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SOUTH RAIL NEWS.

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# SOUTH RAIL NEWS

PUBLISHED BY THE SOUTHERN RAILWAY  
(GANDHIJI'S BIRTHDAY NUMBER)

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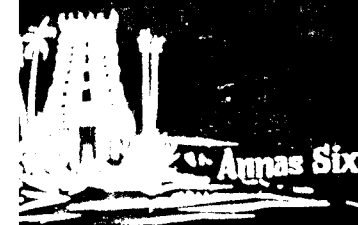
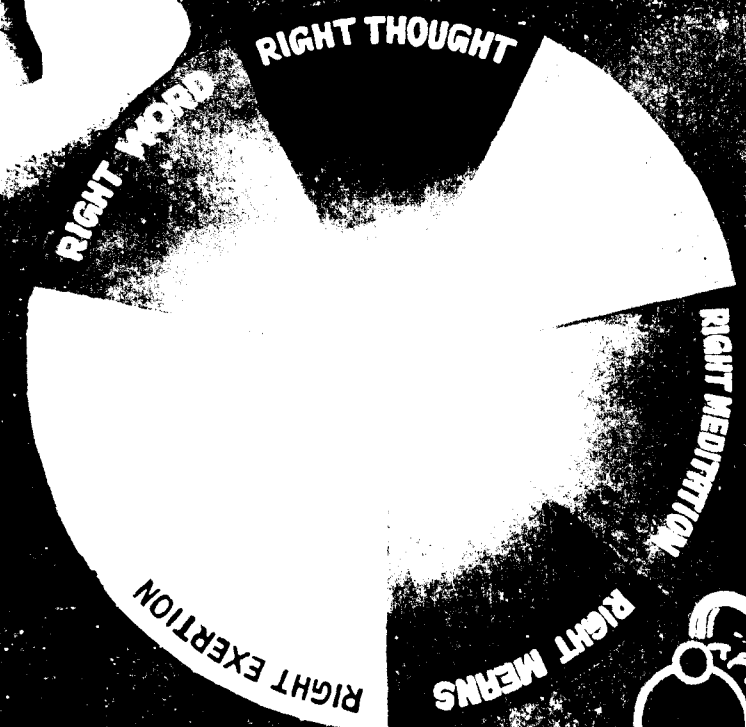
OCTOBER 1955

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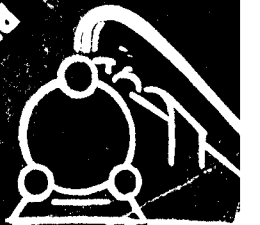


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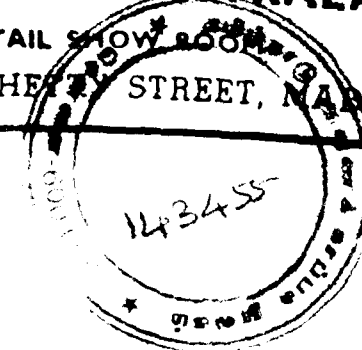
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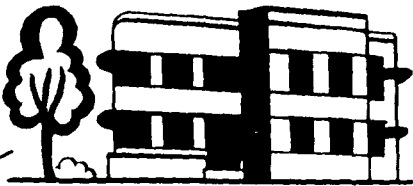
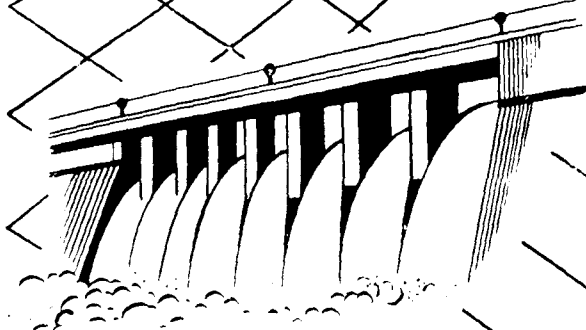
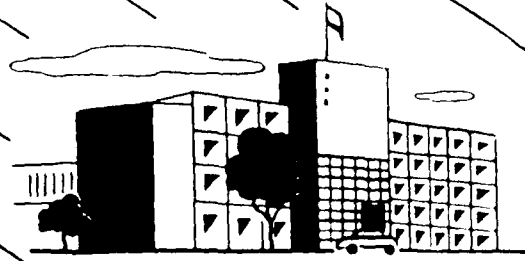


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12th September, 1955

Gandhi Jayanthi Day is a day of special significance for the Indian nation. I am happy that the *Southrailnews* has decided to bring out a Special Number to mark the occasion this year.

During his lifetime, Mahatmaji's mind was largely occupied by matters connected with the freedom fight but he found time for many things which, by ordinary standards, may be considered to be of lesser importance. For instance, he found time to go into the question of improving the lot of third-class passengers, and entered into correspondence with the authorities in this connection, making several practical suggestions.

We have endeavoured in the past eight years, since the achievement of independence, to draw inspiration from the Mahatma's concern for the common man, and have been doing our little bit to improve the lot of the third-class traveller. It can be claimed that some progress has been made though much remains to be done.

May Railwaymen dedicate themselves on this sacred day to serve the people even more in the future.

*O. V. Alagesan*

(O. V. ALAGESAN)



LIEUTENANT-GOVERNOR  
VINDHYA PRADESH

RAJ NIWAS  
REWA  
September 14, 1955

The Indian Railways constitute the greatest national asset of the Indian people. They may be described as the spinal cord of the nation's economic structure. All progress in agricultural and industrial production and consumption depend on the efficient running of the railways. The Indian Railways also constitute the single largest consumer of many kinds of manufactured articles. The steady reduction in their use of imported goods may be treated as an index of progress of Indian Industry.

Through its Chittaranjan Locomotive Workshops and the Perambur Integral Coach Factory, the railways contribute to the valuable and growing sector of nationalised industry thereby giving a fair start for India's march towards a Socialist economy.

The railways train and employ the largest number of India's technicians and administrators.

Lastly, the Railway Board is the largest single employer of India's labour. Nearly 10 lakhs of families depend directly on the railways and probably twice the number indirectly. That the railways have functioned since the transfer of power without any major dislocation or strike indicates that in spite of particular grievances, the railway administration has proved itself to be a satisfactory employer and the railway staff reasonable and national-minded workers.

With each Five Year Plan the railways will be playing an increasingly important role in the development of our national resources. So the people of India should support the railway administration in all ways, in keeping the stations, sheds, and coaches clean, in preventing travelling without tickets, by refusing to bribe the dishonest railway servants and by generally keeping a vigilant watch over every aspect of railway administration. On the other side, it is the duty of every railway official, from the pointsman and the station-master to the chairman of the railway board, to consider himself as a responsible trustee of this vital national asset and discharge his duties not only with honesty and efficiency but also with enthusiasm and initiative.



K. J. Santhanaiah  
7



GOVERNOR OF MADRAS

'RAJ BHAVAN'  
GUINDY, MADRAS 22  
August 27, 1955

I am glad to know that a special number of the *Southrailnews* is proposed to be published on Mahatma Gandhi's birthday. It is but fitting that a Railway Magazine should pay tribute to him who was almost the first to bring to the notice of the world, by himself travelling in the lowest classes, the shortcomings of the organisation, and the needs, responsibilities, and difficulties of the general public, which has done so much to improve the railway system of the land, and made us all proud of it today, for being a happy combination of the biggest State industry and the greatest utility service in the land.

It is indeed a happy thought that besides dealing with the most important and necessary departmental activities, the magazine should seek to pay its tribute on behalf of the hard-working railwaymen and the great travelling public, to the memory of the great departed. I am sure the pictorial illustrations of Mahatma Gandhi's wonderful life and work, which it is proposed to give as a special feature of this issue, will be both instructive and inspiring to the readers.

On this occasion, I should like to pay my own homage to the great Soul that gave to the world a new light and a new hope, and showed to men the ways of peace; and by his own achievements, proved how we can attain our biggest aims by methods of truth and love. May we be worthy of the Master who gave himself away to save us.

Sri Prakasa

(SRI PRAKASA)

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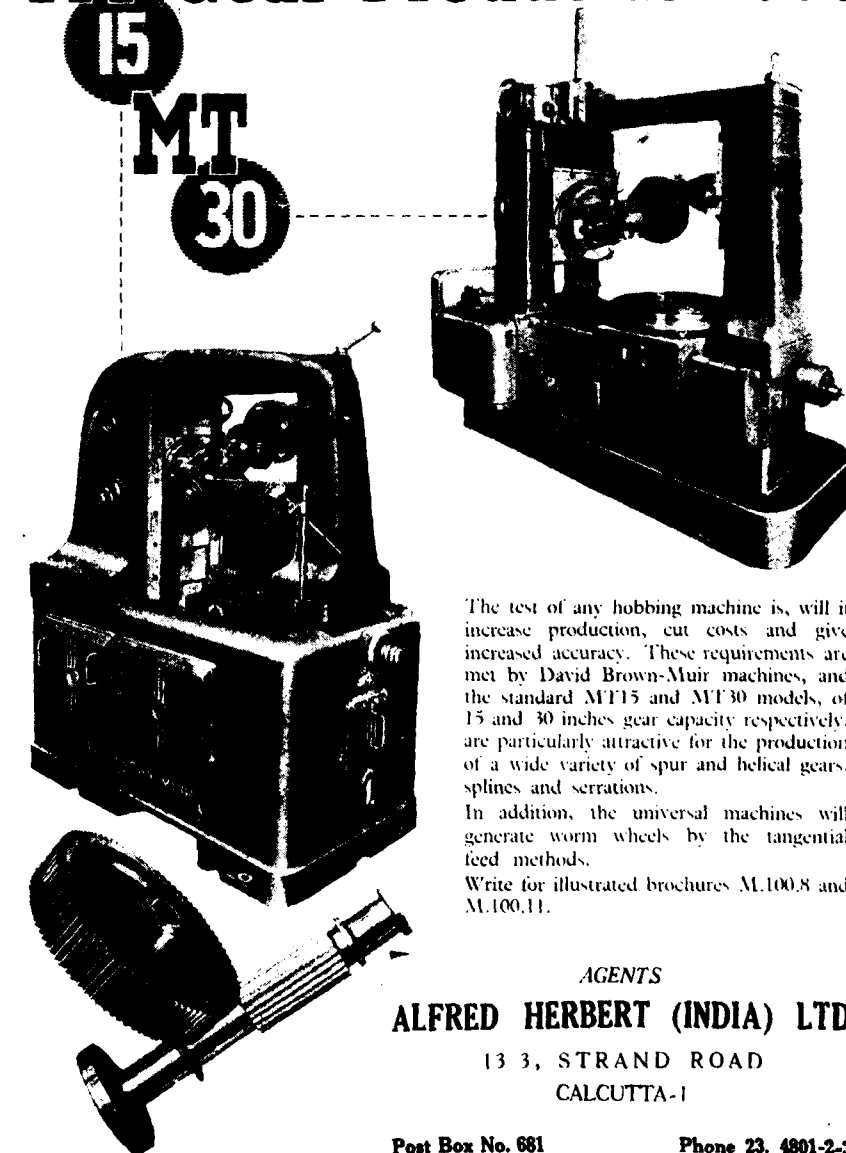
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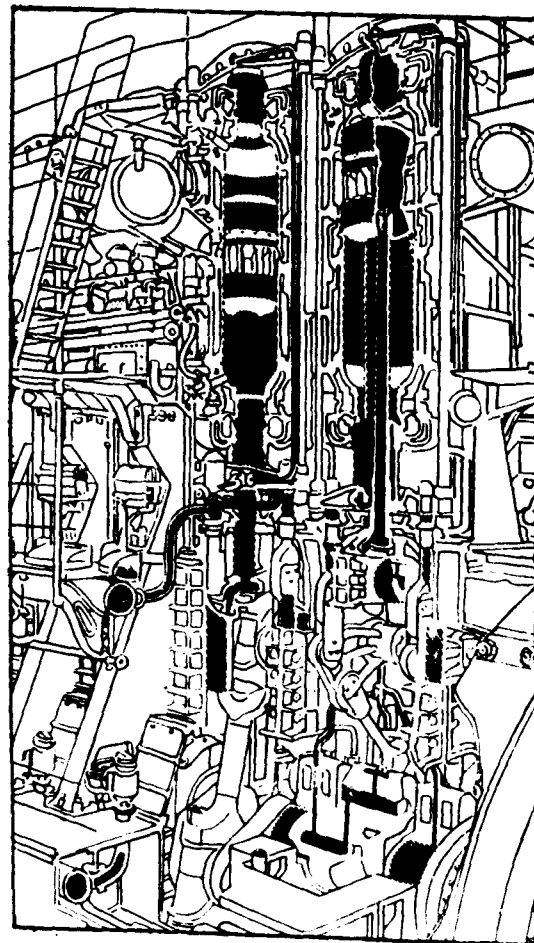
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## SOUTHRAILNEWS

(Official Organ of the Southern Railway)

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VOL. II

No. 7

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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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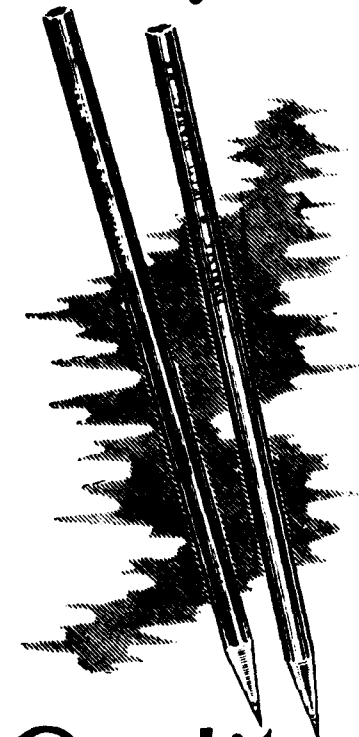
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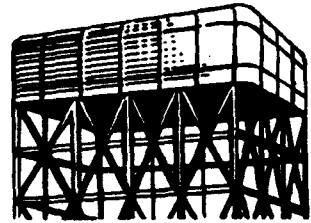


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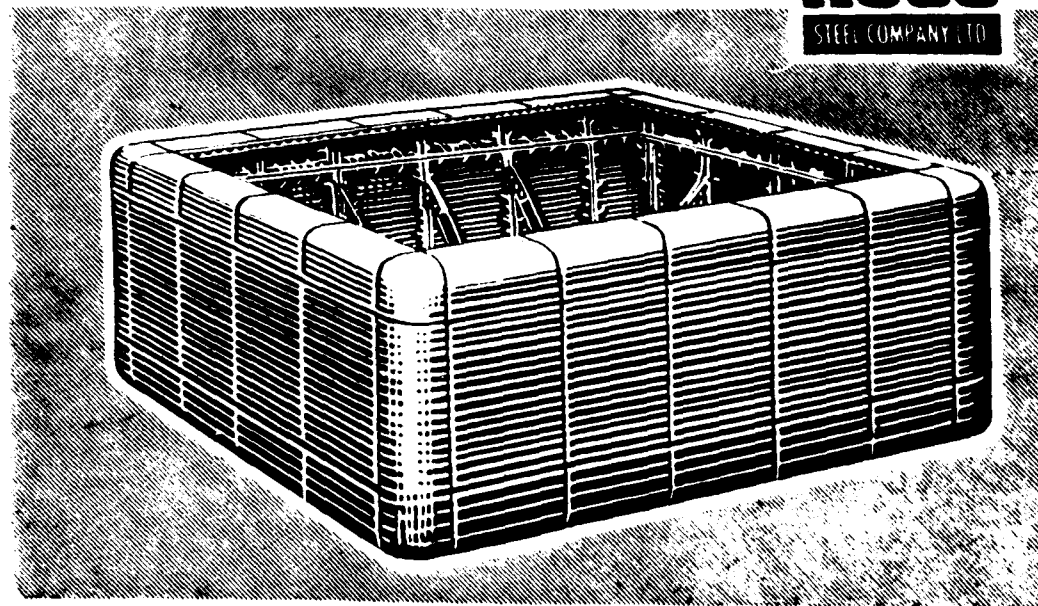
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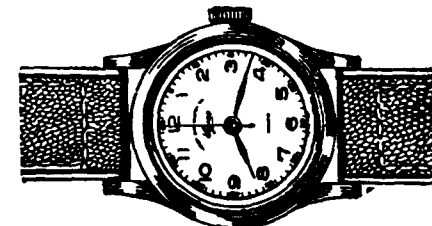
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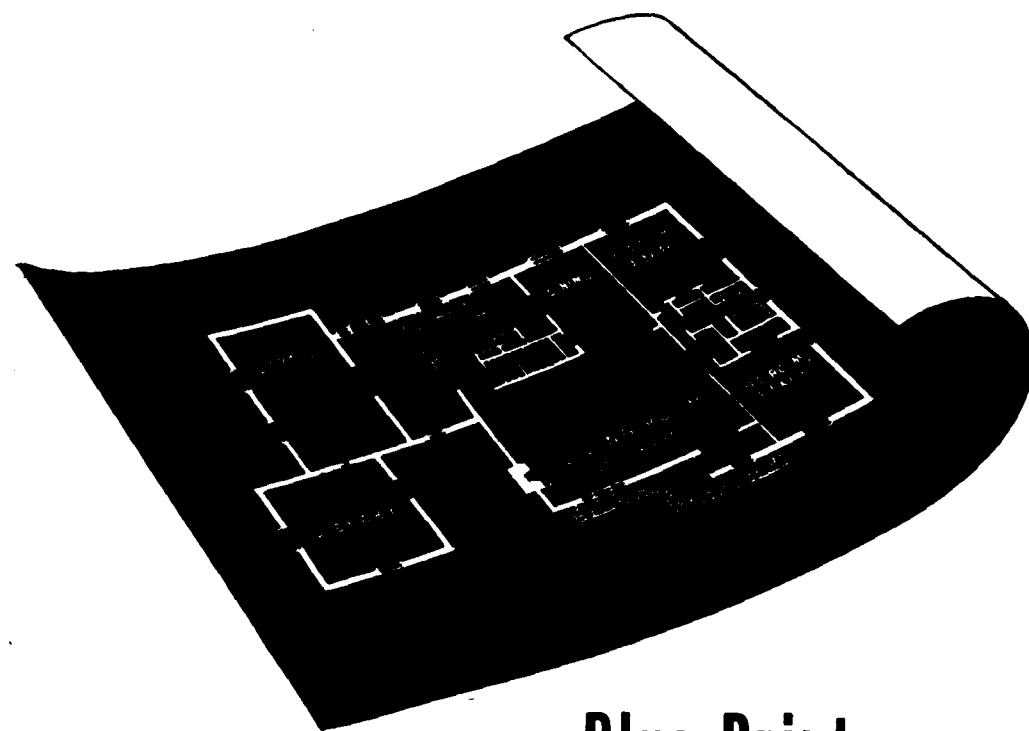
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F. 231

# SOUTHERN RAIL NEWS

VOL. 11

OCTOBER 1955

No. 7

## On Mahatma Gandhi

**M**AHATMA GANDHI'S Birthday falls on the 2nd October. The path of truth is the path of the brave. It is above the power of the cowards. Mahatma Gandhi believed in truth as a virtue to be placed on the highest pedestal and also followed truth in his life. He gave an advice to Railwaymen about checking ticketless travel and improving amenities to third class passengers. He also advised the public to keep the railway compartments and the railway station premises clean.

In his post prayer speech at New Delhi, on 28th October, 1947, Mahatma Gandhi spoke the following words about ticketless travel :

"If the railway earnings ran into crores, it was equally true that the expenses of running trains were no less heavy."

Gandhiji impressed on the audience the necessity for observing laws of sanitation in railway compartments. Spitting within compartments was an instance in point. He also deprecated disregard of railway rules like pulling the alarm signals without sufficient cause.

If he were at the head of the Railway administration, Gandhiji said he would advise the railway management to tell the public that unless they purchased tickets, trains would be stopped and they would resume journey only if the passengers willingly paid the fares due.

He was one who advocated a charter of duties for railwaymen and all other citizens. It is more necessary for us to do our duty than be intent on claiming our rights. He set an example by doing his duty himself and making his followers do their duty without being attached to the fruits of actions.

Carlyle said, "Make thy claim of wages a Zero and thou shalt have the whole world under thy feet." Mahatma Gandhi practised this principle (which he imbibed from the Gita). He that performs such action (as said in the VI Chapter of the Gita), as he deems to be his duty without being attached to the fruits of his actions, is considered to be an ascetic; not he that is without rights. Mahatma Gandhi followed this principle. "The wind does not blow him, the instrument does not cut him, the fire does not burn him, the water does not wet him." His main point was the achievement of India's independence. Doomed to go in company with pain and bloodshed miserable train turns his necessity to glorious gain who in the many games of life what he most doth value must be won—the happy warrior, as described by Wordsworth was found in Mahatma Gandhi.

He can be compared to people like Lord Buddha and Jesus Christ in his adherence to truth and non-violence. He was tolerant of all religions and was interested in studying the religious scriptures of all the religions. He set an example by practising right thought, right word, right deed, right exertion, right meditation, right remembrance and right means of livelihood. His single example will be more instructive than all the rules of the best moralists for his practice was drawn from a divine extraction and prompted by the Hand of God and wrought up by the assistance of His Spirit. A simple narrative of him will deck him with more substantial glory than all the panegyrics of poets, speakers and followers. He wears the crown of lasting limitless renown and his throne is in the hearts of all.

OCTOBER 2



*The most illustrious passenger the Indian Railways ever carried, Gandhiji, whose birthday fell on the 2nd of this month, always travelled third. Above are some pictures of Gandhiji taken during journeys in railway compartments*



*Gandhiji collecting Funds for Harijans on his way to Poona from Bombay after he was released from Agha Khan Palace in 1945*



*Mahatma Gandhi signing autographs, in return for donation to the Harijan Fund.  
This happy picture of Mahatmaji was taken at Juhu, seaside resort in Bombay  
where Gandhiji spent an occasional holiday*

*Mahatma Gandhi photographed at evening prayer in Simla*



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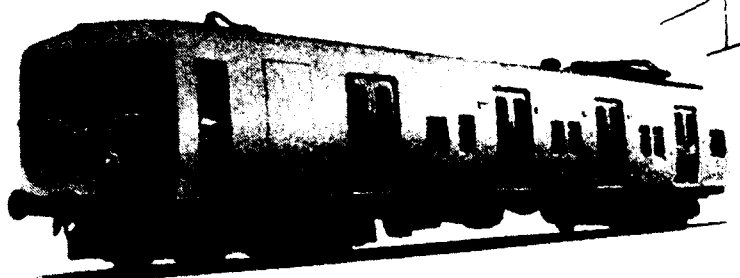
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## Rapid Strides of Progress in I.C.F.

**T**HE 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 will have its body and under-frame integrated into a single unit, all made of steel. It will have smoother riding qualities and will be much less jerky on the run.

It is light-weight, being seven tons lighter than the conventional 42-ton coach. Therefore, more coaches can be hauled by each 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 easily. Thanks to a special type of insulation used, heat and noise inside the integral coach during the travel will be eliminated to a marked degree. In India the integral coach will set a new standard.

The Factory is a product of Indo-Swiss co-operation in the technical field. The Government of India entered into an agreement with the Swiss Car & Elevator Manufacturing Corporation Ltd., of Schlieren, Switzerland, who are providing the technical personnel as well as the necessary training facilities at its works in Switzerland. Forty Indians have completed their training, and another 19 are in Switzerland. The designing and execution of civil engineering works in the I.C.F. are purely in the hands of Indians.

Approximately 4,000 workers will man the Factory when it is in full production, 75 per cent of them being skilled workers. A Technical Training

School was founded at the factory site on March 20, 1954. This will turn out 500 men per year initially.

Adjoining the Factory is situated the workers' residential colony. This is a miniature township with 400 houses, parks, playgrounds, a fine club house and other modern amenities. Adequate electric supply has been made to the township and the workshops. Six million units of electricity has been provided.

On June 1, 1951, I.C.F. was officially born. Its first headquarters were located in the 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 onwards, it has been growing rapidly.

The Integral Coach 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. Besides, when peak production is reached, the Factory will help the country to save a considerable amount of foreign exchange each year. Ancillary industries as rubber, aluminium and chemicals will receive a fillip. This is Asia's largest coach factory into which have gone 8,000 tons of steel, 20,000 tons of cement, 12 miles of railway sidings, 15 miles of water supply pipes, 5.5 miles of roads, etc.

735 individual machines will in co-operation produce one coach every six working hours for the I.C.F. Sixty per cent of this has been indented from Germany, 15 per cent from Switzerland and the United Kingdom, and the balance from Czechoslovakia, France, Italy, Belgium and Sweden.



*Panoramic view of the Integral Coach Factory*

I.C.F. is an achievement in coach building and a step towards self-sufficiency in Indian Railway Rolling (Coaching) Stock. One cannot but commend, on the vision of those who planned and sponsored the Integral Coach Factory. Plans for action of any kind must be logical and fit in with the estimated possibilities of the situation. A large measure of realism is essential. Programmes must be precise. Processes must be efficient and up-to-date. The higher management must be conscious of the fact that there is a problem connected with the efficiency of the production processes and give it constructive attention. The Chief Administrative Officer and all officers working under

him must be congratulated for their vision, capacity to look back to the past, looking forward to the future, seeing relative proportions, making provision for remote contingencies and having successfully developed the I.C.F.

Mahatma Gandhi's birthday, October 2, 1955, will be a historic occasion

On this memorable day, Shri Jawaharlal Nehru, Prime Minister of India, will press an electric button, as a result of which the first all-steel light weight Integral Coach will emerge from the Assembly Shop thus symbolising the inauguration of production at the Integral Coach Factory, Perambur.



*Prime Minister, Shri Jawaharlal Nehru*

# "A·D"

## PRIMARY CELLS

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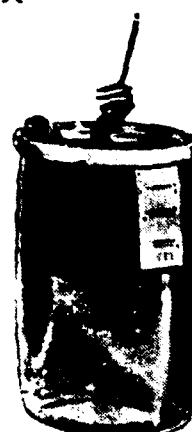
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### RAILWAY MINISTER INAUGURATES FREIGHT ENQUIRY COMMITTEE

"We have now before us a fairly clear picture of the type of society we wish to build, and the Indian Railways must obviously attune their policies and activities to the attainment of the country's ultimate goal," declared Shri Lal Bahadur Shastri, Railway Minister, addressing the inaugural meeting of the Railway Freight Structure Enquiry Committee at New Delhi on August 17, 1955.

Shri Shastri said that out of the labours of the Committee would emerge the railway rate structure which would prevail during the early and formative years of India's new economy.

Referring to the criticism that the Committee should bear in mind the necessity of maintaining the Railways' financial stability along with the needs of a developmental economy, the Railway Minister said that it could not reasonably be suggested that the railways should be a burden on the general exchequer, nor could the Railways' developmental activities be permitted to suffer for want of funds.

The Railway Minister said: The idea of a re-examination of the railway freight structure has been in my mind for some time now. In fact, I made a passing mention of it in my speech presenting the Railway Budget for 1954-55. I then dwelt on the necessity of adopting a bold policy of development and expansion of the railways, in order to assist the vast areas of our country which await economic exploitation.

More recently, this question engaged the attention of the Taxation Enquiry Committee, which has recommended that a suitable body should be set up "to consider the formulation of an adequate freight rates policy, having regard to the interests of industrial and economic development on the one hand, and the resources required for railway development on the other".

#### Urgency of Fresh Enquiry

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 period. 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.

We have not confined the terms of reference of this Committee only to the consideration of the question of revision of the present freight structure, but have widened their scope to cover other matters relating to that subject which are important from the point of view of the mercantile community and also the public. I am specially referring to questions such as the responsibilities of the railways as carriers of goods and the present set up of the Railway Rates Tribunal.

### Helping Build New Society

I need not dwell upon these points at length. But I know you will agree with me when I say that even in ordinary times the task of the architects of a new rates structure is not an easy one; and today we are by no means living in ordinary times.

We have now before us a fairly clear picture of the type of society we wish to build. The railways, being only a means to an end, must obviously attune their policies and activities to the attainment of the country's ultimate goal; and out of the labours of your Committee will emerge the rate structure which will prevail during the early and formative years of our new economy.

### Railways' Financial Stability

I am glad to find that the appointment of this Committee has generally been well received by the Press and the Public.

I have, however, noticed some criticism against one of the terms of reference, namely, that the Committee should bear in mind the necessity of maintaining the railways' financial stability, along with the needs of a developmental economy.

I do not think the criticism is justified, as it cannot reasonably be suggested that the railways should be a burden on the general exchequer; nor can we permit the railways' developmental activities to suffer for want of funds.

It would be too burdensome and long drawn out a process if the Committee were to go into the classification of individual commodities and it is not intended that they should do so, unless they desire to look into any specific case. The Committee, however, will be expected to review the principles of classification, suggest such changes in the overall structure as may be considered necessary, and recommend appropriate methods for dealing with such questions as may arise later in regard to classification.

### Making Rates Tribunal More Effective

Linked with the question of the appropriate freight rates structure, is the question of the constitution, jurisdiction and procedural rules of the Railway Rates Tribunal. The Tribunal is a statutory body constituted to adjudicate on disputes between rail-users and the railway authorities, in respect of specific items of freight rates charged.

While the Tribunal can consider all complaints of unreasonableness of rates and of undue preference and undue prejudice, the power to increase or reduce the general level of class rates, schedule rates and terminal and other charges is retained by Government. Also, complaints regarding the reasonableness or otherwise of the standardised terminal charges are not within the Tribunal's jurisdiction.

Criticism has been voiced, that the Tribunal's jurisdiction is not sufficiently wide. Trade and industry has also demanded simplification of the procedure for the conduct of cases before the Tribunal, in order to ensure more expeditious disposal and to reduce the cost of litigation.

Further, some recent decisions of the Tribunal have revealed ambiguities in the provisions of the Railway Act regarding the Tribunal's jurisdiction in respect of certain rates matters, as a result of which cases were taken on appeal to High Courts on writ petitions.

These are important aspects, and these and other matters need looking into.

I trust the Committee will go into the question, and suggest how the Tribunal could be made a more effective and expeditious instrument for adjudication on railway freight matters, at a reasonable cost to the litigant.

### Railway Responsibility as Carriers

At present the responsibility of the Indian Railways for the loss, destruction or deterioration of goods tendered for carriage by rail is that of a "bailee". Organised trade and

industry has pressed for an examination of the question whether the conditions in the country have not materially altered to justify a change in the responsibility of the railways as carriers of goods, so as to approximate it to that of a common carrier.

Under another term of reference, therefore, the Committee has been requested to examine the question whether the statutory provisions dealing with the responsibility of railways as carriers, need any modifications, and whether any adjustment in freight rates will be necessitated by these modifications.

The investigation by the Committee will give the various interests concerned ample opportunities to explain their points of view.

### Heavy Assignment

Each of the terms of reference to the Committee constitutes a major task in itself; and all the three together, covering a very wide field in the commercial activities of the railways, set for the Committee a truly heavy assignment.

We are fortunate, however, in having secured a Committee whose members I have no doubt, will prove fully equal to the task.

The Chairman of the Committee, Dr. A. Ramaswami Mudaliar, is a well-known figure in the country and hardly needs any introduction. He is a seasoned statesman and administrator and possesses wide experience of trade and commerce.

Two of its members are Members of Parliament, and they, I am sure, will bring to bear on the task before them their knowledge, ability and varied experience of public affairs.

Two others are retired members of the Railway Board, with a long and distinguished background of service.

The Committee also includes two officers still in service, who have con-

siderable knowledge of the subject and have been specially chosen on account of their experience.

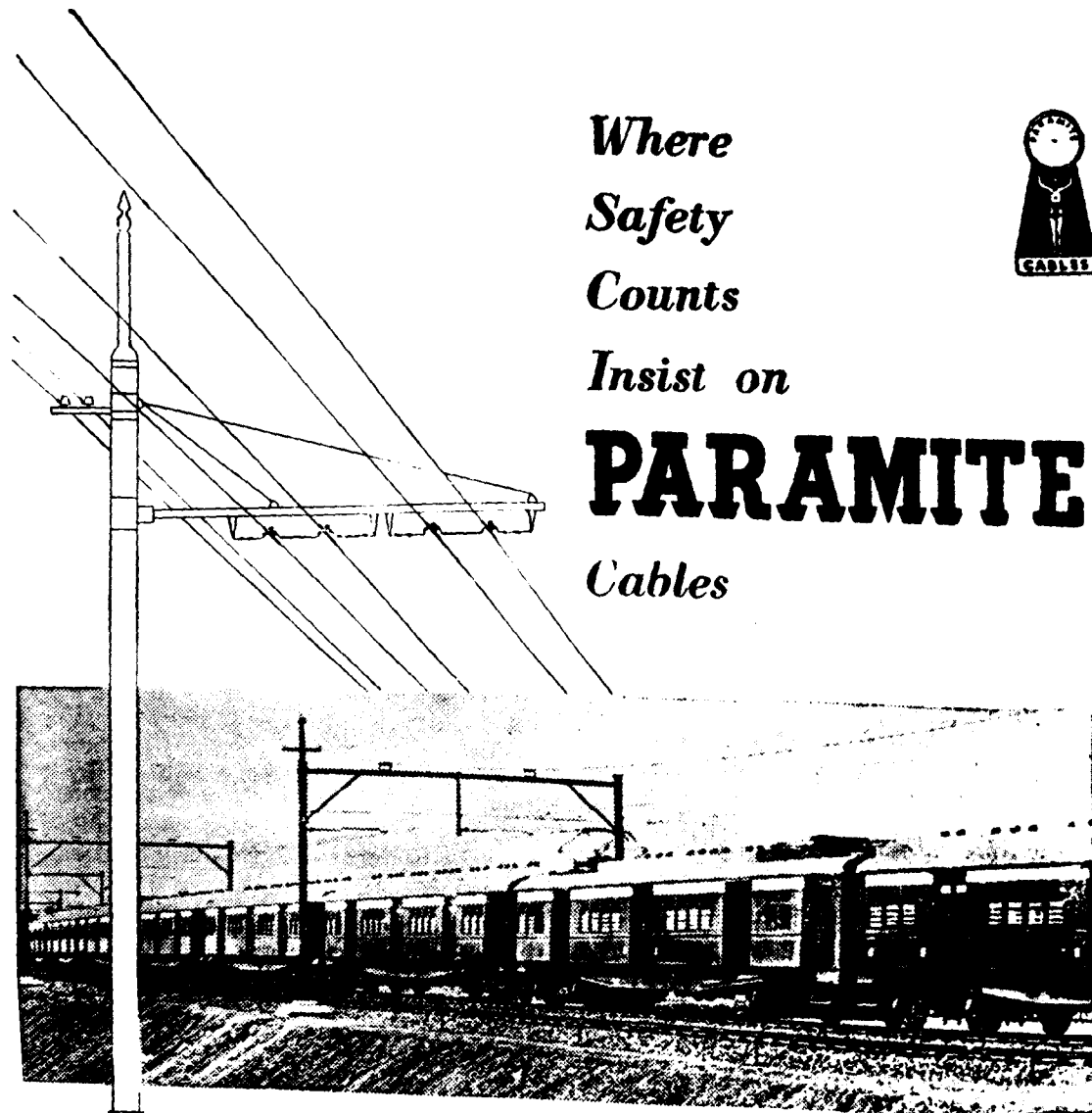
### RAILWAY CHIEF MECHANICAL ENGINEERS MEET— SECOND FIVE-YEAR PLAN DISCUSSED

The requirements of the Indian Railways' second Five Year Plan and the steps necessary to meet the needs of increased traffic during the ensuing busy season, were discussed at a meeting between the Railway Board and the Chief Mechanical Engineers of the seven zonal Railways, at New Delhi.

The meeting discussed the question of greater utilization of locomotives, coaches and wagons by reducing the number under or awaiting repairs, particularly as an immediate means of tackling the next busy season traffic. To meet the maintenance requirements of increased rolling stock during the second Five Year Plan period, the question of developing workshops, locomotive running sheds and carriage and wagon depots was examined in detail. It was felt that it would be necessary to remodel and expand some of the existing workshops etc., and to establish new units for production and repair work. The adoption of the latest methods in technique to give optimum output, enabling adequate return on the funds invested was also considered.

### Need for Trained Personnel

The meeting was of the opinion that there was need of training personnel at all levels, to improve the utilisation of existing assets, and the means to be adopted to ensure availability of trained personnel for increased requirements were discussed. It was felt that suitable scheme should be introduced taking advantage of the existing facilities and supplementing these where necessary.



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## Important Innovations and Improvements

**T**HE Railway Minister revealed in a broadcast talk a number of interesting innovations and improvements which will be given effect to in the near future. One is the introduction of two corridor trains—Janata trains—composed of the latest type light-weight coaches, designed by Indian Engineers of the Central Railway Standards Organisation. Passengers will be able to walk from one end of the train to the other. A dining car also will be attached to the train. It is being introduced on an experimental basis. The advantage of the corridor type is to help to ease overcrowding by permitting passengers to distribute themselves evenly in all the compartments while the train is in motion. Incidentally, it may also help in checking ticketless travel. The third class passenger traffic is the milch cow of Indian Railway finance. It is in fitness of things that third class passengers are provided this facility. The first Corridor train will run on 2nd October 1955 between Delhi and Calcutta.

A second innovation is the introduction of special cinema-equipped vans to exhibit selected documentary films at important stations throughout the country. There are two aims in introducing the documentary films.

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

A new dining car service is also to be introduced. It is hoped that during the Second Five-Year Plan period, 15 crores will be allotted for passenger amenities. During the year 1955-56, Southern Railway was allotted 49 lakhs. The expenditure of 3 crores per year on amenities is spread over about a dozen major items of which the extension, raising, widening, surfacing and covering of platforms will claim in 1955-56, the largest share amounting to Rs. 31 lakhs or more than one-fourth of the entire outlay for the year. The Railway Minister gave the assurance that passenger amenity works will never be allowed to suffer for lack of funds.



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## World of Railways

Arthur L. Stead

Our London Correspondent

**L**ITTLE Jimmy's father was a fireman on the Southern Region of British Railways. One day he suffered injuries while at work which proved fatal. Less than a year later, Jimmy's mother also passed away, and a sorrowful and bewildered six-year-old was left alone in the world. Fortunately, a fairy godmother, in the shape of a visitor from the railway, promptly investigated things, and within a few days the child had become a happy member of the Southern Railway Orphanage, at Woking, near London.

This kindly home for orphaned children of railway employees is a typical humanitarian achievement of the British railway family launched many years ago and still going strong. What makes the organisation even more interesting is the fact that recently it has extended its activities to cover the care of railway 'oldsters' as well as youngsters by opening two fine homes for retired railway men and women.

The Woking railway orphanage was opened in 1909 to house 150 children, and it was financed by voluntary subscriptions from employees of the London and South Western Railway and interested friends, including railway and trade union officers. After amalgamation of the various British railways, which formed the Southern group in 1923, a new wing was added to house ninety more children. A single-storey hospital block with 24 beds

and a fully equipped gymnasium followed.

From its inception, the Woking home has been owned and managed by the men and women of the London and South Western Railway and its successors—the Southern Railway and the present Southern Region of British Railways. Today, the Woking orphanage continues essentially an employee organisation, strongly supported by both the railway management and the trade unions, and it is performing really vital work which will no doubt greatly interest my Southern Railway of India friends.



The "Wynberg" Home for retired railwaymen and their wives, at Woking, England

The grounds at Woking include nine acres of land. On the ground floor of the three-storey building are the dining

hall, kitchen, dayrooms, workrooms, library, studies, stores and offices. The second and third floors are used as dormitories (24 beds each), with bath-rooms, playrooms, wardrobe rooms and staff bedrooms. Six staircases serve the upper floors and the building has modern ventilation and heating.

For administration of the orphanage, the Southern Region system is divided into seventeen geographical areas, for each of which a district committee is responsible. The committee is formed of railway workers in the area, and its main duties are the raising of funds, recommending children for admission, and watching over the after-welfare of children who have passed through the home. The District committees send delegates to Woking to form the Board of Management which has complete control of the orphanage. A general purposes committee, consisting of twelve members of the board and three women members chosen by the board, carries out detailed management of the home. A finance committee and central after-welfare committee also are appointed by the board.



The Gymnasium at the Woking Orphanage, maintained by the voluntary efforts of Southern Region Railway Employees

The bulk of the income of the Woking orphanage comes from employee voluntary subscriptions—a penny or two a week deducted by request from wages through the pay bills. No appeal

is made to the general public other than by occasional local collections and by 'flag days' organised at some of the larger stations.

Normally, children admitted to the Woking orphanage must be fatherless, but in some instances motherless children are cared for, subject to a small payment by the railwayman father towards the child's maintenance. Thanks to the recent opening of a 'babies' annexe, very young children are now cared for, it being felt that a father often needs more help when left with a baby than with an older child.

A "home" in the family rather than in the institutional sense, the Woking establishment encourages contacts between its children and boys and girls outside. For education, the orphans attend nearby State schools, and children with aptitude for higher education are encouraged to attend colleges and technical schools. Religious training is general but broad-minded, each child usually attending the church which was favoured by the parents, but all joining in simple morning prayers before breakfast daily. A visiting medical officer cares for the health of the children, and diet is on a liberal scale, with the staff eating the same menu along with the children.

When a child leaves the Woking orphanage he or she is provided with a complete outfit and reimbursed for the cost of any additional items purchased up to a reasonable amount. The child selects the clothing preferred, and no old boy or girl former resident who is in doubt or difficulty of any kind ever calls in vain for friendly counsel. A reunion, held every year in October, draws hundreds of old boys and girls to the orphanage, as well as large numbers of railway employees, trade union representatives, and other friends and helpers.

It was a bold step for the men and women of Britain's Southern Railway to commence to care for old as well as young railway folks in need. Actually,

the idea was first mooted in 1939, but then came the war. In 1946, the plans matured and the first old people's home was opened the following year.

The home was called "Missenden House", in honour of Sir Ernest Missenden, then General Manager of the Southern Railway, who always took tremendous interest in the orphanage. The home is located at Woking, five minutes walk from the town centre. Having been formerly a private residence, the house fronts on to an acre of garden where the old folks may happily sit and chat and enjoy the sunshine and flowers. The ground floor provides two large sitting rooms, a dining room, kitchen, warden's room, bathroom and offices. On the second floor are nine bedrooms and a bathroom, and on the third floor two bedrooms and a storeroom. Two of the bedrooms accommodate three beds, three are double rooms, and the remainder single rooms.

Not long ago, a second old people's home was opened at Woking called "Wynberg". Accommodation is here given for 27 residents, either married couples or single persons, and the interior layout and equipment follows on the same general lines as that at Missenden House.

Management of the old people's homes is almost identical with that of the orphanage, and they are served by the same Board of Management, district committees and executive officers. The income—apart from donations received from interested outsiders—is derived from two sources—paybill voluntary subscriptions and weekly payments by the residents. Every year the orphanage authorities allocate a proportion of their income to the funds of the old people's homes. The residents pay what they are able towards their keep from pensions and other sources, by mutual agreement, but it is the policy of the Board to leave every resident with a balance sufficient to meet his or her needs for personal

amenities, clothing, an occasional holiday, and so on.

If you were able to visit one or other of the old people's homes today you would find the residents a truly contented little band. A genuine family atmosphere pervades the homes, with both privacy and freedom for the individual. Apart from being expected to make, or help in making, their own beds, residents are under no compulsion to perform any domestic duties. Those, however, who want some occupation are welcome to assist in house or garden, and in practice all who are able seem to like to get busy and lend a hand in one way or another. In addition to various games and a radio, the homes have been given TV sets, and residents are at liberty to entertain their personal visitors.



Three contented residents at the Missenden House for elderly railway folk, relax in the cosy sitting room

It warms one's heart to see the oldsters of the railway service spending their latter days in happiness and comfort in a family community, just as it gives one rare satisfaction to observe the railway orphans cared for so splendidly. The men and women of Britain's Southern Railway realise only too well that they can never hope to care for all the deserving cases, but they do feel that, in a small way, they are making a truly worthwhile contribution to human happiness.

(Continued on page 40)

## Train Dispatching Systems (II)

T. S. Parthasarathy

ON my last article, I traced the underlying principles of control of trains on lines not equipped with block systems. A few years after Morse, in 1844, perfected the telegraph, it was being used on many railways as the basis for a block system supplementary but not superseding superiority of trains. Just as was the case in the development of principles governing methods of controlling trains without block signals, there was a good deal of experimentation before sound underlying principles for block systems were developed. In 1857 the Camden and Amboy Branch Railway in Pennsylvania started a practice of using the telegraph for blocking trains. Some of the practices will be of particular interest to persons familiar with European railway practices because they were based upon the principle that trains could be controlled locally, as for example, by the guard who would himself arrange for the blocking of opposing trains at the next station ahead. This was accomplished by the guard writing a message for the station master to transmit to the next station ahead asking the station master there to hold all opposing trains until his train arrived. The operator did this by telegraph and when the reply was received, the guard arranged for his train to proceed to the next station.

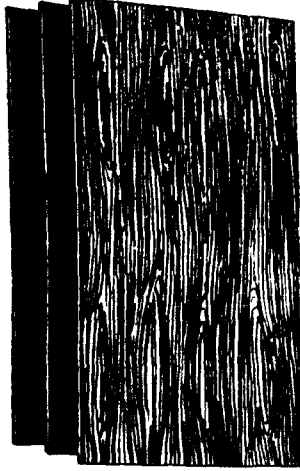
### Trains in the same direction

The experiment conducted by the above American railway was typical of the activities on railways generally at that time in their efforts to use the new telegraph in railway operation. As soon as telegraph offices were installed along a railway, numerous uses were found for them. One of these was the solution of a problem of keeping trains apart while moving in the same direction. Rules could be devised for keeping opposing trains from colliding with each other but

when it came to trains running in the same direction, the fact that each was ignorant of the whereabouts of the others made it impossible to devise rules to cover. About all that could be done was to require trains to keep a specified number of minutes apart based upon times shown in schedules and see that each train protected itself against following trains by flagging. As soon however as telegraph was available for communication between successive telegraph offices, the telegraph operators were able to find out what trains had passed the next office ahead and generally to keep in touch with movements in their vicinity. It was a natural development, therefore, for rules to be devised to require the operator to hold trains at his station until trains ahead had passed the next station or to warn trains when passing his station that there was a train ahead. On many railways this use of a telegraph block was all that seemed necessary because the requirement that inferior trains clear the line for opposing superior trains provided all the safeguards required for safe operation.

### Concept of absolute block

On many other railways, however, it was decided that the new telegraph block system should be used to provide the greatest possible degree of safety and the concept of 'absolute block' was developed. Absolute block came to mean a 'block from which all but one train were excluded'. The idea finally took the shape that absolute block would be used on single track as related to opposing trains and on single and double tracks as related to trains following passenger trains. On both single and double lines it was not applied to trains following goods trains but the following trains were required to proceed with caution when they were advised that there was a train in the block. Thus emerged in



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the 1860s a set of principles for a telegraph block system, which, although unsatisfactory in some respects and not providing all the safeguards desired, was the best that could be devised with telegraph as the sole means of communication. In view of the fact that the length of trains was short, movements were made at low speeds and leisurely, that station masters at almost every crossing station acted as block operators during their duty hours and there were exceptions in the rules to cover lack of communication, the new telegraph block system worked pretty well in the beginning. But when telephones became available, the modern manual block system came into its own. Telephones were substituted for telegraph between block stations and between them and dispatchers, but much more important, telephones connected with the block stations were installed at all points where trains would require them to obtain permission conveniently to do many things which, under the old telegraph system train crews had to handle without contact with anyone else. One of the important improvements of this kind was the practice requiring that passenger trains would not follow other trains in a block. By the time the new telephone-operated manual block system had become available, conditions as to length of trains, train speed and many other things, had so changed that the new system rapidly supplanted the old telegraph-block. But in some countries in the Far East like Indonesia, the telegraph-block is still in use even on main lines and as a result of years of practice and excellent discipline on the part of staff, the railways are able to run a surprisingly large number of trains with very few accidents.

#### Automatic block system

Even before the telephone-block system described above had assumed the final form, the railways were developing an automatic block system. In fact this development started about

1800 on the Pennsylvania Railway. As was the case with the development of manual block it was assumed that the new block system would supplement the superiority of trains. This assumption is valid today except that where automatic block signals are arranged and their operations safeguarded in accordance with quite restrictive requisites, they are used to supersede superiority of trains in a system called the Centralised Traffic Control (C.T.C.).

The new automatic block system progressed by a number of steps and many different methods had to be tried out and discarded before the present standard system was finally adopted. Suffice it to say, the underlying principles follow those of manual block with some exceptions where safeguards inherent in the system take the place of more cumbersome ones; for example, the shorter blocks and requirement that trains must stop before entering occupied blocks made unnecessary the continuance of absolute block.

The Automatic Block System is a series of blocks defined by automatic block signals whose indications govern trains upon entering and moving within the block. The block signals usually may display any one of three different signals: Clear, Approach or Stop-and-proceed.

The clear signal means that the block is clear and that the next signal is either Clear or Approach. In other words, it shows that at least two blocks ahead are clear.

The approach signal means that the next signal is Stop-and-proceed and that the next block is occupied. Trains receiving an Approach signal must reduce speed to one-half the speed authorised for passenger trains but not exceeding 30 m.p.h. and approach the next signal prepared to stop.

The Stop-and-proceed signal means that the block section ahead of it is occupied by a train or that a point is improperly set or that a rail is broken.

Trains must first stop and then proceed at not exceeding 20 m.p.h. looking out for the conditions described.

The signals are controlled electrically by a current of electricity in the rails or by the absence of current in the rails. This current in the rails is carried by a track circuit. When the current is flowing, it affects certain relays which operate a separate current which holds the signal to show clear unless the next signal in advance is stop-and-proceed, when it will show Approach. This is accomplished by connecting together each succeeding pair of signals with an electrical circuit so that when one signal displays stop-and-proceed, the first signal in the rear will display Approach.

The most important characteristic of the track circuit is that it is arranged so that if the flow of current in the track is interrupted, the signal at the entrance of the block section immediately displays stop-and-proceed. In like manner, this "fail-safe" principle applies to the arrangement of circuits between each pair of signals so that if the circuit is broken the signals display their most restrictive indication.

Thus, if the track circuit is shunted through the wheels of engines or carriages or a point is open or a rail broken, there is no current flowing back to the signal at the entrance of the block and therefore nothing to hold the signal at proceed, it immediately displays Stop and Proceed.

#### Three block automatic block Signalling

Three-block automatic block system employs four signals displayed by block signals — Clear, Approach-Medium, Approach and Stop-and-proceed. The difference between this system and the more simple one already described is the use of the Approach-Medium signal to indicate that the next signal is displaying Approach.

Approach-Medium means that the train must approach the next signal at medium speed (not exceeding

30 m.p.h. Thus, when a block is occupied, the signal at the entrance of the block will display Stop-and-Proceed, the next signal to the rear Approach, the next one Approach Medium and the next clear.

Under the two-block system, clear signal means that the next two blocks ahead are clear whereas under the three-block system, there are three clear blocks ahead.

#### Cab signals

Cab signals are classified as automatic block system signals and properly so, because they too, as well as the roadway signals, respond to track circuits. The currents which actuate them must be of a special kind, however, because the different aspects of the cab signals are displayed in response to coded electrical impulses in the track circuit. When a clear roadway signal is displayed, the cab signal code in the track in the block ahead of the signal is at the rate of 180 impulses per minute. When Approach-Medium, the code is 120 impulses, Approach carries with it 75 impulses per minute and Stop and proceed means there is no coded current in the track at all.

The cab signal is a signal which is located in the cab of the locomotive where it is plainly visible to the engine crew. The indication of the cab signals correspond to the indications of the wayside signals. Included in the cab signal is a whistle which blows to attract the driver's attention each time that the signal changes to a more restrictive position.

After the locomotive passes a wayside signal in the clear position, the cab signals show clear. After passing a wayside signal at Approach—which means that the train must approach the next signal prepared to stop—the cab signal changes to Approach and the whistle in the cab blows until the driver presses a lever to acknowledge that the

(Continued on page 27)



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## The Rehearsal

Rama Srinivasan

**I** WOKE up to find my husband making queer faces in front of the dressing table mirror. What was the matter with him? Had something gone wrong in his head or what? I gaped with open-mouthed horror at him making those awful grimaces. As if to confirm my fears, he suddenly whirled round upon baby gurgling happily in the cradle, pointed his finger at her and shouted, "Candidate, answer this question!" Baby set up a scream, and he turned back to the mirror muttering, "No, this won't do. I must sound triumphant but I must not shout."

I tried to quieten baby and to get a grip over myself. What sort of lunacy was this? Did he imagine he was a viva voce examiner? At this stage he spun round to face me and declared triumphantly, "Candidate, answer this question. How long did the Thirty Years' War last?"

I was completely taken aback. "I—I—I am afraid I have lost touch with my British History," I blubbered.

"Ha-ha!" he roared with laughter. "You are worse than Dandapani."

Dandapani? Who was Dandapani? There was no Dandapani in our list of acquaintances! I grabbed baby from the cradle and rushed out of the room, while I heard him chuckling behind me.

A short while later I tiptoed back to the room and peeped inside. I found him calmly seated on a chair, reading out from some sheets of paper he held in his hand. I walked up noiselessly behind him and looked over his shoulders to find that it was the script of a play. My knees felt weak as a sense of relief overcame me. So he was only play-acting after all! He sensed my presence and turned round.

"Ha, ha! I frightened you thoroughly, didn't I?" he crowed.

When I took the script from his hand and perused it, the mystery of Dandapani was solved. He was the character in the play who goes to the college he studied in twelve years before to demand his tuition fees back because he did not get his money's worth of education. He insists on having a re-examination to prove he did not learn anything while in college. The play proceeds with rollicking laughter as the professorial staff match their wits and rise to this unusual situation. Dandapani, determined to fail in the examination and get his money back, behaves most insolently and gives bizarre answers to the easy and eccentric questions put to him. The professors, equally determined to pass him, find fantastic explanations to prove that his outlandish answers are correct. He is finally packed off with the conclusion that he more than deserves the certificate awarded to him by the college.

It was now my turn to shriek with laughter while my husband went through the agonies of rehearsals. But I could not forget the fright he gave me at first, and I gave free rein to my imagination, picturing similar scenes in other households.

"Mr. Principal" was walking up and down the verandah of his house, muttering to himself. Mrs. Principal came out to call him in for lunch.

"What a distressing business! How unfortunate!" said Mr. Principal.

His wife gasped and stared at him. "I said lunch is ready," she repeated.

"What an unusual case! (He scratched his head) I never heard of anything like it before. I shall have to consult the staff. I shall have to call a conference," he went on in the same strain.

Mrs. Principal could not believe her ears. She went in and washed her face with cold water, drank a glass of water

and returned to the verandah. "Aren't you coming to have your lunch?" she asked again hesitantly, dreading the reply she might get.

Her husband made an eloquent gesture. "Get out before I have you thrown out," he shouted.

She hastily retreated to consult her mother-in-law, but turned round when she heard a chuckle behind her.

"Dandapani" sat with his legs on the table, mumbling to himself.

"Hello, old man. Long time since I saw you," said a voice, as his friend walked in.

Dandapani grinned. "I know! Exactly seven metres long. Ha-ha! Seven metres! I know it lasted that long," he cried triumphantly.

The friend stared at him incredulously. "What did you say, old chap?"

But Dandapani had resumed his mumbling. After a while the friend shook him by his shoulders. "What is the matter? Answer me, will you?"

"You give me a pain in the neck. I am an ass. That is my answer."

"Of course I agree you are an ass. Stop this buffoonery, I say," cried the friend. "I have got that book you wanted."

"What have you got, you spectacled cabbage?"

The friend's eyes popped out.

"Give me back my money," barked Dandapani.

The friend mustered his dignity. "I say, I did not think you would create such a scene over that meagre tenner you lent me. I see you are not in your right senses now. See you later."

He made his exit with Dandapani's hooting laughter ringing in his ears.

"My friend Meenakshi was here today with a piece of bad news. Seems that fellow Ramamurti has become mad suddenly. I cannot believe it. Absolutely fit till the previous night, and the next morning started behaving

in a most extraordinary manner. How is it possible?" rattled off the mother of the "Physics Professor".

"Why is the look of an ass so sad? Why, in general, are all of us usually so sad? Because we are all the victims of illusion or Maya," said the Physics Professor.

"Oh, no!" moaned the mother, and hurried to fetch a lime and a pail of water. Had the heat been too much for her son?

The "Geography Professor" sat in his drawing room muttering to himself. His married sister dropped in to visit him, but he eyed her with a glassy look, as if looking right through her. She stared at him with surprise. What had come over her brother? Was he mumbling morning prayers or what? Since when had he turned so religious? She continued to eye him inquisitively. After a while her brother beckoned her. Not in the least disturbed by her curious look, he said imperturbably, "Tell me candidate—What is the highest mountain peak in the world named after its discoverer, Everest?"

"Ha-ha-ha!" laughed the sister. "Since when have you turned humorous, brother dear?"

Her brother thought a little. "Ha-ha-ha! Anyway the answer is correct. . . . There is a Tibetan legend in the Himalaya Vamsapurana that Princess Priyadarsani, when she first saw the snow-clad peak from Manasarovar lake, in her exuberance came out with the ardent exclamation Ha-ha-ha!, and from that day in the Himalaya Vamsapurana the peak has always been referred to as Ha-ha-ha!"

His sister gave him a suspicious look but he had a wooden face. She rushed in to inform everyone in the house of the probable disaster.

The "Mathematics Professor" sat in his room with his eyebrows knit, staring at the ceiling. His younger brother walked in, a little hesitantly. "I say brother, could you work out

this problem for me? I am not able to find out what it is based on."

The Mathematics Professor shifted his gaze from the ceiling to his brother. "Relativity, of course. The quantum theory. Planck. Einstein. Nuclear fission. Plutonium. Atom Bomb. It's all very simple."

The brother's jaw dropped slowly. Was his brother pulling his leg? Had he been unable to solve a perfectly simple problem? He hastily retreated to tackle it again.

He returned shortly after to admit his defeat. "I say, I really can't solve that question. Won't you help me please?" he requested his brother.

The Mathematics Professor got up from his chair, planted his feet firmly on the ground, cleared his throat and announced, "The easy question." He took a deep breath and rattled off in one stretch, "If we represent the speed of light by X and the distance of Sirius star from the Sun by Y, what is the circumference of a one hundred and nine sided regular polyhedron whose surfaces area coincides with the cash bag of a Hollywood cinema star whose seventh divorce suit is being heard in a court in Paris, capital of France, where Ministries are formed and thrown out at the rate of six per year?"

During this oration the brother was receding step by step, and when he

reached the door he turned on his heels and fled in search of his sister-in-law. Perhaps she could tackle the crisis better.

And need I tell you of the "peon" whose father nearly called the Ambulance when his son came home from office, limping as if all the bones in his legs were broken?

The play was part of the Independence Day celebrations organised by the Officers' Association in Hotel Dasaprakash. If the rehearsals could have been like this, need I mention how the actual play went off?

#### TRAIN DISPATCHING SYSTEMS

(Continued from page 23)

signal has become more restrictive. If the next wayside signal is at Stop-and-proceed, the train first stops at the signal and then proceeds at not exceeding fifteen miles per hour, prepared to stop short of a train, obstruction or points improperly set and looking out for a broken rail. As it passes a wayside signal which is in the Stop-and-proceed position, the cab signal changes to its most restrictive indication and the warning whistle again blows in the cab.

(To be continued)

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## "Commissions and Omissions"

"Oprail"

**R**AILWAYMEN are familiar with the Telegraph Code Book, inside which they will find such code words as 'FENERY' and 'FENLOG' and 'ENSILE'. But nowhere will they find the code 'E. & O. E.' which is the abbreviated form of the phrase 'Errors and Omissions Excepted.' This is a commercial term and anyone who has been presented with a bill must have seen these letters at the bottom of the bill. Briefly, it means that if there has been a clerical error or omission in a bill, it is open to subsequent correction. So it is actually a safeguard against human fallibility.

But what relation has this term of 'Errors of Omission and Commission' to railwaymen? By taking a little thought any railway man will soon realise the far-reaching effects these little errors of omission and commission may have on the general efficiency of a railway system as a whole.

Ask any railway passenger on what factor he judges the efficiency of a railway, and he will perhaps reply without hesitation, 'on punctuality.' If a mail train is scheduled to arrive at Madras at 8-30 a.m. the passenger travelling by this train expects it to arrive there on the knock of 8-30 a.m. Practical railwaymen will agree with this, with certain reservations. There are, and always will be, factors within and outside his control, which cause detentions and late running of trains. But the factors within his control can, and should be, cut down to the absolute minimum. When large slices of time cause detentions, we sit up and take notice; but it is the odd couple of minutes wasted here and there, which soon add up to the half-hours and hours, that are often overlooked. A few minutes extra taken in the loading of packages at a station, a little tardiness on the part of the station master in giving the starting

signal, a driver not so alert when the fireman has overshot the time allowed for loco requirements, are the little time-wasters. The driver may say 'what's a few minutes delay, my running time margin is generous, I can easily make up time.' Quite so, but the unknown lies ahead. Who can say what further time-retarding factors may crop up on the journey ahead. A minute lost, is lost for ever. It cannot be picked up where it was dropped and put back again.

Railwaymen concerned with operation are exhorted to "Keep wagons moving." Some may be under the impression that as long as wagons are 'on the move' attached to a train, or hitched to a shunting engine in a yard, the spirit of the slogan has been fulfilled. This would be aimless. The objective is to get wagons loaded with 'pay' loads on their way, then promptly to destination, off-loaded, and again loaded, or dispatched to stations where merchandise is waiting for empty wagons. And all this is to be done with speed, and an alert eye watchful for eliminating time-wasting factors.

A railway system may own over 50,000 wagons. Of these, let us say, three to five thousand are in workshops or repair depots on the line undergoing extensive repairs. So many thousand are on the move from dispatching to destination stations. The coalfields are clamouring for wagons for coal loading, and a loading target of about 2,400 wagons a day is aimed at. Goods sheds are stacked with outward merchandise, and if a railway can offer even 1,600 wagons a day for merchandise loading, it can look for applause.

In spite of an enormous wagon holding there may be a considerable shortfall from the daily average loading target. Why? The reasons

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"COMMISSIONS AND OMISSIONS"

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are legion, some depending on restrictive operational factors, perhaps beyond the ordinary railwayman's control. But those within his control—a little delay in placing of wagons in goods sheds for loading, inefficient yard movements, late starts to trains from terminal points, careless control work—these are only some of the factors which increase wagon turnaround and reduce the revenue-earning potential of each wagon.

How many railwaymen are aware of the colossal sum of money that is paid out annually in compensation claims? It can be reckoned in lakhs. Some claims may be inevitable due to the incidence of day-to-day working, but not to the tune of lakhs. Let us take one or two examples to see how claims may arise from a little carelessness or indifference on the part of railway staff.

A wagon is loaded at dispatching station with perishable consignments—say, fruit or vegetables of some sort. This traffic usually moves by express goods services. The merchant expects to have delivery of this consignment in such a condition that he can sell it after receipt at destination. Somewhere in transit, there is a delay, perhaps caused by staff not being on the alert. The wagon reaches destination a few days late. Result, fruit or vegetables unfit for human consumption, and a dead loss to the merchant. So, he puts in a claim, which has to be paid. Illegible or incorrect marking of station code names on consignments has often resulted in losses or inordinate delays to valuable merchandise. This again is due to carelessness. Multiply these instances a hundredfold or even a thousandfold in the course of a year, and it all adds up to an enormous claims bill which has to be paid by the administration. Taken as isolated cases, such examples may look

insignificant to the individual railwayman, but the cumulative effect is a bad reflection on the efficiency of the railway system.

Now, let us take the case of the accident. Apart from those caused by circumstances beyond human control, so many are the result of a little carelessness or indifference. A passenger train is due to be admitted into a station. There is a shunting movement being completed in the yard. The passenger train is held up at the outer signal. The cabinman gives an order to his signalman to set certain points to complete the shunting movement and so free the reception line for the passenger train. In a moment of forgetfulness, he does not make sure that the signalman has carried out his orders, but takes it for granted that the movement has been done. The passenger train is admitted before the shunting movement is complete. Result, a few minutes later—a smash-up involving loss of life and considerable damage to track or rolling stock.

And again, what of those minor station and yard accidents. A wagon off the track, a pilot engine taking the wrong road, burst points: all little irritants, which when added up can cause enormous delays to the smooth flow of traffic, especially in large yards.

It would take a book to compile the little errors of omission and commission that retard efficient railway operation, but the few examples given are enough for the purpose. From one end of a railway system to the other end, perhaps every few minutes of the day, some railwayman is doing something he ought not to do, or not doing what he should do. Total up the score at the end of a year and we get a sorry picture, which should never materialise if each railwayman took care to reduce his errors of omission and commission to the minimum.

## Office Correspondence

T. S. P.

**W**HILST there has been considerable research on the technical side of railway work and careful study has been made of methods to produce operating efficiency, there has been far less research into office methods to secure maximum clerical efficiency. The explanation may be that the problem consists of finding the best way to carry out a vast number of detailed operations, each of which may seem insignificant in itself but which in total have an important effect on efficiency. Several factors have recently led to an enormous increase in office work and they include amongst other things the growing need to give the public a complete reply to their letters, the submission of an increased number of reports and returns and the growth of the railways in general as national undertakings. Over-centralization inevitably results in more office work and is an ever-present menace especially with nationalized undertakings. The solution of the problem depends largely on the organization of offices and a proper correspondence technique.

It is a pity that the teaching of even elementary correspondence does not form part of the curriculum in our high schools from which we draw the major portion of our office staff. High School students seldom get an opportunity to write anything more by way of correspondence than leave letters usually containing a stereotyped sentence "As I am suffering . . . kindly grant me . . . days leave of absence". Many entrants to railway service coming from upcountry appear to be unacquainted with even phrases like "Dear Sir" and "Yours faithfully". The result has been that several howlers are added every day to the existing vast collection, not only in inter-departmental correspondence but in letters addressed to the public as

well unless the signing officer exercises a meticulous scrutiny. But then, such officers usually complain that they have practically to rewrite every letter that is put up for their signature, including three-lined acknowledgments.

The wording of letters, memoranda and minutes is now receiving greater attention than previously and quite a few books are available on the A.B.C. of good letter-writing, viz., Accuracy, Brevity and Clarity. Letters which are unnecessarily long, obscure the essential points and waste the time of the people who read them. Padding is the result of failure to think clearly. The letter must be perfectly clear and therefore must be complete without being verbose—the words used must not be ambiguous. Many words and expressions in common use in business letters have been handed down generation to generation but most of them are longer than the number of words required to say the same thing in plain English, "Your esteemed favour", "adverting to your communication", "institute necessary enquiries", "envisage", "recorded for declination", "append your signature" and so on. Brevity, however, should not be at the expense of clarity as was attempted by the applicant for a job in a railway school who wrote "In answer to your advertisement for a music teacher and drawing master (lady and gentleman) I have been both for several years". Too much attention to split infinitives spoils an otherwise good draft and even Fowler concedes that a split infinitive is "not desirable but preferable to ambiguity or artificiality". Bernard Shaw wrote to the 'Times' nearly half a century ago as follows:

"There is a busy-body on your staff who devotes a lot of his time to chasing split infinitives. Every good

(Continued on page 40)

## Indian Rlys. May Spearhead Metric System Reform

M. G. Lall  
New Delhi

**I**T was given to some British railway companies in the seventies of the last century to obstruct the introduction of the metric system of weights and measures in India.

As irony (or good luck?) would have it, it may be given to the nationalised Indian Railways now to be the leader in introducing this much-needed reform on which the necessary legislation has already been passed by the Union Parliament.

Since the adoption of the metric system for the first time by France in 1793, the merits of this system have attracted an ever-increasing number of nations and peoples. Its superiority over the other system, called the imperial system at present in use, has been widely recognised in India even in recent times.

However, in the absence of any specific knowledge of what is involved in changing over to the metric system, the difficulties of adopting it have been greatly exaggerated and the dislocation and cost involved described as 'colossal'. On the other hand, for the same reason, claims have been made that hardly any problems would arise and that the change can be accomplished quickly and without any substantial expenditure.

Both these views are wide of the mark.

The controversy has more or less been laid to rest by a factual investigation carried out under the auspices of the Planning Commission last year by one of its officers, Mr. Pitambar Pant.

### What it means to Railways?

In a bulky memorandum on the introduction of the metric system in India by Sri Pitambar Pant, it has been stated that the Ministry of Railways is in favour of the change to the metric system. It is anticipated

that the cost of conversion at the present stage would be in the neighbourhood of Rs. 1,00,00,000. This is necessarily a very rough guess because it is difficult to assess properly the actual expenditure which may be involved.

The Railway Ministry is believed to have envisaged that some difficulties of transition would arise, particularly in the railway workshops. These, however, are not regarded as insuperable.

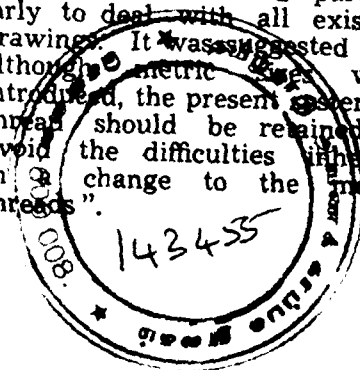
Under any arrangement, a period during which both the present imperial system and the new metric system will be in force appears to be inescapable.

### Engineers' view

It is interesting to know what the top railway engineers think of the metric system. The problem was discussed at a meeting of the Chief Mechanical Engineers of the Railways held in New Delhi in 1954.

The following has been recorded as the views of those engineers:

"The general opinion was that a change to the metric system would not result in any practical advantage in railway workshops and running sheds. The disadvantages are greater for maintenance units than for production units. It would mean re-equipment of most small tools and to some extent duplication of spare parts to be stocked. During the change-over extra staff would be needed particularly to deal with all existing drawings. It was suggested that although metric tools were introduced, the present system of threads should be retained to avoid the difficulties inherent in a change to the metric threads".



### Inherent difficulties

There is no doubt that a change of system of measurement is much simpler for a production unit than for a repair workshop. In the former case, a complete change could be effected in a comparatively short time but in a repair workshop we should have to deal with rolling stock built to inch measurements for many years. The average life of a locomotive, for example, is 40 years and during the whole of this period many spare parts to the original dimensions have to be stocked, and there would be some degree of duplication resulting from a change of system.

### Change over at Chittaranjan

The Indian Standards Institution in 1954 made an enquiry from several industries in the public sector about the repercussions of the change-over in each industry.

In the case of the Chittaranjan Locomotive Works, it was estimated that the total cost of conversion would be in the neighbourhood of Rs. 5,00,000. As against this, the total value of plant and machinery at the Chittaranjan Locomotive Works was estimated at Rs. 8,00,00,000. This would show that the cost of conversion expressed as a percentage of the value of plant and machinery would be 0.6 per cent. In reply to a questionnaire, the Chittaranjan Locomotive Works furnished some other details which made interesting reading.

The questionnaire, for instance, asked how much machinery would have to be completely scrapped if the change-over to the metric system was enforced. The answer was "nil".

It was pointed out that all the machinery at the Works could be adopted to the new system with some minor changes. As a matter of fact, it was pointed out that most of the

machines would not require any change whatsoever.

At present the metric system is not in use in any part of the Chittaranjan Works. The Chittaranjan authorities pointed out to the Indian Standards Institution that the introduction of the metric system would help considerably in the Design Office where lengthy and intricate calculations are involved. However, considerable work would be involved in the Design Office in altering the existing drawings to the new system.

The Chittaranjan authorities, however, rightly pointed out that while the change-over at Chittaranjan may not be difficult, corresponding change-over by the ancillary industries and the raw material producers who supply Chittaranjan should be given very careful consideration.

### Integral Coach Factory

The problems are fewer and less difficult in the case of the Integral Coach Factory at Perambur. This is a new factory and a majority of the machines have been purchased from Europe where the metric system is used. However, the Factory authorities had to ask the manufacturers to supply the machines altered from the metric system to the inch system owing to the present practice in India. But, it is stated, the return to the metric system would not be difficult.

The Factory authorities told the Indian Standards Institution that it would be advantageous for the Integral Coach Factory to change over from the inch system to the metric system, the latter being much easier to follow.

At present, although the inch system is largely ruling, the metric system is also in force at the Factory.

The Factory authorities were not in a position to furnish an estimate of the total cost involved in the change-over



## Family Budget

V. S. Shanthalakshmi

**H**OUSE-keeping is profession, and it is not an easy one at that. Perhaps one of the most difficult of all things for a woman to learn is how to manage the family income to the best advantage. The house-wife has the spending of the largest part of the money earned by her husband, and if she does not spend wisely, the comfort and well-being of her family must suffer.

No two individuals, let alone two families, are likely to spend money in the same way, but from a broad guide, individual schemes may be worked out. To plan expenditure consider: 1. Total income. 2. Size of family. 3. Ages of children. 4. Standard of living.

As a first step in drawing up a spending plan, a family needs to get a sense of its goals, then to decide how the money likely to be available should be divided. Some people like to write down their goals. Others find it enough to mull them over, and to discuss them informally at meal-time. A spending plan is off to a good start when family members agree that a plan is needed. Planning is a process of matching means and ends. In making a plan for next year's spending, last year's purchases provide a good starting point, even if spending habits have not been entirely satisfactory. In estimating next year's

expenditures, it may be important first of all to consider whether prices are likely to be higher or lower than those paid during the past year. Knowing what other families do, may give a family some help in spending, even though needs and preferences vary so widely that good spending for one family may be very poor spending for another.

Whatever the income, whether it is large or small, fixed or fluctuating, the first calls on it are for shelter, food, fuel and clothes. In most cases the biggest expenditure of all is the rent of the house. No hard-and-fast rules can be made about what proportion of the family income should be paid out for housing, as this varies so much with the needs of each family. Rents are much higher in big towns, but if the bread-winner has to work in a large town, it may be cheaper to live near the place of work and cut out expensive fares.

To keep down the house-keeping bills, avoiding unnecessary spending is most essential. You should ever scrutinise the ways and means by which waste and unessential expenditure could be eliminated. Personal shopping is always the most satisfactory and the least expensive. The freshest and best goods go to those who shop

in person. Also, if there are any food bargains, they will be snapped by the alert woman who is on the spot. Food-stuffs should be bought when they are in season, for then they are at their cheapest and best. Out-of-season foods are always dear. Even luxury foods such as apples, pineapples, and melons are cheap for a short period of each year. Always inspect larder for leftovers before starting on the day's shopping expedition. Very often leftovers can be made into an appetizing meal. Never buy too much of any perishable food because it is cheap. Unless you are quite sure that you can use that quantity bought there may be waste, and this will be more expensive in the end.

Buy wisely, carefully and with a plan. Before you buy, study the product, the substitutes, the advantages of each type, the places where it can be bought to best advantage. Avoid buying a more expensive quality than you need, or a quality that will not stand up for the job to be done or the length of time it will be needed. Dry stores which keep well can be bought in large quantities, for they are cheaper this way. Large tins of salt, pepper, oil, cocoa, are all less expensive than several small ones. Store in a cool, dry cupboard and inspect regularly. Keep a note-book and jot down the things you have to replace as they run out. It is always infuriating to have to run to the corner shop for some small ingredient in the middle of cooking. It is also bad house-keeping. Check up all purchases before leaving the shop. If the goods are sent, check the bill at once. Pay promptly and keep the receipts carefully filed. There are always apt to be small discounts for prompt payment and hence take advantage of it. And always buy good reputable brands for they are cheaper in the end.

Care for your appliances, equipment and furnishings, properly. Follow manufacturers' directions on the use. Re-read directions from time to time.



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CPT-55-2

Save original directions and guarantees. When buying household linen buy at the sales if possible. Keep in good repair, especially before laundering. Turn sheets side to middle when they show the faintest signs of wear.

Learn how to make your own repairs. With skilled labour so expensive, with a good portion of your rupees going for taxes, it may pay to do it yourself. Learn how to salvage from what you have. Some people furnish a home from a junk yard and it does not look it. Old furniture remade, old clothes transformed, old toys renovated, may mean substantial saving. Get the most out of your community activities and facilities for entertainment, relaxation, education, better-health, social activities. Avoid a neighbourhood where you cannot keep up with the neighbours. As much as you think you won't the things your neighbours have exert a pressure on your budget. Plan your wardrobe with staples and separates, to allow changes, special clothes for hard work, etc. Substitute imagination for lavishness in your entertaining. Plan your vacations in off-seasons, at out-of-the-way places, where fun may be substituted for fashionableness.

Then schools are a big problem in families where there are children. Monetary considerations and education do not always go together. You must try to give the maximum educational

facilities you can afford to your children.

The percentages usually recommended for an average household are—shelter: 20 per cent; food: 30 per cent; household expenses (fuel, laundry repairs, etc.): 20 per cent. With a very small income the proportion spent on food will increase considerably, and often today more than 20 per cent should be spent on shelter. The remaining 30 per cent must cover clothes, amusements, education, holidays, personal items, savings, subscriptions, etc. which may vary even more than other expenses.

It is essential for the husband and wife to fix up definitely who is to pay for such items as rent, telephone, etc., and to adjust the wife's allowance accordingly. Any planned method of allocating income must entail keeping records of expenditure. Keep a detailed note of money spent each day and total up weekly under main headings. The weekly sum should be added up quarterly. If things go wrong—if records are overlooked for a week or two—do not abandon the scheme altogether. Pay off outstanding debts and start afresh, and in time the blanks will become fewer and shorter. For the husband to give the wife a sum for house-keeping is the safest way to prevent expenditure out of hand. So the smaller the income, the more need for a rigorous accounting.

### INDIAN RAILWAY RATES TRIBUNAL

(Continued from page 48)

complaint, but have depended on the technical plea of jurisdiction, particularly in regard to the application of the wagon load scale for strawboards, as they often do, in defending suits in Courts in respect of compensation claims. Where facts are concerned, they are almost entirely within the exclusive knowledge of Railways and in fairness to the contestants, they

should, unreservedly, place them before the Tribunal for enabling it to arrive at correct and impartial decisions. It will also be obvious that the jurisdiction of the Tribunal is restricted in Sections 41 and 42, placing them on the horns of a dilemma, as in this case, and in this respect, the Transport Tribunal in U.K. and the Interstate Commerce Commission in U.S.A. have a free hand.



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## Children's CORNER



### THE STORY OF A LETTER

My Dear Pals,

**T**HIS month our story is about a letter. How does a letter start? You get hold of a writing pad, pen and ink and an envelope. Then you sit down to write to someone—father or mother, brother or sister, or a friend. What you write may be good news to give smiles and happiness, or bad news to bring sadness. Whatever it is, your thoughts, pen, ink and paper make the letter. It is finished, put inside the envelope, pasted down, a stamp stuck on, and ready for the post and its onward journey. Now, let us imagine the letter is telling the story.

Hello, everyone! I'm off on a journey, so let me tell you about it. I am all wrapped up snug and secure in an envelope. Someone picks me up and puts me into a dark pocket, and I know I am on my way. After a while I am taken out of the pocket and see daylight again for a short time. Then suddenly I'm pushed through a slit and I slide down into darkness again. Yes, I am now in the postbox. All around me are other letters, of different sizes and shapes. We know we must stay here for some time, so we start chatting, and learn something about each other. One says, "I'm going a long way to America." Another boasts, "I'm worth a lot of money, as pinned on to me is a cheque for a large sum of

money." Still another remarks, "Whoever gets me is not going to be pleased. In fact, he will be very angry."

Our chatting passes away the time and we get to know that some are going short journeys, others will have a grand ride in an aeroplane, and still others will go on ships. Then we hear a noise, and the door of the postbox opens. It is the postman who has come to take us away. We are put into his bag and slung over his shoulder, and we feel him walking along. Next, we come to the post office. Our bag is heaved on to the floor, opened, and we tumble on to the floor. Now what happens? One by one we are slipped under the cancelling stamp or machine. I wait my turn. Then it comes. Biff! I feel a slight blow and it is over. We are still together, but not for long, because we are then taken to the sorting counter, and one by one we part company.

I am taken up and flipped into a kind of pigeon-hole, marked to the place to which I am going. Now, I am amongst new companions. More follow after me, all bound for the same place. I wait here for a short time, again pulled out and shoved into another large bag.

Later, our bag is loaded on to a motor van and we are off to the

railway station, or the air-port if we are going 'air mail'. I am going by train and soon find myself in the postal carriage of the train. When the train is ready to start I hear the engine whistle and I am off. As the train gains speed I can feel the click and rumble of the wheels on the rails. I am due to stay in the train for some time, so I decide to take a good rest.

After many hours in train, I come to the end of my journey. Our postal bag is slung out, and we are again put on to a trolley or in a motor van to be taken to another post office. Here the bag is opened and we all come out. Once again I feel the thud of the date stamp, and when this is over, there is more sorting. This time we are sorted out according to streets and roads. Some of us go into the postman's bag, and others are kept in a bundle in his hand.

I am now on the last lap of my journey. The postman walks out merrily, and from house to house we are handed over. Before my turn comes, I know how disappointed many people feel when the postman passes them by and tells them "No letter today"; and how happy they seem when he hands one over with a smile.

Then my turn comes. I pass from the postman's hand to another hand, and I hear an eager voice say, "Mother, a letter for you from big brother!" Mother comes along and takes me over. My outer covering is ripped open. Out I come, and I see a pleasant smiling face, with eyes brimful of love and joy, as I am read from beginning to end. Then I am tucked away in a pocket and kept for father to read when he comes home from work in the evening.

I feel happy because I have brought with me news which has been received with smiles. When everyone has read me over, I am put away in a safe place

with other letters which have become precious things.

I have served my purpose and am now something of the past, so I rest and do some thinking about other letters, especially those which have been received with sorrow or anger. When we bring sad news, we see tears flood the eyes of mother or father, brother or sister and we feel as if we should have got lost on the way somewhere. But we know we must bring the news whatever it may be. It has often been said that "no news is good news". This is not exactly true, as if we are not written, those who should have got us, live in fear and worry, thinking and thinking themselves sick with misery, wondering what is happening. No one wants to be kept waiting and waiting for news of their loved ones.

What happens to those of us who make people angry when they read us? We hear things like, "I'll show him, the so-and-so, for daring to say such things about me!" Or we are suddenly crumpled into a tight little paper ball and given a good kick, or flung into a waste-basket, after being torn into little pieces. It is not exactly our fault to be treated so rudely, but there is nothing we can do about it, is there? If we are the lucky ones we are treated with respect and kept away snugly for years perhaps, to be read and re-read. If we are the unlucky ones, well, we must expect to end up in fire and smoke, and flung to the wind to be blown away and become dust again.

Just a letter, made up of someone's thoughts, pen, ink and paper. We may be long or we may be brief; we may have good, bracing news, or bad news. Whatever we are, everyone would rather get one of us occasionally, rather than not at all. Mankind cannot and will not ever be without us.

UNCLE TELLATALE



## Railways in Parliament

### METRE GAUGE LOCOMOTIVES

The Indian Railways received 481 Metre Gauge locomotives during the five years from 1950-51 to 1954-55. Of these, 206 were allotted to the North-Eastern Railway out of which 49 were working on the Assam region, said Sri O. V. Alagesan, Deputy Minister for Railways, in a written answer to a question by Sri K. P. Tripathi in the Lok Sabha on August 24, 1955.

### OVERAGE COACHES

On April 1, 1955, there were 7,276 overage passenger coaches on the Indian Railways. During 1954-55, the number of new coaches placed on the line to replace overage coaches was 892, Sri Alagesan said in reply to a question by Sri Krishnacharya Joshi.

### ELECTRIC COACHES ORDERED FROM CALCUTTA

Sri Alagesan told Sri Gidwani that an order had been placed with an Indian firm in Calcutta for the manufacture of 104 motor and trailer coaches to be utilised for the proposed electrification of the Calcutta Suburban Railway. The value of the order was approximately Rs. 4.2 crores, and the delivery would commence from November 1957 and be completed by October 1959.

### AFFORESTATION OF RAILWAY LAND

Sri S. N. Das asked Sri Shah Nawaz Khan whether there was any proposal to afforest the land adjoining railway lines throughout the country. Sri Shah Nawaz Khan, Parliamentary Secretary to the Railway Minister, said that there was no proposal of such a general nature, but certain State Governments had been permitted to take over railway land at stations and/or alongside the railway track for raising plantations of timber, bamboos, fruit trees, etc.

### WAGON BUILDING CAPACITY IN INDIA

The potential capacity of indigenous production of goods wagons in the 1956-57 rolling stock programme is between 15,000 and 16,000, said Sri O. V. Alagesan, Deputy Minister for Railways, replying to a question by Sri Bhagwat Jha Azad in the Lok Sabha on August 30, 1955.

He said that they have got at present eight firms which were supplying goods wagons to the Indian Railways, most of them capable of supplying several types of wagons.

### NON-OFFICIAL INSPECTION OF RAILWAY CATERING

The Railway Minister's suggestion made in his last budget speech that non-officials should be associated in the inspection of catering establishments on the Railways to ensure proper quality and service had been given effect to on the Western, Eastern and Northern Railways, Sri Alagesan told Sri Dabhi in reply to another question. On other Railways the suggestion was under consideration.

### ASSAM RAIL LINK

The rail link to Assam was breached in the last July floods at seven places. Through communication had been restored at all but one place, and this was expected to be repaired by the middle of October, said Sri Alagesan in reply to Sri Bimalaprosad Chaliha's question.

### RAIL LINES RESTORED IN 1954-55

Six dismantled railway lines were restored and opened to traffic during 1954-55, Sri Alagesan informed Sri Krishnacharya Joshi in reply to a question in the Lok Sabha on August 30, 1955. The total length of the restored lines was 227.89 miles and the estimated cost was 481.52 lakhs.

### RAIL LINES OPENED AFTER LAST WAR

Nineteen new railway lines totalling 764.42 route miles have been completed and opened to traffic since the end of the last World War, according to a statement laid on the table of the Lok Sabha by Sri O. V. Alagesan in answer to a question by Mulla Abdullahai. According to the statement, another eight new lines are at present under construction with a total route mileage of 455.

In addition to these 27 new lines completed or under construction, another 12 dismantled lines have been restored and opened to traffic. Their total route mileage is 503.22.

### WORLD OF RAILWAYS

(Continued from page 19)

At all times, a very hearty welcome is extended to any visiting railway folks from overseas to look over either the Woking orphanage or one or other of the old people's homes, and any 'Southrailnews' readers fortunate enough to visit Britain might like to bear this in mind. Headquarters of Britain's Southern Railway, at Waterloo Station, London, would gladly furnish an introduction to the matron or warden responsible, and your Correspondent can assure every visitor of a most interesting experience.

### OFFICE CORRESPONDENCE

(Continued from page 30)

literary craftsman splits his infinitives when the sense demands it. I call for the immediate dismissal of this pedant. It is of no consequence whether he decides to go quickly or quickly to go or to quickly go. The important thing is that he should go at once."

What applies to split infinitives applies to ending sentences with prepositions. As the Schoolmaster said, "Never end your sentences with 'with' unless you have nothing else to end them with". Sir Winston Churchill is reported to have made a marginal comment against a sentence that clumsily avoided a prepositional ending—"This the sort of English up with which I will not put". The nurse who exclaimed "What did you choose that book to be read to out of for" probably violated grammar but was at least brief and clear.

## Indian Railway Rates Tribunal

### \* (5) A Resume of its Decisions

G. Runga Raju

IN August Number of 'Southrailnews', a résumé of the decision in Complaint No. 2 of 1952 (1953 RRT), one of the cases of 1953, disposed of by the Railway Rates Tribunal was given. A similar résumé for the decision in Complaint No. 7 of 1952—the last of the cases of 1953 is given in this issue, as also a brief summary of the Order of the High Court of Madras, on two Petitions for issue of Writ of Certiorari filed by the Applicant and the Respondents in this case. The printed decision of the Tribunal and the printed Order of the High Court may be obtained by interested readers, from the Office of the Tribunal at Adyar, Madras.

#### (1953 RRT)

COMPLAINT NO. OF 1952

The India Paper Mills Association,  
Calcutta representing:

1. The Arvind Boards and Paper Products Ltd., Billimora
2. Meerut Straw Board Mills, Meerut City
3. Star Products Ltd., Bhopal

Applicant

vs.

1. Western Railway, Bombay
2. Central Railway, Bombay
3. Northern Railway, New Delhi

Respondents

Star Paper Mills, Limited,  
Calcutta ... Intervener

The Applicant's Complainant is in respect of charges for the transport of raw materials to the Mills and of the manufactured straw boards from the Mills.

Straw is one of the principal raw materials, chargeable at Class 2 at Railway Risk and wagon load scale WL/CR at Railway Risk on the minimum weight of 160 maunds per

broad-gauge four-wheeled wagon. The class as well as wagon load scale are chargeable on:

- (i) Minimum distance for charge as for 20 miles—Rule 82 (1) page 32 of Goods Tariff No. 28.
- (ii) Minimum charge per wagon, inclusive of all charges, of Re. 1-12-0 per ton or part of a ton on the marked carrying capacity or the notified capacity—Rule 82 (2) (ii) *ibid*.
- (iii) Short Distance Charge of 6 pies per maund, where the aggregate distance for charge is less than 75 miles—Rule 68, page 27 *ibid*.

The Complainant's representation is that straw is generally obtained for the Mills, from stations close to them at short distance and the advantage of a wagon load scale is nullified by the levy of charges as for minimum distance of 20 miles, even if the actual distance be less and also by the short distance charge in addition, up to distances within 75 miles. In addition to these charges, the minimum charge of Re. 1-12-0 per ton or part of a ton is levied on the carrying capacity of the wagon, which varies from 16 to 23 tons, though the wagon load scale is subject to charge on the minimum weight of 160 maunds per broad gauge wagon, while the actual weight that can be loaded in a wagon is generally about 100 maunds, owing to the bulky nature of straw. The Applicant's contention is that the short lead traffic is subjected to the levy of these charges, which are unreasonable and exceed the sanctioned maximum per maund, which is illegal. His request is that raw materials obtained for the Mills should be exempt from short distance charge of 6 pies per maund and the minimum charge of Re. 1-12-0 per ton on the carrying capacity—marked or notified.

\* Previous articles appeared in April, June, July and September numbers of 'Southrailnews'

As regards straw boards, despatched from the Mills, they are charged from October 1, 1948 at class 2, without a wagon load scale, with the result that wagon loads and small consignments are charged at the same rate and the Applicant's contention is that denial of wagon load scale amounts to undue preference to the traffic to which these advantageous scales are given and that the present rate for carriage of straw board is unreasonable per se. The Applicant's request is for the introduction of the wagon load scale WL/F. W/450 L.

The Respondent Railways commenced questioning the jurisdiction of the Tribunal for interfering with the minimum distance for charge, the minimum charge per wagon and the short distance charge (Rules 82 and 68 of the Goods Tariff, No. 28). They contended further that the alleged infringement of the maximum was due to light loading of 100 maunds per wagon, due to the Complainant's fault in not pressing straw properly, while the Defence Department loads about 200 maunds in a wagon, in pressed bales and even in this case, the Tribunal had no jurisdiction to interfere, in view of the provisions of Section 29 (2) of the Indian Railways Act of 1890.

As regards straw boards, wagon load scales are confined to commodities of low value and of special social utility to the community at large and on merits, there is no reason to apply any of the wagon load scales to straw boards. The Respondent Railways denied that there was any undue preference or prejudice, as they are matters of relativity of rates and it is not shown by the Applicant by which rates and for which commodities, the alleged undue preference and undue prejudice are caused.

This case revolves around jurisdiction of the Tribunal for the disposal of the Applicant's contentions. As frequent reference to the Rules in the obsolete Goods Tariff No. 28 (Current

issue is No. 29) and to certain sections of the Indian Railways Act will be made during the proceedings before the Tribunal as well as in the Writ Petitions, filed in the High Court of Madras, the rules in the Goods Tariff and the sections in the Act, relevant to this case, are reproduced below for immediate reference of readers.

#### I. Rules in the Goods Tariff.

##### Rule 68.—Short Distance Charge.

A short distance charge of six pies per maund, applicable once only, will be levied where the aggregate distance for charge is less than 75 miles, irrespective of the number of railways over which traffic may be carried, subject to differential rule as to distance. The differential rule will not apply in those cases where the scale of charges do not apply on a continuous mileage basis.

Rule 82 (1)—The minimum distance for charge is 20 miles over each railway.

Rule 82 (2) (ii)—The minimum charge per wagon, inclusive of all charges, will be Re. 1-12-0 per ton or part of a ton on the marked carrying capacity of the wagon or such higher or lower capacity as may be the notified basis of charge from time to time of each wagon used at the forwarding station.

#### Indian Railways Act IX of 1890

Section 29—(1) The Central Government may by general or special order fix maximum and minimum rates for the whole or any part of a railway, other than a minor railway, and prescribe the conditions in which such rates will apply.

(2) Any complaint that a Railway Administration is contravening any order issued by the Central Government in accordance with the provisions of this section shall be determined by the Central Government.

Section 32—The general controlling authority may, by general or special order, fix the rates of terminal and other charges for the whole or any part of a railway, and prescribe the conditions in which such rates will apply.

Section 39—For the purpose of exercising the jurisdiction conferred on it by this Chapter, the Tribunal may pass such interim or final orders as the circumstances may require, including orders for the payment, subject to the provisions of this Chapter, of costs; and it shall be the duty of the Central Government, the Provincial Government or the Government of an Acceding State (as the case may be) on whom any obligation is imposed by any such order to carry it out.

Section 41—(1) Any complaint that a Railway Administration

- (a) is contravening the provisions of Section 28 or
- (b) is charging station-to-station rates or wagon load rates which are unreasonable owing to any condition attached to them regarding minimum weight, packing, assumption of risk or any other matter, or
- (c) is levying charges (other than standardised terminal charges) which are unreasonable, or
- (d) is unreasonably refusing to quote a new station-to-station rate, or
- (e) has unreasonably placed a commodity in a higher class, may be made to the Tribunal, and the Tribunal shall hear and decide any such complaint in accordance with the provisions of this Chapter.

- (2) .....
- (3) In the case of a complaint under clause (d) of Sub-section (1), the Tribunal may fix a new station-to-station rate.
- (4) .....

Section 42—(1) The Tribunal alone shall have the power to reclassify any commodity in a higher class, but such power shall not be exercised except on the application of the Central Government.

(2) The Central Government alone have power

- (a) to increase or reduce the level of class rates, schedule rates and terminal and other charges;
- (b) to classify any commodity which has not been classified before.

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

Section 46-C—In this Chapter, unless there is anything repugnant in the subject or context,—

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

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

The President was of the view that the minimum distance for charge as

for 20 miles might be left out of consideration, as the Applicant did not claim relief on that account and that it was necessary to determine whether the Tribunal has jurisdiction to interfere with the other rules, relating to short distance charge and the minimum charge per wagon—Rule 68 and 82 supra.

Under Section 41 (1) (c), the Tribunal can decide a complaint that a railway administration is levying "charges (other than standardised terminal charges), which are unreasonable", and as short distance charge is not a standardised terminal charge, the Tribunal can exempt "straw" from that charge, under Section 39. Section 41 (1) (c) deals with the levy of a charge and Section 42(2) (a) with the increase or reduction in the level of the charge. Hence, exemption from the levy of the short distance charge under Rule 68 is not repugnant to Section 42 (2) (a) or any other provision of Chapter V of the Act and is within the jurisdiction of this Tribunal. The application of Rule 68 in this case does not, however, appear to him as unjust or unreasonable.

The minimum charge under Rule 82 (2) (ii) stands on a different footing. It is not a charge, fixed under Section 32, but a condition, similar to the weight condition. If this condition is considered unreasonable, a complaint can be presented under Section 41 (1) (b) to the Tribunal, under "any other matter" mentioned in that Section, so long as that condition is similar to other specified conditions, such as minimum weight, packing and risk. The Tribunal has jurisdiction to decide whether the application of Rule 82 (2) (ii) to grass dry for manufacture of strawboards is unreasonable. Even if the imposition of the minimum charge be not deemed a condition, as contemplated in Section 41 (1) (b), but a charge in itself, the arguments, advanced above, in support of the exemption from short distance charge apply in this case also. The Tribunal

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INDIAN RAILWAY RATES TRIBUNAL

is not debarred from exempting any particular commodity from the application of that rule, if it is found unreasonable, though the level of the charge cannot be increased or decreased. A consignor is asked to pay freight on a minimum distance, then an additional charge besides freight, if the distance travelled is below 75 miles, again on the minimum weight of 160 maunds per broad gauge wagon, though the actual weight loaded is, invariably, not more than 100 maunds in this case. That on top of all these charges, the demand for a sum of Re. 1-12-0 per ton or part of a ton on the carrying capacity—marked or notified—of a wagon should be made, is not a sound principle. The evidence of the Railways 'based on the average of the haul of every kind of commodity on various distance' should not be taken as a criterion for fixing the charge to be levied on the haul of a commodity of low value for a short distance. Grass, dry and straw, bagasse paper waste and cuttings, etc. should be exempt from Rule 82 (2) (ii), when booked to Mills which manufactured strawboards out of them.

In respect of a manufactured product—strawboards—whether the Tribunal has jurisdiction to fix a wagon load scale for them, when despatched in wagon loads, has to be considered. Section 41 (1) (b) empowers the Tribunal to decide only when a railway administration is charging wagon load rates, which are unreasonable. In the case of strawboards, there is no wagon load rate and the Tribunal has, therefore, no jurisdiction to assign a wagon load rate to it and according to Section 42 (2) (b), the Central Government alone have power to do so. Sections 42 (2) (b) and 41 (1) (c) give wide powers to the Tribunal to interfere with charges, other than standardised terminal charges, which are unreasonable; but they do not authorise the Tribunal in respect of the grouping or classification of commodities for the purpose of freight rates referred to in Section 46-C (a).

In the result, the majority view prevailed and grass, dry, etc. despatched to a Paper or Strawboard Mill was exempted from the application of the minimum charge laid down in Rule 82 (2) (ii) of Goods Tariff No. 28, rejecting the other reliefs prayed for, under the Tribunal's Order dated November 19, 1953.

#### Writ Petitions

Two Petitions Nos. 81 and 222 of 1954 under Article 226 of the Constitution of India for the issue of Writs of Certiorari were filed in the High Court of Judicature, Madras.

The first Petition (No. 81) was presented by the Western and Central Railways, Bombay and Northern Railway, New Delhi and the Respondents were the Railway Rates Tribunal, the Indian Paper Mills Association, Calcutta and the Star Paper Mills Ltd., Calcutta, impleaded as Respondent as per Order dated November 3, 1954 in C.M.P. No. 9456 of 1954, for quashing the Tribunal's Order dated November 19, 1953.

The second Petition (222) was filed by the Indian Paper Mills Association, Calcutta and the Respondents were the Western and Central Railways, Bombay, the Northern Railway, New Delhi and the Railway Rates Tribunal, Madras for quashing the proceedings of the Tribunal, in so far as they relate to their decision regarding the grant of a wagon load scale for strawboard.

Both the Petitions came for hearing on November 15 and 16, 1954, before the Hon'ble Mr. P. V. Rajamannar, Chief Justice and Hon'ble Mr. Justice Rajagopala Iyengar.

In W. P. 81, the Order of the High Court is briefly summarised below:

1. We are in entire accord with the opinion of the majority that the Tribunal has jurisdiction to determine the unreasonableness of the minimum charge condition under Rule 82 (2) (ii) of the Goods Tariff.

2. We consider that this charge is in the nature of a condition, attached

to a rate—whether wagon load scale or telescopic class rate—similar to those enumerated in Section 41 (1) (b).

3. The complaint in this case falls also under Section 41 (1) (c), as “levying charges (other than standardised terminal charges) which are unreasonable.” **“The expression ‘charges’ is not defined in the Indian Railways Act; but is used in most places as synonymous with rates, e.g. Section 61.”** If it is a charge, within the meaning of the Railways Act, there is nothing in the context to take it out of the scope of the jurisdiction of the Tribunal under Section 41 (1) (c), if the complaint is that its levy is unreasonable. The ground upon which the dissenting Member rested his conclusion namely, that the sub-clause should be read as excluding from the jurisdiction of the Tribunal “standardised charges” does not appear to be correct. We have already mentioned that if the expression “charges” outside the brackets were to be understood as excluding all “Standardised charges”, the specific exclusion of “standard terminal charges” would really be meaningless and otiose. In our opinion the exclusion of the standard terminal charges necessarily implies that the “charges” whose unreasonableness the Tribunal can consider would also include “standard charges”.

4. As regards the Tribunal’s jurisdiction under Section 42, the complaint is that the minimum wagon load charges and others should be declared unreasonable and it does not seek to reduce the level of class and schedule or terminal and other charges. “There can be no doubt as regards the power of the Tribunal to determine the reasonableness of these rates for they are specifically enumerated in Section 41 (1) (b). It is, therefore, clear that the power to reduce a level of a scheduled rate is quite different from the power to declare a rate to be unreasonable and there is no necessary conflict between Section 42 (2) (a) and Section 41. The Tribunal are not,

when they are declaring a levy of a particular charge to be unreasonable in relation to a particular trader or to a particular commodity, reducing the level of the rate applicable to the commodity.”

5. As regards the form of the Tribunal’s order, it may be issued as a declaration that the levy of the wagon load charge under Rule 82 (2) (ii) of the Goods Tariff was unreasonable and not as an exemption from its levy. Subject to this, the petition is dismissed with costs of contesting respondents.

#### Writ Petition No. 222 of 1954

1. The charge of unreasonableness in regard to the rates for strawboards is based upon the absence of a wagon load scale for full wagon loads offered by the Mills. On the contention of the Railways that the Tribunal had no jurisdiction to declare the charges unreasonable, merely on the ground that no wagon load scale had been provided for the transport of this commodity, **the Tribunal upholding the objection unanimously rejected the complaint without considering the question, whether the charge of unreasonableness is or is not made out.**

2. The petitioner’s contention seeks to efface all distinction between “wagon load scales” which may be applicable only to particular commodities and “wagon load rates” which are applicable to every commodity, whether a wagon load scale is applicable to it or not and to treat both, as a “wagon load rate” within Section 41 (1) (b). This argument is unsound in the context in which the words occur in that Section and we are of opinion that the Tribunal are right in the construction that the expression “wagon load rates” has been used in the sense of a rate applied to a commodity to which one of the 13 wagon load scales is made applicable.

3. Whether the complaint does not come under Section 41 (1) (c) remains for consideration. The Tribunal rejected this portion of the complaint by construing the expression “classification”

in Section 42 (2) (b) to include the assignment of a wagon load scale to a commodity which did not previously have a scale. The significance of this expression read in the light of the definitions under Section 46-C is that a classification of a commodity may be for one of two purposes, either for applying a telescopic class rate or a telescopic wagon load scale. In either case, it would be classification of a commodity within the meaning of Section 42 (2) (b). “It cannot be contended that if a matter is covered by Section 42 (2), the Tribunal would have power over that subject. For the proper rule of construction is to read the matters set out in Section 41 as comprehending those which are not specifically excluded from the purview of the Rates Tribunal by express language in Section 42 (2). On the application of this principle, it is clear to us that the Tribunal has no jurisdiction to enquire into the reasonableness of the non-assignment of a wagon scale to the transport of strawboard.” We are clearly of opinion that the expression “charges” in Section 41 (1) (c) does not include the jurisdiction to determine the reasonableness of a rate, apart altogether from the conditions pertaining to the rate vide Section 41 (1) (b).”

4. The Tribunal was, therefore, right in its construction of Sections 41 (1) (b) and 41 (1) (c) and the Writ Petition is dismissed with costs.

The significance of this case, so far as the decision of the Tribunal is concerned, is that the High Court upheld the majority view and both the Writ Petitions failed. A similar review by the High Court in Complaint No. 2 of 1952 (1953 RRT)—the Engineering Supplies Co. of Bombay vs. Southern Railway, Madras and Central Railway, Bombay resulted in the Tribunal’s majority view being upheld in substance, the résumé of which appeared in August Number of ‘Southrailnews’.

The present complaint is based on facts—the unreasonableness of

minimum distance for charge as for 20 miles, the short distance charge of 6 pies per maund and the minimum wagon load charge of Re. 1-12-0 per ton or part of a ton on the carrying capacity of the wagon, for grass, dry etc. booked to the Mills and the request for the provision of a wagon load scale for strawboards in wagon loads despatched from the Mills. The former charges, before the revision of the rates structure from October 1, 1948, were the minimum distance for charge was 10 miles, the short distance charge was 3 pies per maund and the general minimum through charge was Rs. 5 per wagon (four-wheeled) and Rs. 10 (bogies), irrespective of the carrying capacity, while a few small Railways had exceptions. The minimum for charging of merchandise—class, schedule, etc.—, which was, 10 pie per maund per mile was enhanced to 16 pie for Class I and 20 pie per maund per mile for other classes from October 1, 1948. The general enhancement was made solely for securing additional revenue and not on merits. Neither the Petitioners nor the Railways examined these facts in relation to the Complainant’s traffic, when a specific complaint as regards their unreasonableness was raised for the first time before the Tribunal and the entire discussion turned on jurisdiction of the Tribunal for taking cognisance of the complaint. When once this is taken up, the subtleties in construction and interpretation and citation of precedents in decided cases have ample scope for argumentation. Even in regard to the Complainant’s representation for a wagon load scale, it has been observed by the High Court in its Order on the Writ Petition No. 222 that **“the Tribunal unanimously rejected the complaint without considering the question, whether the charge of unreasonableness is or is not made out.”** The plea put forward by the Railways for the quotation of wagon load scales was that they were confined to commodities of low value and of special social utility to the community at large.

How far these tests can be established in respect of commodities to which such scales have been quoted and whether there are any other tests, taken into account and whether strawboards do not satisfy any or all of them are questions of fact, for establishing the unreasonableness of Class 2 for wagon load traffic or otherwise. Neither the Petitioner nor his Counsel nor the Railways made reference to them and once the Tribunal is seized with the issue of jurisdiction, these facts faded away.

One of the terms of reference to the Railway Freight Structure Committee is:

"to examine what changes, if any, are needed in the existing constitution,

jurisdiction and rules of procedure of the Railway Rates Tribunal, so that the Tribunal might be a more effective and expeditious instrument for adjudication of Railway Freight matters at a reasonable cost to the litigant."

A close study of this case, in particular, will indicate how "facts" are overshadowed by "law", domineering over them. The Complainants are guided by Counsel, who are not generally familiar with "facts" and are, therefore, inclined to stress the intricacies of "law", with which they are in their element. The Railways, probably influenced by their Counsel, have not gone into the merits of the

(Continued on page 35)

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## The Task Before Us

B. C. Desikachari

Chief Operating Superintendent



**M**OST railwaymen will be aware that the vast machinery of the Indian Railways is being geared up to carry 20 per cent more traffic than in the past, from November next. The increased target has been timed to coincide with the commencement of the 'traffic season' in almost all parts of India. Our railways have already been playing their part well and have been moving more traffic than last year and exceeding our past record by 20 per cent from November is, therefore, a problem that should be tackled with courage and determination. The task is naturally a formidable one, but everyone of us should develop a spirit that will not admit defeat, but will endeavour to achieve better results. We should have the feeling that we would succeed in our efforts and should explore every possible avenue with faith and conviction. Only then can we give satisfaction to the public and make them feel that we have tangibly succeeded in tackling the task which

we have ourselves undertaken to meet our traffic demands more currently than at present.

### More Intensive use of Existing Resources

To a lay observer, the obvious solution would appear to be to go in for doubling of lines, put into service hundreds of locomotives and thousands of wagons and thus increase our capacity to carry traffic. As a matter of fact, the Second Five-Year Plan for Railways, after the completion of which we will be required to carry 50 per cent more traffic than now, envisages many works like the doubling of tracks, conversion of gauges, new lines, electrification etc. and the addition of hundreds of locomotives and coaches and thousands of wagons to our existing stock. But the rate of increase in our resources will naturally be slow in the near future and we can only meet the situation by more intensive use of our existing

exceeding the target fixed for principal marshalling yards. This is a job which our Wagon Chasing Organisation will have to tackle with vigour straight-away. There is considerable scope for minimising detentions to wagons not only in marshalling yards but also at terminal depots like Salt Cotaurs, Rayapuram, Bangalore, etc. and transhipment points. The targets for sick wagons have been fixed as 900 for Broad Gauge and 650 for Metre Gauge.

#### How to meet Wagon Shortage?

Investigate the various means by which the wagon shortage could be met. Make fuller use of the wagons you have got. Quicken the movement of wagons, curtail detentions in yards, sick lines, workshops, goods sheds, transshipment sheds and terminal points; give more load to each wagon and improve the utilisation of wagons. Less wagons would then be required to carry a given volume of traffic and the wagons thus saved would be available to carry additional traffic.

The greater the efficiency of working, the greater would be the availability of wagons without any actual increase in the wagon holdings. Your skill as Operating men consists in making the utmost use of every wagon, so that the minimum number of wagons is utilised to carry the traffic which you are required to handle. Clever Railwaymen are those who can manage to carry with one wagon what previously used to be carried with two.

#### Punctuality of Trains

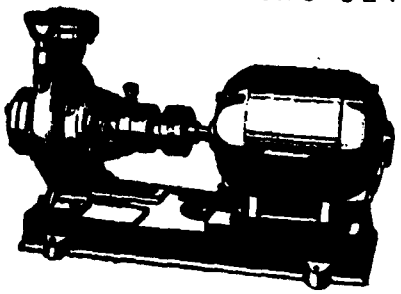
There is considerable scope for improving the punctuality of trains. Take vigorous action and endeavour to attain a percentage of over 90.

#### A Job for All

The task before us is of such a magnitude that it is not a matter to be tackled by a particular department. The Engineering Department is, to quote an example, playing a very important part by providing the additional operating facilities necessary

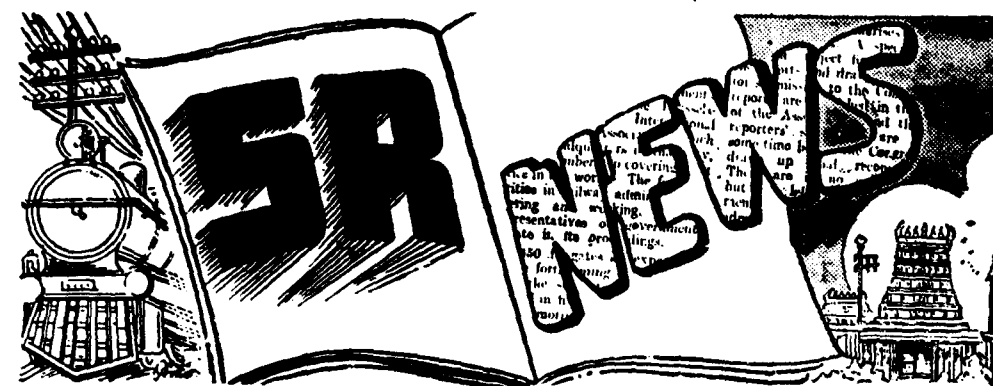
at stations to move the extra traffic. So is the Signalling and Tele-communications Department. A large number of works have to be completed by November 1. Much of the brunt of the extra traffic will be borne by the Mechanical Department which has to haul longer trains and attend to more wagons than before. It is a job in which all departments should put their shoulders to the railway wheel and keep it turning efficiently. Let us tackle the problem not with a defeatist outlook, but with boldness, courage, determination and faith in success. Through the columns of this special number, which is published in the sacred memory of the Father of our Nation, I would remind Southern Railwaymen that the best form of homage we can pay him is to serve the public in greater measure and provide them with a first-rate efficient and dependable transport service.

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#### SOUTHERN RAILWAY R.M.E.'s OFFICE LITERARY CLUB INAUGURATION OF HINDI CLASSES

Under the auspices of the Southern Railway Regional Mechanical Engineer's Office Literary Club, Rayapuram, Hindi Classes were inaugurated by Shri N. G. Hoskote, Regional mechanical Engineer, Rayapuram, for the benefit of Railway staff working in Rayapuram area, at a pleasant function got up in this connection on Wednesday, the 24th August 1955 at the Railway Institute premises, Rayapuram. A large and distinguished gathering including Senior Railway Officers. Ladies and others was present. The function commenced with a prayer by Shri S. Uppili Iyengar.

Sri A. V. Subramanian, Regional Personnel Officer, who spoke on the occasion, exhorted the Railway staff to be devoted to duty and cultivate humility and respect to elders as these virtues would help to learn anything successfully.

Sri N. G. Hoskote, inaugurating the Classes, said that one should look at the question of a Lingua Franca for the whole of India with the stress laid on the commonness and oneness of the Indian Languages and not on the outward minor differences. He explained with the help of diagrams and charts how almost all the Indian languages are phonetic and akin to each other and how thousands of years ago, our languages from Kanva

Kumari to Kashmir have been evolved on the scientific concept of phonetics.

Sri T. P. Veeraraghavan, the Nagar Mantri (City Organiser) of the Dakshina Bharat Hindi Prachar Sabha who also spoke on the occasion stated that spread of Hindi will not in any way affect the position of our mother tongue and in fact certain higher examinations conducted by the Sabha make one of the other Indian Languages a compulsory subject for the examination.

Earlier, Sri B. Sambasiva Sastry welcomed the Officers and Guests and requested the Railway Administration to provide the required facilities, for the staff who are desirous of learning Hindi, by means of accommodation, etc.

The meeting came to a close with a Vote of Thanks proposed by Sri S. Uppili Iyengar, Chairman of the Literary Club.

#### INDEPENDENCE DAY CELEBRATIONS AT MYSORE

The Eighth Anniversary of the Independence Day was celebrated at the premises of the Railway Institute at Mysore on 15-8-1955. Sri M. C. S. Patel, Regional Engineer, Mysore presided over the function.

The function started at 9-30 a.m. with invocation. The Indian National Flag was hoisted by Smt. Patel. A March Past of the Railway Security Force had been arranged.

Speaking on the occasion, Sri M. C. S. Patel recapitulated the significance and importance with which the Independence Day was celebrated and appealed that all Railwaymen should put forth their efforts in the Second Five-Year Plan and many other Projects on hand at present.

The function was concluded after the distribution of sweets to Children and National Anthem.

The function was largely attended by members of the Staff and Officers.

### VIKATAM ENTERTAINMENT AT INDIAN RAILWAY INSTITUTE, ARKONAM

A grand Vikatam entertainment by Vidwans Rangu, B.Sc., and Gopu was conducted in the Institute Main Hall at 6-30 p.m. on 28-8-1955 under the auspices of the Fine Arts, Music and Drama Branch. Sri M. K. Menon



Chairman and Assistant Engineer, Southern Railway, Arkonam, presided.

The programme included, besides imitation of outstanding personalities, varied humorous items, portraying the idiosyncrasies in Society, typical traits of individuals in the hum-drum world and ideological tendencies of modern 'Juliets'. A dance recital by babies Vimala and Sushila interluded and added grandeur to the function, while the two young 'Vikata' Vidwans captivated the packed audience, who kept on bursting into laughter till the last scene, by their sarcastic ready wit and spell-bound humorous dialogues. The Chairman thanked them all for their able performance.

With a vote of thanks by Sri M. Narasimhan, member-in-charge, the function came to an end.

### PRESIDENT'S VISIT TO GUNTUR

In connection with the tour of the President of the Indian Republic the entire station yard was decorated tastefully with coloured papers, festoons and arches of welcomes while the National flags were flying at every place. The entire area was looking very neat and the day looked like a festival day.

The premises of the Indian Railway Institute was also colourfully decorated



with welcome boards, mango leaves and festoons while the flag of the Nation was flying. As the General Manager Sri T. A. Joseph was travelling in the President's tour special, the Indian Railway Institute invited him to unveil the portrait of Mahatma Gandhi, the Father of the Nation. He immediately and willingly accepted the invitation within that short interval of thirty minutes and greeted the function. He was presented with a welcome address and the function came to an end with a vote of thanks

by the Chairman and A.E.N. Sri C. S. Kanakadass. The function was attended by a large gathering of Railway employees and Committee Members. In the welcome address, the General Manager was requested to sanction a bigger building as the present one is a very small one. He was convinced of the difficulties and necessity for a bigger building and promised to look into the matter. He also said that Institutes must always be self-sufficient.

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S. INDIA

# INDEPENDENCE DAY CELEBRATIONS IN THE M.T.S. RAILWAY COLONY, HUBLI

The residents of the M.T.S. Railway Colony, Hubli, enthusiastically celebrated the Independence day with a programme spread over the entire day. The National flag was hoisted in the early hours of the morning, at the newly erected flag mast by Dr. G. S. Ramachandran, District Medical Officer, Hubli. The finals of



Shri P. Krishnamurthy reading the report

the Tennikoit and Volley-Ball Tournaments, arranged in connection with these celebrations, were then witnessed by a larger number of residents. Ten



Smt. Ramachandran presenting the trophy to Shri Mirjankar, Captain of the Volley-ball Team

teams in Volley-ball and forty-five entries in the Tennikoit were received from Railwaymen at Hubli. In the afternoon a children's Sports Meet was

arranged in which 140 children of various age groups participated. Twenty four interesting events were conducted and nearly all the residents evinced great interest in the Sports and cheered every winner. In the evening Shri V. Rama Iyer, Assistant Personnel Officer (Mechanical), Railway Workshops, Hubli declared open a free reading room for the benefit of the residents at the premises of the Colony Co-operative Society, where a modest beginning was made in procuring and making available to the many people in the Colony, newspapers and magazines in various languages. As a fitting finale to the day's celebrations a public meeting was arranged in the Colony's Central Grounds. Dr. G. S. Ramachandran, DMO/UBL presided. Mr. Chidanandam and Mr. P. Krishnamurthy read reports on the Tournaments and celebrations after which Mrs. Ramachandran gave away the prizes to the winners and runners in the Volley-Ball and Tennikoit Tournaments and to the many successful children in the Sports events.

Actors who staged the drama "Swathanthra Dinacharan" which was enacted at the Town Hall, Mysore, in connection with the Independence Day Celebrations—Railway Institute, Mysore South



A pleasant Farewell Party was arranged by the members of the Managing Committee of the Railway Institute, Rayapuram on the occasion of the transfer of Shri R. Jagannathan, Chairman, Railway Institute and D.T.S., Rayapuram, on 26th August, 1955, on deputation to IV Operating Course at the United Nations Railway Training Centre, Lahore. Shri Jagannathan and Shri M. A. Uthappa, the new Chairman are seen sitting second and third from right respectively



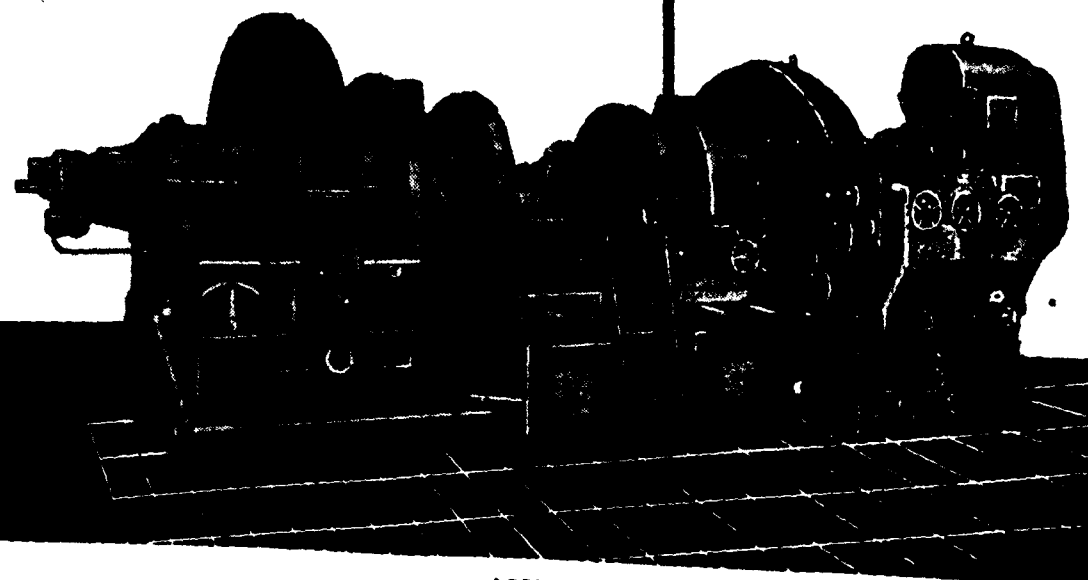
Shri H. Seshagiri Rao (seated in the centre) Office Superintendent, Chief Operating Superintendent's Office, Southern Railway, who retired on the 21st August 1955 after a long record of service extending over 35 years



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## Tirupati

P. S. V.



*A panoramic view of temple—Tirumalai*

To the Hindu, pilgrimage to holy shrines is a sacred duty enjoined by religion, and no Hindu, who has any regard for tradition, or the holy scriptures ever fails to visit Tirupati at least once in his life time and pay his homage to Sri Venkateswara, even as no pious Hindu will omit to obtain merit by bathing in the holy waters of the Ganges at Banaras and in the sea at Dhanushkodi.

Few Hindu shrines have greater sanctity than this ancient Hill Temple of Sri Venkateswara. Tirupati enjoys an eminence which can rarely be equalled. For, no other sacred place in this country, with a permanent population of about 8,500 is visited by a floating population of 5,000 pilgrims every day on an average. "God exists in His universe, but He transcends it also. The sanctum sanctorum of the Divine realm is the noumenon of the Tirupati Hills. The accredited agents of God, who now and then perform on earth their mission of unravelment of the Divine mysteries, locate the SRIVAIKUNTHAM in the place manifest as Tirupati Hills and PARABRAHMAM in the idol manifest as Sree Venkateswara. The ARCHA form, therefore, which the Supreme Being divulged in for the benefit of human meditation for the first time was in the Tirupati Shrine".

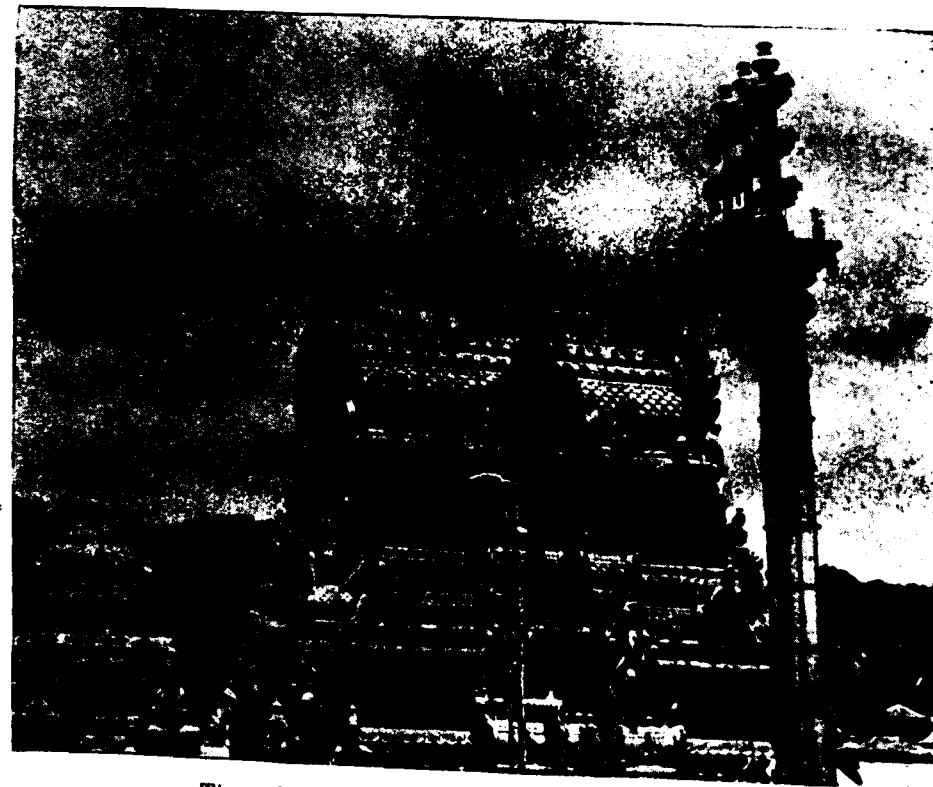
### ICONOGRAPHY

According to the principles of Hindu Iconography, the idol of Sri Venkateswara has the attributes of both Hara or Siva and of Hari or Vishnu—a coalescence of the Preserving and Destroying Deities of the Hindu Triad rarely found in one and the same idol. This quality is a happy compromise, appealing at once to the Vaishnavites and the Saivites alike. The idol has four arms, two in the rear, one carrying the Shanka (Conch) and the other the Chakra (Disc) and two in front, one in the abhaya pose and the other resting on the hip. On both the front arms is to be seen the 'Bhujanga Valaya' or the girdle of the serpent, an emblem of Siva.

It is no wonder, therefore, that the 'Seven Hills' of Tirupati are considered to be very sacred by Hindus of all denominations. The beautiful scenery, the sacred waterfalls and the pure mountain air make Tirupati ideal throughout the year. There is a perennial flow of pilgrims to this sacred place which has won for it the saying—Every day is a festival day at holy Tirupati—and this is particularly so during the Brahmotsavam festival period which lasts for 9 days.

### PURANIC VERSION

It is believed that Tirumalai was once part of Mount Meru—the abode of Siva in Heaven—but as a result of a fight between Adishesha, the thousand headed serpent King and Vayu, the God of wind of the Hindu pantheon, the great mountain broke asunder and fell on the earth. The Hindu conception is that the seven hills of Tirupati represent the seven heads of the



*Tirumalai—Inner Gopuram and Devasthanam*

divine serpent Adishesha on which Lord Vishnu is said to rest. The antiquity of the temple at Tirumalai (Tirupati) is indisputable. The Tirumalai Hill is mentioned under several names in different eras of the Hindu cosmic cycles of yugas, viz., Rishabhadr in the Krita-Yuga, Anjanachala in the Tretha-Yuga, Seshachala in the Dvapara-Yuga and Venkatachala in the present Kali-Yuga.

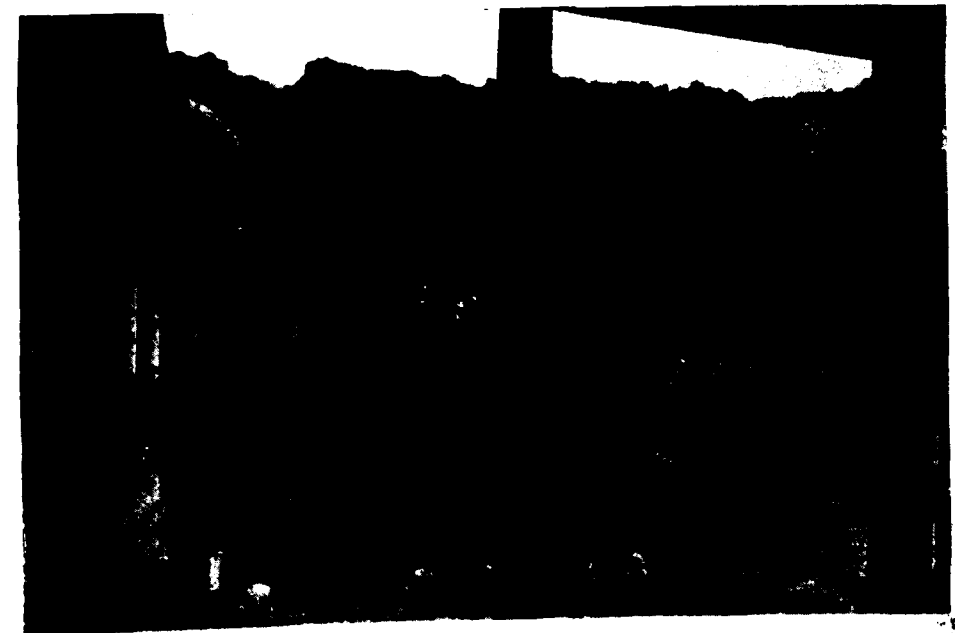
The founding of this hill temple is attributed in the Puranas to King Parikshit of the Mahabharata fame.

**Historical importance.**—While the antiquity of the temple seems to be a hoary one, the great dynasties of rulers of the Southern peninsula have also paid their homage to this ancient shrine. The Pallavas of Kanchipuram (9th century A.D.), Cholas of Tanjore (a century

later), Pandyas of Madura and the kings and chiefs of the Vijayanagar empire (14th—15th centuries) were, many of them, devotees of Lord Venkateswara and vied with each other in endowing the temple with rich offerings and benefactions. It was during the Vijayanagar dynasty that the number of benefactions increased. The statues of Krishna Devaraya and his consorts were installed in the temple and they can be seen today. There are also the statues of Venkatapathy Raya, Achyuta Raya and Raja Todarmal, the Hindu minister of Akbar. After the decline of the Vijayanagar dynasty, the other nobles and chiefs from all parts of the country continued paying their homage and endowing the temple with their benefactions. The Maharatta General Raghoji Bhonsle visited the temple and set up a permanent administration, for the conduct of worship in the temple. He also presented valuable jewels to the Deity including a great emerald which is still preserved in a box named after him. Among the later rulers who have endowed large benefactions are the rulers of Mysore, and Gadwal in Hyderabad.

### HOW TO DO THE PILGRIMAGE

Renigunta Junction is the focal point for pilgrims from any part of the country. Tirupati East Railway Station which is 6 miles from Renigunta is on the Gudur-Katpadi Section (metre



*Sri Ahar Tirtham*

gauge) of the Southern Railway. On reaching Tirupati, the pilgrim can proceed to the Devasthanam Choultry, adjoining the Railway station. There is perhaps no religious centre in India other than Tirupati where the pilgrim can command so much of convenience and is looked after by the Devasthanam from the time he alights from the train till he bids "au revoir" after by the Devasthanam from the time he alights from the train till he bids "au revoir" to the shrine that is bound to attract him again next year. In the choultry, lodging facilities and cooking utensils for the use of the pilgrims, are provided free of charge. The Devasthanam near the Railway station is the bus terminus for the Devasthanam Bus Service, which takes the pilgrim up the hill to the shrine in an hour's time on the ghat road which was opened to motor and bus traffic about ten years ago. This route is a surfaced road, built and maintained by the Devasthanam. Buses ply regularly between the Devasthanam Choultry at Lower Tirupati and the shrine at Tirumalai. On reaching the summit, one can see behind him the winding road amidst huge hills and valleys—a very pleasant retrospect.

The bus fare is Rs. 1-4-0 per head each way. The fares for Devasthanam Taxi to carry 6 adults are as follows:—To and from Tirumalai Rs. 35 and Rs. 25 for single journey; to and from Tiruchanur Rs. 6; local trips Rs. 5.

Many pilgrims still prefer to perform their journey in their pilgrimage up the hill by foot along the old path with the steps cut in the rock. The way up the hill is provided with electric lights and at night the jagged line of lights up the hill side is visible from all the country round. His onward progress over the Seven Hills of this range to reach the shrine of Sri Venkateswara is difficult, but as the road to forgiveness is ever the rough one, the pilgrim moves on regardless of the physical hardships that beset him. By this road the distance is about seven miles and it would take about three hours to reach the top. The gradients of the steps are not steep except for half a mile or so from the Galigopuram and at 'Mokalla Parvatham.' It is also a popular belief that the atmosphere of the whole range of hills including the Tirumalai Hill itself has several curing properties and tradition can quote several instances of invalids who undertook the pilgrimage having been cured of severe illness.

Before going up the hill, the pilgrims usually have a purificatory bath in the Kapila Thirtham, named after the sage Kapila—the founder of the Sankhya system of Hindu philosophy. It is situated about 1½ miles from the town at the foot of the hills with a picturesque water-fall.



*Sri Govindaraja's Tower and Tank*

This Kapila Thirtham is also called Alwar Thirtham because of the Nammalwar temple on the southern side of the tank. There is a disused opening in the western wall which is said to be the passage by which Tondaiman Chakravarthi—the reputed builder of the Tirumalai temple—was accustomed to ascend the Hill. Sri Kapilesvara's shrine here is the only one dedicated to Siva in this Pantheon of temples in Tirupati.

#### PLACES OF INTEREST ON THE TIRUMALAI HILL

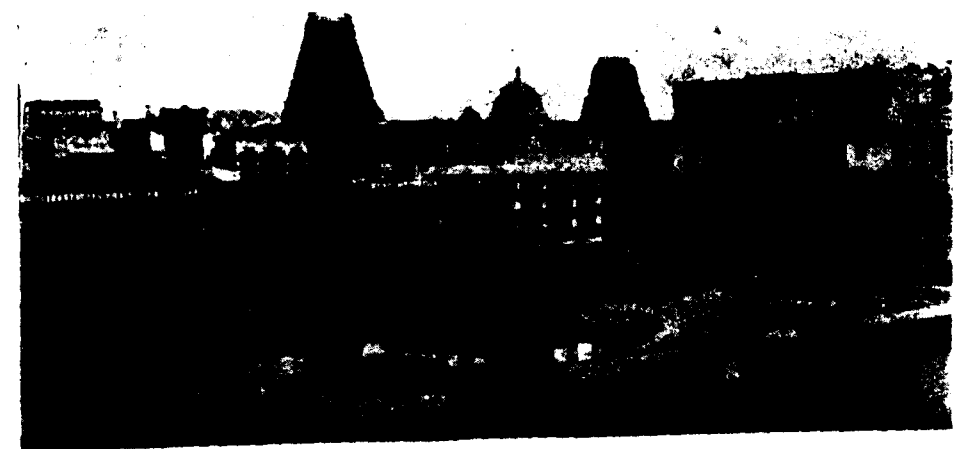
At Tirumalai, Swami Pushkarani is a large tank adjacent to the temple in which the pilgrim takes a holy bath before entering the temple. The puranic legends say that Maha Vishnu appeared in the form of a white Boar, *Sweta Varaha*, rescued the earth and recreated it. This manifestation as the white Boar is enshrined in the Adi Varahaswami temple on the

west bank of the Swami Pushkarani tank. This temple is believed to be older than the temple of Lord Venkateswara.

In addition to the shrine of Sri Varaha, there are several waterfalls of religious significance to the pilgrims. The more important of them are the *Papa Vinasanani*, about three miles to the north of the temple, *Gogarbha Tirtham*, about a mile from the temple and *Akasa Ganga*, about two miles to the north of the temple. These waterfalls are worth a visit, if one has the inclination, time and energy.

#### LOWER TIRUPATI

Fifteen temples stand in the vicinity of the town of which the shrines of Sri Govindarajaswamy and Sri Ramaswamy are highly revered by pilgrims. It is believed that the temple of Sri Govindaraja was consecrated by the great Vaishnava preceptor Sri Ramanujacharya. There is a shrine for Sri Andal in this temple and it is also believed to have been installed by Sri Ramanuja.

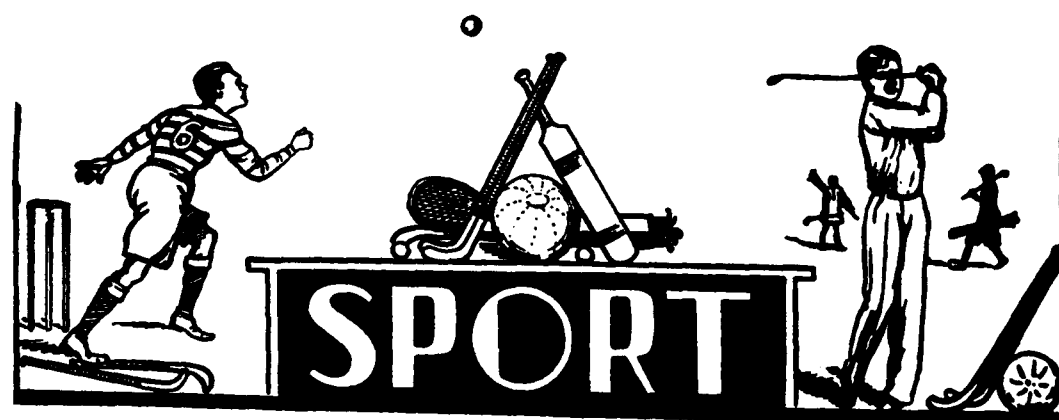


*Shrine of Goddess Padmavati at Tiruchanur*

Pilgrims who visit Tirupati generally visit the temple of the Goddess Sri Padmavati Devi at Tiruchanur 2½ miles away, before returning home. According to Puranic legends, the Lord stayed on Tirumalai Hill, while the Devi rested at Tiruchanur. The Goddess is stated to have revealed herself on a lotus in the big tank adjoining the temple which is named after the Goddess—Padma-Sarovar. The Goddess is believed to wield high spiritual influence.

The Principal festival at Tirumalai is the annual Brahmotsavam. This was held during this year from 19-9-1955 to 27-9-1955.

Sri Venkateswara is described as the great giver of boons and it is considered highly meritorious to worship Sri Venkateswara during the Brahmotsavam festival period. The decoration of the deity with costly ornaments on the Garudotsavam occasion on 23rd September, 1955 is beyond description and it was a sight for the Gods.



### BROAD GAUGE REGIONAL FOOT-BALL TOURNAMENT

The Broad Gauge Regional Football Tournament, was conducted at Perambur from 10th to 18th August, 1955.

All the matches were played in the Indian Institute Grounds, Perambur. A record number of entries were received. Institutes from Podanur, Erode, Salem, Calicut, Jalarpet, Arkonam, Bitragunta, including Southern Railway Institute, Perambur, Sir Ashley Biggs Institute, Madras and unattached teams, Combined offices, Perambur, Electrical Workshop, Perambur and Mettupalayam participated in the above Tournament.

Out of 15 teams participated, the Institutes proved to be good are Calicut, Jalarpet, Erode, Madras and Perambur. This year, Podanur who have proved to be good all these years, caused disappointment by losing their match in the first round itself. Out of all the Institutes, excepting Madras and Perambur, only a few players in boots caught the eye of the spectators. They are Mr. Fernandez of Erode, Sankaran and Pandu of Calicut and Devarajan of Jalarpet. Sir Ashley Biggs Institute Madras, S.R.I. Perambur 'A', Calicut and Perambur 'B' qualified to semi-finals and the first semi-finals between S.R.I. Perambur 'A' and Sir Ashley Biggs Institute was a local fight and Perambur proved too good and deserved their victory fully over Sir Ashley Biggs Institute, Madras by scoring 2 quick goals in the first half itself. The new skipper, Omprakash, who is representing Southern Railway Indian Institute, Perambur in the Madras Foot-ball 'A' Division league scored both the goals. In the

second semi-finals between Calicut and S.R.I. Perambur 'B', the latter won by 2-1.

The Finals between S.R.I. Perambur 'A' and Perambur 'B' for the second successive year was played on 18-8-1955. A record crowd of 15,000 who stopped from attending to their duties in Workshops, Mills and other Industries in Perambur to observe Hartal in sympathy with Goa's Freedom struggle, turned up to witness the game.

This was a fight between two brothers who knew the tactics of each other. Two minutes silence was observed by the Players as a token



Shri V. S. Ramaswami, Loco Works Manager, addressing the gathering

of sympathy for the persons who lost their lives in the freedom struggle of Goa. The game was fast and interesting, producing a high standard of game. Both the Goalers were tested and the exchanges were equal, but the cleverness of the Perambur 'A' team

enabled them to score two quick goals in the first half itself. In the second half, S.R.I. Perambur 'B' pressed hard to equalise, but the deep defenders, John and Gunasekharan never allowed them to score. Manuel and Omprakash scored one goal each and Padmanabhan was well marked from scoring.

Shri A. R. Natarajan, Hony. Secretary, S.R.I., Perambur, introduced the players to Shri V. S. Ramaswami, Loco Works Manager, Perambur, who presided over the function. Mrs. Kalayani Ramaswami distributed the prizes.

Shri M. A. Uthappa, Hony. Secretary, Madras Region and Senior Officer (Movements) Royapuram in proposing a vote of thanks congratulated Shri A. R. Natarajan on the successful conduct of the tournament.

of the Institute and Table Tennis enthusiasts. The Canteen Hall of the Institute is a very ideal accommodation, for conducting Table Tennis.



Shri V. S. Ramaswami playing the first game of Table Tennis at the Institute



S.R.I. Perambur 'A' and 'B' Teams

### INAUGURATION OF TABLE TENNIS BRANCH AT THE EUROPEAN AND ANGLO-INDIAN RAILWAY INSTITUTE, PERAMBUR

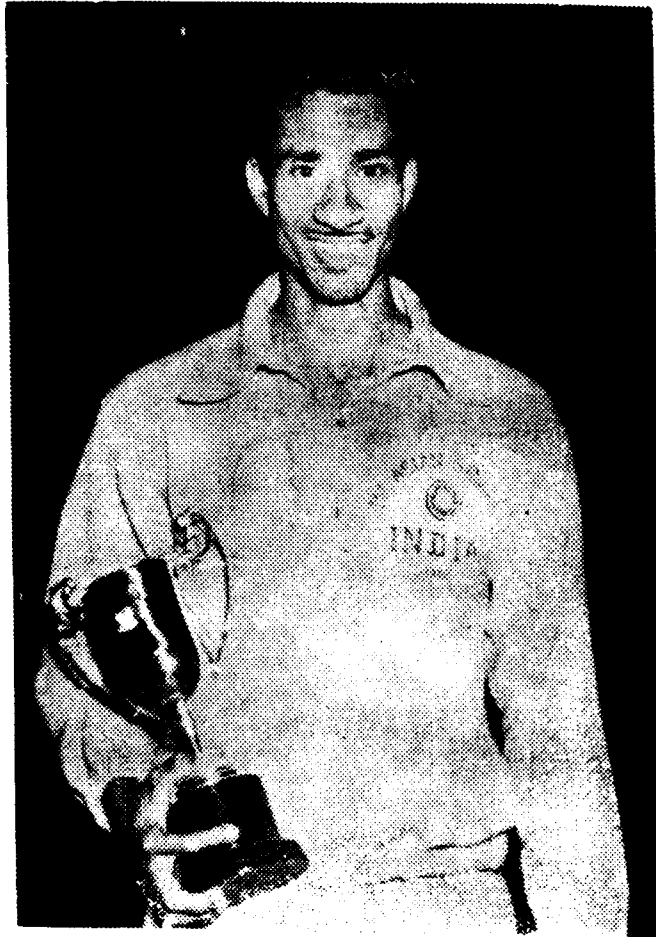
The European and Anglo-Indian Railway Institute, Perambur has started a Table Tennis Branch from 1-9-55 for the benefit of its members. In this connection, an inaugural function was held at 6-30 p.m. on Wednesday the 31st August, 1955 at which, Shri N. G. Hoskote, Regional Mechanical Engineer, Royapuram presided. There was quite a good gathering of Officers, members

Shri V. S. Ramaswami, Loco Works Manager, Perambur, the Chairman of the Institute, who is incidentally also the Vice-President of the Madras Table Tennis Association, gave an introductory speech, in the course of which he dwelt on the growing popularity of Table Tennis and the desirability of taking to this game at a fairly young age so that the standard could be improved. Shri N. G. Hoskote, then spoke a few words regarding the introduction of this New Branch in the activities of the Institute and expressed the hope that it would soon prosper. He then inaugurated the New Branch by playing the first game of Table Tennis with Shri V. S. Ramaswami, the Chairman. After refreshments were served, the function was brought to a close by a vote of thanks by Shri D. P. Menezes, the Secretary of the Institute.

The European and Anglo-Indian Railway Institute, Perambur has since been affiliated to the Madras Table Tennis Association and it is proposed to run an Open Table Tennis Tournament under the auspices of the Southern Railway Athletic Association at this Institute in November this year.

## Spot-light on Southern Railway Athletes

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



C. D. Cleur

The Southern Railway is fortunate in having on its rolls C. D. Cleur an incomparable athlete whose class hurdling and contribution to the strength of the Southern Railway Athletic Team can never be forgotten.

Born to Mr. Cleur, a retired Engine driver of Ex. South Indian Railway and youngest of six brothers all of whom are sportsmen his first success in athletics came when as a student of St. Johnson's Wesley School, Trichinopoly, he won the Inter-school Individual Championship in 1945.

In 1946 he joined the Ex.-M.S.M. Railway when I was called upon by the then Sports

Officer to coach this young athlete. Being only 18 summers then, Cleur impressed me as the finest ultra-Hurdles runner I have ever seen. After a short service of six months he left the Ex.-M.S.M. Ry. and joined the Ex.-S.I. Ry. Ever since that time Cleur was winning the Reynolds Championship Bowl consecutively without a break.

As lean as a greyhound and not with an iota of extra flesh Cleur is gifted with a fine body required for an athlete. From an athletic coaching point of view, he is a strong runner and a jumper with great judgment of pace and strong finish. In the National

October 1955

SPORT

67

Games held at Ludhiana in 1950 he won the 110 metres Hurdles in a record time of 15 seconds and was selected to represent India in the first Asian Games the same year.

In the last Inter Railways Athletic Meet held at New Delhi in February this year, Cleur won the 110 metres Hurdles in a record time of 15.1 seconds and thus broke the 15-year old record held by Jennings of Ex.-N.W. Ry. His strength and reserve power were among the most impressive sights of the whole athletic meet. He did not stop there; he also won the hop, step and jump and was declared the champion athlete of the Indian Railways Athletic Meet for the year 1955.

For those who like statistics and comparative figures here are Cleur's achievements.

Besides holding the I.R.A.A. Hurdles record he also holds the Long Jump record with a leap of 22 feet 8½ inches. He won the I.R.A.A. Individual Championship at New Delhi even in the years 1952 and 1953 besides contributing major number of points for winning team championship cup for the Southern Railway. He further holds the Inter Regional Championship (Capt. Boiman Challenge Cup, AFI) ever since the Integration of the three Railways of the South.

A clever athlete he has fully understood that this is the age of speed in track and field athletics no less than in any other departments of life. In order to keep his body's ability to operate under a maximum oxygen deficit during competition he keeps himself fit all the year round by devoting some time in playing Hockey.

Group photo of the Southern Railway Football Team, winners of the Inter-Railway Football Tournament, which returned from Khargpur on the 6th September 1955. The team was received at the Central Station by Shri T. A. Joseph, General Manager, Southern Railway, Shri D. R. Carmady, Chairman, Railway Service Commission, Madras, and by some heads of departments and senior officers

Who's who in the successful Football Team of the Southern Railway and other details will appear in the illuminating article by Shri C. G. Gopaul, A.P.O., in the November Number of the 'Southrailnews'





### 'SWAMY'S GUIDE TO MADRAS CITY'

**T**HE City of Madras resembles an old English provincial town and her sons are amongst the leaders of political, social, professional and scientific activities in India and are everywhere in high places. When Francis Day chose Madraspatam as the site for a new trading settlement in 1639 he was attracted by its situation as the natural outlet from the fertile plains that lie behind it. Madras is a microcosm of the presidency. Here may be seen sturdy men and handsome women from Coorg, the gaily decorated gypsies from the Agencies, the bright, alert and capable Malayalees; the placid and valuable cultivator from Tamil districts and his taller—if less placid—fellow from the Andhra country. Pilgrims from the far north and distant Burma, journeying to the great shrines of Rameswaram and Srirangam or going to bathe in the Sacred Cauvery, jostle one another in the streets. Madras University attracts students from all parts of South India.

The bazaars are a feast of colour. Here it is always warm. Scarcely a night passes without some temple procession with its blaze of lights, the blare of trumpets, the whine of conches, the throbbing of drums, the

thunder of rockets and the shrill note of the flute. All these combine to produce noise, yet not unpleasing noise if one enters into the spirit of the festival. And such scenes are typical of the city's life. To the visitor Madras offers a variety of occupation almost unrivalled in India; its wonderful beach affords rarely equalled opportunities for bathing; its surf challenges swimmers—and rarely in vain. Madras is justly proud of its Marina. On the Adyar River pleasant boating is obtainable; sailing may be enjoyed by those who like a small boat and the open sea; whilst golf, tennis, hunting, racing and other sports are available in their season.

Verily inspired by all these and palpably in an ecstasy of gust Mr. Swami has brought out a small booklet (80 pages of 1/16 size) giving details at a glance of Train timings, Bus timings, Corporation divisions, list of Post Offices, Public Call Offices etc. to enable the visitor to Madras to rush through Madras in a lightning fashion. It is hoped that the next promised edition would still improve in get-up and contents.

V. T. NEELAKANTAN

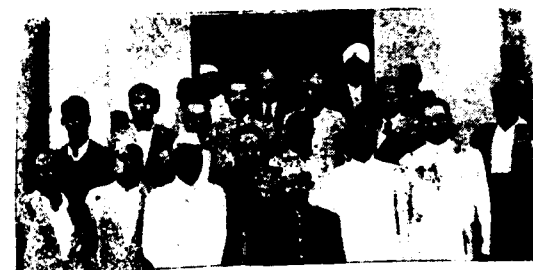
### SHRI LAL BAHADUR SHASTRI, UNION MINISTER FOR RAILWAYS

VISITS THUNGABHADRA DAM, KARWAR AND MIRAJ (June 1955)



Shri Lal Bahadur Shastri visits Thungabhadra Dam. Shri B. C. Desikachari, COPS, S.Ry., is seen to his left.

Shri Lal Bahadur Shastri boating in Karwar Harbour—Shri Karmakar, Minister for Commerce, the Collector of Karwar, the President of Carnatic Provincial Congress Committee and Shri B. C. Desikachari, COPS, are seated with him.



Shri Lal Bahadur Shastri meets the Deccan Manufacturers and other Trade Association Members at Sangli, near Miraj.

## SOUTHERN RAILWAY TENDER NOTICE

### SUPPLY OF TEAK WOOD KEYS TO THE SOUTHERN RAILWAY DURING 1955-56

Sealed Tenders are invited by the Chief Engineer, Southern Railway, Park Town, Madras-3, upto 12-00 hrs. on Thursday, the 13th October, 1955, for the supply of teak wood keys of sizes during 1955-56.

2. Tenders should be in the prescribed form obtainable from the Chief Engineer, Southern Railway, Madras-3, on production of a receipt for the amount of Rs. 15 (Rupees Fifteen only) towards the cost of tender form, paid to the Chief Cashier, Southern Railway, Park Town, Madras-3, or the Regional Accounts Officer, Trichinopoly or Mysore or to any Station Master on the Southern Railway. In no circumstances will the cost of tender form be refunded.

3. The last date of issue of tender form is 12-00 hrs. on Saturday the 8th October, 1955.

4. Earnest money of Rs. 10,000 (Rupees Ten thousand only) is to be paid in advance to the Chief Cashier, Southern Railway, Park Town, Madras-3, or the Regional Accounts Officer, Trichinopoly or Mysore and receipts issued therefor should be submitted along with the tender. The final date for the deposit of earnest money is 15-00 hrs. on Monday, the 10th October, 1955.

5. The approximate value of the contract is Rs. 2,33,000.

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

7. Tenders will be opened by the Chief Engineer, Southern Railway, Park Town, Madras-3, or his representative at 12-00 hrs. on Friday, the 14th October, 1955.

8. The Chief Engineer reserves to himself the right to reject any or every tender or part thereof and does not bind himself to accept the lowest or any tender or part thereof.

## SOUTHERN RAILWAY TENDER NOTICE

Tenders for fabrication and supply of steel work for proposed 50-ton crane girders and 4-ton jib crane girders in Loco Works, Perambur.

The Chief Engineer, Southern Railway, Madras-3, invites Sealed Tenders for the above to reach him not later than 12-00 hrs. on Thursday, the 13th October, 1955.

2. Tenders should be in prescribed forms obtainable from the Chief Engineer, on production of a receipt for the amount of Rs. 27 (Rupees Twenty-seven only) towards the cost of the form with relevant drawings, paid to the Chief Cashier, Southern Railway, Park Town, Madras-3, and in no circumstances will this amount be refunded.

3. Tender forms will be issued upto 12-00 hrs. on Saturday, the 8th October, 1955.

4. Earnest money of Rs. 10,625 (Rupees Ten Thousand, Six Hundred and Twenty-five only) is to be paid in advance to the Chief Cashier, Southern Railway, Madras-3, not later than 12-00 hrs. on Monday, the 10th October, 1955 and the receipt issued therefor should be attached to the Tender. No demand draft or cheque should be attached to the tender.

5. The Earnest Money has been fixed at 5 per cent of the value of Contractor's portion as per estimate and the security deposit will be 10 per cent of the value of the accepted tender.

6. Only such of the firms who are on the approved list of the Directorate-General, Supplies and Disposals, New Delhi, and having necessary equipment and personnel to fabricate heavy plate girders to conform to IRS Specification B.3-49 need submit their tenders.

7. The Railway will issue quota certificates for controlled sections to the successful tenderer who will have to make his own arrangements for decontrolled sections.

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

9. Tenders will be opened by the Chief Engineer, or by his representative at 12-00 hrs. on Friday, the 14th October, 1955.

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

## SHRI A. R. RAO, SDGM, OPENS STAFF CANTEEN



Shri A. R. Rao, S.D.G.M. opened the Staff Canteen at Madras Central Station on Wednesday the 31st August, 1955



Shri A. R. Rao speaking on the occasion



A section of the gathering having tea



A view of the Officers at the Tea Table

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TO RAILWAY AND GOVERNMENT STAFFS**

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71/72, RATTAN BAZAAR, MADRAS-3

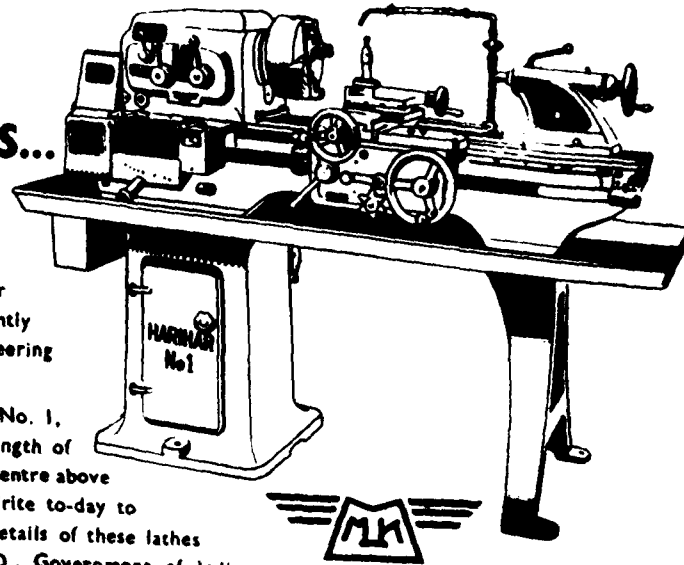
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**SOUTHERN RAILWAY**

**TENDER NOTICE**

**TENDERS FOR "CONSTRUCTION OF STAFF QUARTERS TYPE II WITH MANGALORE TILED ROOF AS PER PLAN NO. SQ. 2-B-11 UNITS AT MAMBALAM STATION—MILE 7 1 (5 BLOCKS OF 2 UNITS EACH AND 1 BLOCK OF 1 UNIT". VILLUPURAM DISTRICT**

1. The **Regional Engineer, Southern Railway, Trichinopoly**, invites **SEALED PERCENTAGE SCHEDULE TENDERS** for the above work to reach him not later than 12-00 hours on 6th October, 1955.

2. Tenders should be submitted in the prescribed form, obtainable from the office of the **Regional Engineer, Southern Railway, Trichinopoly**, on production of a cash receipt for the amount of Rs. 5 (Rupees Five only) paid to the **Chief Cashier, Southern Railway, Madras-3** or **Regional Accounts Officer, Southern Railway, Mysore** or **Trichinopoly** or to any **Station Master** on the **Southern Railway** towards the cost of tender form. In no circumstances, will the cost of the tender form be refunded. The tender form is not transferable.

3. Tender forms will be issued upto 12-00 hours only on 5th October, 1955.

4. Earnest money of Rs. 1,715 (Rupees One Thousand Seven Hundred and Fifteen only) representing 5 per cent of the approximate cash value of the contract should be paid in advance to the **Chief Cashier, Madras-3** or the **Regional Accounts Officer, Mysore** or **Trichinopoly** not later than 12-00 hours on 3rd October, 1955 and the receipt submitted along with the tender. No demand draft, cheque, etc., should be attached to the tender.

5. The total approximate value of the contract is Rs. 34,298.

6. The quotations submitted in the tender shall be on the basis of a percentage above or below the rates shown for Villupuram District in the Printed Schedule of Rates for Broad Gauge and Metre Gauge 1955.

A copy of the Printed Schedule of Rates, 1955 can be had from the office of any District Engineer, of this Railway on payment of Rs. 5 and a copy of the Southern Railway Specification of Works on payment of Rs. 3 by cash or money order. Copies may also be had from the **Regional Engineer's Office, Trichinopoly** on production of a receipt for the said amount paid to the **Chief Cashier, Madras-3** or the **Regional Accounts Officer, Mysore** or **Trichinopoly**.

7. The successful tenderer will be required to remit a further sum, which together with the earnest deposit will represent 10 per cent of the approximate contract value as security deposit for the due fulfilment of the contract.

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

9. The tenders will be opened at 14-00 hours on 6th October, 1955 at the Office of the **Regional Engineer, Southern Railway, Trichinopoly**.

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

### SOUTHERN RAILWAY TENDER NOTICE

The Regional Engineer, Southern Railway, Mysore, invites sealed PERCENTAGE SCHEDULE TENDERS to reach him not later than 16-00 hrs. on Thursday, the 13th October 1955 for the work "Yeswantapur—Proposed Marshalling Yard at—Earthwork in formation"—Bangalore District. Total approximate value of contract—Rs. 59,000.

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

3. Tender forms will be issued upto 12-00 hrs. on Saturday the 8th October 1955.

4. The Earnest Money of Rs. 2,950 (Rupees two thousand nine hundred and fifty only) should be paid in advance to the Regional Accounts Officer, Southern Railway, Mysore or Trichinopoly or Chief Cashier, Madras not later than 15-00 hrs. on Monday the 10th October 1955 and the receipt submitted along with the tender. No demand draft, or cheques, etc., should be attached to the tender. The tenderers are requested to furnish full particulars of remittance with the remittance itself to avoid unnecessary delays.

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

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

7. The tenders will be opened at 12-00 hrs. on Friday, the 14th October 1955 at the Office of the Regional Engineer, Mysore.

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

### SOUTHERN RAILWAY TENDER NOTICE

The Regional Engineer, Southern Railway, Mysore, invites sealed Percentage Schedule Tenders to reach him not later than 16-00 hrs. on Monday the 3rd October, 1955 for the work "Adarki—Extension to loop to hold 30 vehicles—Belgaum District". Total approximate value of contract Rs. 99,500.

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

3. Tender forms will be issued upto 12-00 hrs. on Thursday the 29th September, 1955.

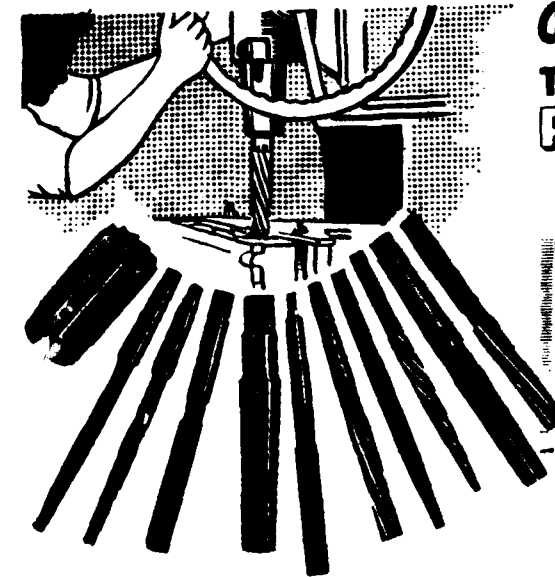
4. The Earnest Money of Rs. 4,975 (Rupees four thousand nine hundred and seventy-five only) should be paid in advance to the Regional Accounts Officer, Southern Railway, Mysore or Trichinopoly or Chief Cashier, Madras, not later than 15-00 hrs. on Friday the 30th September, 1955 and the receipt submitted along with the tender. No demand draft, or cheques, etc. should be attached to the tender. The tenderers are requested to furnish full particulars of remittance with the remittance itself to avoid unnecessary delays.

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

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

7. The tenders will be opened at 12-00 hrs. on Tuesday the 4th October, 1955 at the Office of the Regional Engineer, Mysore.

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



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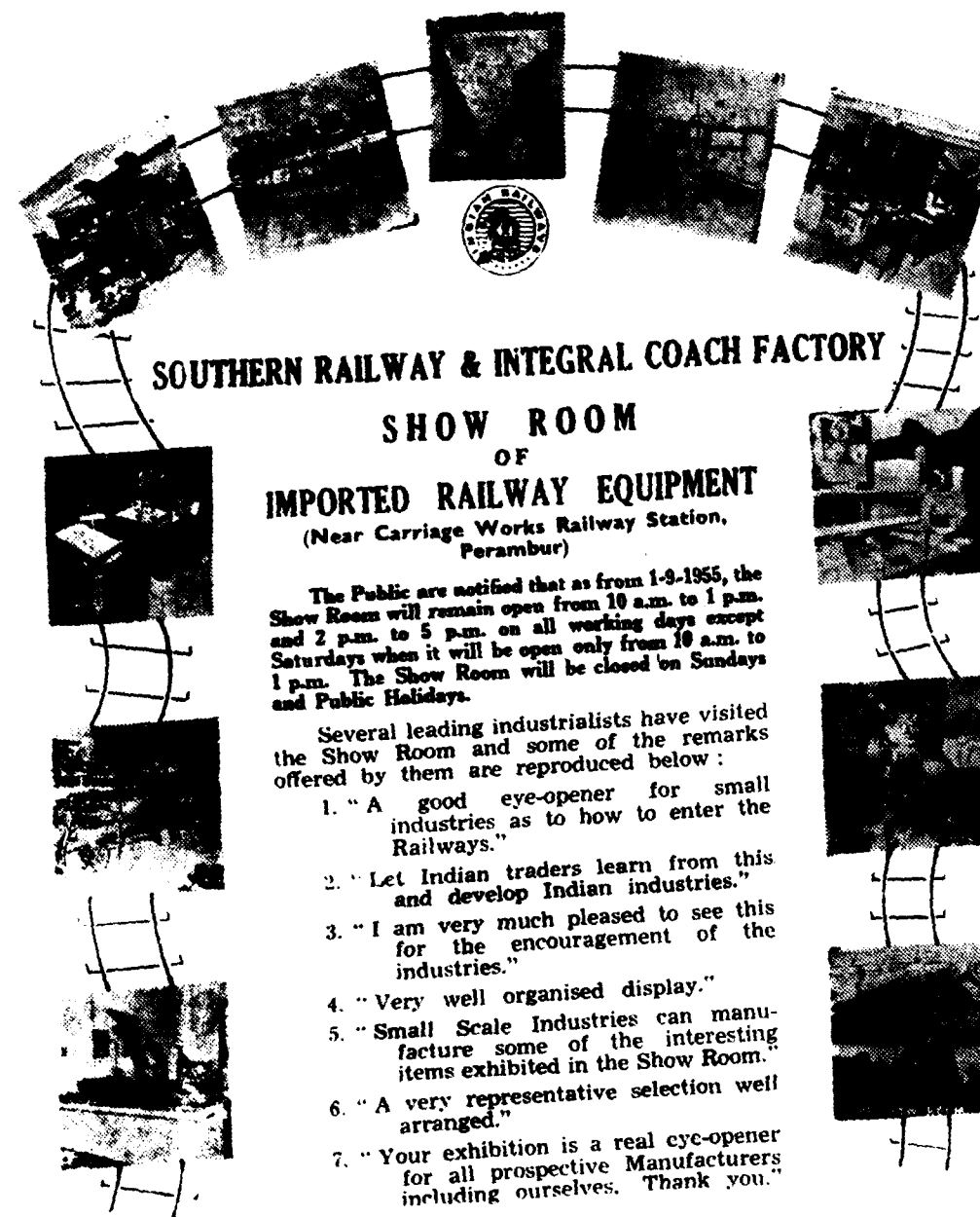
(Recovery of premiums from salary of Southern Railway employees on account of this Society is sanctioned under General Manager's letter No. HPB/L/1160/A/VI dated 8-1-55)

WANTED REPRESENTATIVES

PLEASE CONTACT

CHAKRADHARPUR

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



**SOUTHERN RAILWAY & INTEGRAL COACH FACTORY**  
**SHOW ROOM**  
**OF**  
**IMPORTED RAILWAY EQUIPMENT**  
(Near Carriage Works Railway Station, Perambur)

The Public are notified that as from 1-9-1955, the Show Room will remain open from 10 a.m. to 1 p.m. and 2 p.m. to 5 p.m. on all working days except Saturdays when it will be open only from 10 a.m. to 1 p.m. The Show Room will be closed on Sundays and Public Holidays.

Several leading industrialists have visited the Show Room and some of the remarks offered by them are reproduced below :

1. "A good eye-opener for small industries as to how to enter the Railways."
2. "Let Indian traders learn from this and develop Indian industries."
3. "I am very much pleased to see this for the encouragement of the industries."
4. "Very well organised display."
5. "Small Scale Industries can manufacture some of the interesting items exhibited in the Show Room."
6. "A very representative selection well arranged."
7. "Your exhibition is a real eye-opener for all prospective Manufacturers including ourselves. Thank you."

If you have not yet visited the Show Room, we request you to do so at the earliest opportunity to inspect the 1,236 exhibits and decide for yourself if it will be worth your while to manufacture and supply the same to the Railways. Catalogue of the exhibits is available for sale at As. 12/- each at the Show Room. Further enquiries may be addressed to the Officer-in-charge of the Show Room.

Telephone No. 61653

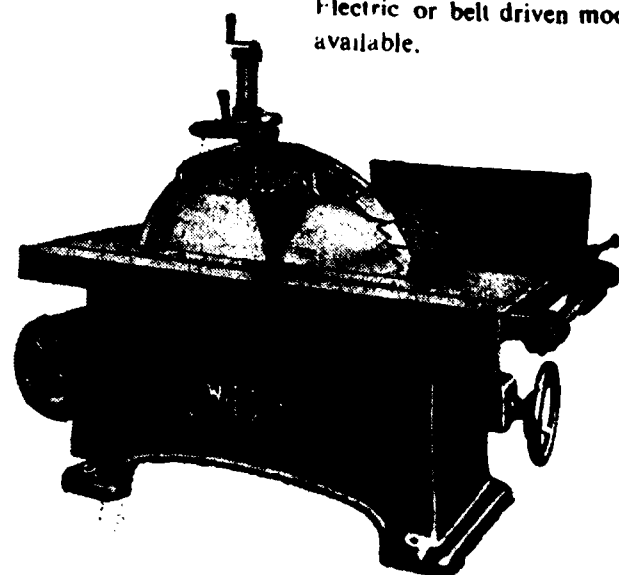
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## SOUTHERN RAILWAY

### 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 8th October, 1955.

| S. No. | District | NAME OF WORK                                                                                                               | Total approximate value of the contract Rs. | Earnest money to be paid Rs. |
|--------|----------|----------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|------------------------------|
| 1      | GODAVARI | Conversion of Train Halt into 'B' Class Station at BRAHMANA-GUDAM ..                                                       | 50,000                                      | 2,500                        |
| 2      | MADRAS   | JALARPET- Construction of Staff Quarters Type II - 10 units ..                                                             | 20,000                                      | 1,000                        |
| 3      | GOOTY    | MANTRALAYAM ROAD Provision of an additional loop to hold 60 vehicles..                                                     | 43,400                                      | 2,200                        |
| 4      | GOOTY    | Construction of Staff Quarters Type I - 16 units ..                                                                        | 25,900                                      | 1,300                        |
| 5      | SALEM    | DODDAMPATTU Provision of an additional loop to hold 60 vehicles ..                                                         | 43,700                                      | 2,200                        |
| 6      | SALEM    | Proposed conversion of the existing Mixed Gauge line into separate B.G. and M.G. Lines between PODANUR & NANJUNDA-PURAM .. | 27,600                                      | 1,400                        |
| 7      | SALEM    | VEERAPANDY ROAD- Proposed additional loop to hold 60 vehicles at ..                                                        | 37,400                                      | 1,900                        |

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 Tender Forms be refunded. The Tender Form is not transferable.

Tender Forms will be issued upto 15-00 hours on Tuesday, the 4th October, 1955.

Earnest money at 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 Wednesday, the 5th October, 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 the security deposit.

The tenders will be opened at 12-00 hours on Monday, the 10th October, 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 TENDER NOTICE

The Regional Engineer, Southern Railway, Mysore, invites SEALED PERCENTAGE SCHEDULE TENDERS to reach him not later than 16 hours on Monday the 17th October 1955 for the work "Proposed Marshalling Yard at Yesvantpur—(1) Converting existing M.G. Passenger platform into an Island Platform 850 ft. long, and constructing, (2) N.G. Passenger platform 400 ft. long, (3) Goods Platform 600 ft. long, (4) Tranship Platform M.G. and N.G. 100 ft. long, (5) Station building, (6) Outside Booking Office and Waiting Hall, (7) Covered Roof over Tranship Platform, (8) R.C.C. Footover-bridge—Bangalore District. Total approximate value of contract—Rs. 60,000.

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

3. Tender forms will be issued upto 12 hours on Wednesday the 12th October 1955.

4. The Earnest Money of Rs. 3,000 (Rupees Three Thousand only) should be paid in advance to the Regional Accounts Officer, Southern Railway, Mysore or Trichinopoly or Chief Cashier, Madras, not later than 15 hours on Thursday the 13th October, 1955 and the receipt submitted along with the tender. No demand draft, or cheques, etc., should be attached to the tender. The tenderers are requested to furnish full particulars of remittance with the remittance itself to avoid unnecessary delays.

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

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

7. The tenders will be opened at 12 hours on Tuesday the 18th October, 1955 at the Office of the Regional Engineer, Mysore.

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

## SOUTHERN RAILWAY TENDER NOTICE

TENDERS FOR: PERAMBUR: GENERAL STORES: CONVERSION OF EXISTING G.C.I. GODOWNS INTO BRICK MASONRY BUILDING WITH TILED ROOFING AT: MADRAS DISTRICT.

The Regional Engineer, Southern Railway, Rayapuram, Madras-12, invites SEALED PERCENTAGE TENDERS for the above work upto 12 hours on Friday the 21st October, 1955.

2. Tenders should be submitted in the prescribed form obtainable from the Office of the Regional Engineer, Southern Railway, Rayapuram, Madras-12, on production of a receipt for the amount 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 the form. Extra copies of the form can be had, if available, on payment of Rs. 2 (Rupees Two only) each. In no circumstances will the cost of the tender form be refunded. The tender form is not transferable.

3. Tender forms will be issued upto 15 hours on Tuesday, the 18th October, 1955.

4. Earnest money of Rs. 3,300 (Rupees Five Thousand and Three Hundred only) should be paid in advance to the Chief Cashier, Southern Railway, Madras-3, or Regional Accounts Officer, Southern Railway, Trichinopoly or Mysore, not later than 12 hours on Wednesday the 19th October, 1955, and the receipt submitted along with the tender. No cheque or demand draft, etc., should be attached to the tender.

5. Tenderers are required to submit Income-tax Clearance Certificate along with the Tender.

6. 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.

7. Tenders will be opened at 12 hours on Saturday the 22nd October, 1955 at the Office of the Regional Engineer, Southern Railway, Rayapuram, Madras-12.

8. The total approximate value of the contract is Rs. 1,66,000.

9. 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 TENDER NOTICE

TENDERS FOR (1) ADDITIONS AND ALTERATIONS TO PERMANENT WAY FENCING, ETC., (2) CONSTRUCTION OF ADMINISTRATIVE BLOCK, (3) UPPER CLASS WAITING ROOM, (4) VEGETARIAN REFRESHMENT ROOM, ETC., IN CONNECTION WITH THE WORK "TIRUVARUR REMODELLING"—TANJORE DISTRICT

1. The Regional Engineer, Southern Railway, Trichinopoly, invites Sealed Tenders for the above works up to 12-00 hours on 20th October, 1955.

2. Tenders should be submitted in the prescribed form, obtainable from the Office of the Regional Engineer, Southern Railway, Trichinopoly, on production of a cash receipt for the amount of Rs. 10 (Rupees Ten only) paid to the Chief Cashier, Southern Railway, Madras-3 or Regional Accounts Officer, Southern Railway, Mysore or Trichinopoly or to any Station Master on the Southern Railway towards the cost of tender form. In no circumstances, will the cost of the tender form be refunded. The tender form is not transferable.

3. Tender forms will be issued upto 15-00 hours only on 19th October, 1955.

4. Earnest money of Rs. 7,630 (Rupees Seven Thousand, Six Hundred and Thirty only) should be paid to the Chief Cashier, Madras-3 or the Regional Accounts Officer, Mysore or Trichinopoly not later than 12-00 hours on 17th October, 1955 and the receipt submitted along with the tender.

5. The total approximate value of the contract is Rs. 1,52,600.

6. Tenderers are required to quote One percentage rate for schedule "A" and rate for each item given in schedule "B".

7. The items given in schedule "A" are covered by basic schedule of rates 1955, which can be had on production of receipt for the amount of Rs. 5 paid to the Chief Cashier, Southern Railway, Madras-3 or the Regional Accounts Officer, Mysore or Trichinopoly or on payment of Rs. 5 to any District Engineer of this Railway.

8. Tenderers are required to submit Income-tax Clearance Certificate along with their tender.

9. The tenders will be opened at 12-00 hours on 21st October, 1955 at the Office of the Regional Engineer, Trichinopoly.

10. Earnest money is fixed at 5 per cent of the value of the estimated contract value and the successful tenderer will be required to furnish a further sum which together with the earnest money will represent 10 per cent of the value of the contract as per his accepted tender as security deposit.

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

## SOUTHERN RAILWAY TENDER NOTICE

QUILON-ERNAKULAM RAILWAY CONSTRUCTION—SECTION III—ERNAKULAM SOUTH TO KOTTAYAM. PROVIDING TROLLEY REFUGES (AS PER PLAN NO. 287-A METRE GAUGE) IN CUTTINGS

The Chief Engineer, Southern Railway, Park Town, Madras-3, invites SEALED TENDERS for the above work upto 13.00 hours on 27-10-1955.

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 24-10-1955 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 made towards the cost of tender forms at the rate of Rs. 10 per set of tender forms and Rs. 2 per spare schedule, only if available which amounts will not be refunded. Tender forms are not transferable.

An earnest money of Rs. 1,660 is to be paid to the Chief Cashier, Southern Railway, Park Town, Madras-3 before 12-00 hours on 24-10-1955. The security deposit for the accepted tender will be 10 per cent of the value of the contract.

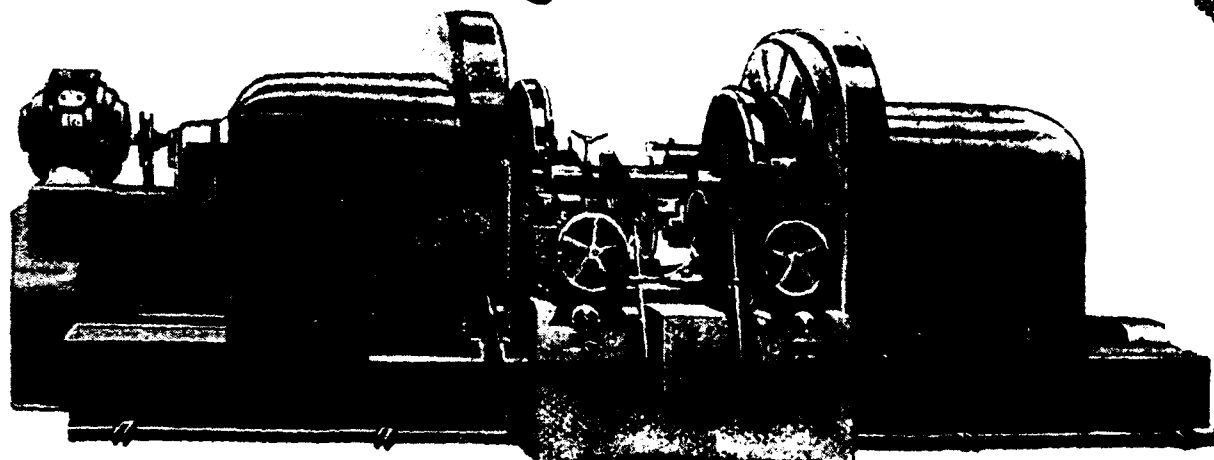
Particulars of remittance of money should always be clearly furnished to avoid unnecessary correspondence and delay.

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 hours on 28-10-1955.

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

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Shri M. GANAPATHY

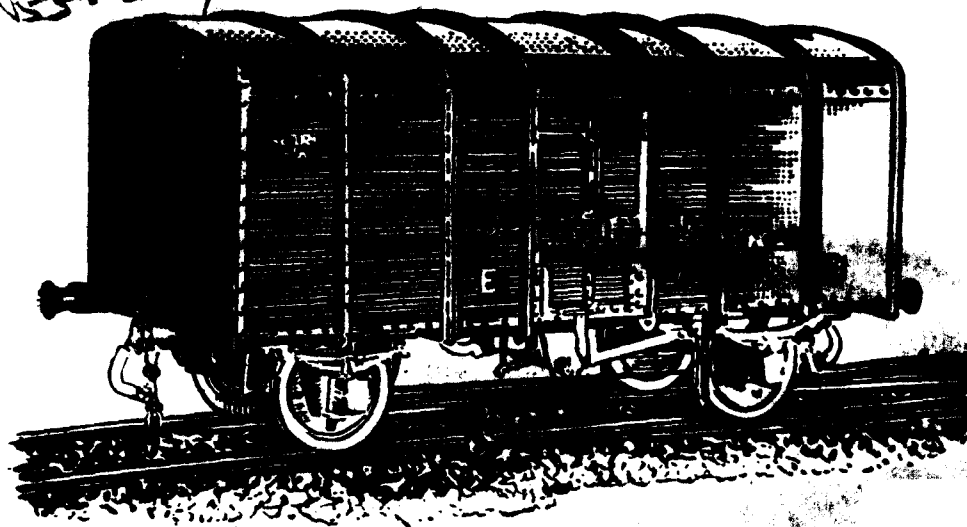
Development Commissioner, Khandla Port, who has taken over as General Manager, Western Railway, on September 26. In recognition of his services as engineer, the President conferred on him the award of "Padma Bhushan" in 1954.



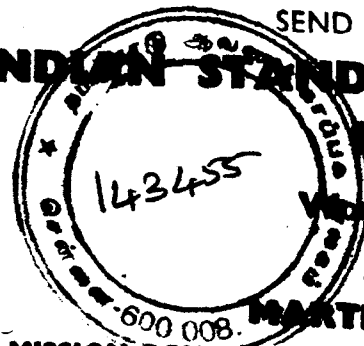
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People going to Jammu and Kashmir State should get permits from the District Magistrate or the authority concerned for entry into that State.

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.