done

## Feature and Article Writing

V. T. Neelakantan

**O**N any subject, we have two sides of a question, one upholding the justification for its own and the other shouting from the house tops that it can beat the Simla cold. The same will be the view with regard to the caption: for some will consider that both are of equal status, but due consideration will certainly allow wiser counsel to prevail and vote for feature writing as a winner by lengths making each post a winning post.

**Time was when the classical writers like Addison & Goldsmith were placed on a par with Romantic writers like Haslitt and Lamb.** Time now is when it is felt that article writing is to be clothed with the same **purple plush** as feature writing. If it be that the apparel made the man, then, they can be placed on a par but if it be thought that the man must also have a build and a gait to fit in with the apparel, then feature writing will be a winner by comfortable lengths.

After all is said and done, an article writing doubtless requires a collection of material, a steady balancing of matter, but in feature writing the spontaneity of thought lifts the prestige of the writer and the readers' feelings straightaway to elysium heights. Said George Bernard Shaw once whilst addressing the Fabian Society that literature was good English but journalism was literature **par excellence**. The same can well be said of feature writing without the least fear of contradiction. The two are like the two poles far apart and there can be no encroachment whatsoever on the other's territory.

Whilst in article writing the study of books and background material go a long way, in writing a feature one has to depend not a little on the eye, and the ear, sentiments, feelings, emotions and observation. A feature is written primarily for joy and delight and it must portray the object according to mood and understanding. It may, incidentally, be mentioned that in

feature writing, humour counts quite a lot.

By way of explanation, it may be stated that a newspaper man writing an article on the beggar problem in India will have to dig facts from books, relate them to each other, marshal them and draw his own conclusions. But a feature writer, if he were to describe the tragedy of a particular beggar's life, he must, perforce, spend some time with the beggar, interview him, his friends, his wife and children, if any, and having done all that he has to depend on his own understanding of life and on his own powers of observation to produce a ripping feature. By this, it should not be hastily concluded that a feature writer can dispense with study.

In article writing, one has to depend a good deal on facts and figures and references whilst feature writing calls for a special manner of writing and it should be written in a pleasant, informal way and one might even make bold to say that the tone must be chatty. The difference lies in approach rather than in subject matter. It is really the manner of handling that determines whether a piece of writing is an article or a feature. For instance, an article has the conventional beginning, the conventional middle and the conventional end. So also, has the feature writing, but with the glorious difference that the feature will begin rather abruptly and finish likewise. It may be stated, without smacking of exaggeration that an article is like a many-roomed mansion with several storeys; whilst a feature may be likened to a neat, little beautiful one-room cottage. It is some sort of lyric and prose—a momentary mood garnered in words—and brevity is the soul of a feature. In conclusion, when it is said that feature writing is the king of all writings, one has only spoken a mouthful, in American parlance, and what better winding than to say that the fame of feature writers will for ever echo.

# NORTHERN RAILWAY

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issued by the Indian Railways at one and a half single journey fares

AND

If you are planning to undertake a "See India" tour, remember to avail of the

## STANDARD TOUR TICKETS

for first, second and third class which are issued at 3/4th of the ordinary fares for distances of 1500 miles and over.

There are many places of interest situated on the Northern Railway, such as Lucknow, Benaras, Ajodhya, Amritsar, Kanpur, Allahabad, Jodhpur, Delhi and Bhakra Nangal besides the enchanting hill stations of Simla, Mussoorie and Kashmir.

People going to Jammu and Kashmir State should get permits from the District Magistrate or the authority concerned for entry into that State.

For more details on the places of interest, please refer to our booklet on "Places of Interest" available at railway bookstalls and for particulars on Concessional Tickets and Standard Tour Tickets, contact the nearest Station Master.

September 1955

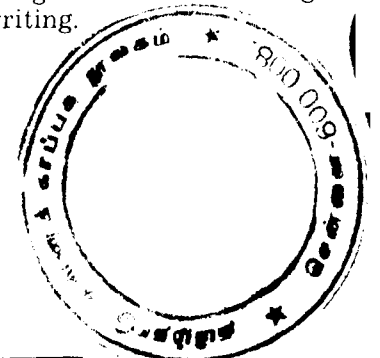
FEATURE AND ARTICLE WRITING

97

In the June Number of 'Southrailnews' an article entitled '9 Lakhs PROs on Indian Railways' appeared. This may be considered as an instance of feature writing. This is of the romantic school and not classical school of writing. In the July Number, an article appeared 'Middle Class Frenchman's Self-reliance' which may be considered as an instance of sarcasm and feature writing. In the August Number, the article on 'Planning and the Railways' starts

with a reference to Bernard Shaw's ideas and goes on in a romantic way and then adopts the classical way. Romantic school of writing or a feature writing should not be considered as faulty because it is more difficult than article writing.

The articles written by 'OPRAIL' in the 'Southrailnews' represent more of feature writing and it is more difficult to indulge in feature writing than article writing.



A pillar in the Fort Temple, Vellore



## SOUTHERN RAILWAY TENDER NOTICE

QUILON-ERNAKULAM RAILWAY—SEC. II  
—KOTTAYAM TO MAVELIKARA—SUPPLY  
OF MATERIALS REQUIRED FOR THE  
CONSTRUCTION OF MINOR BRIDGES  
FROM 12 TO 28 MILES FROM KOTTAYAM  
IN REACHES III, IV AND V (CHAINAGES  
259031 TO 351600)

The Chief Engineer, Southern Railway,  
Park Town, Madras-3, invites sealed tenders  
for the above work upto 13-00 hours on  
23-9-1955.

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  
20-9-1955 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  
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. 9,000 is to be paid  
to the Chief Cashier, Southern Railway,  
Park Town, Madras-3, before 12-00 hrs. on  
20-9-1955. 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. Otherwise, fresh  
Income-tax Clearance Certificate should be  
sent.

Tenders will be opened at 11-00 hrs. on  
24-9-1955.

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

## SOUTHERN RAILWAY TENDER NOTICE

QUILON-ERNAKULAM RAILWAY—SEC. II  
—KOTTAYAM TO MAVELIKARA—SUPPLY  
OF STONE JELLY, SAND, COUNTRY-WOOD  
PLANKS, SCANTLINGS, BAMBOOS, ETC.  
REQUIRED FOR THE CONSTRUCTION OF  
BRIDGE No. 316 (330' GIRDER BRIDGE) AT  
CHAINAGE 305475 (CHAINAGE FROM  
ERNAKULAM SOUTH)

The Chief Engineer, Southern Railway,  
Park Town, Madras-3, invites sealed tenders  
for the above work upto 13-00 hours on  
23-9-1955.

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  
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per spare schedule, only if available, which  
amounts will not be refunded.

Tender forms are not transferable.

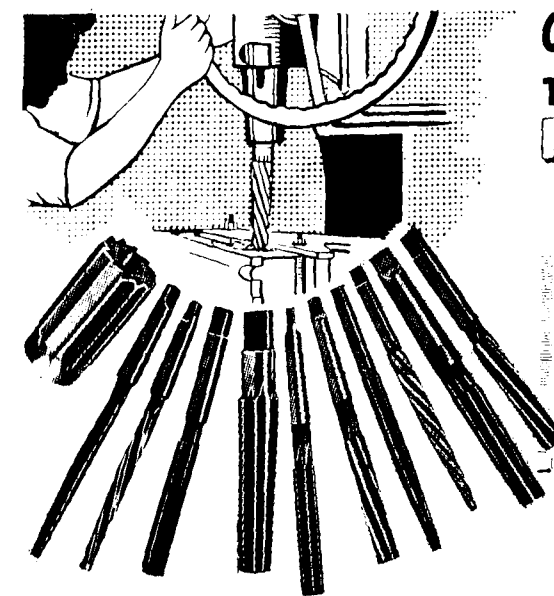
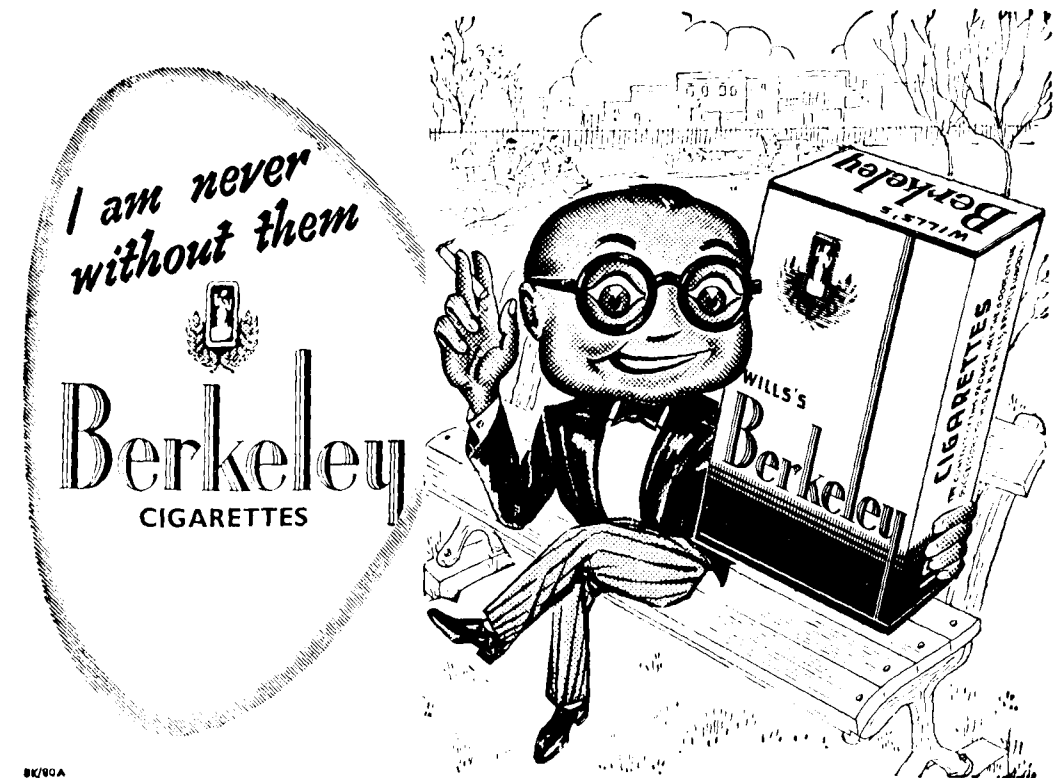
An earnest money of Rs. 2,100 is to be paid  
to the Chief Cashier, Southern Railway,  
Park Town, Madras-3, before 12-00 hrs. on  
20-9-1955. The Security Deposit for the  
accepted tender will be 10 per cent of the  
value of the Contract.

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. Otherwise, fresh  
Income-tax Clearance Certificate should be  
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Tenders will be opened at 11-00 hrs. on  
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The Chief Engineer does not bind himself  
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6. SARNATH ~ Where Lord Buddha Preached his First Sermon
7. AYODHYA ~ The Birth-place of Shri Ram Chandra



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NORTH-EASTERN RAILWAY

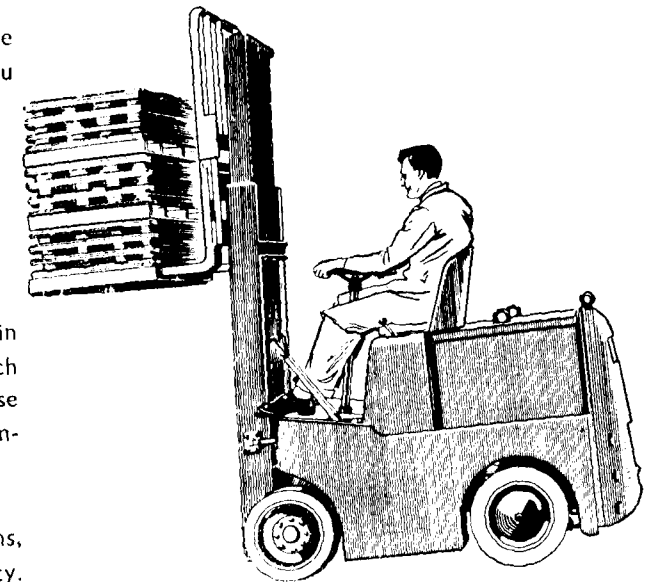
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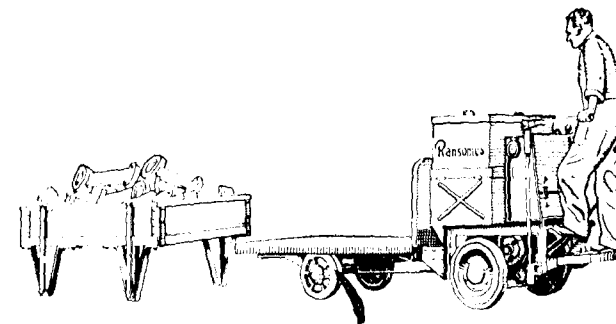
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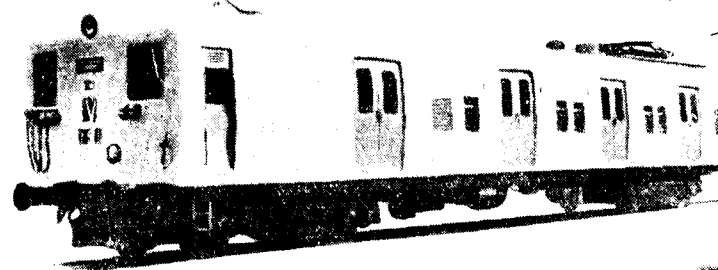
WANTED REPRESENTATIVES  
 PLEASE CONTACT

CHAKRADHARPUR

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



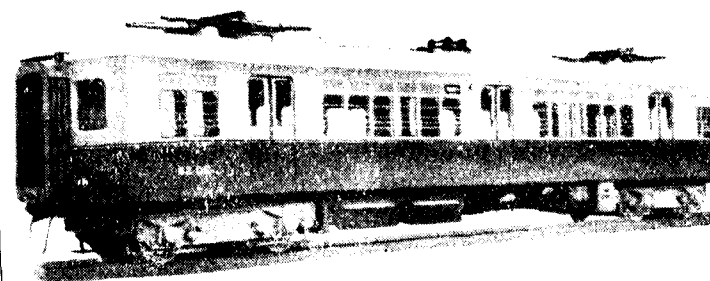
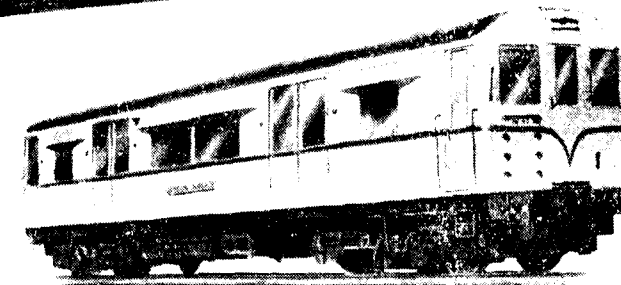
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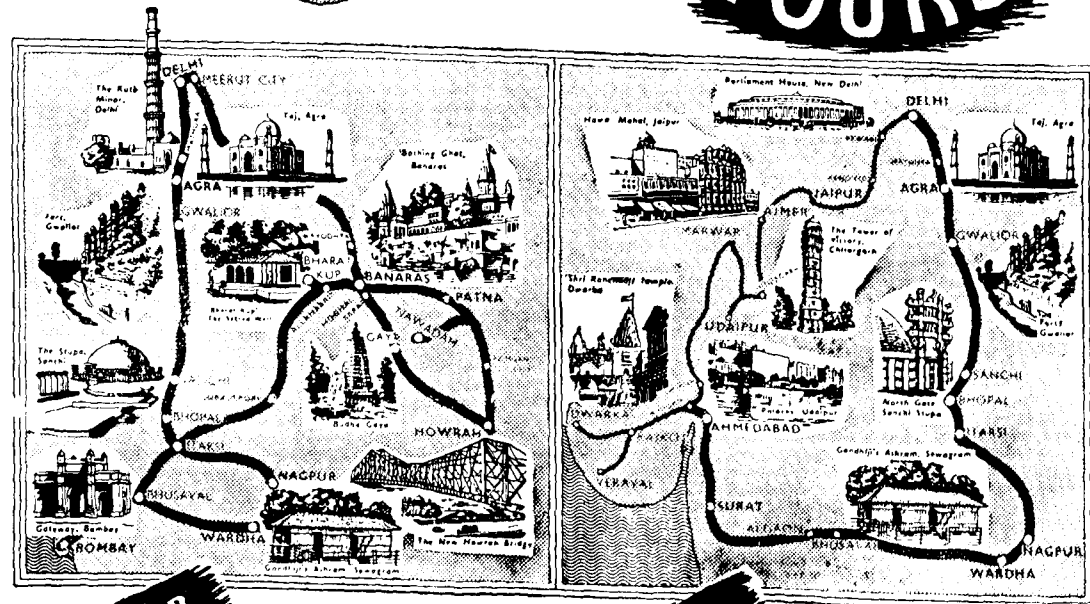
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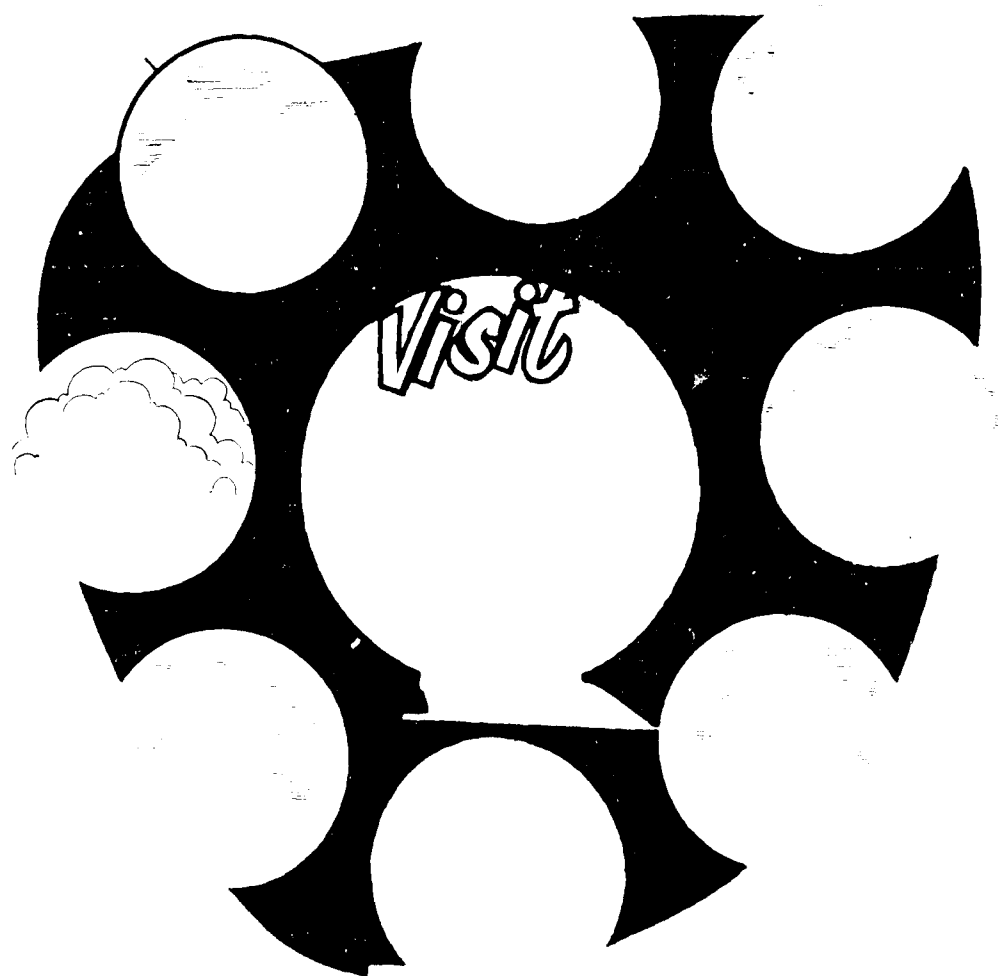
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