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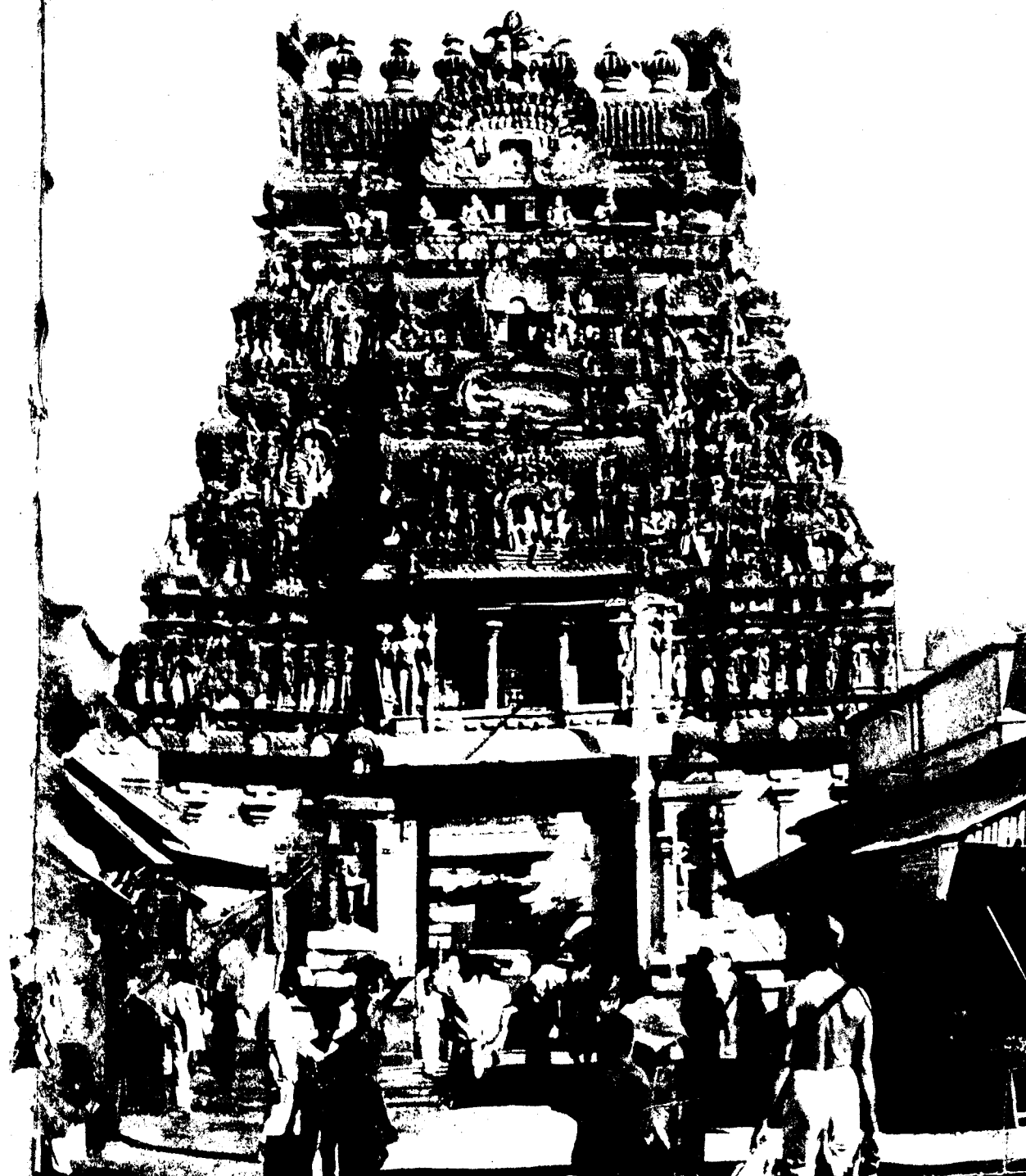
SOUTHRAILNEWS

PUBLISHED BY THE SOUTHERN RAILWAY

VOL. II

NOVEMBER 1955

NO. 8



SOUTHERN RAILWAY

CONCESSION RETURN TICKETS

during

DEEPAVALI AND CHRISTMAS HOLIDAYS

CONCESSION RETURN JOURNEY TICKETS for 1st, 2nd and 3rd Classes will be issued at 1-3-4 single journey fares during the ensuing **DEEPAVALI** and **CHRISTMAS** holidays in local and through booking on the Southern Railway, between stations situated at a minimum distance of 150 miles apart.

In the case of stations situated short of the specified distance, when two single journey fares are more than the return fare for 150 miles, return tickets will be issued charging the return fare as for 150 miles.

HALF fares for children over 3 and under 12 years of age.

PERIOD OF ISSUE :—(i) For Deepavali holidays from November 10 to November 15, 1955, both days inclusive and (ii) for Christmas holidays from December 20, 1955, to January 5, 1956, both days inclusive.

PERIOD OF AVAILABILITY :—The Deepavali and Christmas Holidays Concession Return Tickets will be available for completion of return journey within 15 days from and including the date of issue or the date of availability for commencement of the outward journey in the case of tickets issued in advance.

RETURN JOURNEY :—Passengers are required to present the return halves of their return tickets at the booking office of the station of commencement of the return journey and have their tickets dated indicating the date of commencement of the return journey. Passengers holding return halves without being so dated will be treated as travelling without tickets.

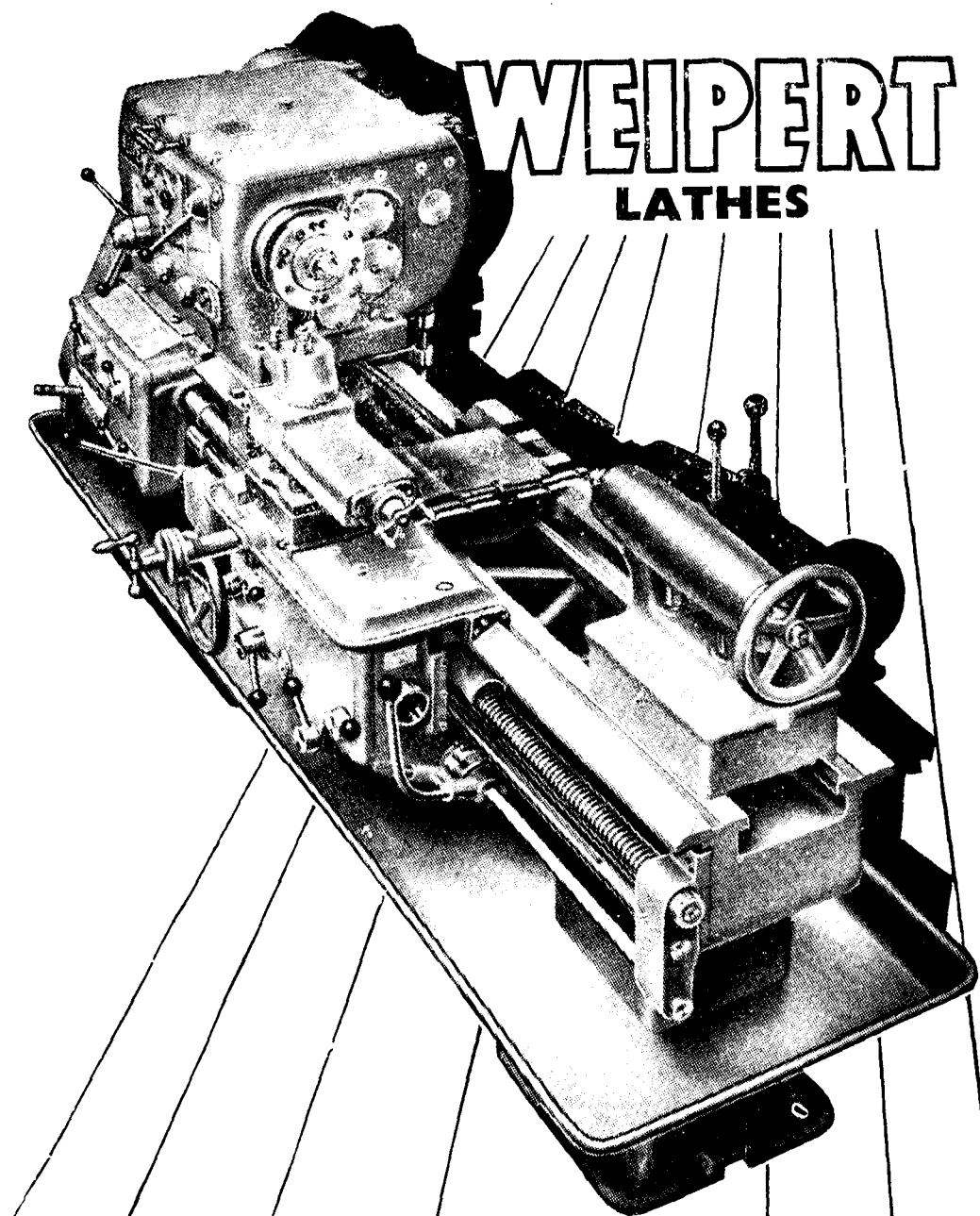
BREAK OF JOURNEY :—No break of journey is permissible either on the outward or the return trip.

REFUND :—No refund will be allowed on lost or unused return halves or on partially used tickets in any circumstances.

For particulars enquire at Stations.

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FATHER OF THE NATION



RAILWAY MINISTER'S
MESSAGE
ON THE OCCASION OF
GANDHIJI'S BIRTHDAY

GANDHIJI was essentially a man of action. He has set up a very high standard of public life. His greatness lay in the fact that he was not satisfied unless he succeeded in carrying the whole of humanity with him. If he believed in ahimsa or tried to experiment with it either in a limited or a wider field, he was keen that others should also understand and practice the same. There are only rare examples to be found where one made such an earnest and extraordinarily genuine attempt to practice what one preached. We can learn so much from Gandhiji in the conduct of our day-to-day life and also in the discharge of duties entrusted to us, whether onerous or light.

We try to imitate others but the misfortune is that we do not try to imbibe the good habits and practices of other people. Selfless, honest, hard work is what is wanted most in the country today. We can achieve this if we develop a feeling of kinship with our co-workers and a desire to identify ourselves with the cause we stand for. There is still that lurking feeling amongst us that the Government is something different and separate from the citizen and we can afford to remain indifferent to it. If this attitude persists, honest thinking and hard work will find no place at all in our scheme of things. So it needs a complete and revolutionary change in our old approach and outlook.

There is a strong tendency of looking to the defects of others and indulging in sharp criticism but if each of us could only do some introspection the criticism or fault-finding tendency might decrease as it would lead to self-discipline and self-restraint and help to create a friendly and peaceful atmosphere for some more solid and substantial work to be done. If every one tries to look within himself and performs his duty better than he does today, each individual will not only do good to himself but also greater good to society as a whole. Gandhiji preached and also practised this throughout his life. Let us take a lesson from him and his teaching on this sacred day of Second October, and try to conduct ourselves accordingly.

Kal Sahasrab

NORTHERN RAILWAY

INVITATION TO A WONDERFUL VACATION

If you are planning to escape from the heat and dust of the plains during summer, remember to avail of the

CONCESSIONAL TICKETS TO HILL STATIONS

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

A N D

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

STANDARD TOUR TICKETS

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

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

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

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

SOUTHRAILNEWS

(Official Organ of the Southern Railway)

EDITORIAL NOTICE

VOL. II

No. 8

Editor :

K. SRINIVASAN

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

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

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

The Editor does not assume any responsibility for the accuracy of the news supplied by correspondents or for opinions expressed by contributors. Opinions expressed in the Southrailnews whether editorially or by contributors should be regarded as having no official authority.

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THE EDITOR
Southrailnews
18A Mount Road Madras 2

INTEGRITY SHOULD BE PLACED ON A HIGH PEDESTAL

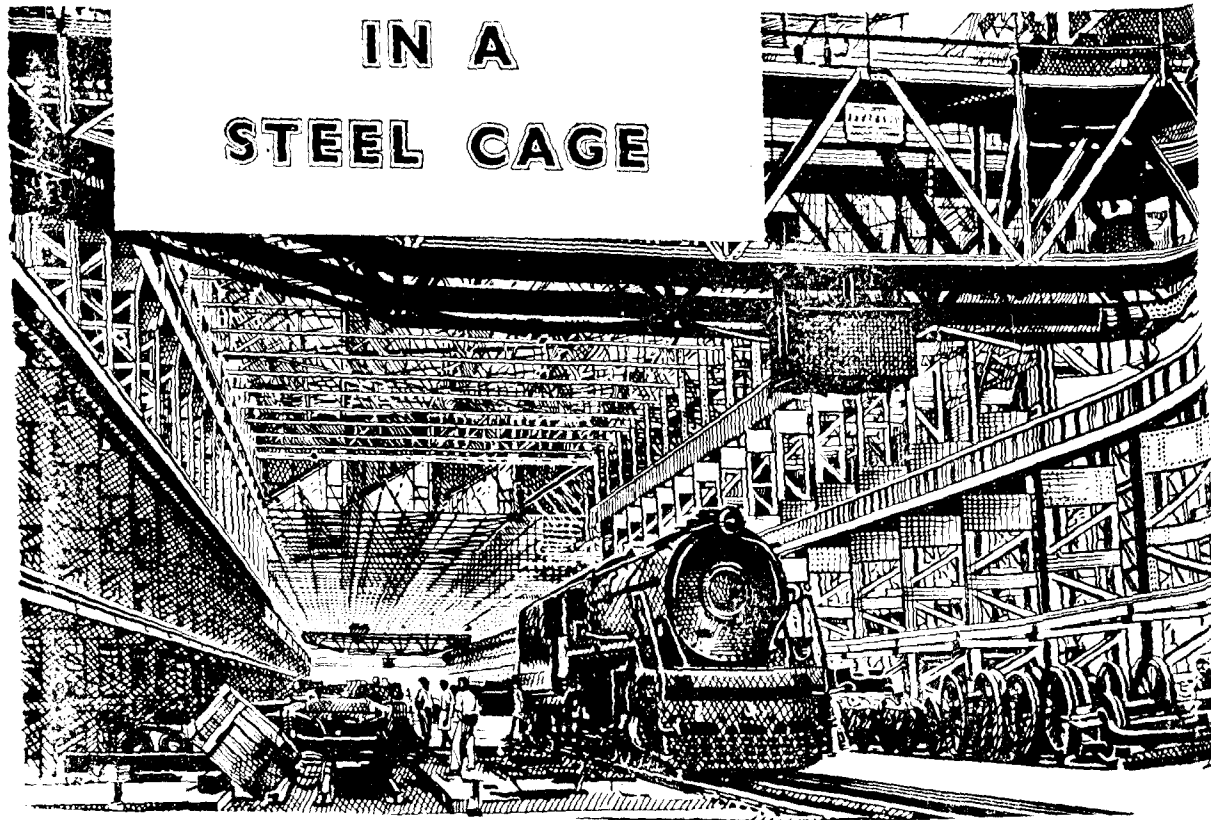
Railway is our greatest national asset. Indian Railways, as a whole, are said to be one of the largest single commercial organisations in the world. If an employee will accept illegal gratification, he will also give facilities to some customers, which are not authorised. If some members of the public are unduly favoured, it is difficult to do justice to all the customers of the Railway. This is neither in the interest of the railway nor in the interest of the public.

It is necessary that every citizen including every Government employee, should have a reputation, which is free from taint of suspicion. Mahatma Gandhi advised us to cleanse our hearts of pettiness, meanness and deceit. If one aspires for unfair gains, he will interfere with the sacredness of service and become corrupt. Those who serve the railway are serving the public. If an employee is intent on illegal gratification, he is likely to impair the efficiency of the railway. Service before 'self' was one of Gandhiji's principles. If one seeks illegal gains in the course of doing his duties, the public motive will be impaired and impurity and corruption will result. This is not in the national interest.

Prime Minister Shri Jawaharlal Nehru has stressed these ideals to be observed by all citizens. It is necessary for railwaymen as well to follow what our leaders have said. If the public offer illegal gratification to the railway staff, it will aid and abet malpractices, which is not in the national interest. The co-operation of railway staff and the public is requested for eradicating corruption wherever it exists.

THE IRON HORSE

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Chittaranjan is the largest locomotive manufacturing unit in Asia, designed to build 120 locomotives and 50 spare boilers every year under single shift production. In the construction of these immense workshops no less than 11,000 tons of STEEL were used.

The largest structure in the whole Project is the Main Assembly Shop, which measures 1560 feet long, 212 feet wide and rises to

a height of 75 feet. From this massive workshop roll India's locomotives—the visible results of the new industrialisation of India.

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(Front Cover: Temple of
Sri Ranganatha, Srirangam)



Prime Minister inaugurated the Integral Coach Factory on 2nd October, 1955 (Gandhi's birthday) and commended the work that was being done by the officers and staff of the Integral Coach Factory in order to inaugurate production.

* * *

Prime Minister Jawaharlal Nehru also opened the Industries Fair Exhibition at New Delhi on 29th October, 1955 in which 21 nations have taken part, when the curtain rose on Asia's biggest show window - the Indian Industries Fair - an international exhibition on an 80-acre plot. Shri B. M. Birla, the Chairman of the Fair is said to have revealed that 20,000 workers were busy round the clock to finish the layout.

Prime Minister Sri Jawaharlal Nehru lays stress on Architectonic Excellence

The first all-steel railway coach assembled in the Integral Coach Factory at Perambur in Madras rolled out as the Prime Minister pressed an electrically devised button on 2nd October 1955.

"There can be no real progress or real industrialisation in this country until the machine itself is made here and we cease to be dependent on other countries for setting up our factories. It is not with a feeling of isolation that I talk about depending and relying upon ourselves but because no nation can ultimately progress until it has that solid foundation in the modern world."

Pointing out that there was no conflict between the Gandhian ideology and the starting of big factories, the Prime Minister said that "there can be no real well-being or advance in the material standards in India without big factories". "I shall venture to say that we cannot even maintain our freedom and the independence of the nation without big factories. But I do not think that there can be well-being in India and largescale employment at least for a very considerable period to come without wide-spread growth of village industries. So there is no conflict in my mind."

Mr. Nehru expressed satisfaction at the "tremendous progress" made in the Community Projects and National Extension Service schemes and said: "I go about from end to end of India seeing new factories and great things taking shape, and great river-valley

projects developing and generating power and supplying water to our fields. I see in the rural areas our Community Projects and National Extension Service schemes spreading with speed, which is remarkably and unprecedented in history. This is the biggest thing happening. Not even this factory, or hundred factories but the hundreds of thousands of Community Projects are changing the face of rural India. That is the great revolution which is taking place in India today, in the heart of India, in the villages of India which have been the backbone of our country for thousands of years."

"I am glad to have come here because this was the dream of my dear colleague, Mr. N. G. Ayyangar. And I am happy to be here to participate in this function and to see the fulfilment of his dream. I think this is likely to represent a fairly big advance in our march towards industrialisation."

Here one is reminded of the saying 'he who sows the ground with care and diligence can be expected to reap a greater stock of religious benefit than can be acquired by the repetition of 10,000 prayers'. For a country like India, in which an overwhelming majority of the population depends on agriculture for sustenance, it is necessary to develop agriculture as well as industry.

The Prime Minister was drawing the attention of the gathering to have a sense of proportion and values and to appreciate the importance to the

nation of the work done by the various organisations in the country. While praising the work of those who assisted in bringing about this inauguration, he emphasised the necessity for a proper appreciation of the various factors contributing to the country's prosperity. The Integral Coach Factory, he pointed out, was one of the innumerable projects that were being started along with the projects sponsored by the Planning Commission. Though the various Community Projects in India under both the Plans were gigantic and ambitious, in order to supplement them and to ensure a balanced development of urban areas side by side with rural areas, he considered that the working of such Factories as the I.C.F. was necessary.

Speaking about the special feature of welding in the factory, the Prime Minister said the Factory was interesting and it symbolised something bigger—some bigger integration that was taking place. "You are making," Mr. Nehru added, "these so-called integral coaches by a process of welding. Some of us, in our own way, are also engineers—human engineers—trying our utmost to weld and integrate."

VESTIBULED JANATHA TRAINS BETWEEN HOWRAH AND DELHI

The introduction of corridor Janatha trains on Indian Railways from 2nd October 1955, is yet another step taken

to make railway travel more comfortable and interesting. The train is vestibuled from end to end. At each end there will be a luggage-cum-brake van; and the ladies compartments will be situated next to these at either end. Each coach will accommodate 80 passengers.

The dining car and the sleeping coach will be marshalled in the centre of the train and the vestibuling of the coaches will be such that the guard's compartments will be connected with the ladies compartments for safety; the ladies compartments, however, will not be vestibuled with the rest of the train.

The vestibules in the coaches and the sleeping car have been designed by the Central Standards Office situated in New Delhi. The coaches, except for the dining car and the sleeping car, are all of the integral all steel light weight insulated type. The advantages of vestibuling are that the passengers are able to move from one compartment to another while the train is in motion.

This not only helps to relieve congestion in a particular coach, as passengers can always move into compartments which are not crowded, but also helps passengers to occupy the dining car during meal hours, as and when they like.

From the Railway's point of view, it helps the staff to exercise a better check on ticketless travellers.



NATIONAL RAILWAY USERS' COUNCIL MEETING

Improvements effected during recent months in the goods transport position on the Indian Railways, the state of passenger transport, matters relating to amenities and catering were among the subjects discussed at the fourth meeting of the National Railway Users' Consultative Council, held under the Chairmanship of the Union Railway Minister, Shri Lal Bahadur Shastri, in New Delhi on Saturday, 24th September, 1955.

Among those present at the meeting were Shri Satyanarayan Sinha, Minister for Parliamentary Affairs, Sri O. V. Alagesan, Deputy Railway Minister, Shri Shah Nawaz Khan, Parliamentary Secretary to the Railway Minister, Members of Parliament, representatives of Zonal Railway Users' Consultative Committees, trade, industry and agriculture, and members and officers of the Railway Board.

During the discussion on the transport position, members suggested among other things, that there should be more intensive use of wagons and multiple shifts in workshops, that the supervisory and inspection staff should be strengthened, and that the possibilities of using country craft for coal transport should be explored.

The Council was informed that "wagon-chasers" had been appointed at key points to help in improving wagon usage, and several other steps had been taken in connection with the drive to increase loadings from 10 to 20 per cent during the next busy season.

Taking 1938-39 as the base year, the Council was told, there had been an increase in the net ton miles index from 100 in that year to 121.9 in 1942-43, and 132.0 at present. Similarly, the index of net ton miles per wagon day, a true index of operational efficiency, had recorded an improvement from the base of 100 in 1938-39 to 164.9 in April 1955.

Union Railway Minister addressing the 4th meeting of the National Users' Consultative Council in New Delhi



**Dewali Greetings to Advertisers,
Contributors and Readers**

RESOLUTION ON CORRUPTION REPORT

In a resolution adopted by the Council it conveyed its thanks to the Chairman and Members of the Railway Corruption Enquiry Committee for its 'very comprehensive' report, and appealed to all categories of railwaymen and railway users to give their most serious attention to the recommendations made by the Committee. The Council hoped that with the co-operation of all concerned and utmost vigilance on the part of railwaymen, it would be possible to tackle the problem of corruption effectively and successfully.

The resolution was proposed by Shri Algu Rai Shastri and seconded by Shri N. M. Lingam, Members of Parliament.

Matters pertaining to passenger amenities, passenger transport in general and overcrowding were also considered. Some members suggested an increase in the present financial allocation of Rs. 3 crores for rail-users' amenities. To ease overcrowding on certain busy sections, the Council was told, it was proposed to introduce rail cars, 12 of which had already arrived. In the Bombay suburban area, a new supply of electric coaches was expected and this would to a certain extent ease the position.

The question of better spacing of berths in third class sleeper coaches was considered, and the Council was told that new design coaches were now under construction.

EXTENDING DEPARTMENTAL CATERING

The Council unanimously welcomed the Railway Ministry's decision to extend departmental catering to new stations, and suggestions were made that it should be extended to more stations. Greater standardization in menus and prices was urged. Some members felt that consideration should be given to the re-employment of deserving staff displaced on account of extension of departmental catering.

Among other subjects which the Council discussed were measures to stamp out ticketless travel, the issue of hill station concession return tickets, the development of warehouses at rail-heads including refrigerated warehouses, measures taken to improve the claims position, prevention of crime on railways, regrouping, etc.

HOLIDAY RETURN TICKETS FOR DEWALI AND CHRISTMAS

The Railway Board has decided that concession return tickets should be issued during the ensuing Dewali and Christmas holidays for I, II and III classes on all the seven zonal railways in India.

This is the first time since the war that holiday return tickets are being re-introduced.

The return tickets will be issued at 13 single journey fares and would be available for 15 days for completion of the return journey. The 15 day period would include the date of issue also.

Return tickets for the Dewali holidays will be issued from November 10 to 15 and for Christmas from December 20 to January 5, 1956.

Return tickets will be issued only between stations situated at a minimum distance of 150 miles from each other. However, in the case of stations situated within 150 miles from each other, when two single journey fares are more than the return fare for 150 miles, return tickets will be issued charging the return fare as for 150 miles.

On the return journey passengers must have the return halves of their tickets dated at the booking office, indicating the date of commencement of the return journey. This is necessary, as passengers holding return tickets which are not so dated will be treated as travelling without tickets.

No break of journey will be permitted either on the outward or on the return journey.

OVERCROWDING ON SUBURBAN TRAINS COMMITTEE TO SUGGEST REMEDIAL MEASURES

The Government of India have decided to set up a committee to investigate into the problem of excessive overcrowding during peak hours in suburban train services in the Bombay, Calcutta and Madras areas, and to suggest remedial measures.

The Committee will consist of the following three members, who are all experienced retired railway officials: Shri B. B. Varma (Chairman), Shri A. C. Chatterji and Shri K. M. Rau. Shri K. Sambamurthi, an officer of the Southern Railway, will be the Committee's Secretary.

The Committee is expected to submit its report within about three months.



[Courtesy: 'The Hindu']

SHRI M. GANAPATI, NEW GENERAL MANAGER, WESTERN RAILWAY

Shri M. Ganapati, B.E., M.E. Hons., M.I.E. (Ind.), Development Commissioner, Kandla Port Project, who has been appointed as General Manager, Western Railway, was born in November 1903. He took his degree from the Engineering College, Guindy,

Madras in 1925. After completing his apprenticeship with the Tata Power Company at Bombay he served with that firm as Electrical Erection Engineer and later worked on the construction of the Metur Dam.

He joined the former East Indian Railway as Assistant Executive Engineer in the Indian Railway Service of Engineers in March 1928. Between 1928 and 1933, Shri Ganapati was attached to the Lucknow-Sultanpur construction works, Lower Sone Bridge regirdering and the Calcutta Chord railway construction. From 1933 till 1936, he was on open line works, after which he was on special duty in connection with the reorganisation of bridge maintenance. Towards the end of 1938, he was placed on special duty in connection with the regirdering of the Dufferin Bridge. When this work was postponed due to the War, he was placed on special duty in connection with the construction of the Panagar Base and later in 1943, was in charge of the restoration and reconstruction work in connection with Damodar river breaches near Calcutta. During 1944-45, he served as Track Supply Officer. In October 1945, he was again placed on special duty as Deputy Chief Engineer in charge of the regirdering of the Dufferin Bridge at Banaras. In October 1947, he was posted as Deputy General Manager (Works) in the former East Indian Railway. In January 1948, he was appointed as Engineer-in-Chief of the Chittaranjan Locomotive Works. On completion of the construction of this 15 crore rupees project in March 1951, he was assigned the work in connection with the construction of the Integral Coach Factory, Ferambur.

In April 1953, his services were requisitioned by the Ministry of Transport and he was appointed as Development Commissioner, Kandla Port Project—another big project costing about Rs. 15 crores. Two stages of work in the Bunder and the Oil Jetty, which form part of the major harbour

works construction at Kandla, having been completed and the main stage of work in the construction of the Cargo Jetty being in full swing, Shri Ganapati has been recalled for service in the Railways and has been posted as General Manager, Western Railway.

In recognition of Shri Ganapati's outstanding services as an Engineer, the President of India conferred on him the award of 'PADMA BHUSHAN' on 15th August, 1954.

**VISIT TO MADRAS OF
SRI S. L. SAXENA, DIRECTOR,
MECHANICAL ENGINEERING,
RAILWAY BOARD, NEW DELHI**

Mr. S. L. Saxena, B.Sc. (Eng.), Director, Mechanical Engineering, Railway Board, New Delhi, was in Madras for a few days in Mid-September on an official tour including study of the progress made in the Integral Coach Factory, Perambur, and drawing out plans for improvement of Workshops, etc., in the Second Five-Year Plan.



Mr. Saxena became the Director, Railway Equipment, about the year 1952 and Director, Mechanical Engineering, in April 1955. He graduated himself from the Banaras Hindu University about 30 years back and his rise to the present position, which is Number One, as far as Mechanical Engineering is concerned in the Railways, has been phenomenal by dint of hard work and merit. This shows his real mettle and the appreciation of the Government of India for the services he had rendered to the Railways.

Mr. Saxena was entertained at a Tea Party by the Banaras Engineers' Association at the Lawns of the Woodlands Hotel Royapettah, Madras, on 20th September 1955. Mr. V. S. Ramaswami, Loco Works Manager, Southern Railway, Perambur, and a Graduate of the Banaras Hindu University and the President of the Banaras Engineers Association, Madras, welcomed him. The Gathering included Mr. K. Sadagopan, Chief Administrative Officer and Mr. K. Swarup, Dy. Chief Mechanical Engineer, respectively of the Integral Coach Factory and Mr. M. S. Murthy, Dy. Chief Operating Superintendent, Southern Railway, Madras, and other leading Engineers and industrialists in Madras, belonging to the old **Alma Mater**.

Mr. Saxena, in addressing the gathering, recalled his pleasant experiences at the University and wondered if the same spirit pervaded even now. He narrated a few humorous anecdotes of his life in Banaras and finally exhorted the Engineers of the Banaras Hindu University to keep aloft the banner of their **Alma Mater** by rendering their services to the country in the Second and Third Five-Year Plans and thus to be soldiers in the march of economic freedom and self-sufficiency of this great country in the Asian Continent.

Mr. G. K. Narasimhan of Messrs. Voltas, Ltd., Madras, proposed a vote of thanks.

Annual Meeting of the Institution of Locomotive Engineers



Re-railing of Engine No. WG. 8901 near Bezwada

Sri N. G. AYYANGAR

Integral Coach Factory is the fulfilment of his dream



NOTICE

The continued patronage of our advertisers and subscribers, the commendable enthusiasm and the interest taken by our contributors were to a large extent responsible for our success in general and particularly in the Special Numbers brought out in April, August and October.

The co-operation of advertisers and contributors for Gandhiji's birthday Number of the Southrailnews and the Southrailnews Integral Coach Factory Number published on the 2nd October, 1955 is very much appreciated. We were able to bring out the usual number as well as the Supplement before the 2nd of October largely on account of the co-operation and assistance given by contributors and advertisers. In future, it is proposed to publish the magazine during the first week of every month from January 1956 onwards.

Therefore, contributors are requested to send their contributions so as to reach the undersigned on or before the 5th of the previous month and advertisers are requested to send their advertisements to reach the Editor on or before the 15th of the previous month.

EDITOR,
'SOUTHRAILNEWS'

SOUTHERN RAILWAY

TENDER NOTICE

Tenders for "Collection and training out of granite stone Ballast for Ballasting in place of existing moorum ballast for a length of 16.92 miles from Mile B. 256.61 to B. 262.12 and B. 263.31 to B. 271 on Erode Sub-division—Salem District.

The Regional Engineer, Southern Railway, Rayapuram, Madras-13, invites SEALED PERCENTAGE TENDERS for the above work upto 12-00 hours on Friday the 11th November, 1955.

2. Tenders should be submitted in the prescribed form obtainable from the Office of the Regional Engineer, Southern Railway, Rayapuram, Madras-13, on production of a receipt for the amount of Rs. 10 (Rupee-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 15-00 hours on Monday, the 7th November, 1955.

4. Earnest money of Rs. 8,100 (Rupees Eight Thousand and One 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 12-00 hours on Tuesday, the 8th November, 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 12-00 hours on Saturday, the 12th November, 1955, at the Office of the Regional Engineer, Southern Railway, Rayapuram, Madras-13.

8. The total approximate value of the contract is Rs. 1,61,500.

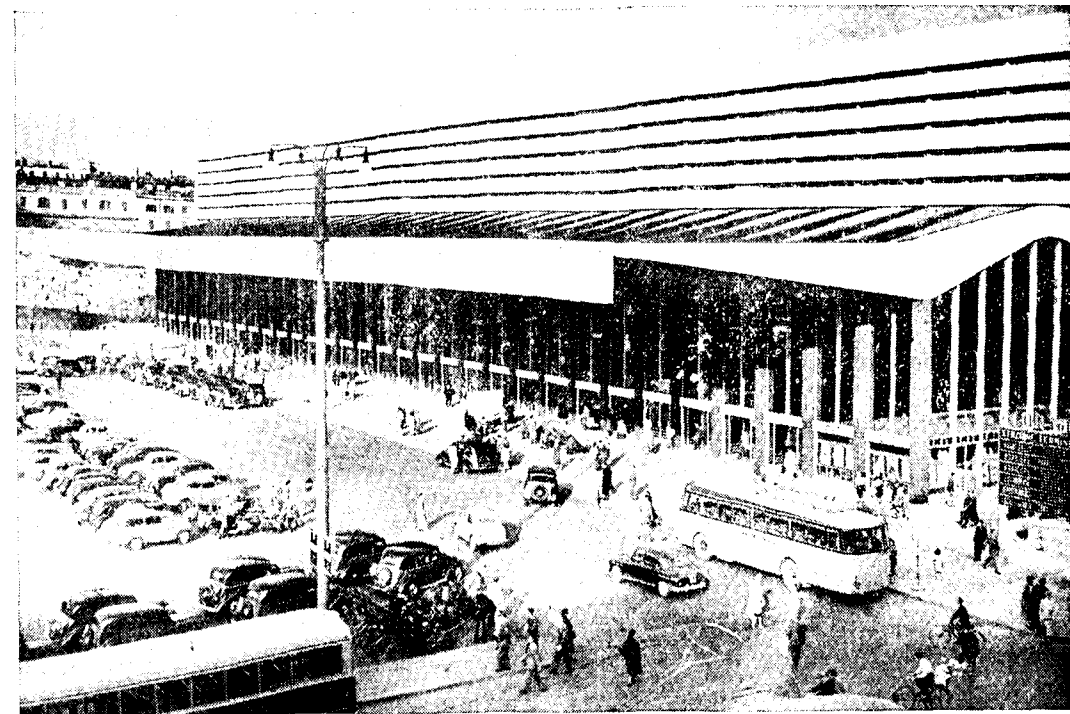
9. The Regional Engineer reserves to himself the right to reject without assigning the reasons any or every tender or part thereof and does not bind himself to accept the lowest or any tender or part thereof.



World of Railways

Arthur L. Stead

Our London Correspondent



The attractive front of the new Rome Station of the Italian State Railways

MODERNISATION of railways and their services is a feature these days throughout the world, it being recognised that to retain business in face of competing means of transport the "Iron Way" must boldly move with the times.

In Britain, the "biggest ever" improvement programme now is under way, this ambitious betterment plan having been described in my contribu-

tion appearing in the March 1955 issue of 'Southrailnews.' On the mainland of Europe, a leader in railway modernisation is sunny Italy, where rail services and equipment have been revolutionised in the past few years.

Instead of journeying to Rome and other Italian centres abroad stuffy steam trains, the visitor to this colourful European country today finds placed at his disposal by the Italian

State Railways fast diesel and electric services unexcelled the world over. Along the line, beautiful new stations and vast marshalling yards and locomotive and rolling-stock depots testify to the all-embracing character of the Italian Railways' post-war improvement plan.

Arriving in Italy from France or Switzerland, you have an excellent example of Italian initiative in the streamlined electric flyer that takes you forward to the capital city of Rome. This service covers the 568 miles long Milan-Rome-Naples run at a speed of 65 m.p.h., and the five-car train includes in its make-up a restaurant, lounge observation car and shower room. Truly, a "wonder train", if ever there was one!

Ever since the close of World War II, the Italian State Railways have been looking forward to the day when they could place really tip-top equipment such as this at the disposal of patrons. At the end of hostilities, destroyed or damaged works on the Italian lines included 2,700 miles of main-line and 1,600 miles of sidings, out of a total trackage of 14,000 miles; 64 miles of bridges; 40 miles of tunnel; 10,000 buildings of various kinds; and about forty per cent of the signal installations. On top of this, there were lost in the war 2,300 Italian steam locomotives, 9,900 passenger vehicles and 1,00,000 goods wagons. Today, all this is but a memory.

Italy's two principal trunk routes traverse the peninsula from north-west to south-east, one on either side of the country. One main line starts at Turin, in the industrial north, and proceeds through Genoa, and along the west Italian seaboard via Pisa (of "Leaning Tower" fame) and Leghorn, to Rome. Beyond Rome, this route continues through Naples and Salerno to Reggio, on the Strait of Messina, where train-ferries link up with the island of Sicily. The second principal Italian trunk line goes from Milan, via Bologna, Ancona, Foggia and Bari, to Brindisi, where there are steamship connections with India and other lands.



Interior of the new electric trains of the new Italian Railways

Italy has developed electric traction to an enormous degree, utilising natural water power resources for cheap generation of electricity for railway and general industrial purposes. The three-phase system is standard, suburban and inter-urban trains being worked on the multiple-unit plan, and long-distance trains powered by massive electric locomotives.

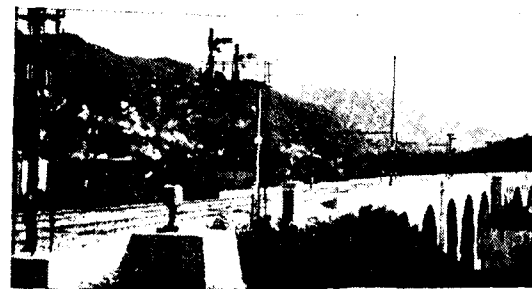
Among the busy main-lines converted from steam to electricity are those between Turin-Venice, Bologna-Padua, Messina-Palermo, and Ancona-Bari. Hand-in-hand with these conversions, new four-aspect signal equipment has been installed and automatic train control introduced. Locomotive cab signalling also has been extended.

Today, as you travel through Italy, you see relatively little war damage. Relaying of the main-lines has been effected with heavy steel, and most of the long-distance passenger trains are formed of modern welded steel coaches, each providing 80 seats in 10 compartments. In addition, fast trains often include restaurant and sleeping cars.

At the principal Italian passenger stations, most amenities have been restored, and at many points—such as Rome and Cassino—entirely new

stations have been built since 1945. Two outstanding passenger stations are those at Milan and Rome.

The Milan terminal building consists of two lateral wings, each 500 feet long and 33 feet wide, with a connecting portion, the whole forming roughly the shape of a horse-shoe. The imposing ticket hall is 210 feet long and 110 feet wide. From this, two staircases lead up to the train platforms, 25 feet above road level. The main concourse is 610 feet long and 73 feet wide. There are 26 platform tracks inside the station, each having a 24 ft. wide passenger platform and a 13 ft. wide mail and luggage platform. The whole of the platforms vary in length from 1,000 to 1,100 ft., permitting the expedited handling of the various kinds of traffic.



The 14-Arch ferro-concrete viaduct at Vado, on the Bologna-Florence electric route—rebuilt since 1945

The warm Italian climate lends itself to the outdoor life, and a feature at the new Rome Station is an attractive outdoor restaurant located in front of the main building. The roomy ticket hall is about 500 ft. long and 100 ft. wide. From this, level access is given to the main concourse, 720 ft. long and 80 ft. wide. Amenities at this fine station include waiting and bath rooms, hairdressing saloons and a cinema, while underneath the terminus there is a veritable city with roads, workshops, central heating plant, electric power station, escalators, lifts, and other equipment necessary for the operation of a modern station. All the station platforms are under cover, and

twelve lines lead into the terminus. About 75,000 passengers use the station daily, train movements being controlled from one large power-operated signal box with 730 levers, operating 50 colour light signals for train movements, 170 subsidiary and shunting signals, and 300 point mechanisms.

On the freight side, the Italian State Railways have brought back into service marshalling yards, city goods stations and other facilities. Modern high-capacity goods wagons have been acquired, and continuous brakes, lighter axles and roller bearings have been adopted on goods trains for fast and perishable movement.

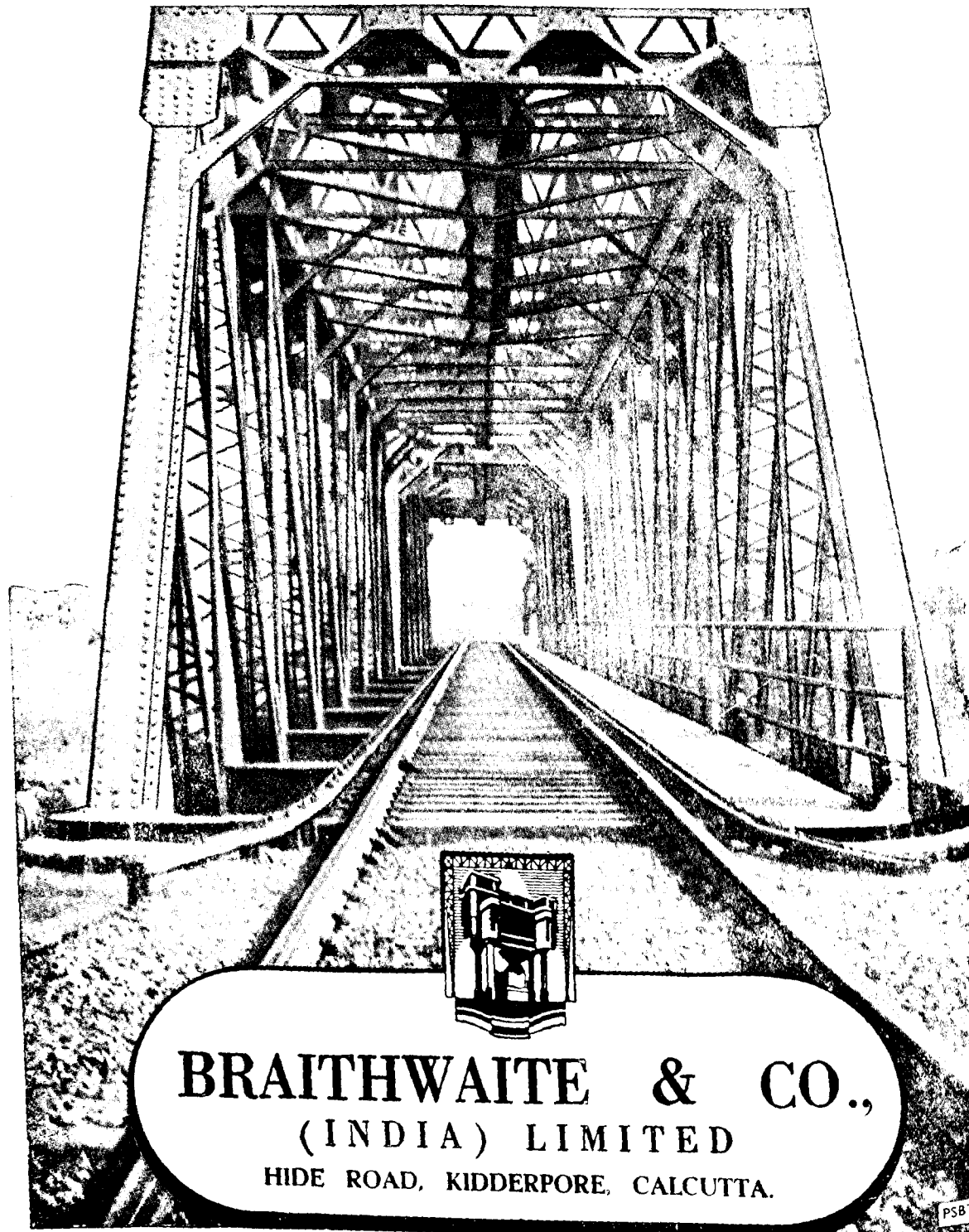
A feature of recent working has been a big expansion of business on the northern routes linking Italy with France, Switzerland and Britain, via the Mont Cenis, Simplon and St. Gothard Alpine tunnels. Via Mont Cenis, the distance from Rome to London is 1,191 miles, with fast services operating via Paris and the French National Railways.

In addition to the three tunnel routes named, movement between Italy and neighbouring lands also takes place along the Brenner Pass Railway, from Venice and Verona, in Northern Italy, to Innsbruck, in Austria. This gives convenient connection between all important Italian centres and mid-Europe generally. In the north, too, the Italian Railways link up at Trieste with the Yugoslav Railways, and join with other European systems in the operation of "number one" international links like the London - Paris - Istanbul - Athens "Simplon-Orient Express".

The 200,000 railway employees of Italy are well provided for in respect of houses, hospitals, clubs, institutes and educational facilities, and very naturally they take immense pride in their post-war modernisation achievements. The Italians are a friendly, carefree race, and with many of the railway staffs speaking the English language, travel through this pleasant European land is a delightful experience indeed.

STEEL RAILWAY BRIDGES

RAILWAY BRIDGE CENTRAL RAILWAY



Appraising the Applicant

4. Testing the Temperament

A. V. Subramaniam

Regional Personnel Officer, Rayapuram

A London saleswoman with rashes all over her body offered a first class medical problem; no specialist in the city could diagnose or cure her ailment! The problem was referred finally to a psychiatrist who held detailed consultations with the patient and even went over to see her work place. The mystery was quickly solved. The patient did not like the job of a saleswoman, the noisy atmosphere of the shop and the need for pleasing cross grained customers continually jarred on her. Being keen to succeed, she disliked this reaction, so she repressed it and the repressed hatred came out all over her as rashes! The saleswoman took up the job of a seamstress, working quietly at home and the ailment vanished in no time.

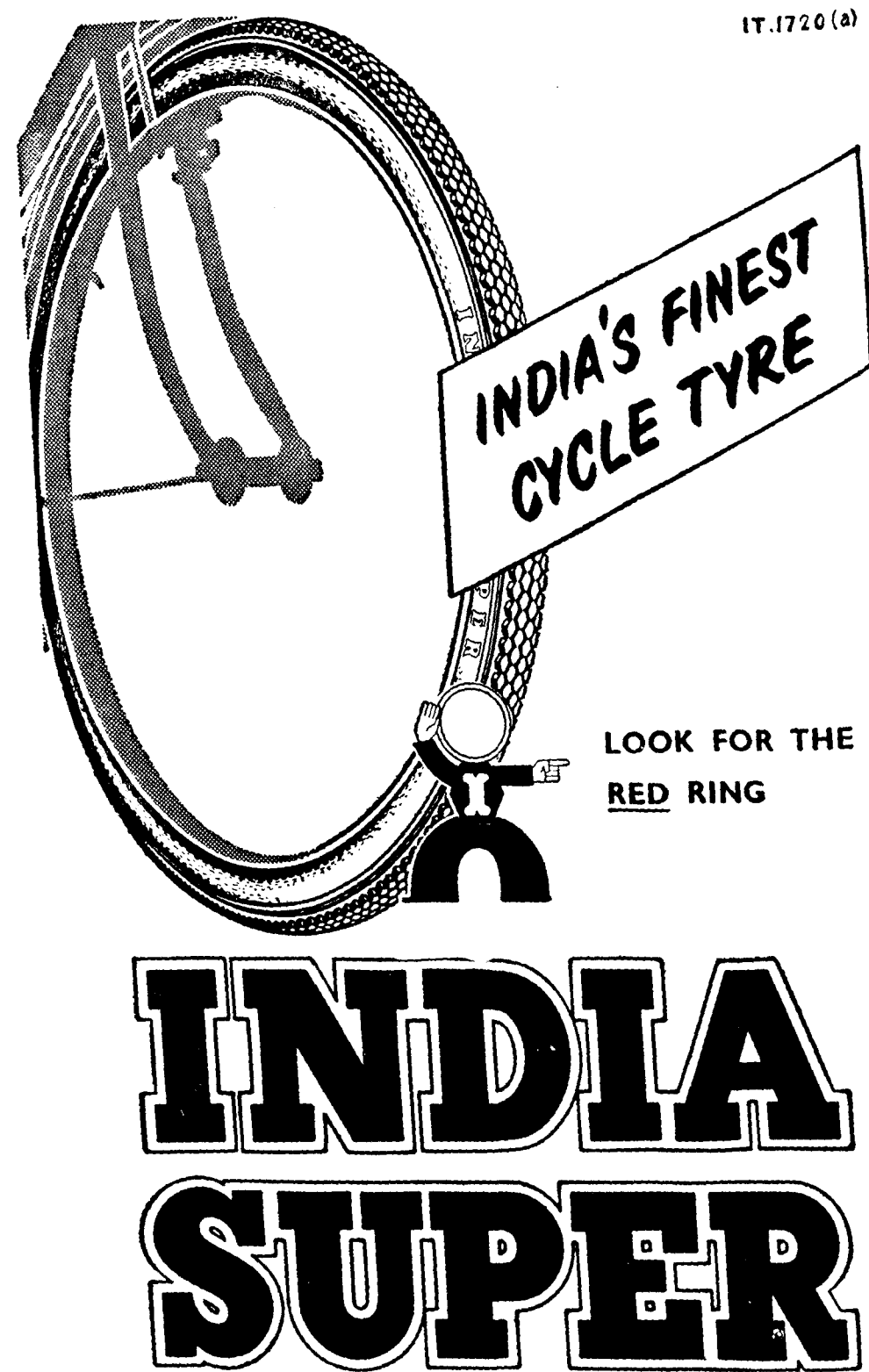
This is a rather dramatic demonstration of the principle in industrial psychology that no workman can be successful or happy unless he has temperamental fitness for his calling. But there are hundreds of cases where temperamental unfitness does not manifest itself in this manner and the helpless workman perseveres in his profession blaming his failure on his stars. It is these insidious cases that are the real province of industrial psychology rather than of psychiatry and the success of this science can be measured by the depth of contentment it is able to produce in the section of the working population where its methods have been applied.

Prevention is better than cure and in psychology this adage is truer than in other fields. Rather than to attempt to treat a person who contracts either psychological or physical ailments as a result of wrong placement in a job it would be better to assess his suitability for the job intellectually and emotionally and give him the job he

is most suited for. We have seen in brief how intelligence tests and vocational tests are applied in industry. Before, however, we proceed to describe how tests of temperament are applied, it is necessary to study their background and the basic ideas on which they rest.

Let us for a brief moment stand apart from our own selves and inspect the region of our mind. What do we find happening there? A motley crowd of ideas rushing about—some fully developed but most of them half baked and in the embryo stage. We would be shocked to find also among this rabble some wholly baseless prejudices—loves and hates—and quite a few longings which are too vague and ill-defined to make much meaning. Until Freud came along and gave us the concept of the subconscious, it was supposed that these prejudices and desires had no basis and were just there defying analysis. Freud postulated that the human mind falls into two parts—the conscious and the subconscious—and he showed that all the likes and dislikes and hopes and fears have their root in the subconscious part of the mind. The mind is likened to an iceberg which has nine parts out of ten submerged under the sea with only a tenth part showing meaning that the subconscious is much the larger part of the mind.

Ram at 25 is afraid of enclosed spaces. He cannot bear being inside a telephone booth even for a minute; he has vague panicky fears—the sweat stands out in beads on his face—he cannot control himself—he rushes out into the street as if asphyxiated. He is unable to account for this strange feeling and puts it down to some malevolent luminary of the heavens. But a psycho-analyst comes along and



tells him that when he (Ram) was two years old his mother shut him up in a little dark room running with rats as a penalty for some misdemeanour, that he cried out in a paroxysm of panic and after he was let out of the room he allowed the incident, as he thought, to vanish completely from his mind. Instead, the whole incident with its emotional content went down to his subconscious mind where it has remained ever since. Any enclosed space brings in associations in his mind of what in his childhood was a harrowing experience and he goes through once again the whole gamut of confusion and helplessness and a nameless creeping fear.

The question that springs to the mind of every reader is—how did the analyst re-construct the incident of Ram's childhood? In brief, the psycho-analyst seeks to find out by very clever questioning the associations in Ram's mind, the dreams which come to him and his likes and dislikes. He helps Ram by a very well-developed technique to probe into his own mind and fish out the particular incident which has been causing the upset all these years.

This technique is psycho-analysis—a gift of Sigmund Freud to the world of thought. After Freud propounded this theory of the subconscious and developed the technique of psycho-analysis, psychology and psychiatry have made very rapid strides; the impress of his genius can be seen in all branches of the science of the mind. In industrial psychology, we make use of this technique in appraising the applicant's mental and temperamental make up. Of the methods in use, the word-association tests are the oldest and best-known, though they are not now in extensive application. The analyst who sets these tests has a ready-prepared list of stimulus-words which he reads out to the candidate. The candidate is required to articulate the first word which comes to his mind in response to these stimulus-words. The response words

and the time-interval between stimulus and response are both noted down. The response words and the time are indicative of the complexes and association in the minds of the candidate and an experienced analyst is able to deduce his mental make up to a degree on this basis.

To take an instance, if to a stimulus word "paper", three candidates A, B and C articulate "lunch", "news" and "book" as responses, one can say with some degree of truth that A is a pragmatic person with little imagination who regards a piece of paper only as packing material for his lunch. B is a man of the world with slightly more imagination than A but still one who regards paper only as a vehicle of factual knowledge. C is a man of imagination and possibly of high culture. This assessment assumes that reaction time is normal in all the three cases, showing thereby that the responses are spontaneous. If the interval is abnormal, it may be dangerous to make deductions on the basis of the response and as the candidate may be attempting to "make up" the particular response which would be regarded as most complimentary to him.

One of the latest techniques in personality measurement is the thematic apperception test developed by Murray and Morgan. Candidates are shown vague pictures projected on the screen and are later invited to write a story based on the pictures. The scripts should contain an account of the circumstances leading up to the incident shown in the pictures together with a write-up of the sequel as imagined by the candidate. Expert psychologists are able to make a number of fairly reliable deductions on the basis of the scripts submitted. The pictures show family scenes, landscapes or men at play and are so shown that the candidate finds it difficult to decipher the sex of the characters and other details. The point is to watch the type of mistakes the candidate commits in interpreting

the details. Important deductions are made on the basis that the candidate identifies at least one of the characters with himself. Even the type of grammatical mistakes and the idiosyncrasies of expression noticed in the scripts form the basis for deductions in regard to his temperamental make-up. Thematic apperception tests have been found in clinical practice to be useful in detecting certain types of neurosis, psychosis and schizophrenia (split personality).

A brilliant and highly interesting technique has been developed by a Swiss psychiatrist Rorschach. The test material consists of ten cards with a picture of an ink blot in each and the candidate is invited to say what the ink blots remind him of. A complicated scoring and interpretative system has been developed by Rorschach and perfected by later workers in the field. It is claimed that many facets of the human personality are opened up by this technique and an assessment of aspects like the candidates' general approach to life situations and intellectual and artistic ability has been made with its

aid. The chief defect of the technique is the very great skill and ability required on the part of the test-giver in scoring and interpreting the candidates' responses.

For appraising the applicant for railway appointment we may usefully adopt some form of word-association test which has the facility of group-application. For higher supervisory appointments, it would be found most useful to apply thematic apperception test for weeding out the neurotics and the psychotics and for ranking the normal candidates in the order of suitability. Perhaps, the best results would be secured if the test is applied in the recruitment of Traffic Apprentices, Apprentice Mechanics and Officer-Probationers. Army Recruitment Boards in India have thematic apperception tests on their recruitment programme for Commissioned Officer candidates. Other employers in this country and the Railway especially must arm themselves with these potent modern weapons of recruitment in step with other progressive countries in the interests of sanity in the services.

The Lost Slipper

R. S. Amritharaj, M.A.

Asst. Commercial Superintendent

I travel more than others do. Though a job on the Railway normally indicates, to an outsider, one of constant travel, it is not usually so. Even in an executive job, the out-door work under ordinary circumstances is for about 15 days only in a month. Extraordinary things like a goods train deciding to come off the track or excessive rain eating away a portion of the rails might entail longer periods of stay out of Headquarters. But those occasions have so far been, fortunately for us, very rare indeed. In this era of files and more files, out-door work has definitely taken the second place.

As I said earlier, I travel oftener than others similarly placed do. When you travel so much, it invariably happens that you come across persons, all and sundry—literally of different castes, community, colour, creed and sex; some warm companions, others cool customers, yet others chatterboxes, highbrowed foreigners, Government officials with "red-tape" looks on their usually sour faces, corpulent businessmen with gold wristlets and dethroned Zamindars with sparkling rings, wailing kids, moody maidens, politicians, lawyers, doctors and the like. Whatever may be their colour or calling, whatever be their diverse opinions on the topics of the day, such as the Second Five-year Plan, the Revised Scheme of Secondary Education of the Madras State, the functions of the American Seventh Fleet in the Formosan waters or the latest romance of Rita Hayworth, in one thing they are all united: and that is to bring down all their coupled up fury on the head of a Railway man should an unfortunate victim be found in their midst. There are so many things against the Railway, so many little things that can be complained of by any irritable ticket-holder, such as the unclean bath rooms, unswept compartments, slow running

of the fan, missing of the push-cock etc. that you are not allowed to sleep that night in peace if you happen to travel with a few of them. It falls upon you to do your bit to defend the honour and prestige of the Railway against great odds, both in number and in vehemence. Moreover, you are at a disadvantage. You cannot even talk vehemently lest you be considered impolite. You are a public servant and should be ready to show the other cheek if one is found insufficient. Even after such conduct, not even one in a hundred goes away convinced that our Railways, like all other nationalised departments of our Country, are in the hands of honest and hard-working individuals. However, that is the tragedy of the transition period.

It is not my desire to enlarge on this view. This digression is by the way. What I am going to relate is what actually happened to me.

It happened sometime ago. I had to go on an urgent errand to Bezwada. Normally you do not get a second class lower berth on the Calcutta Mail if you ask for it on the day of the journey—yes; even a Railway man cannot get it. This would incidentally dispel any wrong notions in the minds of outsiders who imagine that a Railway man can produce a lower berth at will. So I got an upper berth and that too, over the wheels.

There were three other gentlemen in my compartment. The two lower berthers—one looking like a lawyer and the other a non-descript individual—had already spread their hold-alls and were lying flat on their berths from end to end, to the great embarrassment of the other upper-berther and myself. From the posture of their half-covered frames, their faces and attitude, it was evident that neither of them was inclined towards even conventional conversation, let

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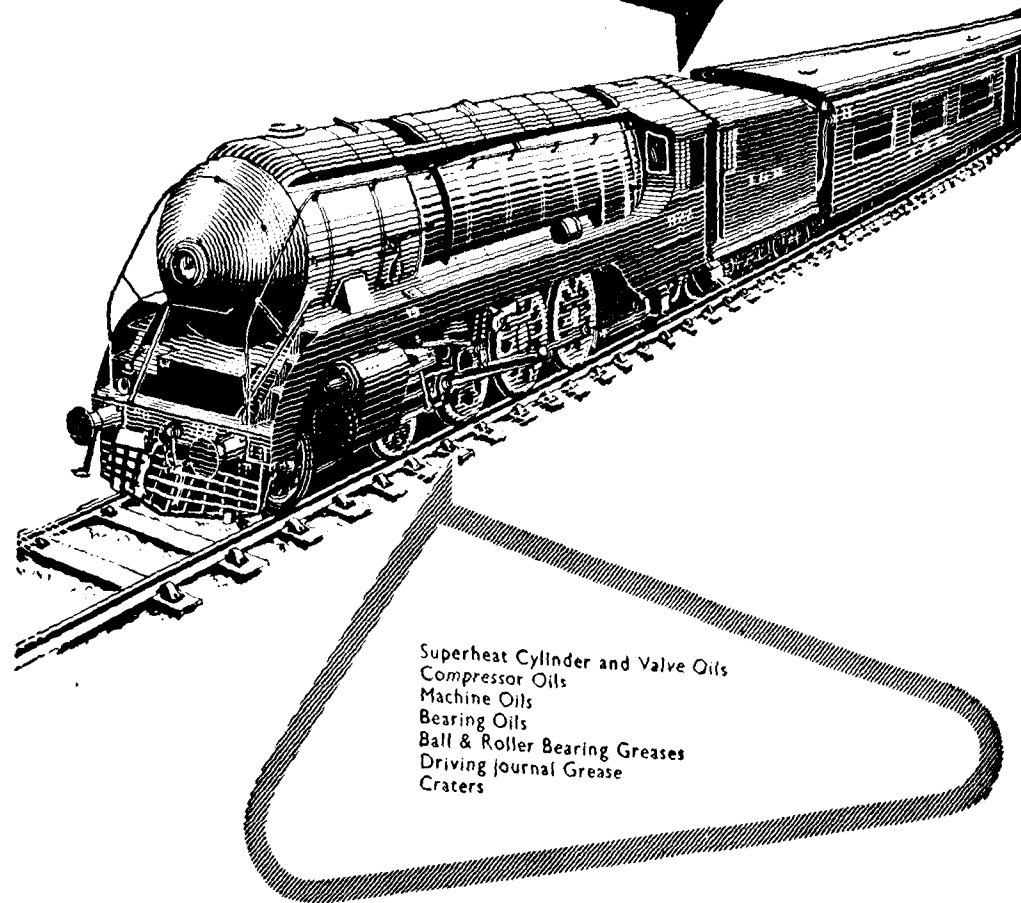
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Misc. 133

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alone making friends. One of them—the man with a ‘lawyer look’—was elderly, round in the waist as most men of his age are, bespectacled and, on the whole, appeared as if life has treated him kindly. The other one could not be viewed clearly as the light in that direction was rather dim. Having failed to elicit their invitation for either sitting or talking, I decided to get into bed straightaway. I changed, got up the upper berth, leaving my chappals down below.

I must confess I had a bad night: certainly not because the conventional “good night” was not exchanged by the co-travellers! However, the train reached Bezwada much before time, at an unholy hour, in the small hours of the morning. There was only one other person in the compartment at that time—on the other upper berth, fast asleep. The other two unfriendly souls had evidently got down *en route*.

As the train had already arrived at my destination, I got down and rolled up my bed in a hurry. When I wanted to pack in my chappals, I could find two right foot bedroom slippers in place of my new pair of Bata slippers. In a great hurry, I searched for the left foot slipper all over the compartment. No trace! The one left behind was a much older, much worn out and much smaller one of the same make. I did not know what to do. It was getting time for the train to move and as a Railway man I could not hold up the train. I could not throw either or both of them out. Anyway, I rolled them in an old paper, shoved them in the hold-all and was practically hustled out of the moving train.

I stayed for two days in Bezwada. All the time I managed with only that ‘pair’ of right-foot slippers.

When I returned to Madras, I found a letter waiting for me. The post mark read “Gandhinagar, Madras-20”. I know I had no friend in Gandhinagar, who will bother himself writing to me. Therefore, I opened it rather unconcernedly and found that it was from one of the most famous advocates of Madras. He politely wrote that it was he who “stole” my left chappal at Tenali Station when he got down in a hurry leaving his old right one behind. He had gone to Guntur to argue in an important case. He said he would send mine over to my office and also would be happy to meet me—perhaps to make amends for his earlier conduct!

The whole thing appeared very interesting. An advocate who had gone to Guntur to argue in a case on a fee of rupees one thousand a day found it worthwhile to carry a cheap slipper, not belonging to him, all the way to Madras and to contact the owner with very meagre information!

I felt that this individual was well worth an acquaintance—despite my first impressions. I visited him in his palatial house on the following day. To my great astonishment, I found him an entirely changed man, all his size and shape extending a really big welcome to an utter outsider! He is a very pleasant man with a fund of wit and humour—out of all proportion to his age and income! We spent a pleasant hour chatting about everything under the sun—not a little of which was about the improvements in rail journey after India became Independent!

It is hardly a couple of months since the incident occurred. All the same, I am well on the way to becoming a close friend of one of the most well-known criminal lawyers of the country—all through an old slipper!

Railways Made Metric System dead Letter 85 Years Ago! A Page From History

M. G. Lail
New Delhi

THE metric system of weights and measures has been adopted by practically all the countries of the world except the United States of America and the countries of the British Commonwealth. A remarkable thing has been that no country, after having gone in for the metric system, has ever gone back to its original or any other system.

India might well have been one of the countries using the metric system as long as 85 years ago, had it not been for the determined opposition of some British railway companies which managed the railways during the seventies of the last century.

A very thorough examination of the problem as it affected this sub-continent was carried out at the instance of the Government of India in 1867 and subsequent years, culminating in the Weights and Measures Act of 1871. Under this Act, it was laid down that the metric system should be introduced in India.

What happened, then, to make this Act a dead letter? This is what happened:

In January 1872 this Act (XXXI of 1871) was submitted to the Secretary of State with the suggestion that one Colonel Tennant should be deputed to England to procure the necessary standard and it was stated that Indian Railways were prepared to introduce the new system if it were introduced simultaneously. The new standards however were required before it could be so introduced.

In March 1872, the Secretary of State ordered all steps for introducing the Act to be suspended until the arrival of the new Viceroy (Lord Northbrook)

who, in the following September, recommended that the compulsory clauses of the Act be not put in force so far as concerned the Railway Companies, but that the Directors should be consulted at home and if they agreed, the new *ser* should be adopted for all railways, but that otherwise the new Act must become a dead letter.

Railways Consulted

The Board of Directors of the various Indian Railways were accordingly consulted. It appears that their views were sought on whether they would be willing to "try the experiment of introducing the provisions of Act XXXI of 1871 for the regulation of weights and measures upon their Railways".

Three railways, the Madras, the Carnatic, and Great Southern of India were favourable to the simultaneous introduction of the Act. Three others were opposed.

The East Indian Railway were of the view that "the introduction of the new system as an experiment would not only be attended with great practical inconvenience in its working but would probably result in consequences affecting very prejudicially the traffic of the line owing to the aversion with which any community of traders is prone to regard changes of this nature and the facility which the competition of the Ganges and other rivers would allow the traders in the present case for avoiding complicity in the change".

The Eastern Bengal Company put forth similar objections.

November 1955

METRIC SYSTEM DEAD LETTER 85 YEARS AGO!

29

The General Peninsular Railway also opposed the proposal for trying the experiment of the new system upon their railways, but added "that should the Indian Government think it proper to order the general adoption of any such new system, the Board would do their utmost to give full effect to it within the limits of their control".

The Oudh and Rohilkhand Railway said that "if the other Indian Railways accept the metric system of weights prescribed by the Act XXXI of 1871, Oudh Railway would of course follow suit". Individually, the Chairman of the Oudh and Rohilkhand Railway was, however, strongly opposed to any general change in the weights and measures of India and regarded it as "uncalled for, unwise and impolitic and specially inopportune at the present time when a good deal of discontent is said to exist owing to the imposition of new taxes, local and imperial".

In November 1873 a despatch was sent to the Secretary of State to the effect that the Railways were unwilling for the most part to introduce the new weights on their lines, that it was inexpedient to introduce it on the State Railways and that therefore no steps would be taken to bring the Act into operation.

Note of Dissent

One member of the Viceroy's Council (Hon'ble Mr. Ellis) objected on the ground that no inconvenience would be caused by Government altering the *ser* by 7 per cent—the new *ser* of Act XXXI of 1871. He thought that the conclusion arrived at was erroneous and he dissented from it for several reasons:

"The course now proposed is wholly inconsistent with the principle affirmed both by the Government of India and by the Secretary of State so recently as 1871, and nothing whatever has occurred to show that the view adopted in 1871 was wrong. There was a difference of opinion as to the extent to which a reform of the weights and measures

should be pressed, but it was then affirmed that the official weight should be based on the metric system. This was the decision of the Secretary of State as well as the Government of India, and I regret that, without any sufficient cause being shown for a change of opinion, this decision should be now set aside.

"It is stated that the Railway Companies are generally unwilling to accept the new *ser*. This is true; but most of them labour under a concrete misapprehension, and I think that the proper course would be to introduce on State Railways the new *ser* at once, and to point out to the Railways, that the effects they anticipate from its adoption are not likely to occur. Their adhesion may be secured by degrees.

"I am certain that the adoption of the new *ser* cannot in any way affect the traffic or the traders who bring goods to the Railways. It is not as if there were current throughout India a universal *ser* which the new weights would displace. The *ser* at present in use on all Railways is the Government *ser*, and this differs from the various local *ser*s used by traders, and in many places very materially. A resolution to alter the Government *ser* by 7 per cent which is the real effect of introducing the new *ser*, would absolutely make no difference at all to the general public.

"On the other hand, it has been already decided for reasons which I need not repeat, that this *ser* is the best for official adoption; it is especially convenient on the Railway, as the conversion of the new *ser*s into tons may be effected with facility; some of the Railway Companies have already weighing machines graduated for the introduction of the new weights, and there would be no practical difficulty whatever in the introduction of a system which is also theoretically superior to that now in use."

Attitude changed

By 1875, the attitude of the Government of India seems to have undergone a change, and the spirit of scientific enquiry and earnest reform which so greatly characterised its consideration of the problem during 1867-71, appears to have been less in evidence.

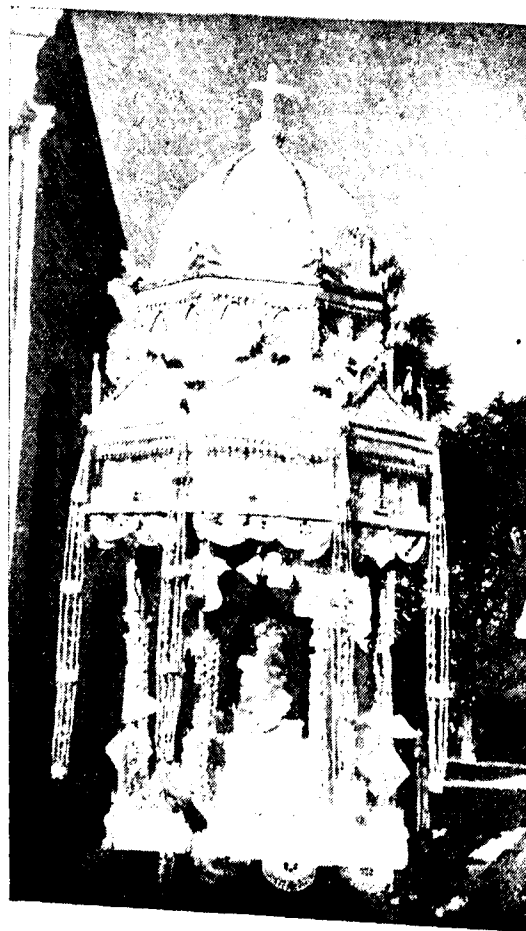
In 1875, the Government of India actually went back on the previous Act prescribing decimilisation in deciding that the Indian maund of 40 **ser**s (each **ser** of 80 tolas) should be the standard in use on the guaranteed State Railways.

The Indian Railways also adopted similar definitions of the maund and **ser**.

In 1889, the Measures of Length Act was passed in which the British Imperial yard was made the primary standard of length for use in India.

The Act of 1871, while it remained on the Statute Book till 1939 (when it was ultimately repealed), was a dead letter as no notification was ever issued under it, and nothing whatsoever was done to carry out its purpose.

Festival Car - 'Our Lady of Mount Carmel'



Suchindram

N. V. R. Swamy



A front view of the temple

TEMPLES in Travancore State attract the tourists from all parts of India, on their designs in construction and architectural beauty. Some of the legends connected with their origin will be of much interest. One of those is the big temple at **Suchindram**, a village situated about six miles from Cape Comorin on the road to Trivandrum.

It is said that Suchindram was a dense forest known as Gnanaranya long, long ago. No human being but Athri Maharishi and his wife Anasuya lived there and their Ashramam is believed to have been located on the village, west of Suchindram.

The tall tower with the golden domes on the top of the Siva Temple will attract any tourist for its architecture. The structure illustrates the degree of attainments of the sculptors of those days and the sculptured pillar in the temple is worth mentioning. The main entrance has a peculiar appearance and the whole structure is covered with masonry carving.

The legend of the temple runs, that Athri and his wife Anasuya were doing long and severe penance in a hermitage close to Suchindram. Anasuya was the embodiment of all human virtues. The Trimurties—Brahma, Vishnu and Siva, in order to

test Anasuya, went in disguise as beggars one day—when Athri was away from the hermitage and sought for alms from Anasuya. So she received the guests, as it is the Hindu hospitality that a guest must be treated as a divine person. She received them with decorum and entertained them when her husband Athri was away. When the holy guests sat for their meals, they persisted Anasuya to serve them nude, saying that it was their oath not to taste food served by a woman unless she served it in complete nudity. She was taken aback at first, but afterwards proved herself equal to the occasion. She asked God for Divine grace to be saved from the most horrowing situation. She sprinkled a few drops of water over the heads of the guests and to her amazement, they were transformed into babes in arms.

In the meanwhile, the wives of Brahma, Vishnu and Siva found their husbands missing, set out on an errand to find them. They came to the hermitage of Athri to find their husbands when they found them as babes nursed by Anasuya. They prayed to get back their husbands when God appeared before them and granted their desire. At once, Brahma, Vishnu and Siva attained their original form.

When Anasuya saw this, she was taken aback. She recovered from the shock soon, fell at their feet and begged forgiveness when pardon was granted and she was asked to mention her desire. She requested for three such children and accordingly, Dattatreya, a child with the combined qualities of the Thrimurthies was born to her. It is in commemoration of this event that all the three Gods of the Hindu Pantheon are worshipped here.

Tradition goes that Indra was purified and saved from a curse at this place. He once tried to ravish Ahalya, the wife of the well-known Gautama rishi. At dead of night, taking the form of a crow, Indra announced that the usual time had arrived for Gautama to go to the river for his ablutions. The credulous sage left the house and Indra went in to disgrace Ahalya. Gautama soon became aware of the trick played on him and so repaired to the hermitage to find Indra abusing Ahalya. The sage got angry and cursed Indra when he was distressed with eruptions all over his body. Indra then gave himself up to severe penance. Lord Siva appeared before him pleased, and freed him from the agonising condition. Hence arose the name

Suchindram, that is, the place where Indra's sins were purified.

In this great temple it is said that there was once prevalent the system of trial by ordeal. Equal quantities of ghee and gingelly oil used to be mixed and boiled in a copper vessel in front of the idol. When in boiling condition the guilty person would be asked to put in his finger and dip it thrice and then the palm of the hand would be covered with cloth. The hand would be examined at the expiry of three days, if it remains unaffected the person is judged innocent. It is said that this system of trial by ordeal was in existence some 250 years ago, but was stopped by His Highness Swathi Thirunal Rama Varma (A.D. 1829-47).

In 'Puranas' three stages in the worship of God are described, viz. to worship God—(1) with no form; (2) with definite form, and (3) with no apparent shape, yet with some shape latent in the image; and all the three types of shrines are seen in this temple. There are four important festivals during the months of Chingom, Dhanu, Kumbham and Medom. The car festival in the month of Dhanu attracts a huge crowd from all parts of South India.

A view of the Church - 'Our Lady of Mount Carmel'



Perambur's Supreme Moment

Prime Minister Nehru Moves out First Coach



A view of the mammoth gathering listening to Prime Minister's speech with rapt attention

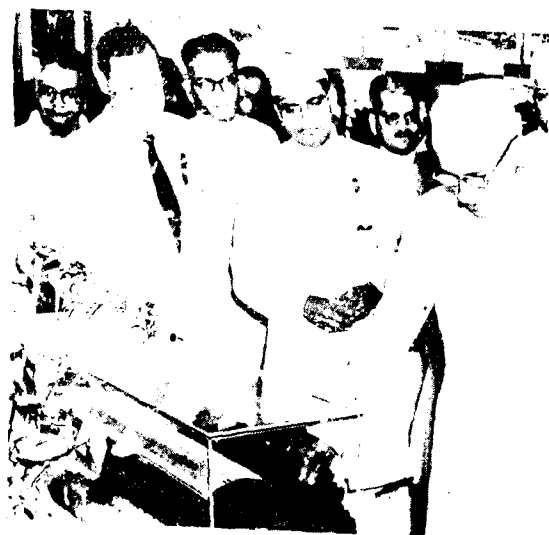
It was a historic day, historic for the City of Madras as also for the Indian Railways when, on October 2, 1955, Prime Minister, Shri Jawaharlal Nehru pressed a button and out rolled the first all-steel, all-welded integral coach assembled in the country. The function was held in the big Assembly Hall of the Integral Coach Factory and was attended by a mammoth gathering of over 12,000 people, the biggest meeting ever to be held indoors. The entire area around the Integral Coach Factory presented a festive appearance right from noon when crowds of visitors started flocking to the steel cathedral along gaily

decorated roads and under "welcome" arches, to take their places in the hall.

Prime Minister Nehru arrived at the Administrative Offices of the Integral Coach Factory at 3-15 p.m. and was received by Shri Lal Bahadur Shastri, our Minister, Shri O. V. Alagesan, our Deputy Minister and our Chief Administrative Officer, Mr. Huber, Director of the Swiss Car and Elevator Manufacturing Corporation, Schlieren-Zurich, who had specially come to Perambur to partake in the function and the Administrative Officers of the Factory were then presented to the Prime Minister.

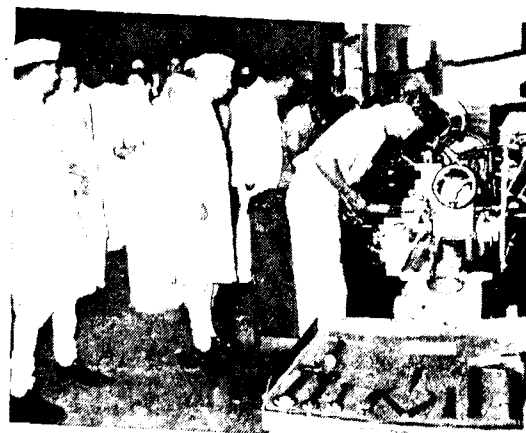
A short tour of the Factory then began. The first place the Prime Minister visited, was the Exhibition Room in the first floor of the Administrative Office building where the various stages of production of the integral coach were explained to the Prime Minister. At this room, the Prime Minister was presented with a model of the Schlieren Coach by Mr. Huber, on behalf of the Swiss Car and Elevator Manufacturing Corporation.

The Prime Minister then visited the Technical Training School and the Children's Park where children of the



Prime Minister inspecting a model of the coach

I.C.F. Colony who were assembled in a formation representing the outline map of India, greeted him with a welcome song specially composed for the occasion. The Prime Minister was all smiles and brought out all the garlands that had accumulated in his car and put them round the necks of several children present. After a short drive round the Colony, the Prime Minister entered the workshops. After going round the completed Shops, he had a few minutes' rest in the Canteen and then entered the

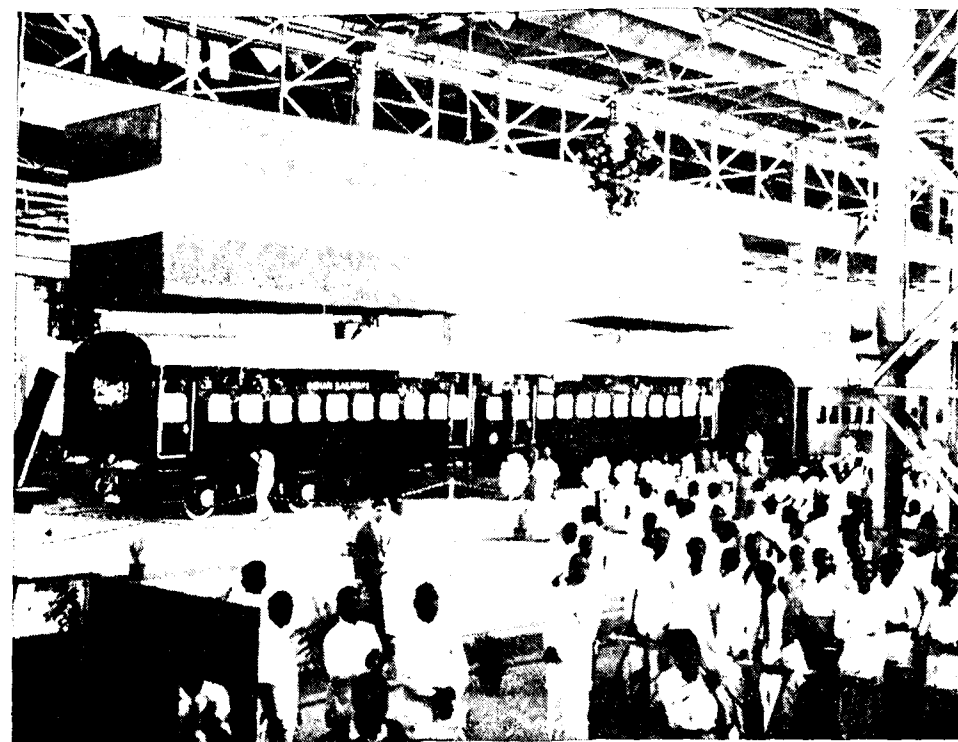
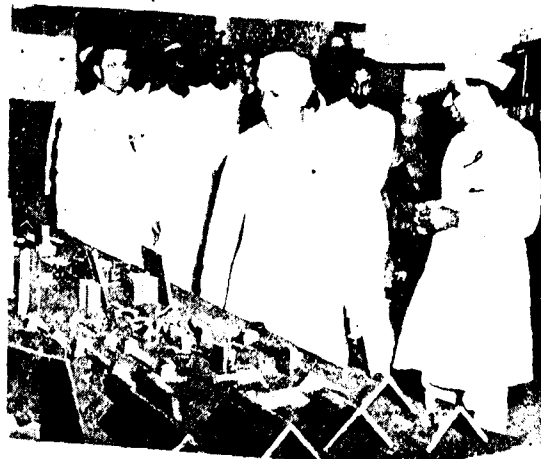


Prime Minister at the Technical Training School

Assembly Shop by the West Gate and drove along the Assembly Line to the dais.

As Shri Nehru got on to the dais, he was greeted with thunderous applause which he acknowledged with his characteristic smile and folded hands. The function then began with an invocation song by Shrimathi M. S. Subbulakshmi and Kumari Radha. After a welcome speech by the Chief Administrative Officer and a short speech by Shri K. Kamaraj, the Chief Minister of Madras, Shri Lal Bahadur Shastri requested the Prime Minister

Prime Minister being conducted round the Technical Training School



The first coach slowly gliding out of the shop

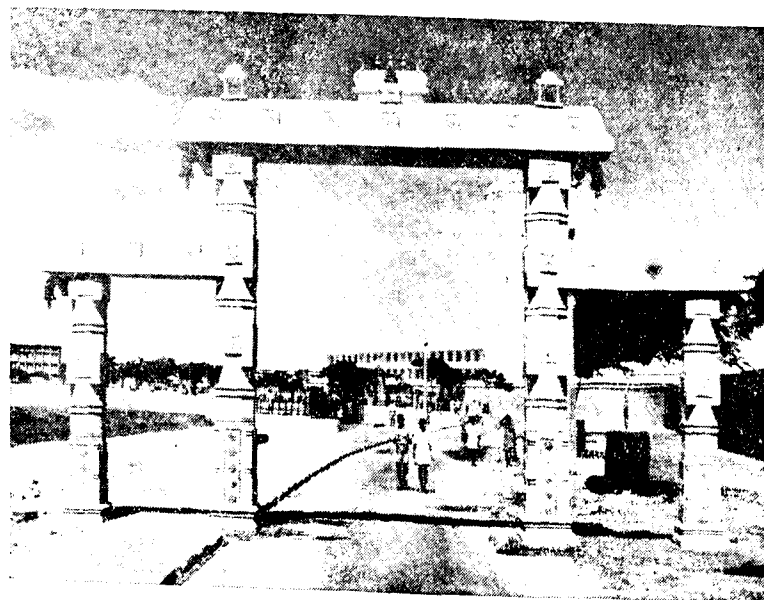
to inaugurate Production. Rising amidst cheers, the Prime Minister delivered his address which was listened with pin drop silence and then, on his pressing a button, a tri-coloured drapery covering the first coach went up and the glistening coach slowly glided out of the Shop on to the traverser. The rolling shutters of the Shops also went up simultaneously to make way for the coach. At the same time, the overhead cranes in the Assembly Shop boomed forward dropping rose petals on the distinguished personages in the dais and on the audience and as the Prime Minister looked up at the shower of petals and smiled in happy delight, a thrill went through all those who had been labouring hard for this supreme moment.

Among the arrangements made for the function, special mention should be made of the dais and two

"Welcome" arches put up, one at the approach to the Administrative Offices and the other at the main gate of the Factory. The 6 foot high dais was made out in the shape of a floating boat, painted in blue with steel railings all-round and colourfully decorated with cut flowers specially obtained from Ootacamund. The "Welcome" arch at the approach to the Administrative Offices was modelled on the famous "Thulabaram" or "Royal Balance" of Krishnadevaraya from the Hampi ruins. This typifies Vijayanagar architecture, which flourished during the period A.D. 1350 to 1600 under the Vijayanagar Kings, the Chief of whom was Krishnadevaraya, who ruled between A.D. 1509 and 1530.

The distinguishing characteristics of this type of architecture are :—

(1) the ornamental carbel with the lotus bud pendant ;



Welcome arch at the approach to the Administrative Offices which typifies Vijayanagar Architecture

(2) elaborate ornamentation of the base of the pillars, as contrasted with the plain pillars of the much earlier Pallava period.

The detailing in this type of architecture is suitable for carving in very hard granite stone.

The second "Welcome" arch which was put up near the Main Works Entrance typifies the Hoysala architecture, magnificent examples of which are found in Halebid and Belur temples in the Mysore State. Examples of this type of architecture are also found in the Hampi ruins in the Hazar Rama temple. This architecture flourished under the Hoysala kings during the 11th to the 14th centuries, of whom Vishnuvardhana (A.D. 1111 to 1141) was the most famous king, with his capital at Halebid in the Hassan District, Mysore State.

The soft soap-stone found extensively in the Hassan District has been utilised by the artists of this period to exhibit their skill in modelling the stone to

resemble delicate wood-carving. The pillars in this type of architecture are usually turned in huge lathes and the surfaces given very high mirror polish.

The distinguishing characteristics of this type of architecture are:—

- (i) close resemblance to delicate wood-carving; and
- (ii) employment of simple floral design to the exclusion of human figures.

Welcome speech by Shri K. Sadagopan, Chief Administrative Officer, Integral Coach Factory, Perambur

Mr. Prime Minister,

Shri Sri Prakasaji,

Ladies and Gentlemen,

On behalf of the Workers of the Integral Coach Factory Project, I deem it a great honour and privilege to welcome you all on this occasion of the Inauguration of Production in this Factory. Our Prime Minister has

graciously come down to Madras all the way from Delhi to declare this Factory officially open. His intense desire for furthering the economic development of our country and the importance he attaches to it are well known. The workers of the Factory are deeply beholden to him for his agreeing to inaugurate production in this Factory. We are also very grateful to this distinguished gathering for responding to our invitation.

The 2nd of October is a great day in our country. It is the birthday of Mahatma Gandhi, who, through his example, has taught us the real values of life. For those of us, workers of the Integral Coach Factory Project, who have had the privilege of sharing in some small measure, the great adventure of building up a new India, the 2nd of October this year has added significance. For, today a new National Industry will be officially born. The necessity for the Project and the history of the construction have been brought out in the brochure handed to you this evening and I shall not attempt to recount them. It is, however, my duty to pay homage and tribute to the memory of the late Shri N. Gopalaswami Ayyangar, during whose tenure of office as Railway Minister the decision was taken to establish a large Railway Coach Building Factory, with a view to attaining self-sufficiency on the Indian Railways.

On this auspicious occasion, we have received messages from the President, the Vice-President, the Governors and several distinguished sons of our motherland. The President in his message has expressed the hope that the creditable achievement will be an incentive to greater success when the Factory goes into full production. The messages will be treasured by every one of us and will be a source of encouragement for greater effort.

The establishment to time schedules of this industrial unit would have been impossible without the zeal and

co-operative of the workers, contractors and engineers connected with it, and without the active assistance of the sister Ministries of the Union Government and the Government of Madras. I must here acknowledge the assistance and co-operation we have been receiving from our Swiss Consultants—Messrs. Swiss Car and Elevator Manufacturing Corporation Ltd., Zurich—whose Director Mr. Huber is happily present here today.

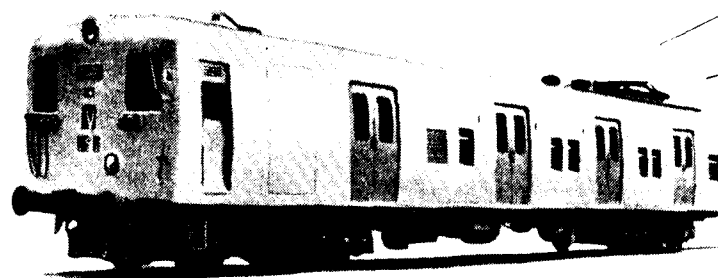
It is a matter of gratification that these magnificent temples for work have sprung up and have been equipped within a period of 3 years. Our scriptures teach us that "WORK IS WORSHIP" and our Prime Minister has repeatedly exhorted us to approach our task in a spirit of adventure. The work ahead of us all to achieve the targets of production is heavy and has just begun. It is both a beacon and a challenge. I have every confidence that the challenge will be met by our men in that spirit of worship and adventure and devotion to duty, which have characterised this national enterprise.

Let me once again thank you most heartily for honouring us with your presence here this evening.

Shri K. Kamaraj, Chief Minister of Madras, said that railways constituted an important factor in connecting the remote corners of the huge country like India. What was produced in one place, could not reach another place without a properly worked railway system. They were really happy to have the Prime Minister to inaugurate the production in this factory situated in Madras State. What was aimed at by them was to attain self-sufficiency in the production of coaches. The coaches built in this factory would be utilised by the people and he was sure they would speak very highly about the skill of the workers employed here. This big factory would help stepping up production and contribute to the

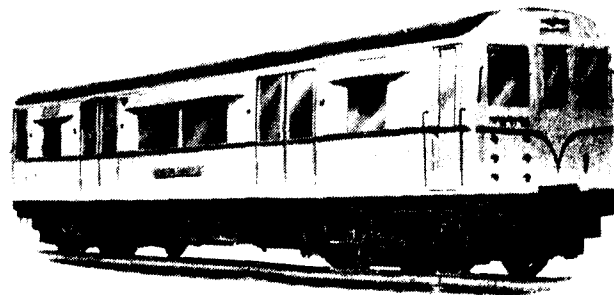


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November 1955

PERAMBUR'S SUPREME MOMENT

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economic progress of the nation. It was Shri N. G. Ayyangar who was responsible for starting this factory in Perambur and he would always be remembered for making this mighty project a reality.

Shri Lal Bahadur Shastri, Union Minister for Transport and Railways, requesting the Prime Minister to inaugurate production in the Factory said :—

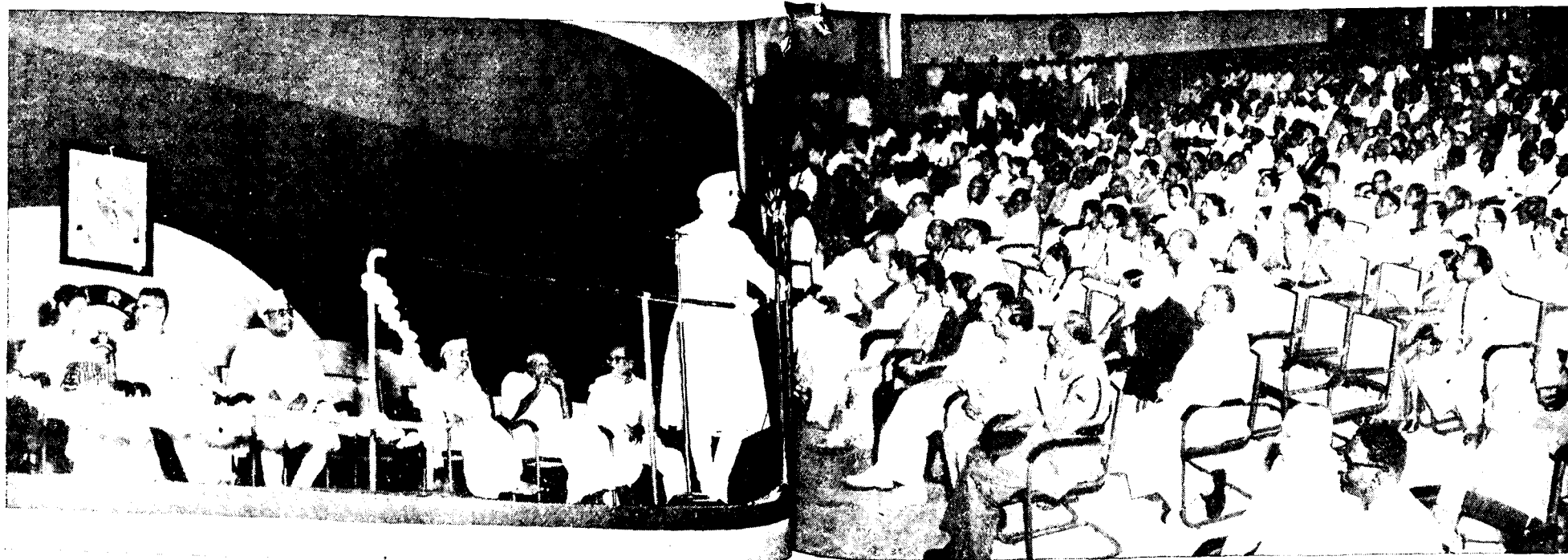
“ It is a matter of sincere satisfaction to us that the Perambur Coach Factory will go into production today which was initiated by my distinguished predecessor, Shri N. Gopalaswami Ayyangar. During the last four or five years we have not only taken active interest, but are taking steps to make railways self-sufficient in the matter of locomotives, wagons and coaches. It would be possible, very soon to manufacture 150 locomotives in Chittaranjan which will be raised to 200 and 300 during the next Five-Year Plan period. This is quite apart from the metre-gauge locomotives which will be required at the rate of at least 100 per year. As regards wagons the capacity has been doubled during the last three years. It has gone up from 7,000 to 14,000 per year and it will be possible to increase the capacity further to 25,000 wagons per year. Now, the Integral Coach Factory will make us self-sufficient in the matter of

coaches. Although, it appears that we will have to provide for further capacity for coaches also, in view of our expanding needs, we have plans for additional capacity in our railway workshops.

Shri Shastri continued : “ Today is a memorable occasion for the officers and staff to have the Prime Minister in their midst to inaugurate the Integral Coach Factory which has been built up with utmost devotion and hard work. I know how deeply the Prime Minister is interested to see things coming up in our country. I therefore ventured to invite him here so that he may get some real satisfaction in the midst of his many-sided activities and heavy responsibilities. I congratulate Shri K. Sadagopan, his colleagues and his other co-workers because I do not want to make any distinction between different categories of service. I congratulate them on the splendid work they have done in putting up this factory in record time, the only one of its kind in the country.” He expressed his appreciation of the great assistance the Swiss experts had rendered on the technical side.

To the people of Madras, the Union Railway Minister said, this factory was a valuable addition both from the industrial point of view and from the point of view of employment. The Minister then requested the Prime Minister to perform the formal opening ceremony.





Prime Minister addressing his inaugural address on the occasion. A view of the gathering listening to him. Seen with him on the dais are : Srimati Indira Gandhi ; Sri T. T. Krishnamachari, Union Minister for Commerce and Industry ; Shri Sri Prakasa, Governor of Madras ; Shri Lal Bahadur Shastri, Union Minister for Railways and Transport ; Sri Kamaraj Nadar, Chief Minister of Madras ; and Sri O. V. Alagesan, Union Deputy Minister for Railways and Transport.

TEXT OF NEHRU'S SPEECH

Mr. Nehru said : "Mr. Governor, Ministers, Officers, Engineers and Workers, you have invited me here on an auspicious day for this auspicious opening ceremony. I have come here gladly for a variety of reasons. Perhaps, some people might wonder what is the connection between Gandhiji and this great factory, because Gandhiji was apparently not enamoured of great factories. He thought much more of the village and the home. I think this idea is due to a basic misapprehension. I am quite sure that if it had been our good fortune to have Gandhiji with us today, he would have been glad of the opening of this factory. This factory or like factories do not come in the way of his basic outlook to develop the village, village industries and generally

raise the standards of our vast rural and urban population.

"Some people take a rather narrow and lop-sided view of life, a narrow and lop-sided view of Gandhiji. None of us perhaps is fully capable of understanding all the aspects of his many sided character. We cling to one or two, not realising that we only see one or two facets of that remarkable person. So, when we considered many years ago of what we could do in this country, we had the good fortune to have Gandhiji as our leader. He told us this or that, and we tried to the best of our ability to follow his advice—not always succeeding. Many, I suppose, took the letter of what he said and paid little attention to the spirit of it, to the underlying philosophy for which he stood because you will remember that he let

us have some glimpse into his mind, which showed that his mind was deep and wide and looked not only to our millions but the whole of humanity.

"But functioning at a particular moment in India as the leader of a great struggle against a mighty Empire, he brought methods and tools into play which were particularly suited for the struggle as well as the constructive activity of the nation. He laid stress on village industries and curiously enough today, even those who have been critical of him and were sceptical of village industries and the like, stand for village industries and the development of our rural areas. What he had arrived at almost intuitively we or others have rather gradually and through a painful process of reasoning arrived at that conclusion, not because

there is any conflict between that conclusion and this factory or other big factories that we might build up in the building up of India, but because we tried to co-ordinate the two approaches.

"There can be no real well-being or growth or advance in material standards in India without the big factory. I shall venture to say that we cannot even maintain our independence as a nation without the big factory and all that it represents.

"But I do not think there can be well-being and large-scale employment in India, at least for a considerable period to come, without wide-spread growth of village industries. Thus there is no conflict in my mind. Occasionally there may be overlapping, some seeming conflict is there as is

always there in life's undertakings. But basically we have to advance on all these fronts at the same time, not one after the other.

"We cannot keep pace with the modern world unless we have the latest techniques, whether it is in the big factory, small factory or the village industry. We cannot keep pace with the modern world unless we utilize the sources of power that are available to the modern world.

"Today we stand on the threshold of the atomic age. What does it mean? Enormous new sources of power are placed at the disposal of man. Whether he uses them for good or ill, the fact is there. You cannot ignore it. If you ignore, others do not ignore. Then we are at a disadvantage and they are at an advantage. Therefore, we have to use the new sources of power. We shall have to use this new source of atomic energy.

"At the same time, everything is ultimately to be judged in terms of human welfare and of the millions of this country, not of the few. The only real yardstick with which you can measure is the yardstick that measures the 360 or 370 millions of our people.

"For, remember always that the problem before us is not a single problem but 360 million problems. So I see no incongruity in my coming here on this auspicious occasion of Gandhiji's birthday celebration for performing the opening ceremony of this great factory.

"I go about from end to end of India, see new factories coming up, great steel plants taking shape, great river valley projects developing, giving power and nourishing water to our fields. I see in the rural areas our Community Projects and the National Extension Service spreading with a speed which is remarkable and without precedent in history.

"Remember this, that perhaps the biggest that is happening in India

today is not even the hundreds of factories like this but the Community Projects that are changing the face of rural India. That is the great revolution which is taking place in India today, in the heart of India, in the villages of India which have been the backbone of our country for thousands of years.

"As I see this, I feel an excitement creeping over me to find a new India gradually taking shape, a new India not only in the things we are building, in the factories and the projects and the development schemes but even more so in the men, women and children, who are being helped to grow into their own in these various ways. So, when I come here and see this magnificent structure, which has been built with considerable ability—and to a layman, I say, built efficiently, effectively and imposingly—I am impressed. However, I may tell you that my first approach to the factory was not a pleasant one because I passed alongside mile upon mile of 10 or 12 feet high wall. I do not like walls. I am allergic to walls. (Laughter.) I had too much of walls in my life. And this horrid wall without break, this huge, ugly structure mile upon mile gave me almost a headache. I was told that a great deal of this wall is not a part of this factory. It is a relic of the old repair shop here. Evidently, the builders of this factory have carried on the old tradition because I see the wall being continued right up to the main gate. Well, I do not know if that is necessary. If something is necessary, surely it need not be the ugly, plain wall which gives a headache. Our factories and every other thing should be beautiful to look at.

"I must say that inside, having passed that wall, I had a pleasanter outlook. The layout of this factory, the sheds and the trees created a much happier sensation. I like wide spaces. I like the space between machines. Old factories are apt to be crowded and grimy. This had not time to get grimy.

I hope it will not be allowed to get grimy and there would be space, light and air.

"All these factories are interesting in themselves. But to me they are symbols of something bigger, some bigger integration taking place, some welding on a bigger scale. You are making ordinary integral coaches by a process of welding. Some of us in our own way are human engineers, trying our utmost to weld and integrate.

"There are so many odd pieces in this country which require welding together. There are so many odd things within ourselves, each individual or group or nation, which require integration.

"I feel we, as a nation, suffer from some kind of a split personality. We talk in terms of the highest ideal and act in a completely opposite way. No one in the wide world talks of higher ideals as we do. But our practice does not wholly conform to our talk.

"That is nothing to be greatly worried about, because I suppose that kind of thing happens everywhere more specially during times of transition. That is something to recognize fully, understand and then deal with.

"There are always two forces at play—powerful forces making for integration and unity and forces constantly working for disruption. There is conflict between such forces more specially at a time of transition, more so in India where we are getting out of a period of subjection to build up a country in which you find almost every phase and century of civilisation represented.

"So, it is not surprising that these inner conflicts trouble us. But we have to recognise them fully because if we want to find any answer to any problem, we have to understand that problem. We have to face that problem. I say this because most people shout out answers without knowing what the question is or understanding what the problem is.

"If we work, as this factory does, which has to do so much of welding and integration, our work, it occurs to my mind, in the larger process of welding and integration in which we are engaged in this nation, will be rendered possible.

"I am glad to come here because this is another great step forward in our march; I am glad because this was a dream of my dear friend and colleague Mr. N. Gopalaswami Iyengar. I am happy to participate in this and to see the fulfilment of his dream. I am glad to come here because I think that this is likely to represent a fairly big advance in our march towards industrialisation.

"Yet, when I see big machines working most of these machines coming from elsewhere, foreign countries—then the obvious thought comes to me that there can be no real progress or real industrialisation in this country till the machines themselves are made in this country. So long as we have to rely upon getting the wherewithal to set up our factory from abroad till then we are dependent. Of course machines are being made here. I am not talking about those relatively small machines, but I am thinking rather of the basic big machines which build factories. It is far better to have second-rate machines that we can make than to wait for first-rate things which may come from abroad.

"Naturally, I do not mean that anybody wants India to be isolated and not to deal with other countries. You will find that when we go ahead our dealings with other countries increase far more than they are today. And we want that, of course. We want to buy and sell and we want to have commerce of ideas as well as goods. It is not from a feeling of isolation that I talk about depending and relying upon ourselves, but because no nation can ultimately progress until it has its solid foundation in scientific progress, which is the

basis of the modern world. Everything else is secondary. If we are not good enough at science you cannot have all these things which are but children, grand-children and the progeny of science and application of science. So science comes first, secondly, application of science and thirdly, coming from that application of science, technology. From that development technology comes all these machines, etc. That means you must have technology to make machines, not mere technology to buy them from abroad and working it here. That is not good enough. You have to make them. Otherwise we are deficient. It is not a question of merely making the machines. We must have the knowledge of technology to make new and better machines, as other countries do, so as always to be in the forefront. That is what we have to aim at.

"Now, in this factory a large number of people will work—engineers of various grades, mechanics and many other kinds of skilled workers. What will be your outlook in working in these factories? Obviously, if a person is very competent he is given a very responsible work. If he is a better engineer he will have more important work given to him. That is, a person is tested by his capacity for the work and not by any other test. He who shall show capacity for work, I hope his capacity will be immediately recognised. It is inevitable, not only in this but in all other undertakings of life, that the trained person should be given responsibility.

"Now, therefore, if this India is to progress, we must have trained personnel in every walk of life. The more training we have the more we become a first class nation.

"We have our Community Projects and National Extension Service Schemes. I do not think there is any example I know of to compare with the tremendously rapid extension of this community work in India in the

rural areas. It was only yesterday it started and here we are covering about 1,20,000 villages or more. I am hoping to cover 5,00,000 villages of India in the course of the next five or six years.

"These Community Projects require trained men, not tip-top trained men, some certainly first class men at the top, others trained in various ways. Whether they are overseers or village workers, the point is we want trained men. And the question arises as to whether the type of trained men we want in the country are being produced in our training establishments, in our universities and the like. It is a difficult problem.

"We are setting up a large number of training establishments for engineers, overseers, village workers, Community workers etc. Nevertheless, this big question remains, as ultimately it is not for lack of money that all our work will stop. It will be for lack of trained personnel in some field or other, because even if you have trained people in one field, there may be bottlenecks in other fields and then your work stops. So, inevitably, we have these various grades of trained and untrained people.

"Whether you are a trained person or a semi-trained person, our approach to the task seems to be the same—we are in a way partners and sharers, whether in this undertaking or in the vast undertaking of the building up of India. We must always be conscious of this feeling of partnership in the mighty undertaking. Every worker in this factory, every engineer at the top, mechanic or other workers must have the feeling of partnership with each other in a great national undertaking.

"If the workers and the engineers have that sense of partnership then it is a well-established factory. If not, it will not work as it ought to work.

"In India, we have suffered from many ills. Among the biggest, I think, is the stratification of our society

by the caste system which petrified us, the society and different groups. Then came the British and they also stratified us and petrified various groups—official of the first, second, third and fourth class. But as I said before, it is obvious people differ in their capacity, skill and training.

"I cannot give a highly technical job to a person who is not fully trained. People are not equal in that respect. People will work according to their ability or training. But to stratify society or officialdom, or workers everywhere in different social planes, each keeping apart from the other, is wrong. I do not want that type of mentality, that old Service mentality of the British days to continue. I know it does continue. It is difficult to uproot all these things. I think things are better now than they were and that mentality will gradually go.

"There has been an idea in this country that one who does not work with the hand and sits at the table is somehow superior to the person doing manual work. I want to tell you quite frankly that an engineer who does not do manual work is not fit for his job, however high he might be in the scale. The moment he thinks he is above manual work and he is merely there to order about others, that moment he ceases to function adequately.

"I would apply that test to every human being. The biggest engineers should get down to work and show others how things could be done. Only then he will be respected by his workers and not when he sits at the top and orders others about.

"When you go to the United States or a Communist Country like Soviet Russia the biggest people there do manual work. They get down on their knees and do the work. But, because of our caste system and the British traditions we have developed numerous barriers. We have got to break these barriers. In a big factory like this we have opportunities to do so.

"It is necessary for every type of officer and worker not to imagine that he belongs to a superior order, and that a barrier separates him from others. Therefore, on the social plane, barriers must be dropped. On the work plane, it must be a general endeavour. Naturally, the man who knows the job will be given more important work. A man who knows more than others will be respected for his knowledge and capacity. It is quite absurd to say that because everybody is equal everybody should be given the same work. It is not so. Most people do not know how to do their job. Some people do, and they are respected and they are given responsibility. That should not deter a human approach to the problem. It should be a human approach, in a spirit of camaraderie and partnership. If you have clubs, I wish there are no official barriers or other caste barriers and that everyone shares the club life.

"We build these factories, but in the ultimate analysis we have to build human beings in the country. Factories and everything else are the result of human labour. Human beings count ultimately and not big factories. It is the spirit that moves these human beings that counts. If we have some reflection of the spirit that Gandhiji brought into this country, if we keep that in mind, then it will be well for us. If we forget that, then, I fear, all our enterprise will be of little avail. So I hope not only today, the second of October, which is Gandhiji's birthday, but every day we shall give a little thought to the spirit and message of Gandhiji. And remember, whatever we are today as an independent nation, as citizens of the Republic of India, it is because Gandhiji led us to freedom. Let us remember him and his message and do our work, whatever it may be, in a spirit of prayer that it may lead us to the great ideal we aim at."



Cancer and Its Problems

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

CANCER, as you all know, is an abnormal, unlimited growth of the tissues of the body which is purposeless and this growth invades the normal tissues and destroys their function. Let us see what are the signs and symptoms of this dreadful disease. In fact there are no signs or symptoms to draw attention of anybody regarding his illness. Unless the individual is told about this he will not be in a position to approach a doctor for early diagnosis. To put in a nutshell some of the danger signals of cancer are: (1) Vague dyspepsia, (2) Change in the bowel habits, (3) Hoarseness of voice or difficulty in swallowing, (4) A slowly growing lump in any part of the body, (5) A change in colour of a wart or mole of the body, (6) Brassy, persistent cough in elderly persons.

Medicine and civilisation advance and regress together. The conditions essential to advance are intellectual courage and a true love for humanity and these are true in particular to Cancer. Quackery flourishes all over the world. It is not our monopoly alone. It exists in western countries as well, but there is this great difference that whereas there the law steps in with a heavy hand, here in India there is complete freedom and immunity; you can practice what you like—you can call yourself Professor, Doctor, Cancer Specialist, and nobody bothers you.

Quackery is not confined merely to the use of drugs today. Anyone can go and buy an X-ray machine and put the patients on the table and turn the switch on and call it X-ray treatment. I hope, I will not be misunderstood for the above statement. Cancer is a very exacting disease and there should be no mistake, there should be no error of judgement and treatment has just to be right. This is not so in cancer. There is only one chance and one only and if that is lost, everything is lost. Cancer is the one disease where individual co-operation is most essential. Early diagnosis offers the only hope of cure. Unfortunately early symptoms are few and trivial. There is no pain, no discomfort, no discharge of serious nature.

He or she is not likely to go to the doctor for advice and if the patient does not seek medical assistance at this stage this disease is bound to progress to a stage where pain and discomfort are prominent symptoms and the opportunities for a cure are minimised or totally lost. Early diagnosis has to be made within the first few weeks and this should be possible with the modern methods. It may be argued that early diagnosis is desirable in every disease whether it is tuberculosis or typhoid or any other. The answer to that is that in cancer it is a question of life and death: in tuberculosis, for instance,

many cases are missed on the beginning but when they are detected cure is still possible and patients can enjoy years of useful life. Not so with cancer. Late diagnosis makes the prognosis grave and hopeless. There has been a wrong notion that if the patient looks well-nourished and in general good health he could not be suffering from cancer. Another wrong notion is that in order to make a diagnosis of cancer, glands must be palpable.

So far as facilities for treatment and diagnosis are concerned, it is desirable to have cancer hospitals and Tumor clinics at different centres so that the patients could receive specialised treatment near his home town. They serve as not only places for specialised treatment but also are reminders that cancer can be cured. Perhaps it is not so well realised that cancer is more amenable to proper treatment than many chronic disorders, such as heart disease, arterial disease and such other entities. The very word 'cancer' strikes terror into the individual whereas a man may be labelled as incurable heart disease and he will take it quietly without undue dread or fear. It is because there are so many cases of cancer which are allowed to advance to the incurable stage through individual indifferences, or delay on the part of the medical attendant. There is no single cause of cancer as there is of malaria, small-pox, tuberculosis and so on. On the contrary, cancer is unique amongst human affections in being caused directly or indirectly by a host of different agents. These include attacking from outside the body, many chemical substances especially in industry, radio-active and excessive prolonged sunlight. Striking from within the body are chemical substances, less well-known amongst which are certainly hormones or internal secretions. Protection by vaccination is obviously out of the question. Avoidance of all such agents can never

be completed. Remember also that cancer can afflict all organs of the body at all stages from before birth to senile death.

Cancer—Prevention

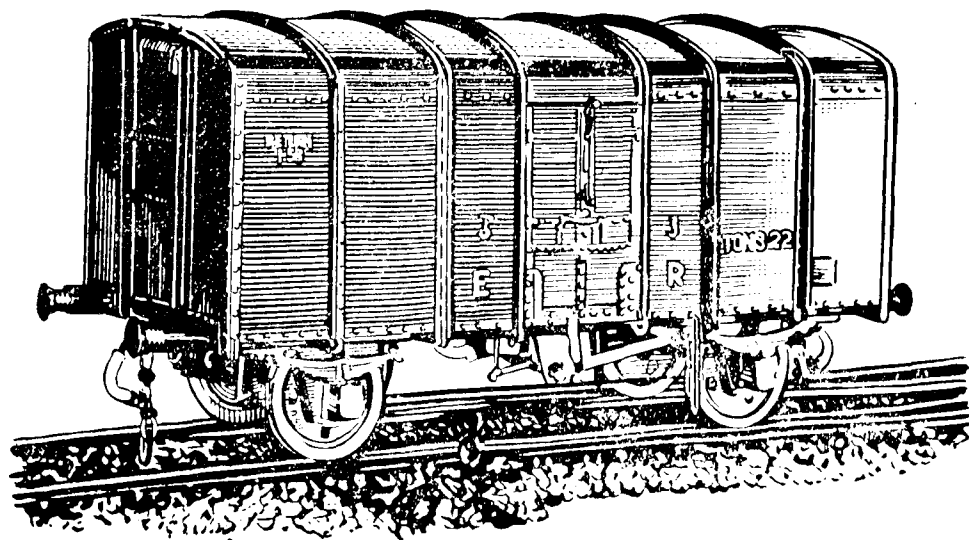
They say smoking cigarettes causes lung cancer either directly or indirectly and a lot of research has been done in the U.S.A. with no definite conclusion arrived yet, whether it is carbon of the paper or the tobacco that plays a part in the production of cancer. Cancer of the penis in later life can be prevented by thorough circumcision in infancy. It is almost unknown amongst JEWS.

As for treatment, Radiological treatment in the form of Deep X-ray and radium are instituted. Treatment with radio active isotope has not as yet levelled up to the high hopes widely expressed after the introduction of Atomic Bombs in the treatment of cancer. Harmon treatment is achieved considerable vogue in certain cancers. Chemical treatment called chemotherapy is perhaps the most active and promising line of advance in the treatment of cancer. There is still no last word for the treatment of cancer. The cause of this malady is not known and no specific has yet been found out as cure. Much research has got to be done and I am optimistic that "the day is not far off" when we could raise our finger boldly against this dreadful disease. I am pleased to inform the readers that the Indian Cancer Society are celebrating the Anti-Cancer Week during the first week of December and exhibitions both industrial and scientific would be put up to educate the public, and I request all Railwaymen to visit and participate in the celebrations.

Let me conclude by reminding once again all Railwaymen to run up and get proper advice from a qualified doctor if they have any of the symptoms mentioned above.

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Moving Mela Traffic

‘Oprail’

MELAS and fairs, both large and small, are almost of daily occurrence if one takes into consideration the entire sub-continent of India as a whole. Depending on the type, significance and locality of each mela, hundreds of thousands of people converge to the place where the mela is being held, perhaps on a pilgrimage to some religious shrine, temple, holy place, or even for trading purposes.

As far as a railway system is concerned, where a mela or fair is of purely local significance, and is not likely to draw more than an extra thousand or so of people, a few special arrangements is all that is required to handle the additional local boost in passenger traffic. But melas are held in India which are of nation-wide importance, and to the place where such a mela or religious festival is being held, the people from all parts of the country come pouring in by all available means of transport, in their hundreds of thousands. It is usually the railways that must carry almost 99 per cent of additional mela traffic, and obviously this sudden rush of passengers can only be moved by special arrangements. How do the railway executives tackle this problem?

A mela or religious festival of nation-wide interest is due to be held at a certain time of the year. At least three or four months ahead the railway executives in consultation with the local State civil and police administrators go into action. A meeting is held, usually at or very near the site of the mela, at which high-ranking railway, civil and police officers get together to decide upon the arrangements required to handle the enormous influx of passengers who are expected to attend the mela. The State civil authorities have estimated that perhaps from one hundred to two hundred thousand people are likely to come in for the

mela. Now what would be considered to be perhaps the most important aspect of handling mela traffic of a large magnitude? The answer is health, sanitation and hygiene. The railway station into which this enormous flow of people will come for the mela, has been designed and built for only normal day-to-day passenger traffic. The passengers will be coming in from all parts of the country, and many of them will be on the station premises and waiting halls for considerable periods of time.

During their sojourn in the station premises these passengers in their thousands will have fouled latrines and floors. If this refuse, garbage, litter and filth are allowed to accumulate, before long some epidemic disease like cholera would be rampant. Elaborate and careful arrangements are therefore made for cleaning of latrines, platforms, waiting halls, etc. by squads of extra sanitary staff under the supervision of Sanitary Inspectors and even Doctors.

As a prophylactic measure temporary anti-cholera inoculation centres are set up at the station where incoming passengers are promptly given an inoculation, if they have not already had one, for which they must produce the necessary certificate. The Public Relations Officers, both of the Railways and State Governments are required to give adequate and well-advanced publicity on the precautionary health measures to be adopted.

Next we can look into the question of train arrangements. The normal passenger train services to and from the place of the mela or festival are designed to carry a certain all-the-year round estimated traffic. When the railway is called upon to move over a particular section of its system, passenger traffic perhaps ten times as much, and all concentrated within the period of a few days, arrangements must be made to run additional

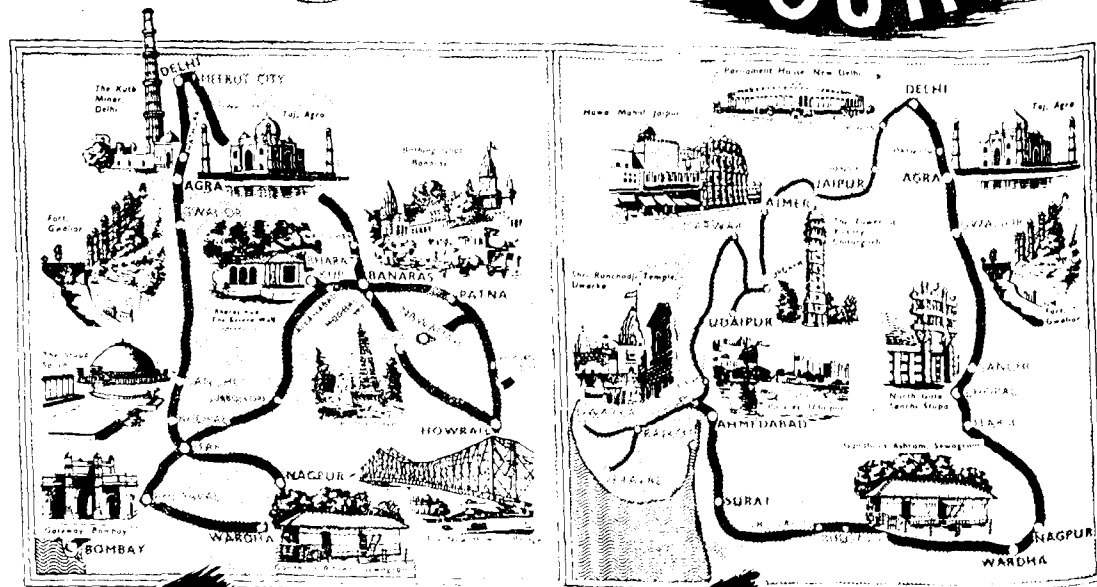
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CENTRAL



RAILWAY

passenger trains—popularly termed as 'mela specials' for a certain period preceding the big days of the mela and again subsequent to them.

With the object of attracting extra revenue during a mela period railway administrations usually offer certain inducements like concessional fares, at one and a half single journey fare for the round trip from home to mela and back. Special arrangements must also be made for the sale of tickets from the booking offices at the mela station and stations from which a large number of people are likely to come. For this purpose additional booking clerks are put on duty, and extra booking windows are opened. At stations where the sale of tickets is done at certain periods only, this is extended to a continuous twenty-four hour sale of tickets, so that passengers can come to the station at any hour of the day or night and be sure of buying his ticket in time.

Where and whenever large crowds of people assemble, one can be sure of finding amongst the thousands (those of the predatory type eagerly awaiting a chance to earn easy money by means of fraud and dishonesty. To these melas and fairs come thousands of simple and honest villagers, who are amazed and bewildered at what they see. Obviously, neither the railway nor the police authorities can afford 'protection' to these simple people and guard them against the cunning and craft of the sharpers and thugs, but the railway provide extra passenger guides whose duty it is to seek out those without guile and steer them far away from those who use their guile to dupe and cheat their fellowmen. Large numbers of extra police as well as railway security staff are also posted to deter the dishonest opportunist from his little criminal games, and to keep general law and order.

When a man goes on a pilgrimage or to enjoy a spectacle, he and his party must at some time feel hungry, and it is during these high-days and holidays that one seems to have a

bigger appetite for something more than ordinary, every-day food. At the railway station the normal refreshment rooms and stalls are not equipped to deal with such an enormous and sudden demand to feed thousands of extra passengers. To cope with this situation, the railway authorities, in consultation with catering and vending contractors, make adequate arrangements for the provision of extra foodstalls and extra foodstuffs. Here too, the aid of the State Government must be sought, so that extra stocks of the foodstuffs usually wanted by passengers, will be available when the rush is in full swing.

It may happen also that the normal water supply at the railway station will not be enough to meet the demands of the extra thousands for drinking and washing purposes. If the source from which the railway obtains its water supply has reserves from which the extra water can be drawn, then the railway authorities will provide for all that is necessary; but if the railway water supply is insufficient to meet the situation, then the local civil authorities must come to the aid of the railway for whatever may be needed.

Shelter for passengers is another feature that must be provided. The existing waiting halls or passenger sheds were built for the station's normal passenger traffic. The railway engineers will then get busy and erect additional passenger sheds or shelters for the extra thousands of passengers expected to pour in for the mela.

Far ahead of the time when the mela or fair is due to be held at a station, every additional facility needed to handle the huge extra rush of traffic has been made ready by the railway and civil authorities so that the inward and outward flow of passengers can go on smoothly and efficiently.

For the thousands of people who intend visiting a mela, or the place of

(Continued on page 54)



Children's CORNER



Hello Children!

I am sure you will agree with me that nobody likes being called a coward. But even though most of us would like to say that we have no fear, yet in all of us there is a timid streak, and in some this timid streak is very wide. No matter how brave we may say we are, I am sure if we found ourselves in a jungle one day and came face to face with a huge tiger, we would shiver and shake with fear. But all this reminds me of a story of Janki, the washerman, who was considered to be a great coward by all who knew him. So, let us sit down and listen to the story.

JANKI THE WASHERMAN

Janki, the washerman, was about five feet in height, and just a lot of bones with skin stretched over them. No matter how much he ate he never seemed to get any fatter. Each day of his life he would go down to the river bank with a bundle of dirty clothes, and start washing each piece on a smooth stone. Janki was such a timid fellow that at times he thought he was being much too cruel to the shirts and dhoties, which he lashed against the hard stone, to get the dirt out. It was said that Janki had never even hurt a fly.

Now Janki had a donkey, whose name was Gatri. It was the donkey's job to carry the large bundles of clothes on his back from house to house and to the washing ghat on the river.

Although Gatri was Janki's best friend and humble servant, the donkey, like all donkeys, would sometimes get stubborn and sit down on the road when he should be moving along briskly. It was at these times that the kind and timid Janki would have to give Gatri a few stinging lashes with the halter rope, to shake him out of his lazy ways.

One evening, after Janki had done the day's washing and ironing, and the sky was getting darker and darker overhead, he led his donkey out to graze some distance away from his home. Janki then sat down and rested his back against the trunk of a large tree, where he tried to keep a watch on his donkey with one eye, and dozed with the other. After sometime Janki must have fallen asleep, because suddenly he heard a loud crack of thunder, woke up, saw a streak of lightning flash across the sky, and then felt the cool sting of the pelting rain-drops. By the time the storm broke, it was black all around, and Janki could not see Gatri anywhere. The storm got really angry, what with thunder, lightning, the hissing rain, and the wind tearing and moaning through the trees. Janki knew it would be of no use trying to find his donkey, and the best thing he could do was to get some shelter from the storm.

Davlight had gone. All around him was the pitch-dark night except when a flash of lightning snaked across the

sky and lit up the trees. Janki, soaking wet to the skin, staggered through the heavy rain, getting more and more afraid all the time. Suddenly he saw a pin-point of light ahead. Ah, he thought to himself, that must be the house of the old widow woman. With a few minutes he was at the door of the house and knocked loudly. The old widow opened the door, and when she saw it was Janki, she shouted and cursed, but let him in. "Hurry in," she croaked, "I just can't bear the noise of thunder cracks. I'm afraid of nothing, neither man, nor tiger, nor lion, nor elephant, but when I hear thunder I shiver and shake with fright!"

Janki with his clothes wet, and rain dripping down his face and body and legs, stepped into the welcome shelter of the house. The old widow quickly shut the door and put the bar across. Now although neither Janki nor the widow knew it, there was something else outside the house, who had also come looking for shelter from the storm. This was none other than a huge tiger, the terror of all the villages around for miles. He had squeezed himself up against the wall of the house to keep the rain off him. The walls of the house being rather thin, the tiger had heard all that the widow woman said about not being afraid of a tiger.

"Hm," thought the tiger. "This old widow woman who is so skinny and not even good enough for a jackal's dinner, boasts she is afraid of neither lion, nor elephant, nor tiger, but shivers with fright before thunder! This thunder must be somebody really terrible, and if he is somewhere about, I must be on the lookout lest he get hold of me!" The tiger then stuck his ear up against the wall to hear more about Thunder.

After about half an hour the rain stopped and there was no more thunder and lightning. Janki looked out through a small window and saw the lovely stars twinkling in the sky. It

was now time for him to go out and find Gatri, his donkey, and take him home. With the halter rope in his hand, Janki opened the door and stepped out into the night. He was about to turn away into the jungle, when his groping hand touched something furry, so that rascal Gatri had sense enough to creep up to the house for shelter from the storm!

Janki then swung the halter rope like a whip and laid it across the back of the animal he had touched. "So, here you are!" he said angrily. "Take that, and that and that!" The rope lashed the back of the animal. "I'll teach you to sneak away from me!" he shouted.

Although Janki did not know it, the tiger was getting the lashing and not the donkey! Suddenly the thought came to him, this must be that terrible Thunder. No one else would dare thrash a tiger like me in this way! The tiger did not even growl when Janki slipped the rope around his neck, and when the rope was given a jerk, the tiger got up and meekly followed Janki, as he led the way home. At his house, Janki tied the tiger to the hitching post for the night, and there left him to chew his grass and have a sleep.

The next morning Janki's wife got up early in the morning, looked out of the window, and what should she see tied to the donkey's post? Not Gatri the donkey, but a huge tiger! She screamed and screamed, rushed back to Janki and shook him out of his sleep. "What have you done? What have you done, you fool?" she screamed. "Look out of the window quick before we are killed and eaten!"

Janki jumped up, rushed to the window and looked. There instead of Gatri the donkey, he saw that huge tiger. Fear gripped him. He could not even speak, but his teeth were chattering and chattering. How could he go out and untie that terrible tiger? He was so timid and such a

coward! He shivered and shook with fear and refused to have another look out of the window.

But a huge tiger tied to a post near anybody's house does not remain a secret very long. Soon other people of the small town had seen the tiger near Janki's house, and the news spread and spread until the king in his palace heard all about it. The king was so pleased to hear that he had such a brave subject, a man who could trap a tiger alive and tie him up to a hitching post near his home, as if the animal was a harmless goat. Soon some of the king's hunters came to Janki's house, and tied up the tiger so that he could not cause any harm by breaking loose. Eventually, Janki agreed to give the tiger to his king as a gift. Nobody knew the real story about the capture of the fierce tiger but Janki himself, and from the king down to the children it was thought that it was only because of Janki's bravery that he had caught the tiger alive. As a reward for his bravery the king made Janki, the washerman, a very important person, and decided that he would need men like brave Janki to lead his army when an enemy attacked.

MOVING MELA TRAFFIC

(Continued from page 51)

some great religious festival, their objective is to get there and be an eye-witness and participator in the great event, but long before they can even get into a train, the railway staff are busy getting everything ready in the way of medical facilities, extra trains, food, water, shelters, enquiry offices, telephones, and other necessities, so that they will make the trip with the least amount of discomfort.



A Lokpal in Vellore Fort Temple

Indian Railways Freight Structure Inquiry Committee



Shri Ramaswami Mudaliar, Chairman of the Indian Railways Freight Structure Inquiry Committee, addressing a Press Conference on 14-9-55. Shri A. K. Basu and Shri G. S. A. Saldanha are seated on either side of him.

Questionnaire Issued

"For the first time in the century-old history of the Railways in India the users have been invited to participate in common with the leading academic thinkers and experts in formulating a revised freight schedule for the transportation of commodities."

The Chairman of the Seven-member Indian Railways Freight Structure Inquiry Committee, Dr. A. Ramaswami Mudaliar, was speaking to the newsmen at a Press Conference on September 14 to mark the release of a 55-point questionnaire by the Committee to Chambers of Commerce and Industrial Bodies, Universities, State Governments and noted economists in the country with the object of obtaining the views of all interests concerned on the first item of the Committee's terms of reference, namely, review of the freight structure in the Indian Railways.

The Questionnaire

Replies to the set of questionnaire are required to reach the office of the Committee at 16, Strand Road, Calcutta, not later than November 15, 1955. Similar questionnaires on the other two items in the terms of reference of the Committee, namely, the liability of the Indian Railways as carriers of goods, and the need, if any, to amend the existing constitution, jurisdiction and procedural rules of the Railway Rates Tribunal, which has been functioning for the last five years, are being prepared and will be issued by the second week of October this year.

This is the second time since Independence that a comprehensive revision of the railway freight schedule has been undertaken by the Government of India. The last investigation leading to the revision of the freight structure in 1948 was more or less a

departmental one, and the public and commercial interests concerned had no opportunity to put forward their points of view. In recent years industrialists and businessmen had voiced the need for the appointment of a committee to scrutinise the freight structure in the context of large developments planned. The Government of India accepted this point of view and called the Freight Structure Inquiry Committee to review the existing rates structure in all its aspects in consultation with the interests concerned.

Some of the points on which information was sought through the questionnaire issued were the extent to which the Railways could play a part in the location of new industries in the light of the immobility of Indian labour; whether railway rates should be fixed or made to fluctuate with competitive conditions in overseas world market; whether special facilities should be provided by the Railways for the development of areas at present comparatively under-developed and the extent to which the Railways could assist in the development of agriculture and cottage industries by charging special rates for the provision of warehousing facilities etc.

Other points sought to be clarified had a direct bearing on the development of what was now commonly referred to as "the socialist pattern of economy". They related, for instance, to the movement of bulk traffic, such as Kerosene Oil and piece goods. Could such commodities be subjected to 'pooled' freight rates, i.e. equal rates for all consignments regardless of destination, or whether special rates should be fixed for stations within a specified radial distance from ports, and pooled rates applied thereafter? The questionnaire also sought to elicit whether there was any other way in which the Railways could assist in the agricultural or industrial development of the country.

Industrialisation and Railway Freight

Dr. Mudaliar told the pressmen that under the Second Five-Year Plan, which sought in many respects to revolutionise the agricultural and industrial life of the country, the pattern of railway traffic was expected to be radically changed. The three new steel plants and very many units of heavy industries, contemplated under the Plan, would require transporting of a colossal quantity of commodities.

Moreover, the pattern of industrialisation too would have to be changed if employment was to be given to the 20 million people by the end of the second plan period. As it was not possible or desirable to concentrate employment in any one part of the country due to the immobility of labour in the country, industrial activities would have to be spread over comparatively undeveloped areas like Assam, Travancore-Cochin and Rajasthan. And all this, in terms of railway traffic, present or projected, was to lead to extensive expansion of the railway net-work. In respect of the development of cottage industries, again, the assistance that the Railways could offer by way of a congenial freight structure would also have to be explored fully.

Dr. Mudaliar stressed that in giving their replies institutions and individuals should keep in mind the urgent need for maintaining the stability of railway finances. He said that this proviso had given rise to doubts in some quarters where it was argued that insistence on the need for maintaining the stability of railway finances automatically precluded drastic changes in the freight rates structure. "To these people I can emphatically say that there is room for adjusting the freight rates structure without disturbing the overall financial position of the Railways so that the economy of the country can be fostered, the socialistic pattern promoted and, above all, the small man be given a fair deal," he added.

Dr. Mudaliar concluded by saying that this was the opportune time for a review of the freight structure and policy. While the increase in traffic in the coming years would give added revenues to the Railways, the working expenses and the dividend payable to the General Revenues would also increase substantially. The Indian Railways would invest in the next five years in rolling stock and equipment and in new construction about Rs. 900 crores which was almost the total amount of capital layout on the Railways for the last one hundred years.

"The importance of the investigation undertaken by the Committee in the rapid and planned development of the country's economy is apparent, and I earnestly hope that experienced industrialists, businessmen, economists and others will come forward with their views and suggestions," Dr. Mudaliar appealed to all.

Shri A. K. Basu, the Railway Member of the Committee, was present at the Conference.

The Genesis

Shri Lal Bahadur Shastri, the Union Minister for Railways, announced on June 17, 1955, the formation of the Freight Structure Committee to review the existing freight structure on the Railways in the light of developing economy. Besides the Chairman, the Committee consisted of Shri T. P. Singh, M.P., Shri D. K. Borooah, M.P., Shri I. S. Puri, ex-Financial Commissioner, Railway Board, Shri V. P. Bhandarkar, ex-Member, Transportation, Railway Board, Shri L. K. Jha, Joint Secretary, Ministry of Commerce and Industry, and Shri A. K. Basu, until recently General Manager, Eastern Railway.

The Committee was inaugurated at New Delhi on August 27 by Shri Lal Bahadur Shastri who expressed the hope that out of the labours of the Committee would emerge a new railway freight structure which would prevail during the early and formative years of India's new economy. The Committee had its first meeting in Calcutta on August 27.

FOREIGN MANUFACTURED M. G. STEEL SHELLS FOR INDIAN RAILWAYS

Railway Board ordered on foreign manufacturing concerns 200 Metre Gauge all Metal Shells against each of the 1952-53 and 1953-54 Programme. All these 400 shells have arrived in India. 100 of these were manufactured and supplied by Messrs. Gloucester Carriage and Wagon Company, England, and the remaining 300 by Messrs. La Brugeoise at Delcave, Belgium. Of these 400 shells, 374 shells are intended for the Southern Railway and the remaining 26 shells for the Central Railway.

These shells are mere steel bodies and have to be completely furnished internally and provided with electrical equipment. 350 shells will be so furnished and equipped at the

Southern Railway Workshops and the balance 50 at the Central Railway Workshops at Lallaguda.

It was proposed at the outset to furnish the 350 shells in Golden Rock Workshops of this Railway at the rate of 12 per month. In view of the delayed delivery of the first order of 200 shells all the 400 shells have arrived in large batches in quick succession. This proposed rate of furnishing will entail the holding up of the shells for a considerable time. In order therefore to accelerate the rate of furnishing with a view to put these coaches to traffic use as quickly as possible it has been recently arranged to also furnish in future 4 shells per month each at Mysore and Hubli Workshops

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CHAKRADHARPUR

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

November 1955

FOREIGN M. G. STEEL SHELLS

59

as well and further a proposal is in hand to let out the furnishing work of as many shells as possible on contract to outside bodies.

As these coaches will be on steel body shells, with strengthened ends, the possibility of telescoping in collisions, serious derailments etc., will be practically nil unlike wooden bodied coaches, which are liable to be smashed to smithereens by the force of impact and the rear coaches to telescope and ride over the debris of the former coaches. The casualty rate in accidents will therefore be much less than in the conventional wooden bodied coaches.

These shells are 57' long and 9' wide and are on Indian Railways standard underframes and bogies. They are designed for construction of coaches with accommodation entirely for third class. The ceiling and the sides will be sprayed with Limpet Asbestos for purposes of insulation between the outer steel panel of the shell and the interior woodwork of the coach.

Each coach has four compartments of 17 passengers each with a lavatory for each compartment. The lavatory in each compartment is of ample area with all the standard amenities provided such as, Stainless Steel flush type latrine pan, wash-hand basins with push cock, lotah filler tap, mirror with a shelf below, soda bottle opener, coat-hook, etc., and a large over-

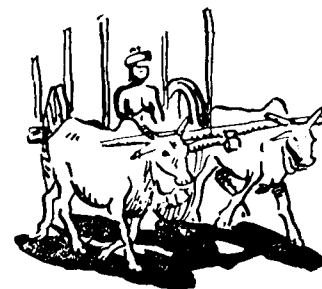
head tank for an adequate supply of water.

Each compartment has an inward opening door on each side and the body side and door windows are provided each with a glass and a metal louvre shutter. The shutters are designed to lift up to open and are provided with spring catches on both sides to facilitate easy manipulation by both hands. The shutters can be secured at some intermediate positions also between the fully open and fully closed positions. The seats are of ample width and can be used as a berth for lying down comfortably when the compartment is not fully occupied. One full length wooden bunk is also provided over each seat for luggage which can also be used for lying down by passengers when free.

Each coach is provided with self-sufficient electrical equipment such as batteries and dynamos to feed the electrical load. Each compartment has fans, normal lights of sufficient wattage and night lights. The coach is also provided with lights on the outside for facility in embarkation.

In short, the coaches built with these shells will be model coaches ensuring safety and comfort to passengers to the maximum possible extent.

About 60 of these new coaches have already been turned out duly furnished and placed in service on important through trains.



14-4-55

✓ H. N. RAO, M.L.C.

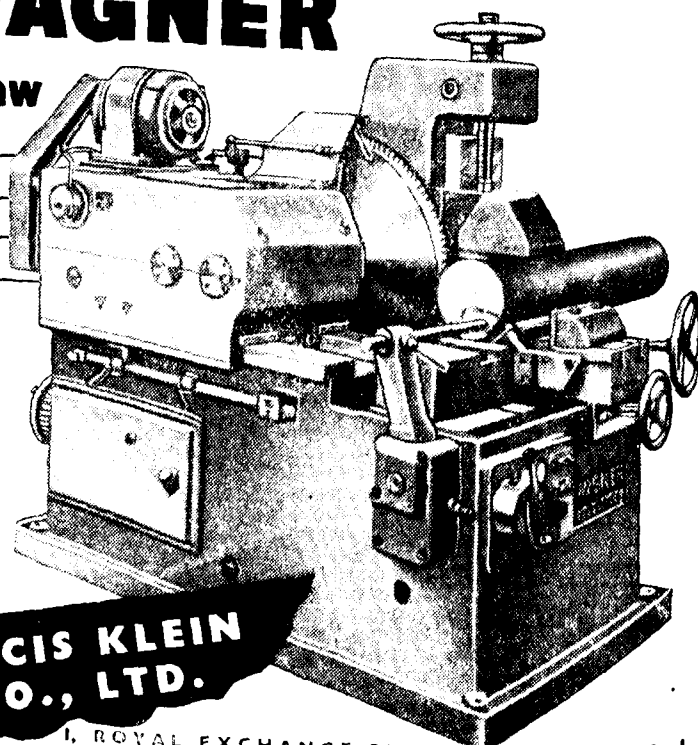
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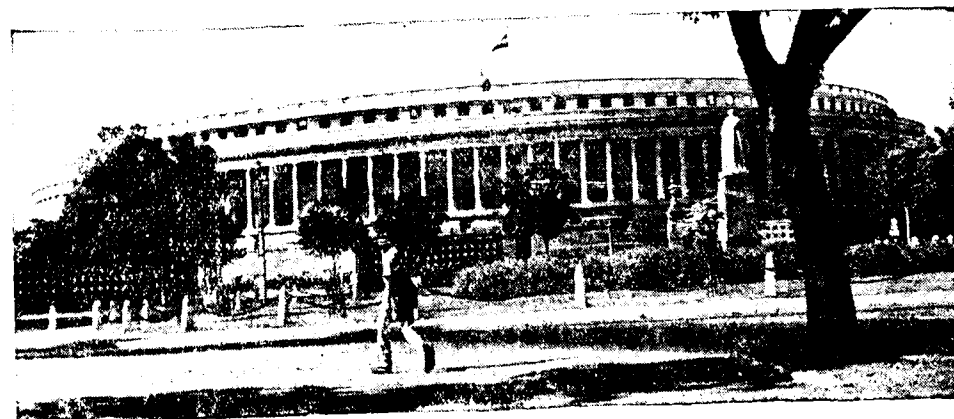
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[Photo: P. S. C.]

Railways in Parliament

FIRST RAILWAY PLAN

In a written answer to a question by Shri Krishnacharya Joshi in the Lok Sabha on 22-8-55, Sri O. V. Alagesan, Deputy Minister for Railways, said that out of the total amount of Rs. 400 crores allotted for the first Five-Year Plan to the Indian Railways, an expenditure of Rs. 306.17 crores had been actually booked up to June 30, 1955.

40,000 CHAIN-PULLING INCIDENTS

The number of cases of chain-pulling on the Indian Railways during 1954-55 totalled 40,375, Sri Alagesan said in a written answer to Shri Raghunath Singh.

He said that in 511 cases the offenders were arrested, 508 were prosecuted and in 22,484 incidents the persons pulling the chains could not be traced.

RAILWAY WEIGHTS AND MEASURES COMMITTEE

The Railway Board has appointed an *ad hoc* committee to co-ordinate and deal with all matters arising out of the proposed introduction of the metric system of weights and measures on the Indian Railways.

The Committee will function under the Chairmanship of the Director of Railway Testing and Research Centre at Lucknow, which will also be the headquarters of the Committee.

FACTS AND FIGURES

The Railways are at present running 74 hospitals for their staff in different parts of the country.

SUPERSTITION

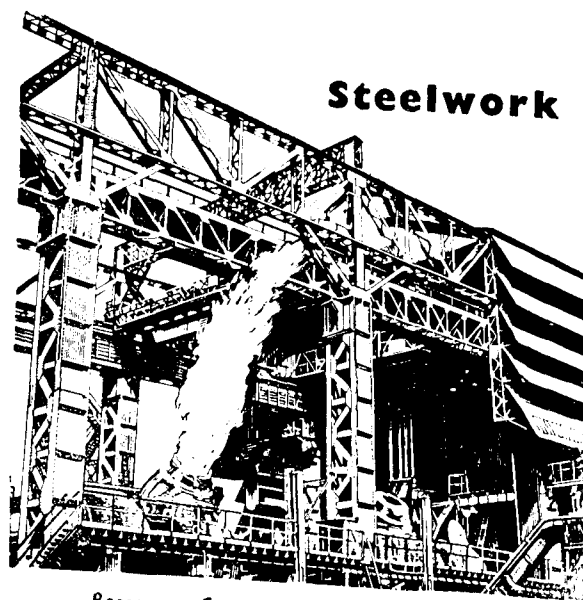
(Continued from page 63)

eradicating it takes refuge in the strangest holes and corners, whence it peeps out all at once as soon as it can do it with safety!

Writers have been trying to place a margin between belief and superstition, but have somehow failed to place it correctly. Evidently the marginal line was not so clearly visible. The belief that seven, and seven times seven are sacred numbers and that a widow passing against you while you start from your house is a bad omen can easily be called superstition. But will any one accept the belief that millions are the latest number, millions of microbes being in your blood, is also a sort of modern superstition?

So there are superstitions ancient and modern, old and new, the new calling the old as the pot would like to call the kettle!

Man is essentially credulous and there is no point in calling old men superstitious. A love of a disciplined ordered life, even if it is called a superstition, is worth having in whatever terms the so-called civilized individual tries to condemn it.



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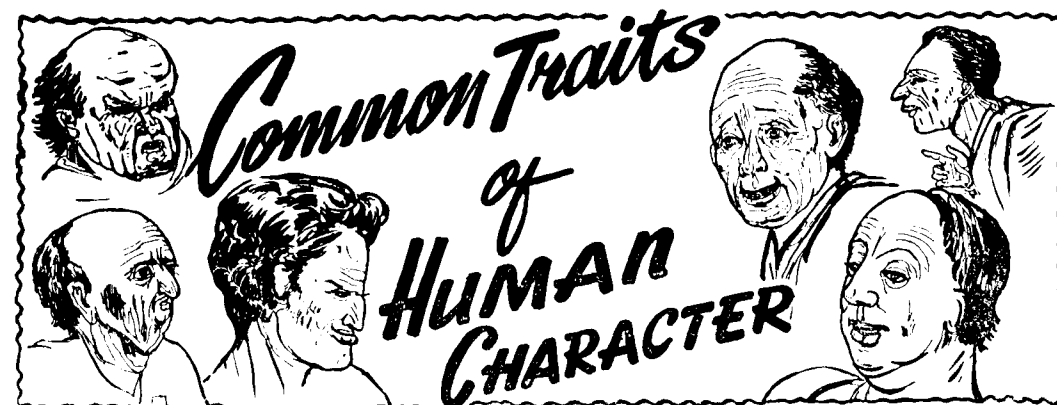
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8. Superstition

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WRITERS of yore have differed vastly in defining superstition. From the extreme of calling it "a senseless fear of God" (Cicero) the swing proceeds to the other end of clasifying it as "part of the poetry of life" (Goethe).

Somehow the human race has been compelled to have beliefs and disbeliefs about any particular question of life and the fun has always been that one group calls the other superstitious, the worst part of it being that the "modern, civilized" individual calls men of the previous generation "superstitious imps".

Talking at length on credulity, modern and medieval, in one of his inimitable prefaces, Bernard Shaw came to the conclusion that "our credulity is grosser than that of the middle ages, because the priest had no such direct pecuniary interest in our sins as the (modern) doctor has in our diseases; he did not starve when all was well with his flock (whereas the doctor, in respect of his social position, has to starve when the society is healthy, which of course it is not, due to other reasons) nor prosper when they were perishing, as our private commercial doctors must." Shaw's aim was to impress upon us the fact that credulousness did not die with the past but still continues, perhaps in different forms and names, and will have to

continue so long as man is man. In the course of the same preface, in his own most telling prose, Shaw continues: "In the Middle Ages people believed that the earth was flat for which they had at least the evidence of their senses; we believe it to be round, not because as many as one per cent of us could give the physical reasons for so quaint a belief, but because modern science has convinced us that nothing that is obvious is true and that everything that is magical, improbable, extraordinary, gigantic, microscopic, heartless or outrageous is scientific." So, after all, we are all credulous and "superstitious"!

Joubert said that superstition is the only religion of which base souls are capable.

Thoreau was human enough to say that men are probably nearer to the essential truth in their superstitions than in their science. For a deep thinker there is much in this to ponder over.

Goethe elevated the status of superstition by calling it "the poesy of practical life" and derived from it that a poet is none the worse for being superstitious. He knew that this quality is inherent in man's nature and when we think it has been wholly

(Continued on page 61)

SOUTHERN RAILWAY

TENDER NOTICE

Tenders for "Collection and training out of Stone Ballast including loading and unloading of Permanent way materials for the work of Re-railing with new 90 lbs. R rails on CST 9 sleepers in lieu of existing 80 lbs. R. H. Rails for 11.5 miles from Mile B. 392/15-16 to 401/2-3 main line and Passenger running lines only—Shoranur-Caleit Section—Shoranur District.

(Sanctioned in G.M.'s No. W/N.1227 CE 53 dated 1-9-1955)
The Regional Engineer, Southern Railway, Rayapuram, Madras-13, invites SEALED PERCENTAGE TENDERS for the above work upto 12-00 hours on Monday, the 21st November, 1955.

2. Tenders should be submitted in the prescribed form obtainable from the Office of the Regional Engineer, Southern Railway, Rayapuram, Madras-13, on production of a receipt for the amount of Rs. 10 (Rupees Ten only) paid to the 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 15-00 hours on Wednesday, the 16th November, 1955.

4. Earnest money of Rs. 8,900 (Rupees Eight Thousand and Nine Hundred only) should be paid in advance to the Chief Cashier, Southern Railway, Madras-3, or Regional Accounts Officer, Trichinopoly or Mysore, not later than 12-00 hours on Thursday the 17th November, 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 12-00 hours on Tuesday the 22nd November, 1955 at the Office of the Regional Engineer, Southern Railway, Rayapuram, Madras-13.

8. The total approximate value of the Contract is Rs. 1,78,000.

9. The Regional Engineer reserves to himself the right to reject without assigning the 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, Trichinopoly, invites SEPARATE SEALED TENDERS for each of the following works to reach him not later than 12 noon on 2nd November, 1955:-

Serial No.	District	Name of work	Total approximate value of the Contract Rs.	Earnest Money to be paid Rs.
1.	MADURA	Additional covered accommodation for passengers and Tourist Rest House at Rameswaram.	67,460	3,375
2.	TRICHINOPOLY	Proposed Running Room at Karaikkudi.	49,370	2,020
3.	"	Construction of Staff Quarters for class IV staff at Golden Rock (10 Units)	15,500	775

2. Tenders should be submitted in the prescribed forms, obtainable from the Office of the Regional Engineer, Southern Railway, Trichinopoly, on production of a receipt for the sum of Rs. 5 (Rupees Five only) for each tender paid to the Chief Cashier, Southern Railway, Madras-3, or Regional Accounts Officer, Southern Railway, Trichinopoly or Mysore, or to any Station Master on the Southern Railway towards the cost of each 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 up to 15-00 hours on 1st November, 1955.

4. Earnest money as above should be paid to the Chief Cashier, Madras-3, or the Regional Accounts Officer, Trichinopoly, or Mysore, not later than 12-00 hours on 28th 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 quote one percentage rate for Schedule 'A' and rate for each item given in Schedule 'B'. The items given in the Schedule 'A' are covered by Basic Schedule of Rates, 1955.

6. Tenderers are required to submit Income-tax Clearance Certificate.

7. Earnest money is fixed at 5 per cent of the approximate value of the Contract 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.

8. The tenders will be opened at 14-00 hours on 2nd November, 1955 at the Office of the Regional Engineer, Southern Railway, Trichinopoly.

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.

Train Dispatching Systems (III)

T. S. Parthasarathy

IN some simplified forms of operating in vogue on continental European Railways (Italy and Germany) the dispatcher is given part of the responsibility of the safety of train running. The "Head of Line System" in force on the light traffic single line section Terni-Sulmona in Italy is a case in point and as this system is working very successfully, a description of it may not be out of place in this instalment of my series on Dispatching Systems.

The Terni-Sulmona section, of which 163 km (100 miles) extend in mountainous territory, is operated by 28 trains daily over the Terni-Antrodoco section and by 18 trains between Antrodoco and Sulmona. On lines of this kind, the Italian State Railways have, for some time, adopted an economical operating system, which is called Single Dispatching.

The peculiarity of this system is that traffic safety and regularity over a section of the line is entrusted to only one agent, a Dispatching Operator (Single Dispatcher) who is in communication by telephone with all the stations. Furthermore, most stations are attended by only one agent, mainly concerned with administrative duties (ticket and freight matters). For operation with this system, the lines are divided into longer or shorter sections (in inverse ratio to traffic density) each of which depends upon a Dispatching Operator. The operator commands a selecting telephone, with calling keys, by means of which he can ring up all the stations under his jurisdiction and also the other offices connected with the circuit, which are concerned with locomotive sheds, travelling personnel waiting bureaux etc. Each station or connected post can, any time they wish, announce itself at the telephone for the necessary communication. (The system of communication is like our 'Control'

with the difference that under the 'Head of Line System' the circuit is not open but each station has a separate line from the Dispatcher. If the circuit is 'open', any station can answer for another and thus mislead the Dispatcher.)

The Dispatching Operator is concerned with the regularity and the safety of traffic over his section. He personally directs the traffic on his section and carries out his duty with the help of the graphic time-table recording on a graph the actual movements of trains according to the communications received from the stations.

The traffic is operated by means of the 'arrived' phonograms which are sent by the agent of the stations to the Single Dispatcher for each train having reached a station. No train may start from the terminal station without the Dispatching Operator's permission; at the intermediate station, however, trains are, as a rule, dispatched by the guards of the trains unless contrary instructions are given in time by the operator owing to the line not being clear or for other traffic exigencies.

The points at stations are locked in the normal position for trains to pass on the main line and the agents of the station (who are often non-railwaymen working for commission) cannot change the position without the Dispatcher's orders. The keys of the points are, in fact, locked within a central lock by the drawing out of a control key which must be kept in the safe and may not be used without the Dispatcher's order.

On the time-table of each train, the crossings and overtakings, which must be effected at specified stations are shown as in any ordinary time-table and if there is any variation, the operator issues orders to the train crew and station agents for the necessary point and signal operations.

Naturally, all telephonic communications between the Dispatching Operator and the station agents and between him and the train crew are recorded, on proper forms both at the sending and receiving ends. The Guards of trains, at crossing or by-pass stations, must check the working of the station personnel and are responsible for the regularity of the operation with regard to traffic safety.

In case of selecting-telephone failure, the traffic is operated by the guards of trains with the help of the directions in the time-table in regard to crossings and precedence and proper time-distance spacing between trains running in the same direction.

The 'Head of Line' system, as it is called, adopted for many years by the Italian State Railways over light traffic lines, has been greatly responsible for the reduction in operating expenses, especially with regard to cost of staff.

The Terni-Sulmona line is divided into two Dispatching Operator sections, viz.:

Terni-Antrudoco: Office at Terni. Length of line 40 miles. 28 trains daily.

Antrudoco-Sulmona: Office at Aquila. Length of line 60 miles. 18 trains daily.

THE BRITISH PRACTICE

British systems of train dispatching are almost like those obtaining in India at present and as a matter of fact, it was the British system that was introduced in India, Burma, etc. when the countries were under British rule. The fundamental difference, however, is that no charting of trains is done in Britain. Also, the controller pays greater attention to goods trains and takes a hand in the movement of passenger trains only when there is delay or unpunctual running. Normally, if the trains run to schedule, the controller takes no

action. The main objects of control working are therefore laid down as that of 'freight train control' and can be summed up as follows:

1. To maintain punctual running of booked trains and to see that special trains are run at suitable times.
2. To ensure maximum loading of wagons.
3. To ensure prompt removal of traffic.
4. To regulate the flow of traffic from point to point according to the capacity of yards to receive it and running lines to carry it.
5. To adjust, between various depots, power available; to ensure that a shortage at one depot is met, whenever possible, by a surplus at another.
6. To regulate the hours of duty of train crew to ensure that the fullest possible use is being made of the men available and that their duty hours are kept within reasonable limits.
7. To distribute the available number of wagons promptly and to the best advantage.
8. To make all necessary arrangements in emergencies like accidents, traffic congestions, etc.

As for train working, trains must be reported in the following manner:

1. At certain selected places.
2. At all calling places or termini, or arrival and departure.
3. When shunted from running lines to sidings, main to main or from one running line to another, times shunted and time departed.
4. When standing at signals, when stopped and restarted from one to ten minutes and in all cases where loaded goods trains are stopped.

Any serious delay to passenger trains must be immediately reported to Control. The Controller has the

authority to give goods trains precedence over stopping passenger trains when considered expedient. Signalmen and others must act on his orders, a note being made at the time for reference. No goods trains of any class must be delayed at any point waiting for traffic being loaded or for marshalling after late loading without the Controller being informed first.

Due to the high density and speed of passenger trains they are neither charted nor pegged. Goods trains, as they are likely to be delayed, are watched closely and their movements pegged on the panels in front of the controller. In the event of a breakdown or undue delay to passenger trains, the Controller takes charge of the situation and gives instructions.

SYSTEMS IN OTHER COUNTRIES

The train dispatching systems in other countries of the world are briefly described below:

Switzerland: Only one train is permitted into a block section at any one time (Absolute Block) and the normal authority for dispatching a train is the time-table. Sometimes, especially in the case of late running

of trains, this is supplemented by a telephone or telegraph message.

Germany: Absolute Block system in force and the system in its simplest form of application is observed with the help of train messages which are exchanged by telephone or tape-recorders which store verbal orders for three hours.

France: There are about 12,500 miles of single line in France and as on other continental railways, reliance is placed on the station and train staff for the safe operation of trains. The issue of a tangible token of 'line clear' like a ball, tablet or staff to the driver of a train is not in use.

On important and small branch lines the train order system is in force; the guard is informed about the proposed crossings of trains on the section and he arranges for the setting of points, etc. On all other lines, the scheduled sequence of the time-table is observed and consequently the normal running of trains becomes possible even in the case of failure of telephone or block devices. The 'permissive type' of block instruments are in use on the French Railways.

(To be continued)

Photo taken on the occasion of the marriage of Sri K. Nagarajan, Public Relations Office, Southern Railway with Sow. Sakuntala, on 5-9-55



Fifth Freedom (Freedom For Travel)

K. Srinivasan

FREEDOM of movement (travel) may be considered to be the fifth freedom. This can be discussed under two main heads—International tourism and Local tourism.

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

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

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

The International Union of Official Travel Organisations (I.U.O.T.O.) aims at production of free movement of tourists in order to contribute towards the growth of economic, social and cultural relationship. The I.U.O.T.O. is a union of official organisations for the promotion of travel. At present it has 48 ordinary members, including India, and a number of associate members.

Members of the I.U.O.T.O. have been divided into four groups, known as basic or substantive commissions, each

of which deals with one of the main subjects. In these basic commissions the various possibilities and problems which arise in tourist exchange between nations are examined in their world context. But it goes without saying that these subjects, viewed in their regional context can present a completely different picture owing to technical and cultural differences between the various regions of the world.

The regional sub-committees which have been established are the "European Travel Commission", the "African Travel Commission", the "Asian and Far Eastern Travel Commission" and the "Middle Eastern Travel Commission". The "Asian and Far Eastern Travel Commission" to which India belongs, will be subdivided, if the conference agrees to the proposal made to this end. Since research is the basis of modern travel promotion, the I.U.O.T.O. has to devote considerable attention to it.

The passport is still a relatively expensive document, and moreover, it sometimes takes quite a long time to obtain one.

The taxes and other burdens oppressing the tourist have in several instances been lightened. All these improvements are not exclusively due to the work of I.U.O.T.O., but it has certainly had considerable share in them.

The I.U.O.T.O. is striving to facilitate the distribution of tourist publicity material and the use of tourist films by less strict customs regulations for their temporary or permanent export. It devotes continuous attention to youth and social tourism. It recommends the introduction of internationally comparable tourist statistics. The Organisation is trying to bring about, in all countries or groups of countries, arrangements for the use of motor vehicles and motorised cycles, and in

November 1955

FIFTH FREEDOM (FREEDOM FOR TRAVEL)

69

respect of the import and export of luggage.

The choice of Delhi as a meeting place for this year's Assembly of the International Union of Official Travel Organisations is a pointer to the fact that Asia also is alive to the potential value of the tourist industry. As the travel habit gains in momentum, and as transport facilities become cheaper and quicker with the technical developments that are surely to come, the more enterprising tourists will travel further and further afield. For the Asian countries, so rich in the 'raw materials' of tourism there are immense possibilities in this connection.

Local Tourism

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

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

Besides Pathankot, which is the railhead for Srinagar, concession tickets at one and a half times single journey fares are issued by the railway authorities for 14 other hill stations. The return tickets are available for

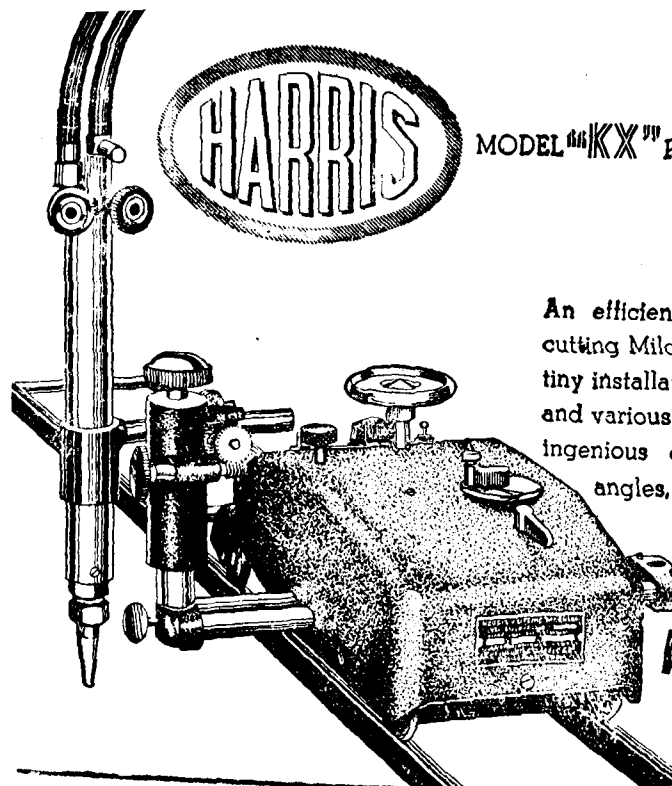
three months from the date of commencement of the outward journey from all stations in India from which the chargeable distance to the hill station concerned is 150 miles or more.

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

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

The tourist of tomorrow, indeed, will have the whole world at his doorstep—and a closer and more sympathetic understanding between the peoples of the world will result. The tourist gets an idea of the customs, culture and country's civilisation. The pageantry of Indian festivals affords an opportunity to the onlooker to have a peep into the colourful past. The sight of elephants bedecked in gorgeous costumes in glorious multi-colours and ornamented chariots and palanquins speak about the pomp of a bygone age. Festive occasions are now required as a very powerful instrument for propaganda of ideas.

Too much emphasis, perhaps, has been laid on tourism's economic value and too little on the social and cultural significance of the tourist industry. It is the tourist industry's particular virtue that it acquires for a country financial gains, but, if adequate provision is made for the visitors' welfare, a priceless fund of goodwill will be acquired. Tourism is an effective medium for the modern 'science' of public relations in the best sense, on a world-wide scale.

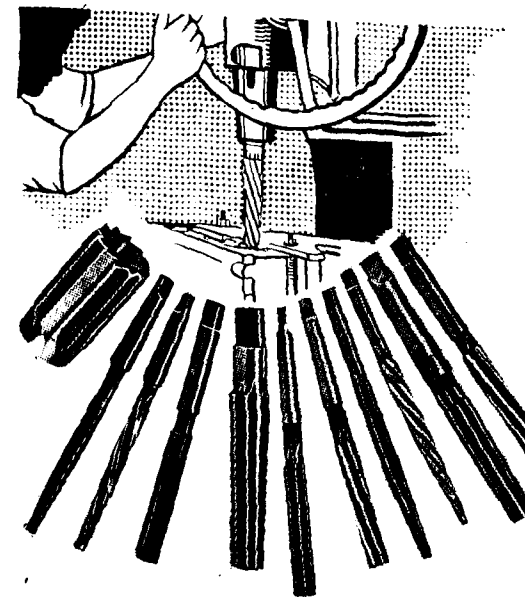


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Indian Railway Rates Tribunal

* (6) A Resume of its Decisions

G. Runga Raju

IN the October Number of 'South-railnews', the resume of the Decision in the last of the cases of 1953, disposed of by the Railway Rates Tribunal was given, as also of the Order of the High Court of Judicature, Madras, on two Petitions for issue of Writ of Certiorari. In this issue, two of 1954 Cases decided by the Tribunal are covered. Printed copies of decisions are available from the Secretary, Railway Rates Tribunal, Adyar, Madras-28.

COMPLAINT NO. 6 OF 1952 (1954 RRT)
The Indian Iron & Steel Co.,
Ltd., Calcutta ... Applicant

us
Eastern Railway, Calcutta ... }
Central Railway, Bombay ... } Respondents
Southern Railway, Madras ... }
Indian Hume Pipe Co., Ltd.,
Bombay and 6 others ... Interveners

The Indian Iron and Steel Co., Ltd., Calcutta, which manufacture Cast Iron Pipes, at their Works, at Kulti, and despatch them, from that Station and also from Bisco, to stations on the Zonal Railways complained under Sections 28 and 42 of the Indian Railways Act IX of 1890 as follows:—

(1) The station-to-station rates for transport of Cast Iron Pipes, in wagon loads, from Bisco to Bombay and Madras had been steadily enhanced from 1938 and they were eventually cancelled on April 1, 1952.

(2) The ordinary tariff rates, in force, from that date were unreasonable and also unduly prejudicial, as compared with the station-to-station rates, operative from Bhadravati to Bombay and Madras and the Applicant had to compete with the Mysore Iron and Steel Works at Bhadravati.

(3) The Applicant is also unduly prejudiced by the existence of reduced station-to-station rates for the trans-

port of articles, under Iron or Steel Division. B, from Burnpore and Tatanagar to Bombay and Madras, Cast Iron Pipes being listed under the same head.

(4) Apart from undue preference, the classification for Cast Iron Pipes is in itself unreasonable and requests that wagon loads should be charged under one of the standard telescopic wagon load scales.

(5) The Applicant requests further that the former station-to-station rates from Bisco to Bombay and Madras should be restored or that special rates should be granted on a parity with those ruling for articles under Iron or Steel Dn. B, from Burnpore, and Tatanagar to Madras or such station-to-station rates, as might give them sufficient relief, such as the wagon load scale WL/F for Cast Iron Pipes, in general.

The President was of the view that the real grievance of the Applicant was the cancellation of the station-to-station rates from Bisco to Bombay and Madras, from April 1, 1952. The station-to-station rate to Bombay on March 31, 1952 was Rs. 1-6-10 per maund and the tariff rate from April 1, 1952 was Rs. 3-3-8 per maund (1,155 miles). Similarly, the station-to-station rate to Madras, which stood at Re. 1-5-9 per maund on March 31, 1952 was enhanced to Rs. 3-1-3 per maund (1,094 miles), from April 1, 1952. As regards his complaint regarding the alleged contravention of Section 28 of the Act that Bhadravati had an undue advantage over him, which was a sound contention, the ground for it disappeared with the cancellation of the special rate from that station from December 20, 1953. The next ground is that the Respondent Railways continue to maintain station-to-station rates for commodities under

* Previous articles appeared in April, June, July, September and October numbers of 'South-railnews'.

Iron or Steel Dn. B. from Shalimar, Tatanagar and Burnpore at rates 40 per cent lower than Class 3. The grouping of articles, including cast Iron Pipes, under the main head of Iron or Steel Dn. B is merely a "device to simplify and reduce the bulk of the Goods Tariff", as stated by the Respondents. In view of the difference in "transportation characteristics of the various articles grouped under that main head and lack of genuine and substantial competition between the commodities concerned", the contravention of Section 28 of the Act cannot be established. Another allegation is that other kinds of pipes, such as cement pipes, earthen and stoneware pipes are given the benefit of Class 2, which results in undue prejudice to Cast Iron Pipes, charged at Class 3. There is difference in quality as well as in price, among these varieties of pipes and it cannot be said that they are competitive. Hence, the difference in their classification cannot offend Section 28 of the Act.

As regards the effect of the abolition of the station-to-station rates, the increase has been very steep. There is drop in traffic from the Applicant's Works; but the reason is not solely due to the increase in railway freight, while it might have contributed towards it to some extent. Introduction of reasonable station-to-station rates from Bisco to Bombay and Madras is, therefore, justifiable. According to the Respondent Railways, the cost of hauling one ton one mile was 2.87 pies in 1941-42, which rose to 8.37 pies in 1951-52. In the same proportion, the rate from Bisco to Madras should be increased to Rs. 2-5-5 which was As. 12-10 in 1941-42 and from Bisco to Pombay to Rs. 2-7-4, which was As. 13-6 in 1941-42. "Adding As. 2 or about 5 per cent to these rates, in order to relieve certain essential commodities from the burden of a corresponding increase in the rates, the station-to-station rates from Bisco to Madras should be Rs. 2-7-5 and to Bombay Rs. 2-9-4 per maund, which are

exactly 20 per cent less than the telescopic Class 3 rate and these are reasonable."

Other two Members agreed; but one of them observed that the working of new rates for a time should be watched and the railways should revise them, if they are found to injure the industry.

This case is remarkable, for it is one of the few in which the Tribunal gave a unanimous decision, though one of the Members had a few incisive observations to make. In the process of General Revision in October 1948, a few facts, which are relevant to the rates, concerning Iron or Steel Dn. B., should have been disclosed by the Respondent Railways, and it cannot be gleaned from the printed decision in this case that they had done so. If they had been disclosed, the Tribunal could have had a fuller appreciation of the position, leading, no doubt, to the same conclusion now arrived at. Those facts may be recounted briefly in this context. It may be recalled that Iron or Steel Dn. B was charged at Class 2 for wagon loads as well as smalls prior to October 1, 1948. When the revision was under contemplation Messrs. Tata Iron & Steel Co. Ltd., as the leading manufacturers, objected to enhancement in freight, as it cut into their retention price, unless it was increased corresponding to the increase in freight contemplated. When this request was under the consideration of the Government, the notification in respect of general enhancement had to be issued as from October 1, 1948 and though the revised classification was fixed at Class 3 for wagon loads and Class 4 for smalls, the latter was held in abeyance until October 31, 1949. The necessity for keeping the station-to-station rates from Tatanagar continued and as at Burnpore and Shalimar, similar varieties were fabricated, the station-to-station rates from those stations continued with enhancements here and there. Cast Iron Pipes are not manufactured by Tata Iron & Steel Works Ltd. and they were subjected to the

full blast of enhancement from April 1, 1952. The story of Mysore Iron & Steel Works Bhadravati is, however, different. In retrospect, it looks like an enterprise in which enthusiasm outran business acumen and as a State-owned concern, it had to be propped up ever since its inception in 1923, till today.

These facts, which are relevant to the issues in this case, deserve to be placed by the Respondent Railways unreservedly before the Tribunal. Again, in regard to the quantum of rates arrived at to be ordered by the Tribunal, it is based on the difference in costs of working of a ton-mile in 1941-42, as compared with that in 1951-52, mentioned in the Exhibit R. 8 and these figures are 2.87 pies for 1941-42 and 8.37 pies in 1951-52. The traffic from Bisco to Bombay and Madras passed over the former B.N., G.I.P. and M.S.M. Railways in 1941-42 and according to Statement 15, in the Railway Board's Administration Report Vol. II, the ton-mile costs, over these railways were:

B.N.	...	2.44 pies
G.I.P.	...	3.02 "
M. & S.M.	...	4.75 "

The corresponding figures for 1951-52 are not available, since Statement 15 is left blank in the Reports of the Railway Board, subsequent to 1947-48 and onwards, after Partition. The Respondent Railways' figure of 2.87 pies in Exhibit R. 8 does not agree with any of the figures mentioned above. Further, the traffic is in wagon loads in this case and the normal unit for assessing working costs is the wagon-mile and not the ton-mile, adopted by the Respondent Railways. The wagon mile costs for 1941-42 over the Railways concerned are:

B.N.	...	25.4 pies
G.I.P.	...	28.8 "
M. & S.M.	...	23.6 "

Corresponding figures for 1951-52 are not available, as they are omitted in the Railway Board's Report, as stated.

above; but they will be available with the Railways concerned or with the Railway Board, for their own use. If the adoption of a statistical unit, not relevant to the traffic in question, turns out to be more advantageous to them than the wagon mile cost there is a good case for re-examination of the rates ordered by the Tribunal. Further, the statistical unit adopted by the Tribunal, relying on Ex. R. 8 is constant over all the Railways concerned; but actually, it is variable as indicated above for 1941-42 and it is very likely to be so for 1951-52, as working costs, it is well-known, are not uniform over all the Railways. This lack of precision in the premises adopted for calculation is an additional ground for reconsideration. Again, an agreed formula was not adopted by the Tribunal for calculation of the new station-to-station rates, as could be seen from the observations of one of the Members of the Tribunal, in his decision. "The difference between this case and the Bhadravati case*" he stated, "is that in the present case the railways have made out a case for revision of the special station-to-station rates and I should have been prepared to allow an increase of not more than 50 per cent in the special station-to-station rates in force from Bisco to Bombay and Madras respectively. But there were divergent views both on the Bench and on the Assessorial table as to the exact quantum of the increase. The utmost we could agree upon is the rate proposed by Sri Lokur, the President and in the circumstances, I feel inclined to agree with that conclusion, though I feel the steepness of the rise is not sufficiently mitigated by the new rates proposed. I, however, hope that in the working of new rates for a period of time, if it should be found to injure this industry, the railways would revise the rates of their own accord so as to enable the industry to thrive." It will be noticed that this Member was not

(Continued on page 79)

* Bhadravati case refers to Complaint No. 2 of 1952 (1953 RRT).

Dasara in Mysore

P. S. Vedhachalam
Publicity Inspector



The colourful State Procession from the Palace on 26-10-55

DASARA as celebrated in Mysore must be seen to be believed and it should be seen at least once by everyone who can possibly arrange to do so. It is worth a journey of any distance, worth any amount of planning, for there you will see sights which cannot be seen anywhere else in the world. No words can describe their splendour.

In order to appreciate Dasara, one must realise that it is essentially a religious feast, and that every ceremony has its religious symbol. Dasara (**das**, ten ; **rat**, night) is essentially the same festival as Navarathri, or Nine Nights, which is observed by Hindus all over India. The festival on its religious side is the occasion of special devotion towards Sakti, the manifestation of Power in her various aspects as Kali, Durga, Chamundi, etc. During the nine nights of Navarathri,

according to Hindu mythology, the celestial consort of Siva, the Goddess Kali, engaged in an effort to destroy the demon, Bandasura, the embodiment in buffalo form of physical desires. Victory came on the tenth day. The tenth day which gives the period the name of Dasara or ten nights in Mysore is a day of very special importance. It is known as Vijayadasami, which is not only esteemed as a day of Victory but as a day of auspicious beginnings in the spirit that achieves victory. It was on this day that Sri Rama, according to **Ramayana**, set out on his expedition to Ceylon to rescue his wife, Sita, from her demon captor. Hence, Hindu rulers have from times of yore considered the day as auspicious for new enterprises in peace or war. Nowadays, in peaceful Mysore, the demonstration of physical power has

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DASARA IN MYSORE

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been transformed into the great procession of His Highness seated on a gorgeously decorated howdah on an elephant. Amongst the Goddesses who assisted in the defeat of the armies of the demonical powers of desire was one who was an aspect of Kali herself. She slew the demon leaders, **Chanda** and **Manda** and took a name formed out of the two names, **Chamundi**. Local tradition associates the exploit with the hill above Mysore City ; and the name of the city, the first part of which is **Mahisha**, a buffalo, is thought to refer to the same event. Chamundi became a tutelary Deity of the ruling family of Mysore and the association is preserved in details of the Dasara Festival.

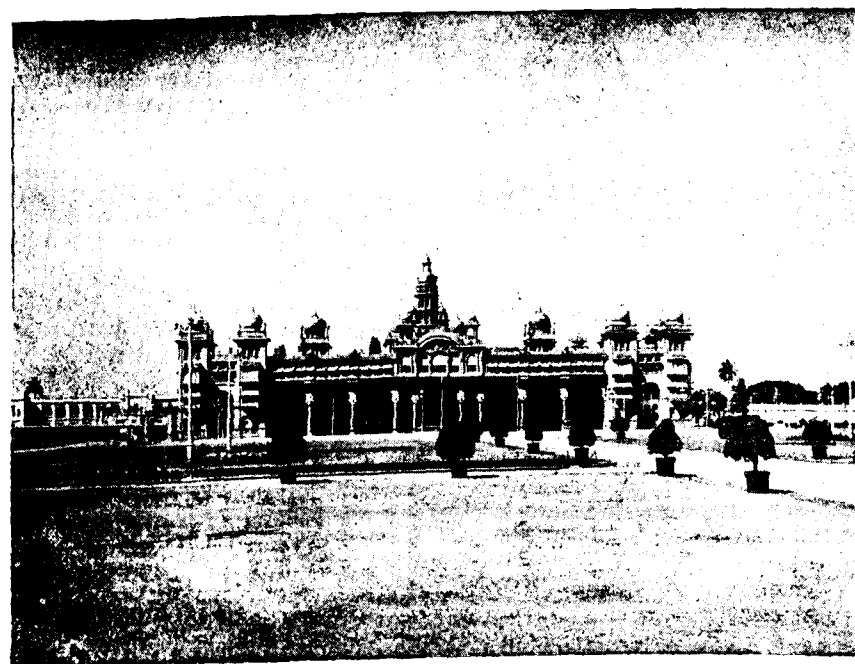
The celebration of the festival, with the splendour that now characterises it, began over three centuries ago, when Rajah Wadiyar, an ancestor of His Highness the present Rajpramukh ruled in Mysore (1578—1617). This prince instituted the observance of Dasara, after the venerable Lion

Throne was made over to him by Sri Rangaraja, the descendant of the great houses of Vijayanagar. The early possession of the throne is ascribed by tradition to the Pandavas, the heroes of the **Mahabharata**, and later to the Yadu Dynasty to which Sri Krishna belonged, and to which the ancestry of the present ruling family at Mysore is traced back through two adventurous princes of that august line. The Dasara is the only occasion during which His Highness ascends the throne called Simhasanam or Lion's Seat, and this magnificent throne, fashioned of ivory, covered with gold and tasselled with pearls is seen at Dasara.

Every evening for the first nine days of Dasara, a Durbar is held with His Highness on the throne in full view of all people assembled in front of the palace.

The Durbar started during this year on October 16. The Rajpramukh, Sri Jayachamarajendra Wodeyar, held the

A view of the Palace, Mysore



darbar which lasted more than an hour.

After religious ceremonies, and worship of family deities, 'Kankana Dharana' and receiving blessings from the elders in the Royal family, the Rajpramukh, dressed in the traditional Raja's style, entered the Sajje Durbar hall for the Navagraha Pooja, and after worshipping the throne ascended it in an auspicious hour, which was heralded by the booming of 21 guns. Prasadams from temples and 'Phalamantraks' from mutts were offered to His Highness.

The Durbaris then paid their respects to the Royal Throne.

The gathering included all State Ministers, the Chief Justice of Mysore High Court, distinguished citizens and high officials.

The Rajpramukh also held a Durbar exclusively for 'purdah' women when women members of the Royal family paid respects to the Rajpramukh. Armed Reserve police and other military contingents, present before the palace courtyard fired few de joie three times.

Veneration is done to the State elephant and horse and to the State Sword as the Symbol of power.

Those visitors who elect to be in Mysore for the last three or four days of Dasara have a busy time before them. There are so many things to do and see, and one cannot afford to miss any of them.

The Indian Durbar at the Palace should be seen if at all possible, as it is a unique function unforgettable and strikingly impressive for its stately gorgeousness and brilliance. The Durbar Hall is a grand and magnificent one beggaring description. The walls are covered with the classic paintings of Raja Ravi Varma in inimitable style. The gilted ceiling presents a spectacle of unsurpassed beauty and effulgence, when electri-

cally lit. No short description can do justice to these scenes, or to the beauty of this magnificent hall, blazing with light and colour. It is open on one side to the huge courtyard below, where throngs of the people wait to gaze on the splendid scene when the Rajpramukh takes his seat on the historic Throne. As His Highness sits on the Throne, signalled by the blaze of electric lights in multicoloured forms and shape, the huge crowds of spectators in front of the courtyard below are able to see their Maharaja, now the Rajpramukh.

The Indian Durbaris are assembled. Round the Hall stand retainers in their picturesque uniforms, bearing the golden Royal regalia. Indian music is played. After the homage of the Durbaris, comes the picturesque procession in the courtyard of the sacred horse, the sacred elephant, the state elephants etc., all of them in gorgeous trappings.

On 25th October 1955 in the courtyard of the Palace there was the Puja of Arms. Excellent arrangements were made for visitors to see this brilliant spectacle.

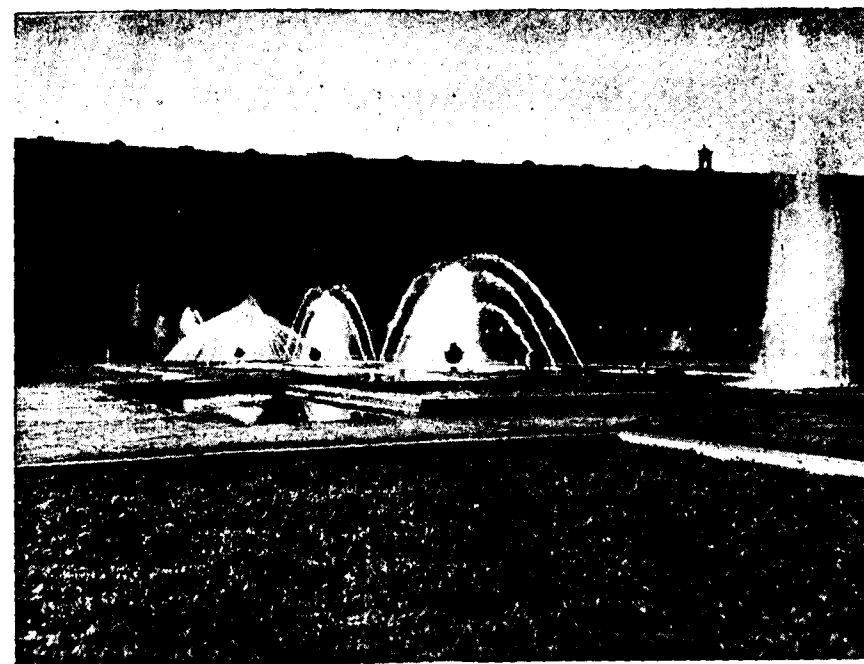
In the afternoon of the 26th October, 1955, the famous State procession started on its four-mile route to the Banni Mantap Parade Ground.

The Rajpramukh who left the Palace for the first time during the Dasara, rode in a golden howdah on the ambari elephant. On each side of the elephant walked the bearers of the Royal insignia. His Highness was preceded by the drum and fife bands mounted officials, the Bodyguard, state coaches, cars and gaily decorated elephants, nearly a mile of gorgeous pageantry.

The procession reached the Banni Mantap Parade Ground, and His Highness performed worship before the State Sword and the Banni-tree. The worship of the banni-tree aros

out of an incident in the Mahabharata. This was the tree under which the celestial weapons that Arjuna had won by his austerities lay buried during the fateful year of concealment. Arjuna took a vow to worship the tree every year. The vow is still kept. There, after prescribed religious ceremonies, His Highness appeared and proceeded to the maidan where a grand Parade was held. It was a glorious scene, brilliantly illuminated by hundreds of lamps overhead. Then

of India to Mysore during the Dasara season. Mysore is one of the best laid out cities of India. With its delightful parks, and imposing buildings, Mysore is majestic. A few of the sights which will linger long in the minds of visitors are mentioned below: The Zoo, reputed to be one of the best in India, the Jagar Mohan Palace, containing an excellent Art Gallery and a Museum, the Palace of the Maharaja in the Indo-Saracenic style and its entrances illuminated with myriads of



'Brindavan Gardens' at Krishnarajasagara

His Highness returned to the Palace in the spectacular Torchlight Procession. This, for most visitors, was the final scene in Dasara.

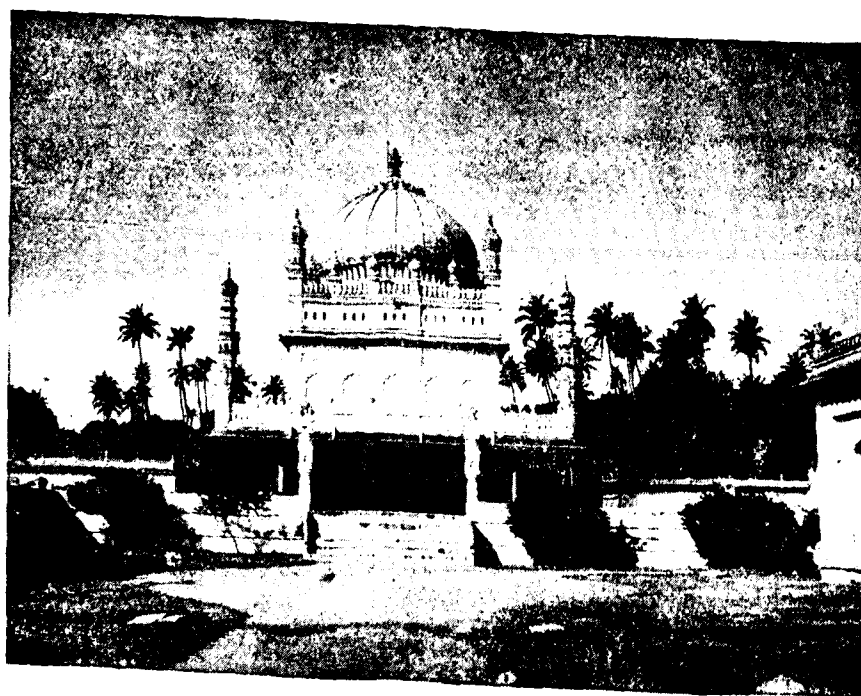
Visitors will reap a rich harvest of memories, memories of impressive pageantry, stately and reverent ceremonial, and of a great occasion celebrated with royal splendour.

Sight-Seeing

The Mysore Dasara Exhibition attracted businessmen from all parts

electric lights when they present a gorgeous spectacle rarely seen in the East, the Sandalwood Oil Factory and the Silk Weaving Factory of the Government, the Chamarajendra Technical Institute, Lalitha Mahal, the Cheluvamba Mansion housing the All-India Food Technological Institute, the Municipal Offices, Public Offices, the Krishnarajendra Hospital, and the colossal figure of Nandi hewn out of a single boulder, on the Chamundi Hill which is illuminated at night. From

the top of the Hill, a view of the city at night is an enchanting spectacle. About 10 miles from Mysore, 'Brindavan Gardens' at Krishnarajasagara, where leaping fountains emerge from brilliantly lit pools of water at night convert the whole atmosphere into a veritable fairyland. The dam itself is one of the biggest in South India and it is known to lure thousands of visitors annually from far and near. A visit to this place should be reserved for a whole evening.



Tomb of Tipu Sultan, Seringapatam

Mysore State holds out many attractions to the tourist, the pilgrim and the antiquarian alike.

Srirangapatna or the 'City of Lord Ranganatha', about 10 miles from Mysore, contains numerous relics of history connected with Hyder Ali and the tragedy of Tipu Sultan. Further eastward, 15 miles from Srirangapatna (Seringapatam) can be seen the Somnathpur Temple built in A.D. 1265. It is a gem of medieval Indian art and

a splendid example of the Hoysala style of architecture. Seventeen miles from Somnathpur on the same direct road or 30 miles from Maddur Railway Station lies Sivasamudram Dam which harnesses the waters of the Cauvery for generating electricity. It has a capacity of 34,500 Kilowatts and is a marvel of engineering skill, the first enterprise of its kind in India. Melkote, twenty miles from Srirangapatna is connected with the great

Vaishnava philosopher Ramanuja who settled here in the eleventh century. The Vaira Mudi, a diamond crown, preserved in the temple of Narayana is believed to have been presented by Lord Krishna, the hero of the Mahabharata. The colossal Gomateswara Statue, at Sravanabelagola, the Chenna Kesava temple of Belur and the Hoysaleswara temple at Halebid which rank high amongst the great masterpieces of medieval art in India

INDIAN RAILWAY RATES TRIBUNAL

(Continued from page 73)

quite satisfied with the quantum of the new rates; but he acquiesced in it for reasons stated by him.

It seems to be fair to the Applicant that the station-to-station rates now operative from Bisco to Madras and Bombay should therefore be re-examined by the Respondent Railways, with the knowledge of the Tribunal, if necessary, under Section 46 (ii) of the Indian Railways Act IX of 1890.

Messrs. Engineering Supplies Co. Bombay vs. the Central and Southern Railways. A resume of the decision of the Tribunal appeared in the "Southrailnews" September, 1955.

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Photo taken on the occasion of the wedding of Chi. N. Rajakrishnan (son of Sri R. Nagaraja Pillai, Personnel Officer, Southern Railway) with Sow. Saroja (daughter of Sri S. Maria Pillai, Merchant, Tanjore) on 19-10-55



Gersoppa Falls (Jog Falls) formed by the river Sharavati—half-a-mile wide and 960 feet deep

can be visited from Hassan on the Mysore—Arsikere section.

The Gersoppa or Jog Falls unrivalled for their majestic beauty and grandeur, are well worth a visit (Railway station: Sagara on the Birur-Sagara Branch). The Hindustan Aircraft Factory at Bangalore, the Gold Mines of Kolar, the Iron and Steel Works at Bhadravati (Birur-Shimoga section) are some of the largest pioneer industrial undertakings in India and a tour of the Mysore State would be incomplete without a visit to them.



'Attractive Personality'

Contributed

If a business is so small that one person can take care of all the phases of operation, it is extremely important that this one individual possess or develop a personality that will build good-will for the business. Should the business be so large that many employees, in addition to the owner, are needed it is important that the owner should know what qualities are desirable in his employees especially his sales people.

One's personal appearance makes a definite impression on anyone whom one meets for the first time. One may have many desirable personality traits and still not make a favourable impression because of an unfavourable appearance. A good personal appearance helps to command the respect of others and also helps to give one self-confidence in meeting people.

One's personal care has a great deal to do with one's appearance. Care should be taken to have clean teeth, clean hands, clean finger-nails, and a scalp that is free from dandruff and greasy toilet preparations. Likewise, one should guard against body odours that may offend others.

The clothing of the owner of a business or that of his employees should be in keeping with the position. For example, the clothing worn by a salesman in an exclusive man's apparel store should be of high quality. Many kinds of businesses, such as restaurants, filling stations, laundries, dairies, and beauty parlours, find it desirable to have their employees wear uniforms.

Other physical factors, such as health, physique, posture, and even manner of walking, have an influence on others. The tone and the inflection of one's voice, as well as one's enunciation, have their effect. Some large organisations consider good speech so important that a course of training in speech is given to sales persons.

Courtesy is not only expected but also demanded by customers. One who is courteous will be patient, sympathetic, and always considerate of the feelings of both the customer and the co-worker in the business. He will devote his attention to the customer; will listen attentively without interruption; will become interested in the problems of his customer, and will give respectful consideration to the opinions of others.

Enthusiasm makes work a pleasure instead of a drudgery; it makes one an optimist instead of a pessimist.

People like to associate with persons who are cheerful. One can hardly expect customers to be enthusiastic about goods or services unless the sales persons explaining them are enthusiastic. Likewise, the owner or manager of a business cannot expect his employees to be enthusiastic about methods and procedures used in the operation of the business unless he himself is enthusiastic about them. Enthusiasm is contagious. The attractive personality has a plentiful supply of enthusiasm.

Our Commercial News Letter

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

	(Figures in thousands of rupees)	
	1954	1955
	Rs.	Rs.
Passengers	1,33,35	1,39,57
Other Coaching	31,58	37,27
Goods	1,66,33	1,98,31
Sundries	7,69	8,14
Total	3,38,95	3,83,29



The Eternal Question of Marriage or Career

V. S. Shanthalakshmi

NO one topic is so much discussed with so little agreement as the question of marriage or career for our girls today. It is indeed a problem that merits very serious consideration. To declare that girls should come out of the seclusion of the pantry and laundry and enter into open competition with men by taking up careers is to invite criticism of no sweet type on yourself from the more conservative and orthodox circles. Nor is it advisable to advocate the cause of the career-seeking girls blindfold, without peering into the pros and cons of it.

It was the patriarchal propaganda that first propagated the myth of woman's inferiority and chained her haplessly to the institution of marriage. Women in the early patriarchal societies were hushed into submission by quick and drastic punishments and made mere chattels in the zenana. And the only arts that were open to them were the arts of coquetry and cooking. It requires no feat of imagination to realise that the human spirit does not develop to its full flower in an atmosphere of greasy pots and dirty diapers. It is small wonder that after millennia of such slavery people are naturally imbibed with the ideas that women are born but to be married to men and live in servitude with only

the kitchen and the scullery as their domain. So, what remained for the women but to glorify submission as a virtue and the institution of marriage as their "Only Heaven"?

And is it any wonder that they began to hate the pots and pans, the brooms and the dust cloth, the scrubbing brushes and the laundry tubs which were the sordid insignia of their lot? Is it any wonder that they began to resent their fate and protest against it? Then ensued the fascinating story of women's struggle for economic and social equality. The world is their battlefield and every home, every shop, every factory and every profession is a small arena of war in which this great cosmic battle between the two sexes is taking place in miniature.

But the chief consequence of the traditional social attitude about the inferiority of women is the curious psychological phenomenon, the so-called "masculine protest", which was first described by the great Viennese psychologist Dr. Alfred Adler.

What is masculine protest? It is a psychological attitude towards life based on the tacit belief in women's inferiority and an open rebellion against everything 'feminine'. So some of the women who were blessed with proper education and culture

which widen their power of reasoning, began, to exhibit masculine protest that is, refused to admit their femininity in a world in which femininity connotes inferiority. They saw that men have most of the prerogatives and were dissatisfied with being a woman. They strove to be equals of MAN.

In their striving for superiority and security, they excluded all these things like marriage etc., which reminded them of their former dependence and inadequacy, and emphasised those traits and characteristics which indicated superiority. They forgot that even though they are striving for equality in a man's world, they are nevertheless women. And in their desire to prove that they are "as good as men" in their chosen field they have forgotten to be 'women, sweethearts, wives, and mothers' to their own damage and regret.

So it is not at all uncommon for a woman in this modern world of transition to base her life upon a neurotic antithesis of "either-or". She feels that she must be either a 'WOMAN', which she considers menial (because of the tradition attached to it) or a CAREERIST, which she considers worthy of her mettle. Being a woman is linked with marriage, household duties, child care, cooking, cleaning, sewing for her husband. Such a woman sees herself in the traditional role of a feminine slave, and decides she will have none of it. She chooses the other path. She goes in for a career with all her energy and initiative and eschews all of the prerogatives and the joys of being a woman for the sake of the glory of battling with men, for prestige and supremacy, with man's weapons and in the masculine enemy's territory.

I no doubt grant that being a woman in the old-fashioned sense, which is the practical equivalent of slavery has little glamour for the rational modern woman. And I also grant that the thrill of competition with the

entrancing and arrogant male is something that tests the mettle, and thrills the spirit of any independent woman. But in my experience the woman who is either all housewife and mother, or all careerist is not a happy woman. While there are some exceptional women who are capable of losing themselves complete in their careers, experiencing all the joys of a housewife in the creation of a work of art or in the completion of a piece of scientific research, most women are WOMEN first and then only CAREERISTS.

So, of these two great paths to feminine glory, a woman who has chosen one to the virtual exclusion of the other, frequently realises, if not at forty at least at fifty that she has missed something essential in life. None but the exceptional woman can ever attain true happiness in the pursuit of the "either a female... or a career woman". But a woman can be both, a wife, a mother, and a worker, an artist, professor or head of a business. A sane and normal woman will find her happiness in the pursuit of the goal of being both 'a womanly woman... and a worker'. It would be rather rash indeed on my part to propose this solution were it not for the fact that among my own friends and acquaintances there are so many splendid women whose lives are monuments to the truth of my contention. Nothing is really impossible to the woman who wants to lead a full life, and courageously proceeds to do so. I know a lady doctor, who is the mother of three splendid children and who finds time to run a nursing home and also be an Hon. surgeon in a hospital. Another friend of mine, a professor in a college, manages to run at the same time a beautiful house, in addition to supervising personally to the needs and wants of her dear old mother, husband and two little daughters.

It seems only logical, therefore, to counsel the woman whose only profession has been that of mother and

housewife to look about her for other work, just as the woman who has been a careerist must be counselled to seek the deep emotional and psychological sanctions that come in marriage and home-making.

To the woman who has never been anything but a mother and a housewife, when she finds her job well done and time on her hands (I mean, when all her children are grown up and settled in life and need her attention no more), I would suggest the extension of her horizons in study, in social work, in sport, in the arts, or in business. For, now that she has time to look around her, she will find an entirely new world in which all conceivable values have been radically changing while she was busy baking cakes and sewing curtains and feeding her children. They see their sisters who have sacrificed motherhood and home-making, for the thrill of a career, advanced to positions of esteem and prestige. Then they have misgivings, these good wives—and feel that they have been trained only for the household and fear that they have no talent or technical training. They feel they have missed something terribly in life.

Likewise, our many sisters who devote themselves heart and soul to careers, also miss something real, something deep, something blissful and satisfying in life. Up to a certain age, say forty, a woman can carry on the "either... or" technique without strain, but sooner or later there comes a time in her life, when she feels an essential lack in her heart and a feeling of helpless loneliness, and recognises perhaps for the first time the hopelessness and vanity of her 'manishness'.

So I am sure it will be a good proposition to allow our girls to work for some time at least, before they get married. The money you earn with your own toils of course breathes in you a feeling of robust self-confidence, a spirit of independence; gives you individuality and self-satisfaction. It

makes you alive to your talents and capacity and tells you that in an emergency you need not sink limp on the shoulders of others, but can stand on your own and manage things well. Career is an 'essential education' which every one of our girls should not miss before they enter the threshold of matrimony. It prepares them to handle the greater cares and responsibilities of a household better. And of course the woman who carries on with her career even after marriage, without letting one interfere with the other, who manages to be a good housewife as well as a worthy careerist, is a great success in life, an example worthy of following.

Photo taken on the occasion of Ear-boring function of Tahera Begum, daughter of Mr. Noorkhan of PRO's Office, on 13-10-55





BURMAH-SHELL NEWS

Burmah-Shell News (a monthly hailing from Bombay, under the suzerainty of the versatile Editor Mr. D. A. Jilla) is becoming more and more widely known every day. The September 1955 issue of that great organisation (the Burmah-Shell) constitutes in its totality one of the most astounding products of the creative human mind. Even a cursory reveals and discloses the monumental character of the writings thereof and therein. There is hardly any fundamental aspect of journalism that is not concisely, but prominently, brought out here.

At the very beginning one is feasted to a galaxy of current pictures caught by the camera and then profiles, thumb-nail sketches and impressions hold the reader spell-bound. And next Chandigarh—the city of sunshine and shadow. Ah that name! How it conjures up and when you hear the name Chandigarh mentioned you are in for an argument. And it is something to argue about, but not on the basis of superficial criticism such as the allegation that the city has been built primarily as a place for pigeons to roost and the dust to settle. Chandigarh is being built as the capital of the East Punjab and it is being designed by a controversial French architect, Le Corbusier. The modern architect attracts controversy. Le Corbusier's sunbreakers are the immediate target for attack. The old-fashioned firmly declare that they neither break the sun nor do they keep out the dust. 'Give us,' they say, 'the good old chick and the wide verandah. You can't beat it.'

That sort of thinking is in many departments of human life in India today and one has simply to 'beat it', if **real**, lasting and vigorous PROGRESS is to be made. Chandigarh is, if truth need be told, a city for future generations and certainly one in keeping with the spirit of the NEW and GREATER INDIA!

The article on Naini Tal (which lies between six and seven thousand feet in the Kunradu Hills of Uttar Pradesh)—the kidney-shaped lake around which is a pleasant walk of 2½ miles, with its beautiful fringe of weeping willows, forms the central attraction. Although hill stations like Naini Tal were primarily thought of and developed as places of escape and relaxation from the heat of the plains, they **really** provide refreshment for mind as much as body. The scenery of Nature in these hills, whether it be the grandeur of mighty mountain ranges or the charm of miniature wild flowers and plants, affords an inexhaustible source of beauty with the variety of which, if one is sufficiently curious, it is well worth attempting to become acquainted. As Mahatma Gandhi once so aptly put it, 'In these hills, nature's hospitality eclipses all man can ever do.'

And when the eyes begin to close in blissful slumber the reader is suddenly pierced by the calm and quiet of dusk, by the strident and staccato sounds of cymbals and drums in a northern suburb of the city of Bombay. To the thousands of people, who had assembled at a specially erected **shamiana**, this came as something novel. But this was the traditional invocation for a

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performance of Kathakali—the famous dance-drama of Kerala. Kathakali, which really means story-play, is dance drama **par excellence**. Though the dancers do not speak a word or sing a line, they convey the meaning of passages very clearly to the audience through superb facial expression and their mastery of the hand-gestures called the **Mudras**. Kathakali is performed to the accompaniment of the singing of the verses which are in high-flown Sanskritised Malayalam. Nevertheless, the development of the theme is easily followed **even** by those who do not speak Malayalam because 'the language of the Mudras' is more eloquent than **mere** spoken words!

The **Burmah-Shell News** is, indeed and in sooth too, a DELIGHTFUL MAGAZINE with a punch, dealing with things great and valuable, things that **really** matter; particularly at the present initial formative stage of our new life as an independent Nation. Printed on white glazed paper, there could be no better gift to the Indian public and to young men in schools and colleges than this volume

of supreme interest at this hour. It provides, besides dramatic development, a diverting satire on contemporary history. It also reveals, in no small measure, the attractions of imposed authority and the weakness of ordinary humanity—problems which are a part of contemporary history. ~~What~~ makes the whole magazine of particular interest and value is an intimate practical knowledge of the subjects. The vivid accounts of the people—some famous and all interesting—makes it an absolutely perfect present for an adolescent with a literary turn of mind, besides opening the way to an understanding of much that is puzzling. Through the pages of this scholarly treatise we are introduced to the various qualities of the head and the heart. The 'mag' as a whole is brimming with dramatic (tense) situations and every article throbs with life and each bears the stamp of a RECONTENT. It is bound to be of immense use to all who want to understand and solve the problems of life that face us today.

V. T. NEELAKANTAN

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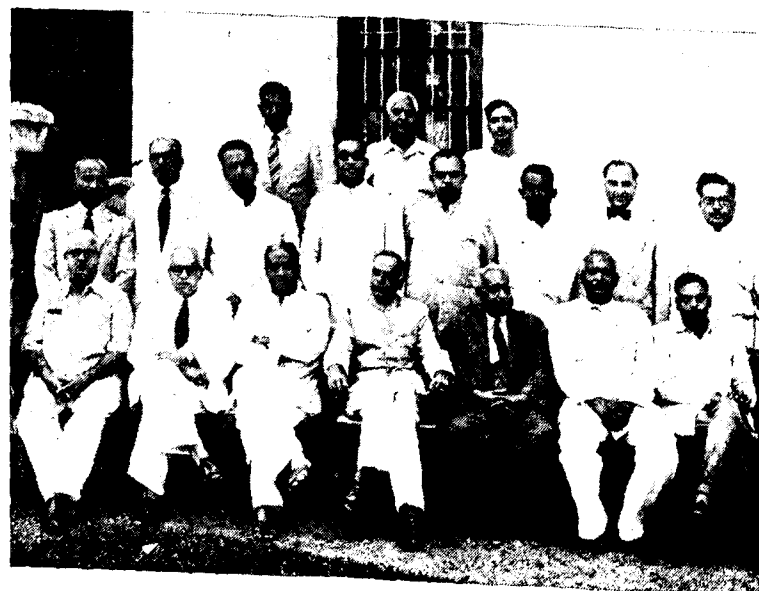
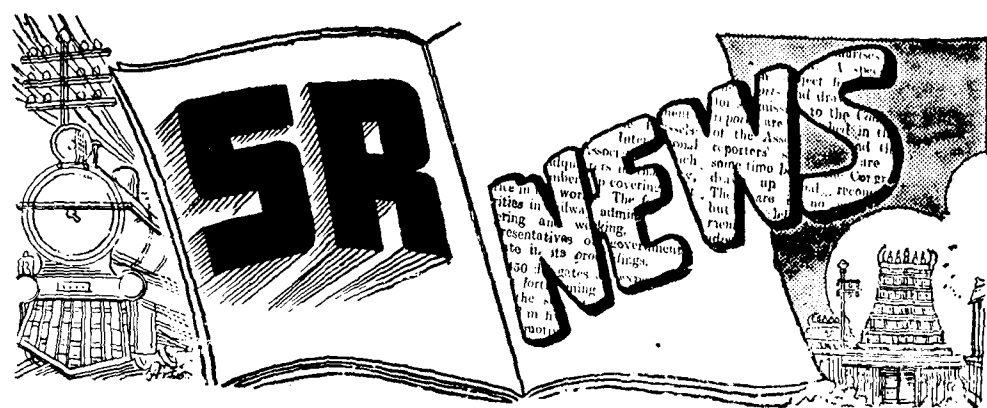
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SOUTHERN RY. ZONAL RAILWAY USERS' CONSULTATIVE COMMITTEE

The 8th meeting of the Zonal Railway Users' Consultative Committee of the Southern Railway was held at Trivandrum Central on 10th and 11th October 1955, under the Chairmanship of Sri T. A. Joseph, General Manager of the Railway.

The Committee discussed in detail 153 subjects on the agenda. Difficulty in the matter of loading wagons when allotted on commercial holidays was discussed. The Chairman informed the Committee that the Railways observed only two holidays in a year and suggested that the trade should make special arrangements for loading on holidays. Suggestions were made for attaching through carriages by various trains. The Chairman explained that

almost all the trains were running with the maximum load and it will not be possible as a regular measure to attach any extra coaches. A suggestion was made to increase the III Class accommodation on the Madras-Bangalore Mails by putting on an extra III Class carriage, even if necessary cutting of a First Class or Air-Conditioned coach on the train. The Chairman agreed to have the matter examined.

A number of proposals for providing amenities at various stations were made and the Chairman stated that these will be sent to the Regional Committees for consideration and for placing before the Passenger Amenities Committee at its meeting next year.

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In regard to provision of blue night lights which come on automatically in III Class compartments when ordinary lights are put off, the Committee approved of this arrangement now existing in coaches.

The Chairman informed the Committee that the Railway Board had decided to appoint Supervisory Committees for catering arrangements on Railways. Each Committee must consist of about 5 members, majority being ladies, drawn from the Zonal Committee and from important social services organisations. With the approval of the Committee, the Chairman nominated Sri P. T. Rajan and Sri C. Anna Rao, from among the members of the Zonal Committee to serve on this Supervisory Committee. He informed the Committee that he will be nominating 3 ladies from social services organizations. The Chairman also informed the Committee that he had nominated Sri P. R. Chikodi, Sri V. S. Balasundaram and Sri R. Devaraja Reddy, to serve on the Committee for inspection of Railway Book-stalls.

Regarding the suggestion to reserve sleeping accommodation in III Class carriages only in the lower and middle seats, the Chairman stated that the matter was already receiving the attention of the Railway Board and it had been decided to alter the arrangement particularly the spacing of the three tiers provided in the Broad Gauge sleeper coaches now running on the Railways. The request for running a bi-weekly Duplicate Express train between Mangalore and Madras with a through carriage to Bombay was discussed. The Chairman explained to the Committee that the introduction of any additional passenger train will reduce the capacity for running goods trains, and that the policy was not to curtail the running of goods trains by putting on additional passenger trains.

A statement of amenities provided on this Railway since June 1955 was placed before the Committee.



SRI JAL J. BATLIWALA, FA & COA,
SOUTHERN RAILWAY

T. N. Kuriakose
Dy. Chief Accounts Officer

After a long and meritorious service of 33 years, Sri Jal J. Batliwala has retired from the post of Financial Adviser and Chief Accounts Officer on 27-9-1955. Sri Batliwala joined service on the Ex. M & S M Railway as a probationary Assistant Auditor on 1-3-1922 and joined the working post as Assistant Auditor on 16-10-1926. He was promoted to Senior scale on 17-8-1928. In 1943, he was transferred to G.M.'s Office as a Personnel Officer and he worked there in that capacity till 15-6-1944, when he was promoted as Deputy Chief Accounts Officer. He has officiated as FA & CAO of the ex. M & S M Railway from 25-8-1947 to 5-10-1947, from 27-1-1948 to 22-2-1948 and from 1-7-1949 to 16-8-1949. On the eve of his retirement, he has again

been officiating as FA & CAO, Southern Railway from 13-8-1955 till the date of his retirement.

Sri Batliwala's service on the Southern Railway is unique in many respects. It is seldom that an Accounts Officer of the Superior Service is retained on the same Railway for such a long period.

Sri Batliwala's entire service has been on the ex. M & S M and Southern Railways. By his long contact with this Railway, he has been widely known and deeply loved for his generosity and kindness, not only by the Officers of the Railway but also by the staff of his own department and other departments.

PRELIMINARY TRAINING COURSE FOR ROVER SCOUT LEADERS

The first preliminary training course for Rover Scout leaders was conducted by the Southern Railway Bharat Scouts and Guides, Madras at Tirukkalukundram in the Chingleput District from 10-9-1955 to 17-9-1955. Sri N. G. Hoskote, Assistant State Commissioner (Scouts) and Regional Mechanical Engineer declared open the Camp on the evening of 10-9-1955. 63 prospective Rover Scout leaders representing various crews on the important stations of the Railway underwent this training. Sri G. B. Ambrose, State Organising Commissioner, ably assisted by Sri R. M. Swamy, Headquarters Commissioner and Sri M. Ranganatham,

A.D.C. (Rovers), Central District were in charge of the course.

Special features of the Camp were:

(a) 9 miles patrol hike on foot, each Camper carrying his personal kit besides the requirements for shelter, overnight stay and cooking;

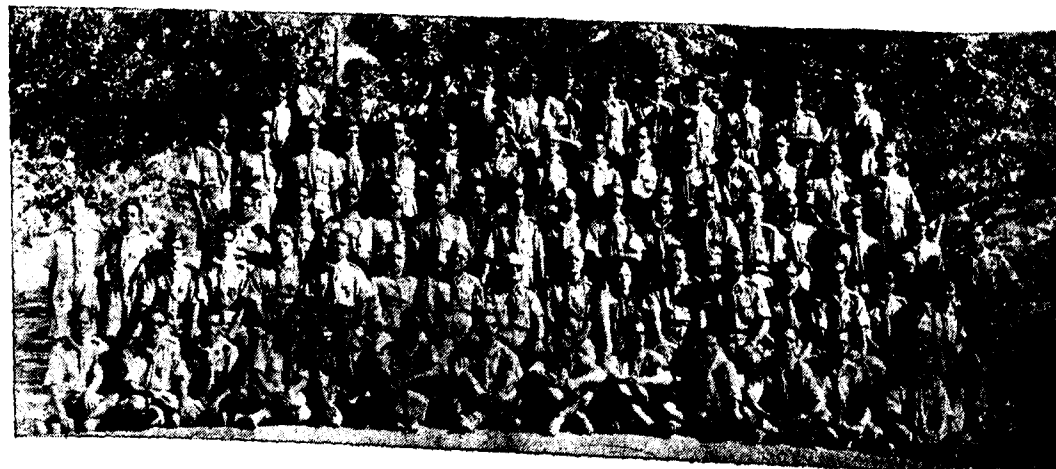
(b) Wide-Games on the hills, Nature-stroll, night Stunt and Treasure hunt and

(c) Visit to the hill temple for Patshi-Dharshan.

A model 'Social Service' was also undertaken. The Campers renovated 150 yds. length of water channel leading from the hills to the village tank for the benefit of the villagers who were hitherto not only losing the water but also were getting their roads damaged by overflow.

Mrs. N. G. Hoskote, State Commissioner (Guides) and Sri N. G. Hoskote, Assistant State Commissioner (Scouts), visited the Camp twice and stayed with the Campers for two overnights under shelter of canvas. Sri S. K. Gopinath, State Secretary and Dy. Chief Electrical Engineer, Sri S. Chaudhury, District Commissioner (Scouts), Central District and District Engineer, Sri D. S. Aruldoss, Headquarters Commissioner and P. A. to Chief Security Officer, Sri S. Krishna Rao, Hony. Secretary (Central District) and Assistant Electrical Engineer and Sri M. J. Veeraraghavalu, A. D. C. (Scouts) Central District visited the camp.

First preliminary training course for Rover Scout Leaders at Tirukkalukundram from 10-9-55 to 17-9-55

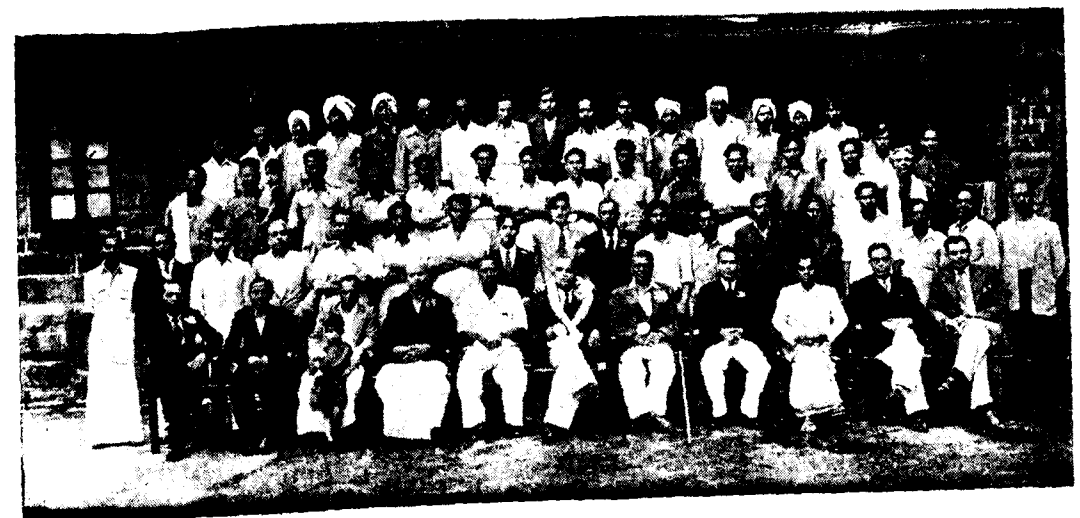


On the final day Sri A. Ramachandra Rao, State Chief Commissioner and Senior Deputy General Manager visited the camp and gave an inspiring talk to the trainees.

Mess arrangements for the camp were ably undertaken by Sri C. Masilomany, Quartermaster (Central District)

and was assisted by Rovers T. Muthuvelunathan, Jayaraman and Anantharaman.

Sri P. K. Krishnamurthi, Assistant State Secretary stayed in camp throughout and was in charge of general camp arrangements and programme.



Sri S. Raghavachary, Station Master, Coonoor, feted on 19-9-55

Station Master, Coonoor

On the evening of 19th September 1955, Coonoor Railway Station was the scene of a pleasant function got up by the staff to bid farewell to their Station Master Sri S. Raghavachary proceeding on transfer on promotion to Ootacamund. Mr. M. A. Sherief, Inspector-in-charge, Coonoor, presided. Among the speakers were Messrs. N. S. Pichusubramania Iyer, E. F. Pell, K. Sreedhara Menon, Chinnamaram, Natarajan and Loco Foreman, Coonoor and Sri S. Murugesan.

Sri K. N. Narayanan Nair, Asst. Station Master, welcomed the chief guest and invitees and proposed vote of thanks. Earlier a group photograph was taken followed by tea party.

BAPUJI LITERARY SOCIETY N. G. O. BUILDINGS, S. RAILWAY, MADRAS-3

The Sixth Anniversary of the Bapuji Literary Society, N.G.O., was celebrated in the premises of the Officers' tiffin room, N.G.O., Madras, on Saturday, the 17th September, 1955 in commemoration of the completion of the sixth year of existence of the Society.

The function commenced at 5-30 p.m. with prayer by Sri A. Ratnaswami of RAO's Office, Madras. Sri B. G. Palakrishnan, RAO, was then requested by Sri C. D. Subrahmanyam to take up the chair and conduct the proceedings of the day. The Sixth Annual Report for the year 1954-55 and the

annual statement of accounts were then presented to the gathering by Sri T. T. Mokshanandam, Honorary Secretary of the Society, and unanimously approved by the members present.

Sarvasri T. S. Parthasarathy, K. Srinivasan and A. V. Subramanian then gave lectures on "Books", "Essential Aspects of Literature", and "Literature and Civilisation", respectively, whereby the importance on the study of books was stressed by the speakers for the self improvement of the readers. Sri B. G. Balakrishnan, RAO/MAS, in his concluding speech thanked the organisers for

having arranged for the function in such a grand scale this year and pointed out that a very good opportunity was given to those present to hear the best speeches by the speakers of the day. He complimented the activities of the society and wished the Society all prosperity.

The gathering was then musically entertained with "Naveena Rukmani Kalyanam" by Sri (Thottakara) V. S. Viswanathan of Messrs. May & Baker Co. (India) Ltd., and his party.

The function then concluded at 7-45 p.m. with a vote of thanks by Sri C. D. Subrahmanyam.

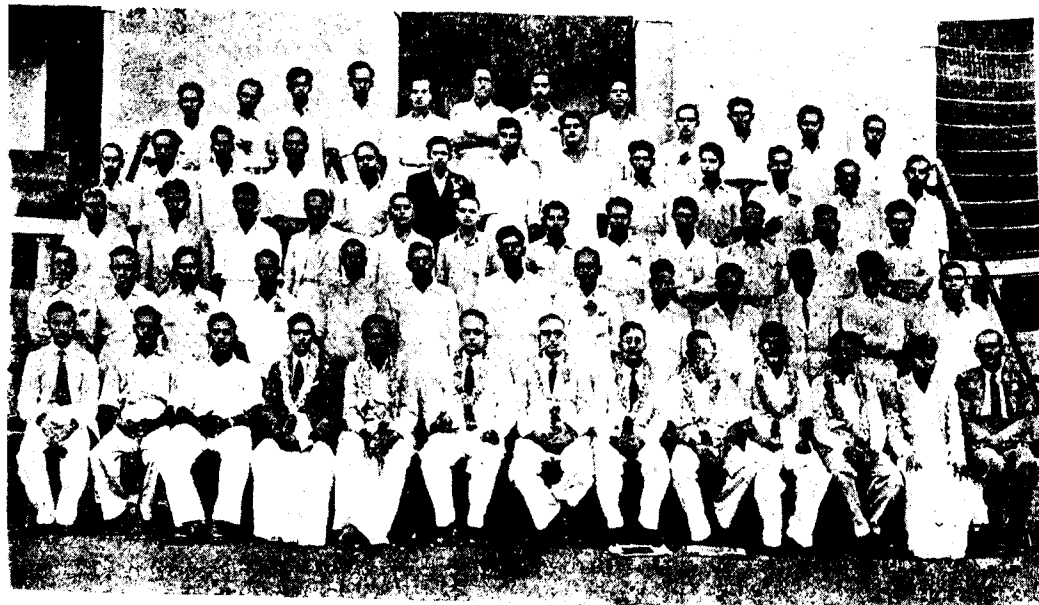
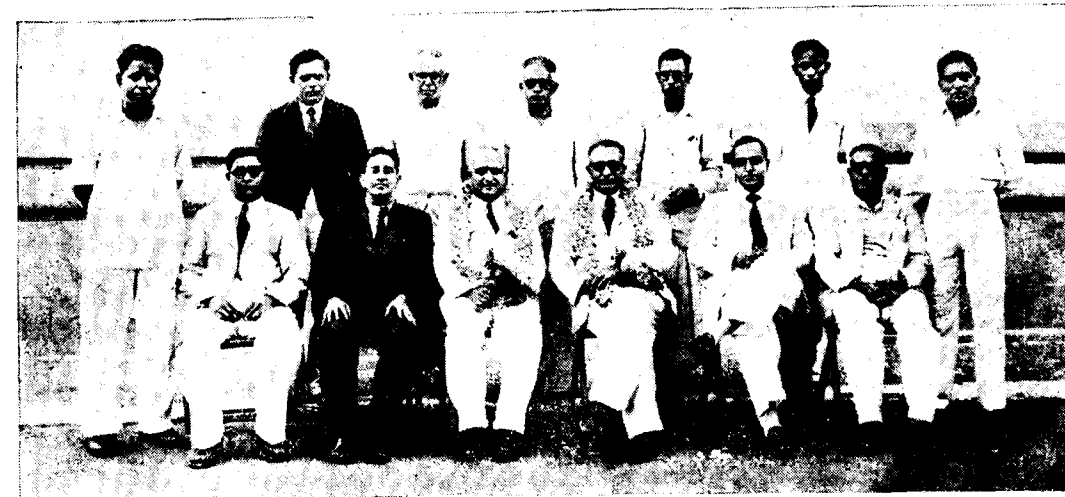


Photo taken on the Sixth Anniversary of Bapuji Literary Society, N.G.O. on 17-9-55

Sri E. S. Kalyanaraman, Secretary, Staff Benefit Fund (Ex. MSM) felicitated Sri Jal J. Batliwala on the occasion of laying down his office as Chairman

Sri E. S. Kalyanaraman said that it was his unique privilege to be closely associated with him not only in his capacity as the Secretary of the Staff Benefit Fund for the past 18 months

but also in his official career in the Accounts Department for nearly 14 years. He proved himself to be a worthy son of his late father Jamshedji who equally served the late M. & S. M. Railway Administration for over 30 years. One keynote of his success was his sympathetic approach to all the problems that confronted him. Seldom had he seen him losing his temper. In this context the administration could



Sri Jal J. Batliwala feted on the occasion of laying down his office as Chairman, Staff Benefit Fund. With him is seated Sri A. R. Rao, Senior DGM, Sri Nagaraja Pillai, PO, and Sri E. S. Kalyanaraman, Secretary, Staff Benefit Fund (Ex. MSM)

not have had a better choice than Sri Jal J. Batliwala, when he was nominated as the Chairman of Staff Benefit Fund in 1947 in succession to Dr. S. J. Eapen.

He might perhaps be the last Chairman of the Staff Benefit Fund (Ex. M. & S. M.) as the three Staff Benefit Funds of the Integrated system would shortly be merged into a single unit. Just 18 months ago, he conducted ably the deliberations of the meeting of the three Staff Benefit Funds for the merger and it was a pity that he was not with them for a few more years to see the fruits of the merger. But he was sure his best wishes would always be with them and the new Staff Benefit Fund would continue to uphold its ideals and discharge its obligations to the satisfaction of nearly a lakh and a half of Railway workers.

Shri Jal throughout his term of office for nearly 8 years guided the Committee in its proceedings with an open and sympathetic heart with the result that the present Committee which had outlived its normal term of office owing to various reasons continued to enjoy the confidence of fellow Railway workers. In 1953 when several of the

Railway workers lost their houses and properties as a result of the Godavari Flood, he impressed on the Committee the necessity for affording quick relief. Equally, when a demand was made on the Committee for financial assistance for the Southern Railway State Scout Organisation, he readily responded by espousing the noble cause of that great Organisation.

Sri Kalyanaraman said that he was personally aware that even outside his official sphere he is a good Samaritan, ready to help within his means, anyone who approached him for succour. He was particularly reminded of one instance when he voiced his emphatic protest through the dailies against the Madras Corporation for declining to vote for a token grant for the relief fund raised in connection with the relief to the wounded Londoners in the Hitler's aerial bombardment of London. This was one of the few examples of his solicitude to the distressed.

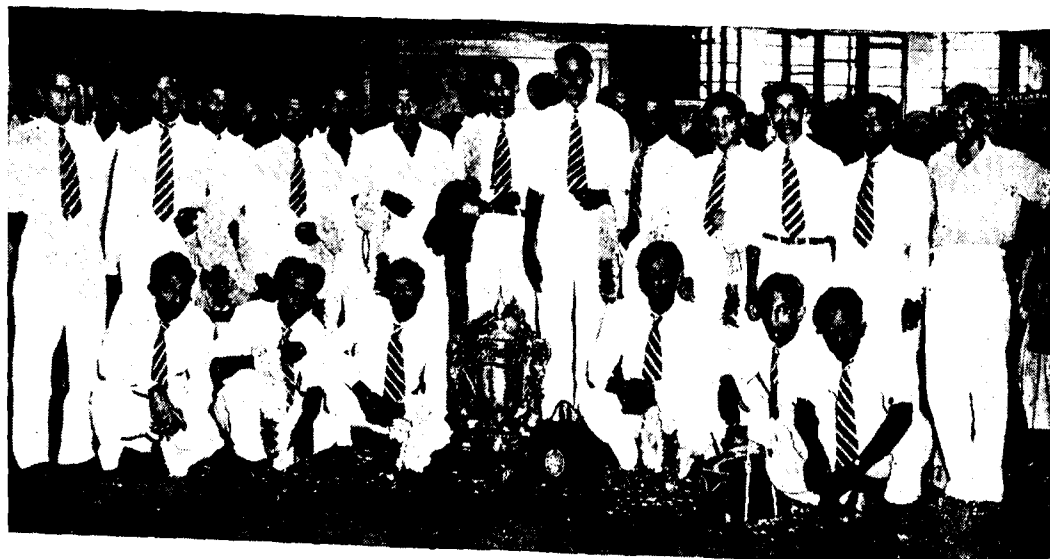
He wished him on behalf of the Committee a long life and peace of mind after a strenuous service of nearly 33 years so that he might enjoy to the fullest extent the well-earned rest.



Inter-Railway Football Tournament at Kharagpur—1955

Well Done Southern Railway!

~~~~~ C. V. Gopaul ~~~~~



Victorious Football Team of the Southern Railway, returned from Delhi

"Bravo!", "Well done Southern Railway!", were the words that came out splitting the air from the spectators all round the lovely Kharagpur Stadium when our Soccer champions scored two goals within the first seven minutes on the 3rd September 1955 when they played the final match of the Inter-Railway Foot-ball Tournament at Kharagpur against the Western Railway.

"One success follows another" is a generally accepted statement. Our foot-

ballers have proved that this statement is correct by successively winning one tournament after another. After the success in the Madura American College Foot-ball Tournament, the Open Championship Tournament at Hubli and their good performance in the Madras First Division Foot-ball League Matches, they scored yet another big victory in the Social Service Society Invitation Foot-ball Tournament conducted in Madras from about the middle of July

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last. Several good teams, such as the B & C Mills, the Sporting Youngsters, the Nethaji Sports Club from the city, and mofussil teams from Cannanore, Trichinopoly, Tanjore and Hyderabad, competed for this tournament. Our team met the Nethaji Sports Club in the first round and after once drawing with them, beat them in the replay by 2 goals to 1, under very difficult conditions created by torrential rains during the play. They next met the Tanjore United Club which consisted of very nippy and energetic players. However, our fellows maintained their superiority by beating them by 7 goals to nil and entered the semi-finals to meet their match, namely, the Hyderabad Vehicle Depot. There was a large gathering of people and the game rose to a very high standard. From the beginning, our forwards were very quick and the defence also disposed of the ball on each occasion without any delay. Within the first five minutes, Subramanian, our loyal left-extreme, had an open chance before the goal-mouth, the ball having been put across by Loganathan, the right-extreme. He failed to convert it. He made amends for this failure, by sending a nice pass from the left within the next few seconds, which our intelligent skipper Padmanabhan did not fail to meet. He placed the ball in such a position that the goalie could not do anything, in spite of his best efforts. The exchanges were equal and the Hyderabad team looked like equalising at any time. When the breather came, the Railway was leading by one goal. In the second half, the Hyderabad forwards attacked with determination, but the stout defence put up by Mallick, Lemur and Gurnathan, did not give any chance for the Hyderabad players to shoot into the goal. If at all they did so, there was Velayudhan, watching like a hawk at the goal. He did play a wonderful game at the goal that day and was responsible for saving two sure goals. There was constant pressure for a few minutes at our goal area and when the ball was cleared therefrom by our hard-working centre-halfback Gurnathan, Padmanabhan, who was waiting for a chance, picked the ball from the centre line, dribbled through two of his opponents and scored a spectacular goal, making sure the success for our team. The game ended with the Southern Railway winning by two goals.

The final match was played on the 7th August 1955 against the B & C Mills before a large gathering of players including several Railway Officers. Again Padmanabhan was the goal-getter for our team in that he scored, at about the seventh minute of the game, a very well placed goal, receiving a pass from our right-inner Gangaraj. Within the next few minutes, B & C Mills which, we should accept, consisted of many experienced players, rallied well and equalised, Velayudhan crossing the goal line with the ball in his hands, with the result, when the team changed sides, the railway was down by one goal. Despite the reverse, the railway players, being seasoned footballers, started attacking with determination. Finding no useful results, a judicious change was brought about by shifting Lemur to the centre, bringing Padmanabhan to the left-extreme and returning Subramanian to play as left-half in place of Lemur. This bore fruit immediately and after a fine bout of passing, Padmanabhan scored and equalised. Immediately following this, Lemur, receiving a pass from Padmanabhan, got the winning goal for the railway. This was yet another victory for our soccer champions.

With the laurels thus won in the city and in the mofussil in South India, we left for Kharagpur to play in the Inter-Railway Foot-ball Tournament on the 22nd August 1955. The first match was to be played only on the 27th August 1955 and this gave some-time for our players to get acclimatised with the conditions of the weather and ground at Kharagpur. On the 26th August, the Guest Day was celebrated in all its grandeur with pleasant programme including dance, vocal and instrumental music, etc. Two of the members of the team, Muthu Rakkan and Syed Ghouse Mohideen, contributed their bit by rendering a Tamil and Hindi song each during the entertainment portion of the celebrations.

On the next day (27-8-55), we had to meet the South Eastern Railway (Gold). The South Indian population at Kharagpur was praying for our success more than we did. Before a good gathering, the match was started. As usual, just before the game, there was a good shower, and this put some fear in the minds of every one whether the Southern Railway would win the game. But

when the game started, the superiority of our team was well exhibited, in that they were dominating all over the place. Availing of a corner kick, Shankar Singh, a new find for the right-extreme position, kicked the ball in a very good manner, making easy for our centre-forward Padmanabhan to head the ball into the goal in a very neat manner. In the second half, another goal was scored by Padmanabhan and the game was won by two goals to nil. Barakalla, in the left-in position, was doing all he could and was responsible for a lot of spade work.

In the quarter-final round, we had to meet the North-Eastern Railway, but due to floods in their area, they withdrew and this took our team to the semi-final round straightaway. The semi-final match was played on the 31st August 1955 against the Central Railway who beat the South-Eastern Railway (Maroon) which consisted of several good men, by 4 goals to 2, after a well contested game. As usual, in this match also, Padmanabhan discharged his responsibility quite efficiently and got a goal within the first ten minutes of the game. We had several chances of scoring and Padmanabhan himself missed two certain chances and the true index of the game should have been a victory for the Southern Railway by a wider margin still. Here again, Barakalla proved an asset to the team.

This success in the semi-final match gave the inspiration required for our soccer champions so much so that they got into the field with great confidence on the 3rd September 1955 to play the match against the Western Railway. The Western Railway team though it did not have some of its usual players, such as Sanjeeva (all-India goalie), Soman, Gulab Singh and Saxby, managed to beat the Eastern Railway team which included Mewalal, the all-India centre-forward, by one goal in the quarter-final round. The very same Western Railway team, with all its good men, was defeated by the Eastern Railway in the Inter-Railway Foot-ball Tournament last year (1954) and if the so-called depleted team now beat the same Eastern Railway team, it only goes to show that they are in no way weaker than before. In the final match, again Southern Railway paved the way for success from the very beginning even though the ground was wet and heavy due to rain

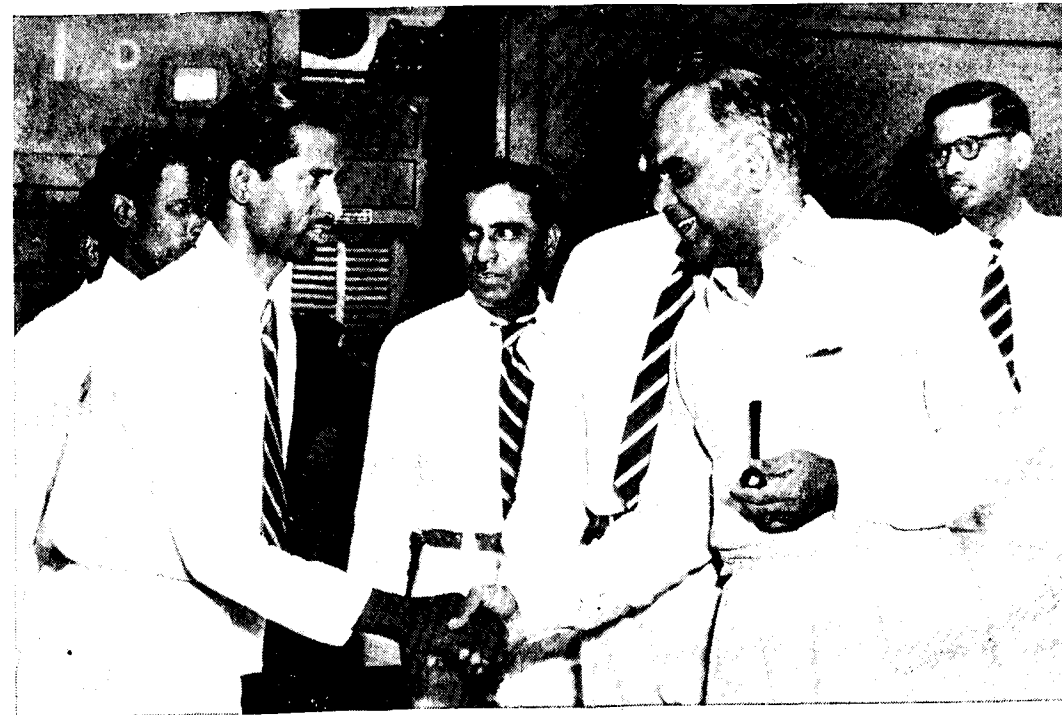
overnight and all through the day. The forwards started attacking and Gangaraj, receiving a pass from Shankar Singh, the right-extreme, dribbled through one of the defenders and placed the ball from a very awkward angle from the left-inner position and thus got the opening goal for us. This was immediately followed by another goal by Padmanabhan who, receiving a pass from Gurunathan, from about the centre of the field, sprinted with the ball, dodging through two of the opposing defenders and placed the ball in a very grand style, making it impossible for the goalie to save. Although this was more or less a confirmation goal, the game was very exciting and every minute was spent with great anxiety as the exchanges were equal and the Western Railway forwards were moving in splendid style, showing good understanding and combination. It should be stated that our defence played a very great game and special mention must be made of the yeoman services rendered by Barakalla, Gurunathan, Lemur, Swamy, Mallick and Munuswamy. Swamy of Mysore was really a Rock of Gibraltar and nothing would make him yield. During the last few minutes of the game, Munuswamy's worth was tried and he stood the test gloriously with the result that when the final whistle was blown, the Southern Railway came out as winners by 2 goals to nil.

Shri N. C. Kapoor, General Manager, South Eastern Railway, who presided over the finals, distributed the cups to the winners and the runners up. It is point worth mentioning that in none of the matches, the Southern Railway received a goal. They were unbeaten right-through and all of us should give them a very big hand indeed! There were, in all, 12 teams from the different railways including the Chittaranjan Locomotive Works and the Integral Coach Factory, Perambur, all of which consisted of several players of the respective provinces, and the standard of football was very high throughout. Coming out victorious in the midst of such strong teams, it is really an achievement of which every member of the Southern Railway system should be proud of.

Consistent with the excellent performance, as described above, the Southern Railway Football Team had a fitting reception

on arrival at the Central Station on the 6th September, 1955. The General Manager, with several other senior officers and the Honorary Secretary, S.R.A.A., was at the station to congratulate the members of the team on their deserving success in the Inter-

Railway Football Tournament. The next day, the S.R.A.A. entertained the members of the team at a Tea Party in the hotel 'Dasaprakash' when the COPS, as Chairman of the S.R.A.A., congratulated the players and wished them all success for the future.



Shri T. A. Joseph, General Manager, shaking hands with the players



Southern Railway Institute, Hockey Team, Tambaram  
Winners of the Inter-Institute Hockey Tournament

# **SOUTHERN RAILWAY'S WIN IN INTER-RAILWAY TABLE TENNIS**

## **Southern defeat Western in Final**

The Southern Railway won in a reel the Inter-Railway Table Tennis Championship on the 16th evening at Southern Railway Office premises. The Southern Railway have already won the inter-railway football and athletic championships and this victory in table tennis has made it possible to aspire for the gold cup awarded for the best all-round performance.

From the Southern Railway side, K. Nagaraj eliminated D'Mello of the Western Railway though the latter had a forceful stroke game. Nagaraj's sound defence game interspersed with strokes on both the planks gave little chance to his opponent. The other singles match ended in favour of

Thiruvengadam of Southern Railway. The strokes of Rangaraj of Western Railway were superior to those of Thiruvengadam though Thiruvengadam's defence was more steady.

The doubles tie between the teams composed of the same players proved very interesting. The first game was annexed by Western Railway (Rangaraj and D'Mello). The second game was won by the Southern Railway (Thiruvengadam and Nagaraj). In the final game, the Southern Railway was lucky enough to score a win in spite of the devastating strokes of Rangaraj.

Sri T. A. Joseph, General Manager presided and Mrs. Joseph distributed the prizes. Sri B. C. Desikachari, Chief Operating Superintendent, welcomed the gathering, Sri Seshachalam, Secretary of the Athletic Association, proposed a vote of thanks.

Mrs. T. A. Joseph distributing the prizes to winners



Miss T. Mitra of Eastern Railway and Miss V. Naik of Western Railway in action



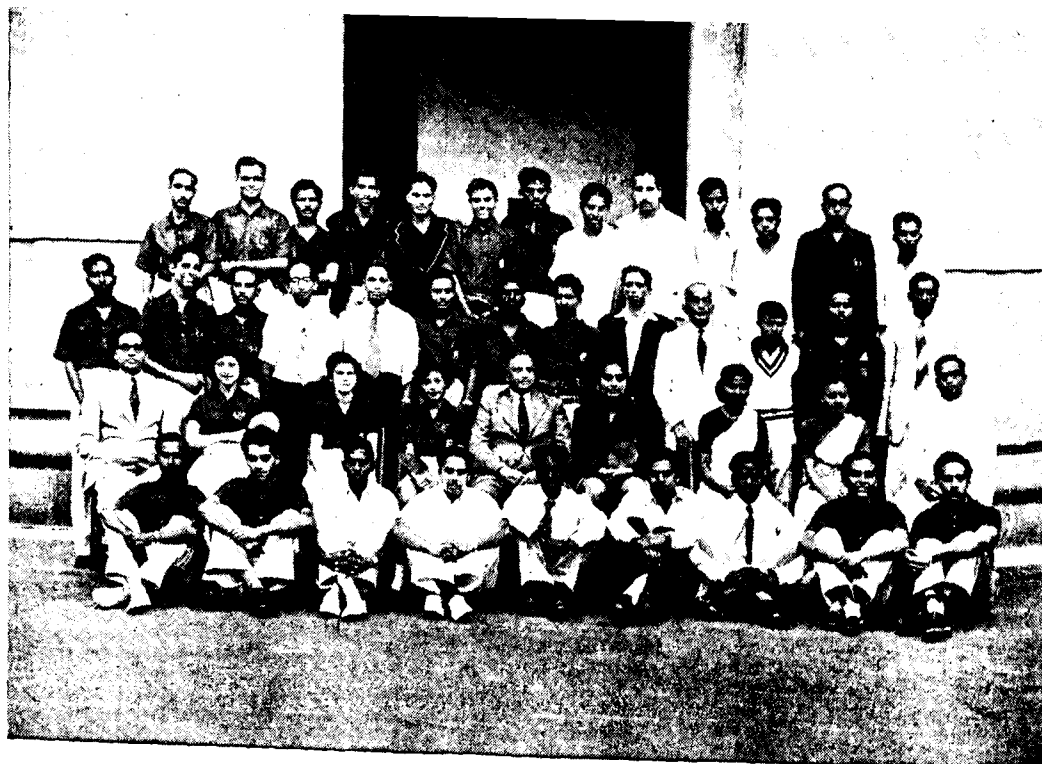
A section of the gathering witnessing the Table Tennis Finals

Players taking tea



Sri Seshachalam, Secretary, Southern Railway Athletic Association, proposing vote of thanks





The Southern Railway Athletic Association entertained the members of the team-- with them is seated Sri B. C. Desikachari, Chairman in the centre

**SOUTHERN RAILWAY KALAIMANRAM, RAYAPURAM**  
Lecture on 'The Oriental Culture' on 19-10-55 at the Railway Institute Hall, Rayapuram



Sri C. Srinivasa Rao, PA to REN,  
President of the Meeting speaks



Sri P. V. Rajagopal,  
DEN-VM speaking on  
the occasion

Volleyball players of Indian Railway Institute, AJJ



A view of the audience



# SEND OFF TO SRI. DESIKACHARI, OUTGOING - WELCOMING SRI. RATAN LAL - NEW C.O.P.S.



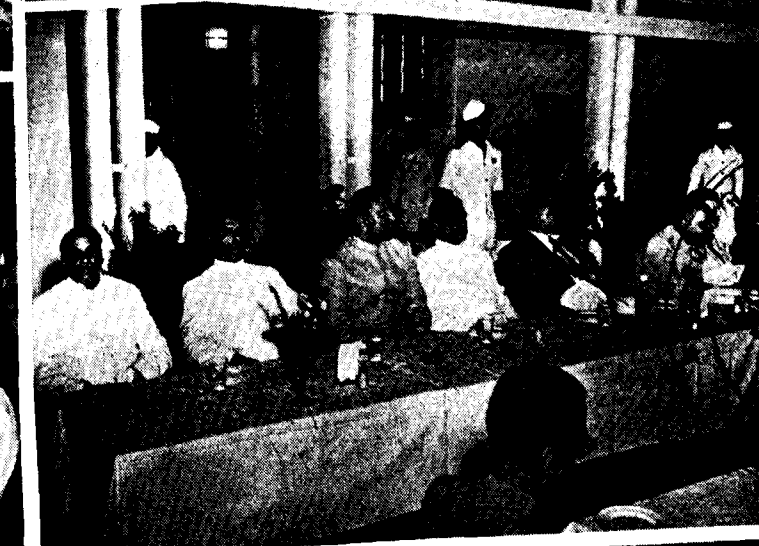
SRI. S.K. MUKERJI, C.S. SPEAKING ON THE OCCASION.



ROOF GARDEN



SRI. T.A. JOSEPH, G.M. SPEAKING. SRI. RATAN LAL, NEW C.O.P.S. IS ON G.M.'S LEFT

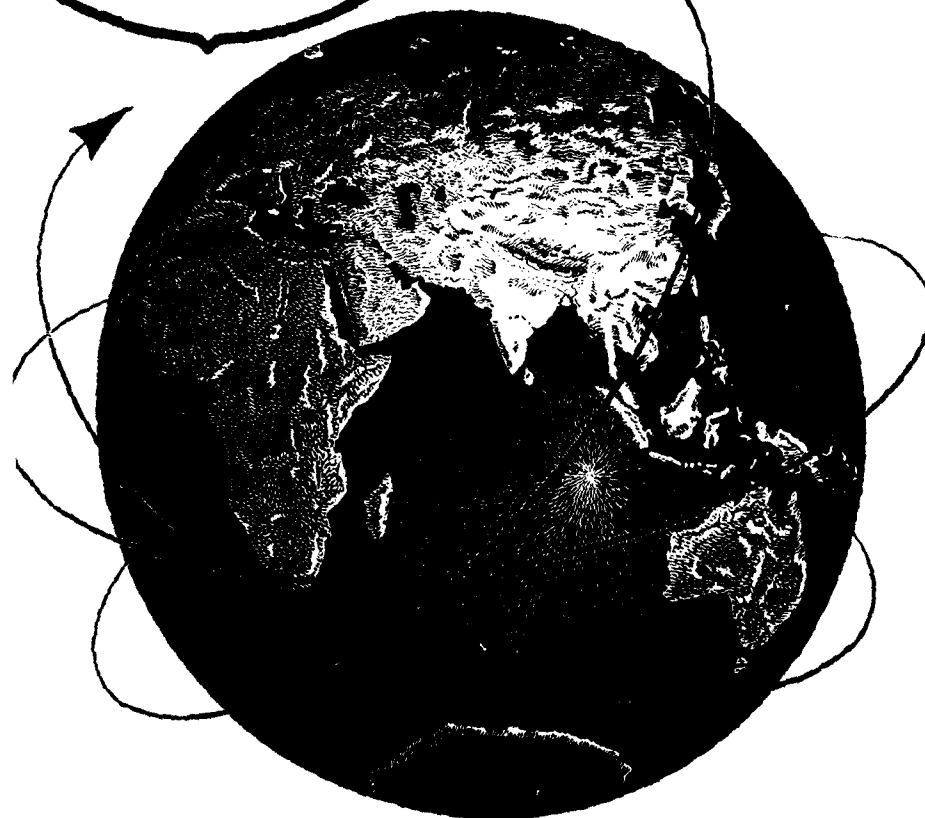


SRI. DESIKACHARI SPEAKS.



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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 Monday the 21st November 1955 :—

| Serial No. | District | Name of Work.                                                                                                                 | Total approx. value of contract. | Earnest money to be paid. |
|------------|----------|-------------------------------------------------------------------------------------------------------------------------------|----------------------------------|---------------------------|
|            |          |                                                                                                                               | Rs.                              | Rs.                       |
| 1.         | GOOTY    | Bridge No. 1021 (1 × 12') girder at Mile 335/6 7 between MANTRALAYAM ROAD and MATMARI Stations ..                             | 12,250                           | 600                       |
| 2.         | "        | Bridge No. 620 (2 × 12' arch) at Mile 189/22-23 at YERRAGUNTALA and KALAMALLA Stations—Rebuilding as 2 × 12' girder bridge .. | 11,500                           | 600                       |
| 3.         | "        | RAYALCHERUVU—Provision of and additional crossing loop to hold 60 vehicles and extension of loops to hold 60 vehicles at ..   | 23,500                           | 1,200                     |
| 4.         | MADRAS   | MADRAS CENTRAL—Temporary additional sidings for stabling rakes ..                                                             | 21,350                           | 1,100                     |
| 5.         | "        | Bridge No. 313 (1 × 12' arch) at Mile 72/15-17—R.C.C. box 10' × 12' ..                                                        | 12,750                           | 600                       |
| 6.         | SALEM    | Bridge No. 388 (3 × 12' girder) at Mile B. 256.9-10 between INGUR and VIJAYAMANGALAM—Rebuilding using existing girders ..     | 24,250                           | 1,200                     |
| 7.         | "        | DANISHPET—Provision of an additional loop to hold 80 vehicles at ..                                                           | 26,100                           | 1,300                     |
| 8.         | MADRAS   | Additions and alterations to the yard at TONDIARPET MARSHALLING YARD ..                                                       | 49,500                           | 2,500                     |

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

3. Tender forms will be issued up to 15-00 hours on Wednesday the 16th November 1955.

4. Earnest money as above should be paid in advance to the Chief Cashier, Madras-3, or the Regional Accounts Officer, Trichinopoly, or Mysore, not later than 12-00 hours on Thursday the 17th November, 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 tenders.

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 the Security Deposit.

7. The tenders will be opened at 12-00 hours on Tuesday, the 22nd November, 1955, at the Office of the Regional Engineer, Southern Railway, Rayapuram, Madras-13.

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



Sri K. P. Mushran, Member (Staff), Railway Board, seen with Sri A. R. Rao, S.D.G.M. on his left, Sri B. Venkatraman, CME on his right, Sri K. Sadagopan, C.A.O., I.C.F. sitting extreme left and other officers of the Southern Railway in a garden party at the "Woodlands", Madras, on 20-9-1955



# QUALITY

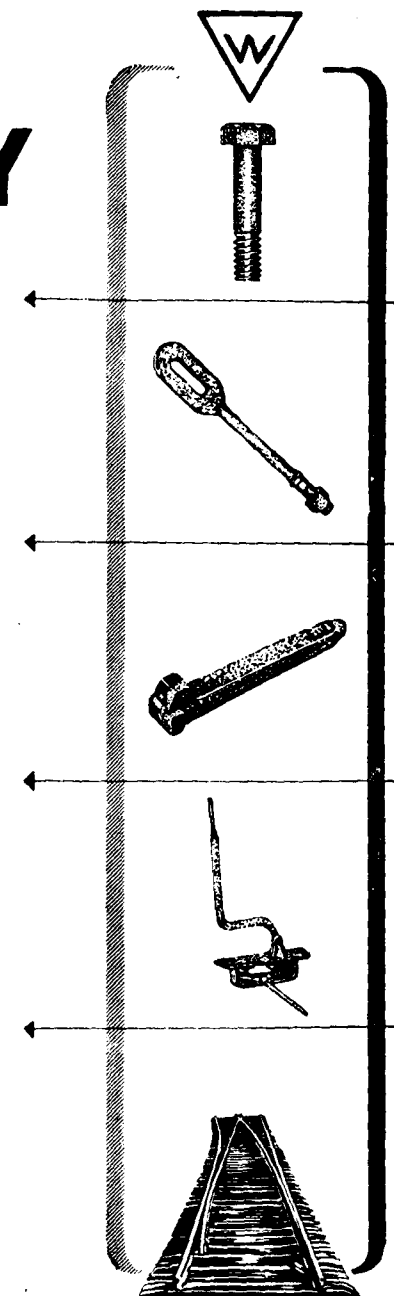
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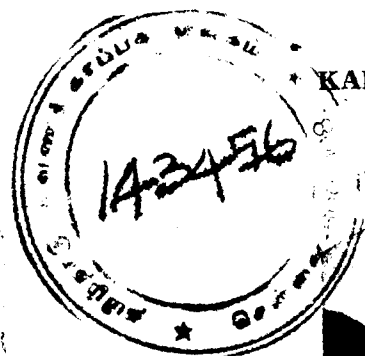


# PRODUCTS

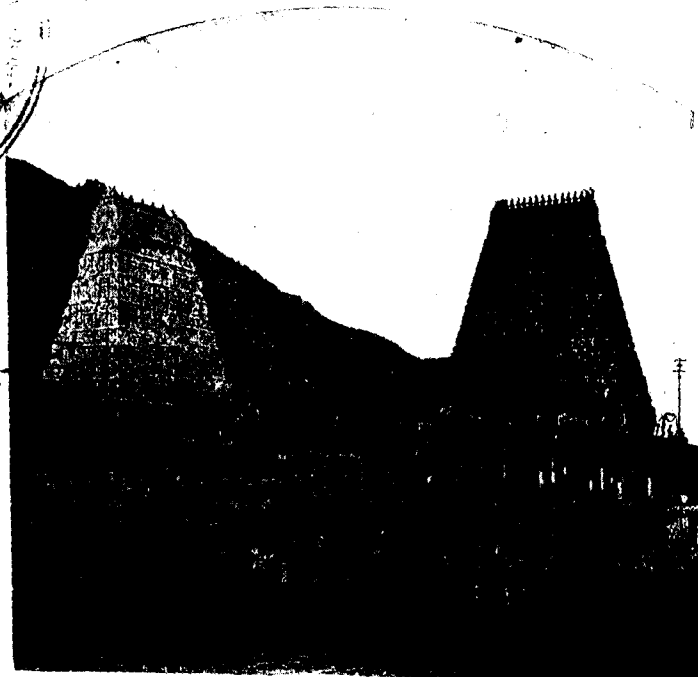


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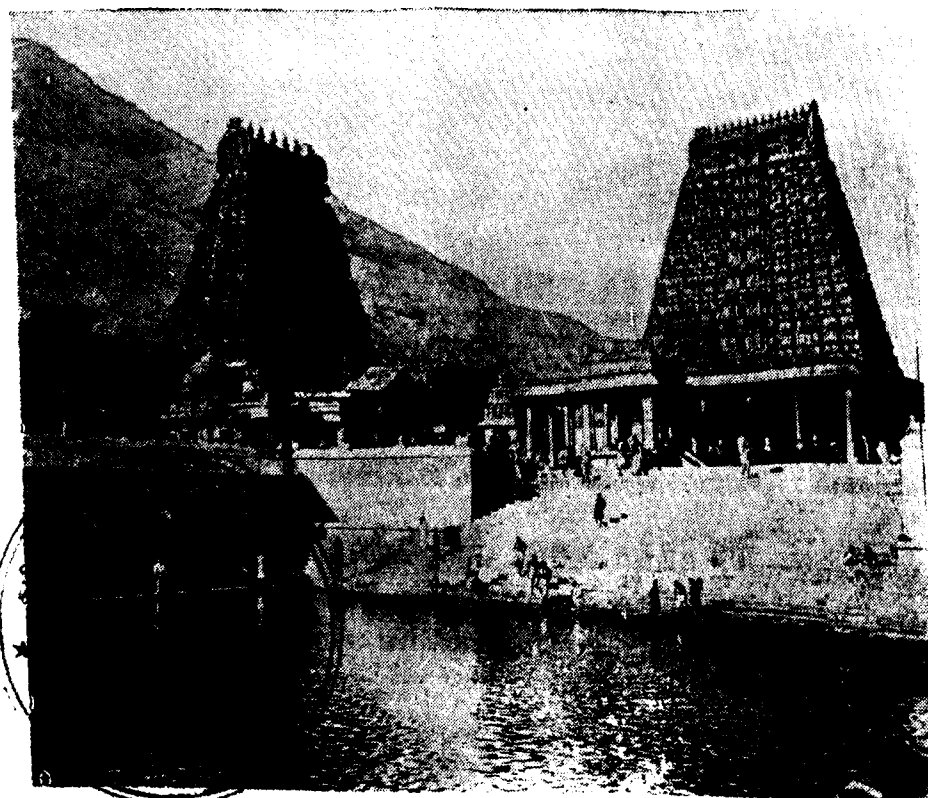
CALCUTTA . BOMBAY . MADRAS . NEW DELHI



KARTIGAI DEEPAM AT TIRUVANNAMALAI  
(Tuesday, 29-11-55)



Two views of Tiruvannamalai Temple



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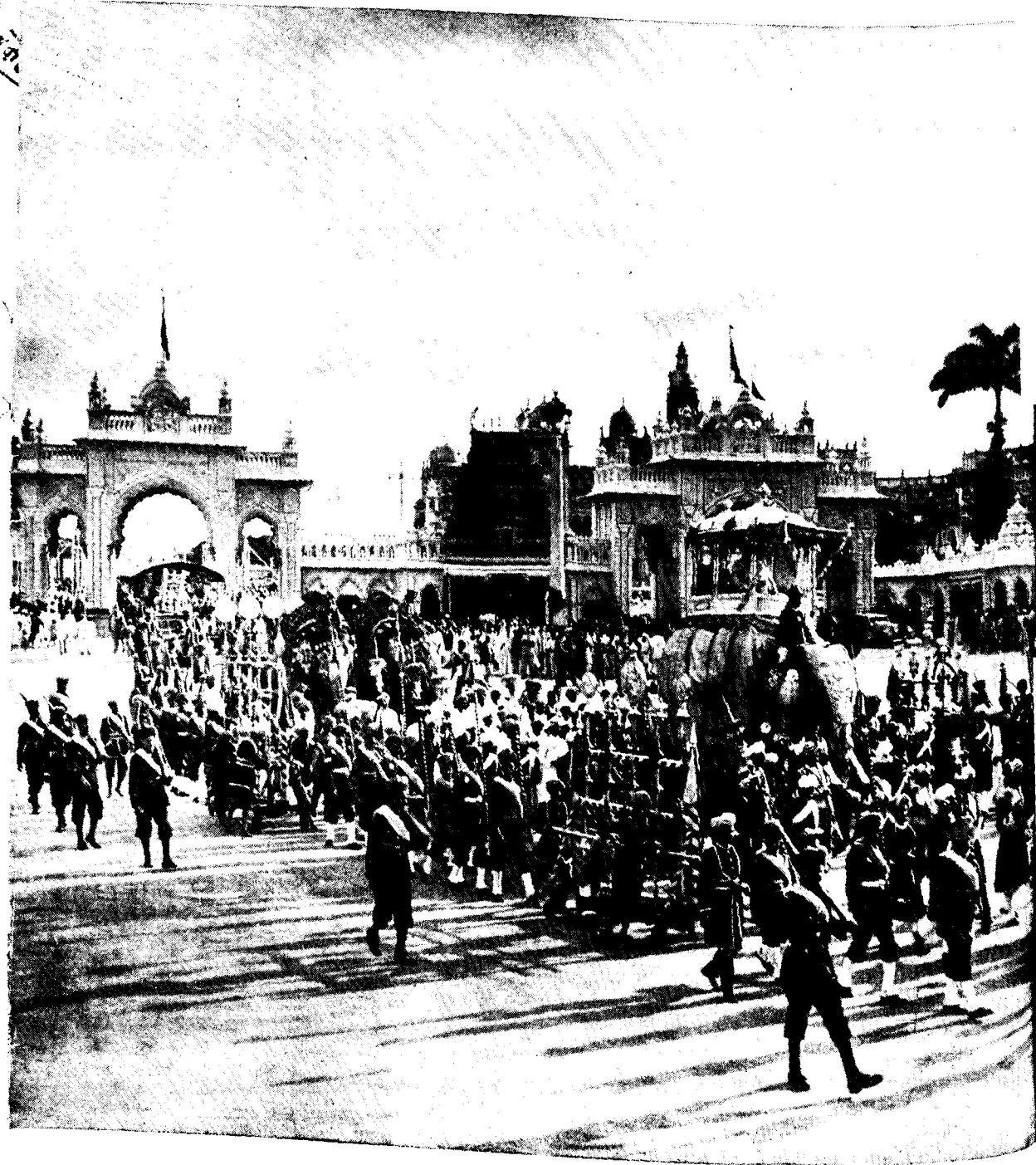
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DASARA PROCESSION IN MYSORE—26-10-1955

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