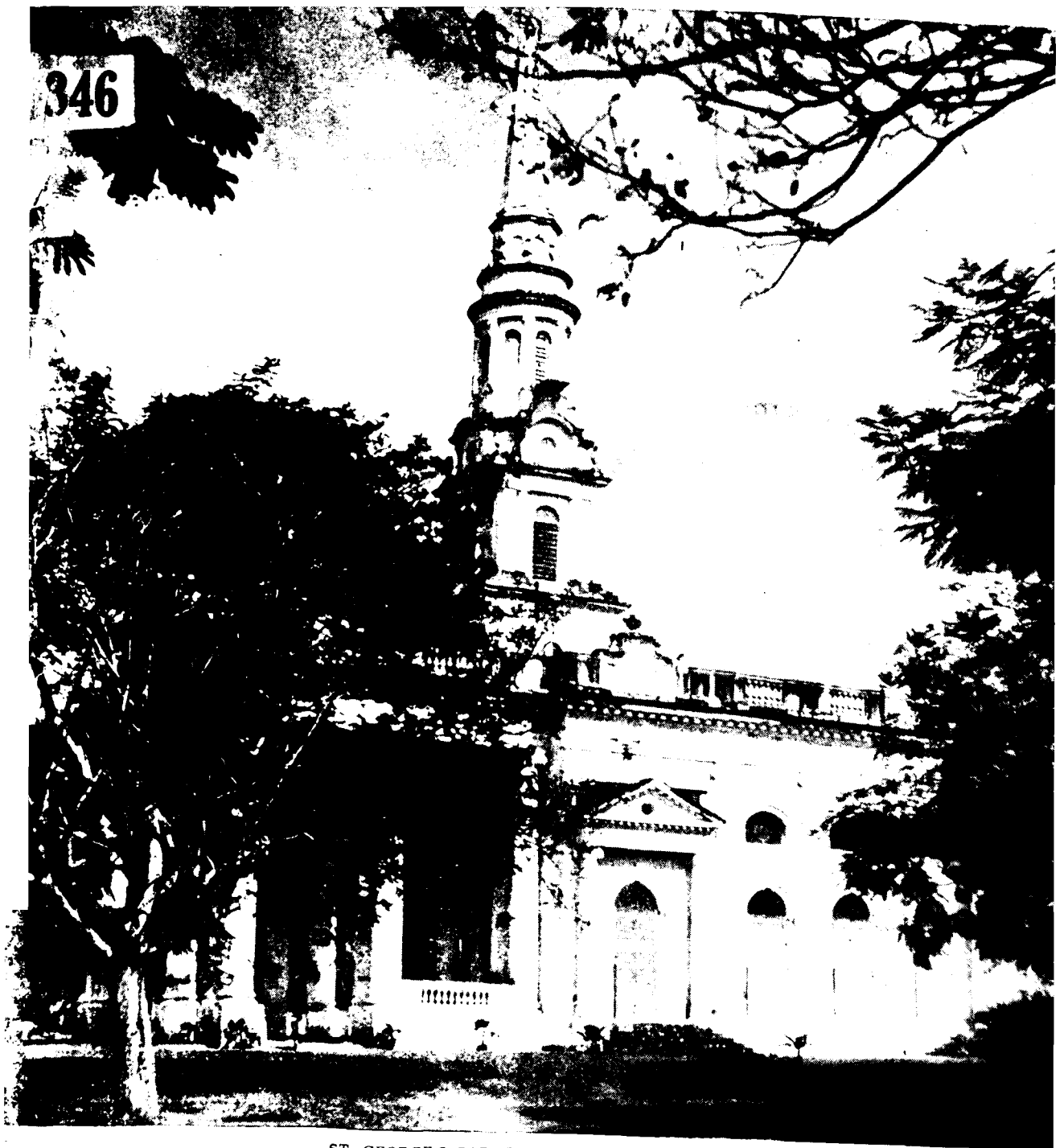
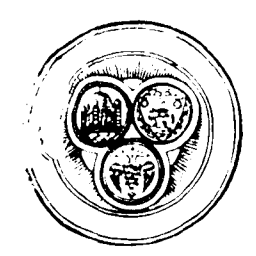


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ST. GEORGE'S CATHEDRAL, MADRAS

(Photo: P. S. Vedachalam)



SOUTHRAILNEWS

PUBLISHED BY THE SOUTHERN RAILWAY

VOL. II

DECEMBER 1955

NO. 9

THE SOUTHERN RAILWAY

has many attractions for the Tourist, the Pilgrim and the Student of History

BIJAPUR is the ancient city of the famous Adil Shahi dynasty. It is now in ruins and the gigantic structure called the Gol Gumbaz contains a perfect whispering gallery.

CAPE COMORIN OR KANYA KUMARI is the land's end of India where the waters of the Arabian Sea, the Bay of Bengal and the Indian Ocean meet. It has a famous temple dedicated to the Goddess Kanyakumari.

CHIDAMBARAM has a famous temple of great antiquity dedicated to Nataraja or Siva in His aspect as The Cosmic Dancer. Within a mile of Chidambaram Railway Station is the Annamalai University campus.

CHINGLEPUT is the Railway Station for Tirukkalukunram or the 'Hill of the Sacred Kites' and Mahabalipuram with its famous sculptured rock-cut temples.

CONJEEVERAM is famous for its Siva and Vishnu temples.

HASSAN is the best place from which the famous temples of Belur and Halebid can be visited.

HUMPI (Vijayanagar)—The capital of the Never-to-be-forgotten Hindu Empire where the marvellous ruins of the old city spread over several square miles.

KALAHASTI one of the greatest shrines of Southern India where the element of 'Vayu' or Air is worshipped.

MADRAS the third largest city in India, is the metropolis of the State of Madras and the headquarters of the Southern Railway. The city covers about 50 sq. miles and has a population of nearly 1½ millions.

MADURA the famous capital of the Ancient Pandya Kings is the second largest city in the Madras State. The chief attraction in Madura is its massive temples dedicated to God Siva and Meenakshi the fish-eyed Goddess.

MYSORE is the city of lights. The enchanting **BRINDAVAN GARDENS** are only ten miles from Mysore.

RAMESWARAM contains one of the most venerated Hindu shrines and one of the finest examples of South Indian architecture.

SRIRANGAM (via Trichinopoly) is the most important Vaishnava shrine in South India.

TANJORE has the famous Brihadeeswara temple and Saraswati Mahal Library which contains a rare collection of ancient books, manuscripts and palm leaves.

TIRUCHENDUR is famous for its sea-side temple dedicated to Lord Subramanya which is 1,000 years old.

TIRUPATI is held in the highest reverence by Hindus and has a perennial flow of pilgrims. The hill temple is an example of early Dravidian architecture and is one of the richest in South India.

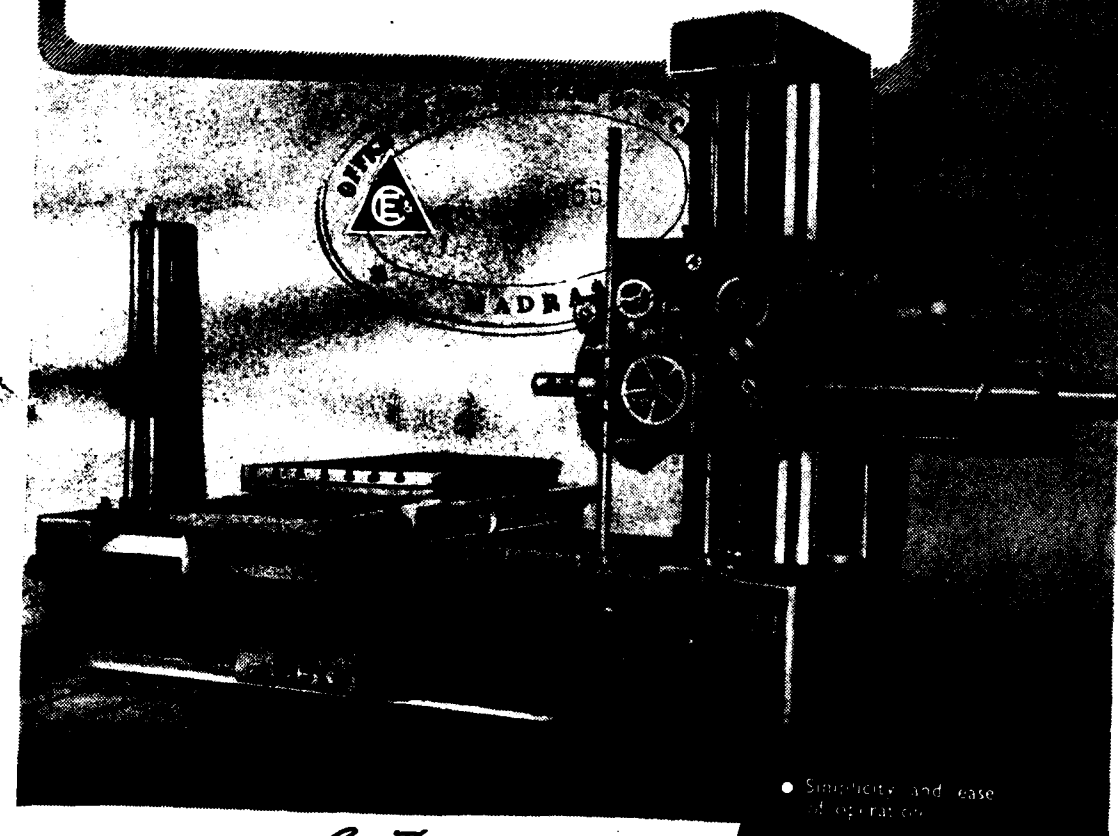
TIRUVANNAMALAI—The large Siva temple at the foot of the hill is one of the largest in South India. The famous Ramanashram is about two miles from the Railway Station.

TRICHINOPOLY is noted for its shrines at Srirangam and Tiruvanaikoil. It is a flourishing city on the right bank of the river Cauvery and the headquarters of the Southern Region of the Southern Railway.

TRIVANDRUM is now the capital of the United States of Travancore-Cochin. It has a lovely beach, a famous art gallery and museum and is well known for its ivory work.

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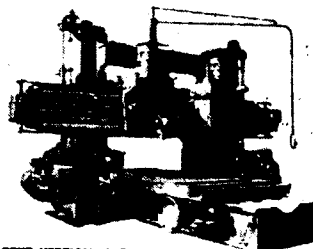
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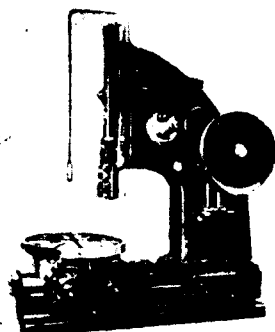
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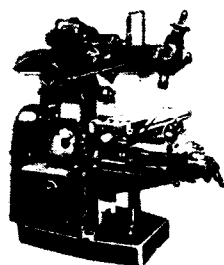
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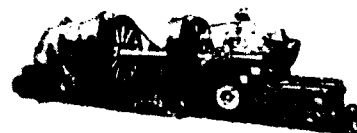
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SOUTHRAILNEWS

(Official Organ of the Southern Railway)

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VOL. II

No. 9

Editor:

K. SRINIVASAN

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

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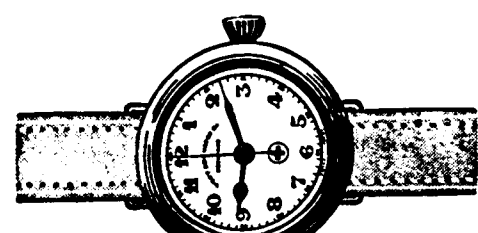
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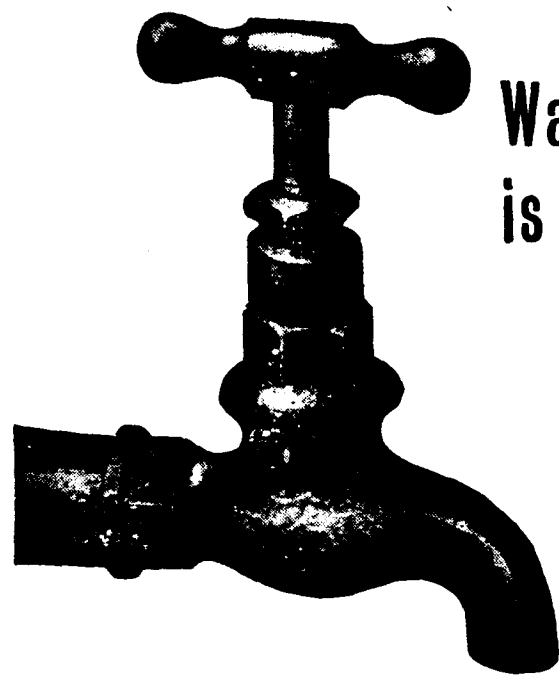
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SOUTHERN RAIL NEWS

VOL. 11

DECEMBER 1955

No. 9

Prime Minister and Railway Minister Expatriate on Development of Tourism

INAUGURATING the tenth Assembly of the International Union of Official Travel Organisations, the Prime Minister Shri Jawaharlal Nehru said that communications and science had so much advanced in recent years that countries had been brought very near to one another, but mentally the world had not kept pace with that physical change. One way of bridging that gulf was certainly the freer movement of people, and contacts with people of other countries, he observed.

Travel is good. Travel is better if the traveller tours with a receptive and friendly mind to the country. Travel is best of all if the traveller imbibes some ideas, and not only is an Ambassador of his country, in that country, as every traveller is, but becomes on his return an Ambassador of that country in his own. Then travel has fulfilled its function fully.

Stressing the need for a receptive approach, Mr. Nehru said that Banaras was one of the oldest cities of India and of the world and was a continuous city for over 3,000 years, sharing that honour with Damascus or a few others. Even 3,000 years ago, it was reported to have been a seat of culture and learning in India. Lord Buddha chose it, 2,500 years back as a city of culture to preach his first sermon.

Railway Minister, Shri Lal Bahadur Shastri said, India had 21,000 tourists in 1951, and 39,000 in 1954. Till the end of July this year, India had more than 23,000 tourists. "Foreign tourists are most welcome to us, because our doors are open to all

those who wish to see our country, and meet our people," he observed. Seventy delegates from 40 countries attended the session, which was held in the Central Hall of Parliament.

The Railway Minister, remarked on one occasion, in jest, that the Railways would give anything for tourism except money. There is no doubt that Railways are contributing their mite to the development of tourist traffic. Testimony to this statement is borne by the Aurangabad Hotel, one of the two hotels run by the Railways in this country. The other is at Puri. The Aurangabad Hotel has come to them by inheritance from the ex-Nizam's State Railway. It is not a business proposition; it has never been. Yet it is being enlarged to take more guests.

Aurangabad is the base for visitors to the Ellora and Ajanta caves which between themselves account for the bulk of our artistic heritage. The Aurangabad Hotel overlooks the Ellora caves where Buddhism, Hinduism and Jainism meet, or rather co-exist. They are only 18 miles away.

The Aurangabad hotel, managed by Central Railway, with its 23 beds, handles about 4,000 American tourists a year. It is so full during the tourist season that it has to refuse custom, which explains why an annexe of eight single room suites is being constructed.

The Indian tradition of tourism in the past had been mainly religious. Even now there is considerable pilgrim traffic visiting every year religious places and temples. It was



indeed so thoughtful on the part of the people of those days to have sacred places spread all over this large country, so that people were induced to travel from one end to the other and their contacts and ties were thus established and maintained on a sound and solid basis. This had contributed in no small measure, to the abiding cultural and historical unity of India, Shri Lal Bahadur Shastri added.

Shri Shastri said: "The IUOTO has, through its consistent efforts in the last ten years, achieved a great deal in breaking down travel barriers and in helping in the improvement of facilities for tourists. Your efforts have been a source of inspiration to us, as they must be to other countries. Our Government, for their own part, have tried to fail in line with the objectives of the IUOTO and I might as well claim that our Transport Ministry has indeed done a good job so far as catering to the needs of the tourists is concerned."

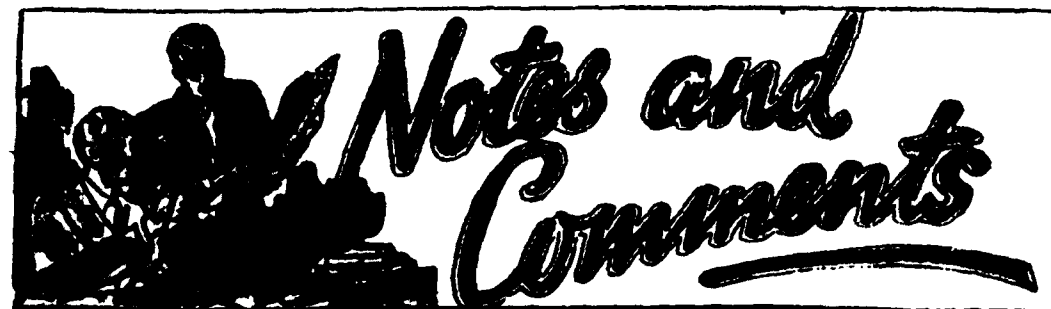
Improvement of tourist amenities forms part of the Five-Year Plan of this country. The Rs. 15 crore six-year plan of promoting tourism is designed to this end. Expensive, luxury hotels, that would stand comparison with those of many a foreign city, are of course there in the leading Indian cities, but since few tourists are millionaires, it is the development of middle class hotels that the promoters of tourism must turn in planning for the future.

**Greetings for a Merry Christmas
and a Happy New Year to our
Advertisers, Contributors & Readers**

Tourist Cars.—The Indian Railways at present have over 130 tourist rail coaches, a number of them for upper class passengers. Two new broad gauge tourist rail coaches exclusively for the use of third class passengers are being built in a workshop under the Western Railway. The new tourist coaches will have capacity to carry 38 passengers—roughly half the normal seating capacity in an ordinary third class broad gauge coach. They will be fitted with fans, shower baths, soft blue night lamps and lavatories with flush.

The bulk of catering on the Railways is still in private hands. But on Southern Railway departmental catering is not far from dominating the scene. Dating back to the twenties, it has already spread to about half of the 74 vegetarian establishments. The demand for vegetarian catering in the South far outstrips that for non-vegetarian.

The experiment of departmental catering has been extended to Northern Railway. The refreshment room at Delhi station was taken over by the department on October 1. Twenty other establishments on different Railways are about to follow suit. Thus the recommendations of the Alagesan Committee, which favoured the extension of departmental catering, are being given effect to.



RAILWAYMEN OBSERVE CO-OPERATIVE WEEK

Railwaymen all over India, with the rest of the country, celebrated the Co-operative Week which ended on November 11, 1955.

The co-operative movement on the Railways had its origin in the setting up of certain co-operative stores as far back as 1890. At present, there are 105 co-operative societies on the seven Zonal Railways, and the different Railway administrations have been giving all possible encouragement to foster the growth of the co-operative movement amongst railwaymen.

The Co-operative Week is being utilised for launching an intensive drive through the Railway welfare and co-operative staff to popularise the concept of cooperation.

MINISTER'S MESSAGE

In a message given for the occasion, the Railway Minister, Shri Lal Bahadur Shastri, says: "We are committed to establishing a socialistic pattern of society for our people and there could be no better means to achieve this cherished goal than co-operation; but a great deal of effort will have to be put in by the people themselves. It is, therefore, the duty of all concerned to contribute their mite towards the success of the movement."

The Minister adds that the idea of co-operation has been well received in the past among railwaymen. The Railway Board has been taking the necessary steps during recent years to promote the organisation of railwaymen's consumer co-operative societies for securing supplies of necessities of life.

"From time immemorial," the Minister observes, "we in India have been following a co-operative path in our domestic economy, more especially in the villages. The joint family system and the ancient form of governance through village panchayats are a sufficient proof of this. With the right approach, it should be easy for our people to assimilate co-operative principles and I hope that the steps that are being taken at all levels to educate the people in the principle and practice of co-operation will open new vistas of prosperity."

RAILWAY SIGNALLING AND INTER-LOCKING EQUIPMENT

The Railway Board has invited offers from manufacturers in India for the production of railway signalling and inter-locking equipment, most of which has traditionally been imported in the past.

For the present, offers have been invited only on an experimental basis, for supplies worth about Rs. 20,00,000, but the Railway Board is anxious to encourage this industry to develop in order to supply the Railways' enormous needs during the second Five-Year Plan period.

It is understood that the Railway Ministry's proposals to the Planning Commission include a provision of Rs. 40,00,00,000 for the improvement and modernisation of signalling and inter-locking equipment. This is necessary for better operational efficiency of both goods and passenger train services.

The offers at present invited cover about two dozen items, including electrical signalling equipment.

COMPULSORY HINDI TEST FOR RAILWAY TRAINEES

The Railway Board has issued instructions making it obligatory for all trainees seeking employment under the Railways to pass a simple test in Hindi before they can pass out of the Railway training schools.

For this purpose, the Railway Board has also sanctioned the appointment of Hindi instructors in Railway Training Schools located in non-Hindi speaking areas.

STANDARDISED HINDI AT RAILWAY STATIONS—WORDS FROM OTHER LANGUAGES RETAINED

The Railway Board has sent to all the Railways a list of standardised Hindi equivalents of terms and expressions used on signboards, with instructions that these may in future be used on station premises throughout the country.

In preparing the Hindi equivalents, care has been taken to retain words from English and other languages which have by usage come to be understood by illiterate passengers or the unlettered members of the trading community in all parts of India, including the South.

For instance, the English words 'platform' and 'station master' have been retained in Hindi. The assistant station master will be *sahayak station master*. The booking office will be just *t'kat ghar*. Parcel outward and parcel inward are *janewala parcel* and *aanewala parcel* respectively.

The existing equivalent of "exit" at the Delhi Main and some other stations is *bahar jane ka raasta*. This will now become just *bahar*. Similarly, the entrance will be *under* ('d' being pronounced as in *durwan*).

Some 3,500,000 people board the trains in India daily, while thousands more come into contact with the Railways every day on the goods transport side. It was, therefore, considered necessary that Hindi trans-



Shri J. Dayal, who succeeded Shri P. C. Bhattacharya as the Financial Commissioner of Railways

lations should be such as would be easily understood in all parts of India.

The Railways have been asked to discard any non-standard sign-boards which may at present be in use. The Hindi spellings of the approved expressions have also been indicated, and it has been suggested that the lettering done by painters should be supervised by competent Hindi-knowing officers. Approved alternative Hindi equivalents have also been provided in certain cases, the final selection being left to the Railways.

The Railway Board's whole-time Hindi Officer is touring the more important stations on all the Railways to advise the latter about any inaccuracies, mistakes etc. which may be noticed.

RAILWAY TIMBER PLANT IN MADRAS

The Railway Ministry, it is learnt, has decided to set up a plant for the treatment of timber for railway sleepers at Olavakot in Madras with a capacity of 300,000 broad gauge units a year.

It is estimated that the railways will need 700,000 sleepers a year during the second Five-Year Plan. More plants for treating timber for sleepers may be installed if the forest departments of various State Governments arrange to provide adequate supplies of suitable species of timber. Except the timber plant in Assam, the other railway plants are not working to full capacity.

ELECTRIC COACHES FOR BOMBAY AREA

About 125 new passenger electric coaches for the Bombay area will be arriving in instalments next autumn and winter. Practically every week

from August 1956 to April 1957, some new coaches will arrive either from Italy or from Japan.

Japan has received an order for 74 coaches, while Italy has an order for 50 coaches. Their combined cost is expected to exceed Rs. 3,00,00,000.

About 100 out of the new coaches are expected to be allotted to the Central Railway and the remaining to the Western Railway. A proportion of this will be used to replace old worn-out stock, and the balance will be used for meeting additional traffic. This is expected to help in relieving overcrowding on the suburban sections of these two Railways.

EXTENSION OF DEPARTMENTAL CATERING

Beginning with the Delhi Mail leaving Howrah on October 29 and the Amritsar Mail leaving on November 1, the dining car service of these two trains have been taken over by the

Kumari Janaki Sundara Rajam receiving a prize for instrumental (string) music, from President, Dr. Rajendra Prasad at the All India Radio Music Competition held recently in Delhi



Eastern Railway's Catering Department, which works on a "no profit no loss" basis.

With this new step to enlarge the scope of the Railways catering wing, nine restaurants, two non-vegetarian refreshment rooms and eight dining cars on the Eastern Railway have come within the orbit of departmental catering. The menu in the dining cars under departmental catering offer a larger selection of dishes at lower prices than at present.

ESTIMATES COMMITTEE MEETING

The Estimates Committee held a sitting on October 21, 1955 in Parliament House, New Delhi, under the chairmanship of Shri Balvantray Gopaljee Mehta, in connection with the examination of the Estimates relating to the Ministry of Railways.

The Committee continued their discussions with the representatives of the Ministry of Railways on the various problems of Railways with special reference to procurement of sleepers and steel and with an Ex-Chief Commissioner of Railways on various problems of railway administration.

NEW THIRD CLASS B.G. TOURIST COACHES

Two new broad gauge tourist rail coaches exclusively for the use of third class passengers are being built in a workshop under the Western Railway. At present, the Western Railway has no tourist coaches for third class passengers.

The new tourist coaches will be spacious, with capacity to carry 38 passengers—roughly half the normal seating capacity in an ordinary third class broad gauge coach. They will be fitted with modern amenities, including fans, shower bath, soft blue night lamps, lavatories with flush, etc.

The Indian Railways at present have over 130 tourist rail coaches, a majority of them for upper class passengers.

RAIL LINK BETWEEN VELLORE AND CONJEEVERAM—TRAFFIC SURVEY ORDERED

A traffic survey for a 44-mile metre gauge railway line between Vellore and Conjeeveram, on the Southern Railway, has been approved by the Railway Board. The Board had, a few weeks ago, sanctioned a preliminary engineering survey for this line.

A rail link between Vellore and Conjeeveram is expected to relieve the congestion of traffic by road, providing a direct connection to Vellore, the headquarters of the North Arcot district.



A dining car on the new vestibuled trains

HOLIDAY HOME FOR EMPLOYEES OPENED AT RANCHI

A Holiday Home, one of the first in India, as a measure of Welfare Amenities for Class III and Class IV staff was opened at Ranchi on October 1 last by Shri N. C. Kapoor, General Manager, South-Eastern Railway before a distinguished gathering including high ranking Bihar and Central Government Officials. Inaugurating the Holiday Home, Shri Kapoor thanked the Engineering staff for their feat of wonderful work completed within a space of 7 days. Shri Kapoor then went on to describe the various Welfare Schemes to be implemented by the Railway.

Under one of the schemes, already about 1,600 temporary employees have been made permanent. He then said that the scheme was unique and there would be many more such amenities provided for employees by the South-Eastern Railway. Shri Kapoor described that the estimated amount of over Rs. 250 crores for the improvement in the South-Eastern Railway perhaps surpasses even those of certain State Estimates in the Second Five-Year Plan.

General Manager Shri Kapoor then emphasised the need for hard work to complete the 'colossal' task lying



ahead of the Railway employees in implementing the various schemes of the Second Five-Year Plan. Shri Kapoor exhorted the employees to co-operate with the authorities to better their conditions. He deplored certain persons working to the detriment to the employees' interest by which none could benefit either. Shri Kapoor appealed to Trade Union Workers to work together with the Authorities as it would be necessary to imbibe a 'sense of duty' and discipline among the employees which according to Shri Kapoor was lacking nowadays.

The General Manager concluded his speech thanking the guests and urged particularly the employees to work

hard for a better India during the next Five-Year Plan.

He then declared the Holiday Home as open.

Earlier Shri B. K. Mukherjee, Working President of the Eastern Railwaymen's Congress, welcoming the General Manager stated that any Welfare Scheme for the employees would be shared with great joy and happiness by Trade Unions and he offered his unflinching support to the schemes like Holiday Homes, and assured the General Manager on behalf of the employees to fulfil the task ahead. Shri Mukherjee added that the Welfare activities of the General Manager made him think that he was not only the General Manager of the Railway but also the Champion of Trade Unionists.

Shri S. S. Ganguli, Chairman, District Board of Officers, Adra, then welcomed the General Manager and requested him to declare the Home open.

The guests were shown round the Homes consisting of two blocks completed within 7 days. It is beautifully constructed and although improvised contains everything which is required for a family. There is a nice garden, a small lawn and a beautiful fountain in the centre which will surely give relaxation to the inmates of the Homes. These Homes will be given free of charge to convalescing employees of the Railway, but the General Manager hoped to provide these facilities to others also not only at Ranchi but also at other stations. He added that there will be other Holiday Homes for holiday-makers also for which only a nominal charge will be made.

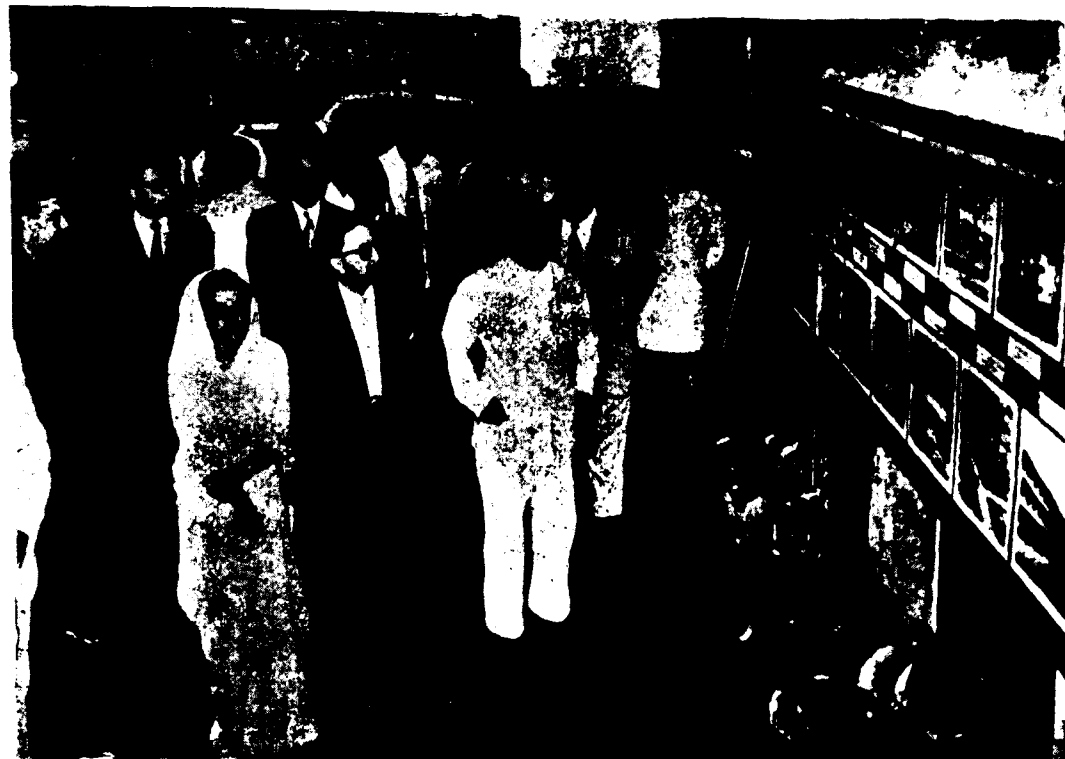
The large retinue of distinguished citizens both officials and non-officials were then entertained to Tea.

DISTINGUISHED VISITORS AT THE I.C.F.



Mr. Bulganin and Mr. Krushchev visited the I.C.F. on Nov. 28. Sri K. Saigoban, C.A.O., is explaining to them the details of the project with the help of charts

Their Majesties the King and Queen of Nepal entering the Administrative Office of the I.C.F. (25-11-55)



Shri Lal Bahadur Shastri Inaugurates N. E. Railway Security Force Training School

(Speech delivered by Shri Lal Bahadur Shastri at the inauguration ceremony of N.-E. Railway Security Force Training School at Gorakhpur on 17-10-55)

BROTHERS AND SISTERS,

I am glad to be present amidst you today. I am sorry that I could not come earlier, due to previous engagements.

Railways constitute the lifeline of the Nation and in their present expanded shape we have to plan things most scientifically to cope with their manifold problems.

The necessity for reorganising the Watch & Ward Dept. was imperative. When I took over the administration

Force consists of nearly 36,000 men, all over the country.

We have drawn up a bill to invest the Railway Security Force with necessary powers and that would soon be presented in the Parliament.

I have sometimes been accused of taking away some of the rights of the men in the old Watch and Ward Organisation. But this is not quite correct. The needs of the Country must be paramount. We have to build up a force which will deliver the goods. And in doing so we have to



of the Railways, I found that Railways were suffering great losses due to thefts at stations and in goods trains and Watch & Ward had failed to control the situation.

I, therefore, felt that a radical change in the force was needed. Men charged with the protection of railway goods had to be invested with such dignity and self-respect as was available to police and military force of the country.

The entire set-up has now been reorganised and the Railway Security

evolve the new order. For those of you who have been chowkidars in the now defunct Watch and Ward Department and value the minor rights so much that you do not now wish to serve in the newly set up Railway Security Force, we are prepared to absorb you in other departments where you will continue your minor rights. And your pay and other emoluments would also be suitably protected.

Training Schools such as this Training School for the Railway Security Force are a necessity. They impart

necessary training to enable you to become good and efficient workers. Refresher courses give you advanced and up-to-date training in your respective trades and I am a staunch believer in extension of such facilities.

In the new India that we are now building it is not the construction of a building which would matter. It would depend on the man who worked in it and who would improve standards. Success will depend on every one of us doing our work dutifully.

I hear a few slogans being raised by some members of a Union at a distance. I fail to understand why demonstrations have been staged when I have already given them time for discussion with them tomorrow. I generally meet everybody without any distinction.

The Unions and the Workers must realise the responsibility devolving

upon them. Power and authority have at every step to be supported by love and co-operation for the successful execution of plans. We might secure all the finance necessary as well as material and even personnel for working the 2nd Five Year Plan, but if discipline was wanting we would be hampered at every step.

I congratulate the N. E. Railway for having realised the necessity for trained personnel in the execution of plans and other works and hope that the steps taken in this direction would multiply. I also congratulate Shri B. N. Lahiri, Security Adviser, Indian Railways, who has taken great pains to organise the force and the present shape of the Railway Security Force is primarily due to him.

I thank you all very much and now declare the institution open.



One blames one's friends to his face ; one's enemies to his back.
He who loses Monday loses all the week.
What is lost by laughing is not found again by crying.
The donkey can swim in seven different ways, but as soon as he sees water he forgets them all.



World of Railways

Arthur L. Stead

Our London Correspondent

CHRISTMAS Stocking Railway, they call it, and what more suitable a subject could there be for my contribution to this December issue?

Stretching along the fourteen miles of flat Channel coast from Dungeness to Hythe, in south-east England "Christmas Stocking Railway" is the Romney, Hythe and Dymchurch 15-inch system—the world's smallest public railway and a delight for railway fans young and old.

Every year, the R. H. & D. carries about 500,000 passengers and thousands of tons of goods. Powerful steam locomotives, one-third full-size replicas of main line engines, and diminutive deluxe Pullman type passenger coaches, form the backbone of the undertaking's equipment. Christmas Stocking Railway is really a complete rail system in miniature, with elaborate track and signal apparatus, fine stations and offices, and efficient repair shops.

The R. H. & D. runs its regular list of Christmas specials, and it is generally accepted that Santa Claus is one of the line's most appreciative regular patrons. If it were not for this enterprising miniature system, may be the red-headed twins in the little cottage beside the track near Dungeness, and scores of other kiddies living in the wilds of Romney Marsh, might be very disappointed children indeed on the twenty-fifth!

Like every big railway, the Romney, Hythe and Dymchurch has to conform to standard operating rules. However, a kindly Government has agreed upon these being somewhat abridged and modified to meet the less exacting needs of miniature working. Thus, proper signalling and interlocking is insisted upon, but not such usual items as level-crossing barriers, facing-point locks, or elaborate passenger shelters at stations.



One-third full-size "Pacific" Locomotive of the Romney, Hythe and Dymchurch Railway, in full steam ready to convey a happy load of railway fans

The roadbed of Christmas Stocking Railway is in every respect substantial and safe for speeds of at least 35 m.p.h., which, when you come to think of it, is really pretty good going for a fifteen-inch system. Major engineering works include many steel and

concrete bridges, including the fine Duke of York Bridge across the New Romney Canal. This is an N-type girder bridge with a 56-ft. span, a replica in miniature of the Canadian National Railway's Victoria Jubilee Bridge across the St. Lawrence River, at Montreal. Shooting suddenly into space as your train crosses the bridge on the 15-inch steel poised high above the water, you get a near impression of negotiating Niagara, Blondin-like, on a tight rope!

Principal stations on the R. H. & D. are the terminus at Hythe, and the intermediate stations of New Romney and Dymchurch. Each are commodious stations, beneath the roof of which trains are boarded and left without leaving cover.

Train operation on Christmas Stocking Railway is governed by a telephone dispatching system. The largest signal box is at New Romney, where a frame of 24 levers, with footpedal interlocking, controls the station and yard operation. All points and crossings are interlocked with their proper signals so that conflicting movements are impossible.

The first locomotive to be employed on this, the world's smallest public railway, was of German manufacture, and was a 0-4-0 machine rejoicing in the name, 'The Bug'. This engine has since given place to a fleet of fine 4-6-2 'Pacifics', and to two 4-8-2 'Mountain' type machines.

Some of the R. H. & D. 'Pacifics' are models of express engines employed on the Eastern and North Eastern Regions of British Railways, while others are copies of Canadian Pacific locomotives. These latter sport all the familiar American features, such as the 'cow catcher', the dome sandbox, a truly martial array of lubricators and oil-boxes, the cylindrical tender tank, and the big brass bell. In contrast to the 175 lb. working pressure of the R. H. & D. standard 'Pacifics' the 'Canpacs' have a pressure of 200 lbs. Their

total weight (engine and tender) is 8½ tons.

Braking of the miniature trains on Christmas Stocking Railway is carefully watched. At the outset, the first locomotive had a small Westinghouse donkey pump, but very soon vacuum braking became possible by the production of a half normal size combination ejector which, with a three-quarter inch train pipe and flexible hose connections to suit, completely solve the braking problem. Today, with all passenger carriages braked on all wheels, a train of 16 coaches moving at 25 m.p.h. can be brought to a dead stop in a trifle above its own length.

Crack train of the Romney, Hythe & Dymchurch line is the "Bluecoaster", running non-stop between Dungeness and Hythe (14 miles) in 45 minutes. Usually composed of up to 18 smart blue-and-primrose Pullmans, this train is a big draw for patrons. In addition to the "Bluecoaster" (so aptly named from the clear blue waters of the English Channel on a bright summer's day) there are regular local trains serving intermediate stations. From June to September, traffic is often so heavy that the time table has to be disregarded, and the order goes out for trains to be permitted to follow each other just as fast as the Block sections can clear them.

The journey over the R. H. & D. Railway is one to live long in memory. You board the "Bluecoaster" at Dungeness, and as the last passenger makes a wild rush for the waiting train, the miniature "Pacific" locomotive gives a brassy whoop on her chime whistle, to slip smoothly away on her 14-mile non-stop run across historic Romney Marsh.

As the engine settles into her stride along the 15-inch tracks, you nestle in the comfort of your cushioned corner seat and adjust the plate-glass window to your liking. The "Bluecoaster" carriages are just 16 ft. long, 3 ft. 6 in. wide, and 4 ft. 8 in. high. Each coach



Tiny stations, accurate miniature models of main-line structures, are a feature of "Christmas Stocking Railway".
The R. H. & D. Station at Dymchurch

weighs 2½ tons loaded, but roller bearings enable a four-coach train to be set moving by a pair of hands on the level. Three-link Marillier couplings give instant connection between vehicles.

Dungeness, with its lighthouse that exchanges knowing winks with its French neighbour, Gris Nez, soon disappears round the bend, and for five miles "Bluecoaster" cheekily runs neck-and-neck with the standard-gauge Southern Railway, through four intermediate stations, to New Romney. The nine-ton steam locomotive gives a deafening hoot. A miniature tunnel and a darksome cutting are negotiated, and then the 56-ft. Duke of York girder bridge over the Romney Canal is crossed.

New territory opens up at Dymchurch, where from the low carriage you secure a strange glimpse of a hundred or so waiting feet on the platform anticipating the next stopping train. Here, the miniature prairie of Romney Marsh is relieved by distant hills, and wide open spaces give place to realities like factory chimneys, rows of neat houses with trim, tree-shaded gardens, a black cat snoozing contentedly on an amazingly green



"Bluecoaster" all-Pullman Express of the R. H. & D. Railway at Hythe Station

lawn, and a vivid red bus playing hide-and-seek round a corner. Forty-five minutes after leaving Dungeness, "Bluecoaster" steams majestically into Hythe, most ancient 'Cinque Port'.

Santa Claus certainly hit on a good thing when he selected the Romney, Hythe and Dymchurch as his Christmas Stocking Railway!



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Indian Railway Rates Tribunal

* (7) A Resume of Its Decisions

G. Runga Raju

(COMPLAINT NO. 3 OF 1953 (1954 RRT))

Rohtas Industries Ltd.,
Dehri-on-Sone ... Applicant
vs.

The Eastern Railway,
Calcutta ... Respondent

MESSRS ROHTAS Industries at Dalmianagar near Dehri-on-Sone Railway Station on the Eastern Railway, manufacturing Cement, etc. complained under Section 41 of the Indian Railways Act IX of 1890 about discrimination shown by the Respondent Railway in regard to the 'free time' allowed for reckoning demurrage, in respect of wagons dealt with at their Sidings, as compared with that allowed by them to other firms such as Sone Valley Portland Cement Co. Ltd. at Japla and Napuria Works of the Steel Corporation of Bengal Ltd. at Burnpore, etc. and alleged that such discrimination amounted to undue preference to those Companies and undue and unreasonable prejudice to the Applicant, thereby contravening the provisions of Section 28 of the Act. Demurrage on wagons, waiting to be released or loaded, is leviable at stations at one anna per ton per hour on the carrying capacity of the wagon, after the expiry of the 'free time' of 6 hours of day light, reckoned from the time the wagons are placed in position for loading or made available for delivery; but at private or assisted sidings, away from the stations, serving factories etc., the allowance of 'free time' is not uniform, as at stations and varies according to the traffic conditions, particularly availability of engine power. Under the terms of the Agreement, between Messrs Rohtas Industries and the Eastern Railway, the 'free time' was fixed

at 24 hours, in place of 6 hours at stations. In addition to the original siding charges agreed upon, for dealing with their wagons, at the Interchange Point, from which spurs took off to other factories of the firm in their premises, the Railway were paid shunting charges for placing the wagons beyond the Interchange Point to the sidings in these factories and removing from them—empty or loaded. The placement of wagons was made several times in the day, due to the proximity of Dehri-on-Sone Station and availability of engine power. Demurrage was charged only on wagons that were not returned by 18 hours on the day following the day of placement and the period of 24 hours of free time was reckoned accordingly as stated by the Applicant, irrespective of the time at which they were placed at the sidings in the course of the day. In 1949, the Applicant discontinued payment of shunting charges for service beyond the Interchange Point and the Respondent Railway ceased to render it. Demurrage was, however, continued to be reckoned, as in the past. Since June 1950, the Respondent claimed demurrage after the expiry of 24 hours, **from the time of placing** the incoming wagons at the Interchange Point, instead of calculating from 18 hours on the day of placement.

The Applicant contended that reckoning of free time for their wagons was disadvantageous, as compared with the procedure adopted in respect of Sone Valley Portland Cement Co. Ltd. Japla and others and demanded similar treatment and for reckoning free time of 24 hours, from 18 hours of the day of placement, as was done prior to June 1950. The respondent Railway stated that the working arrangements with the Sone Valley Portland Cement Co. at Japla

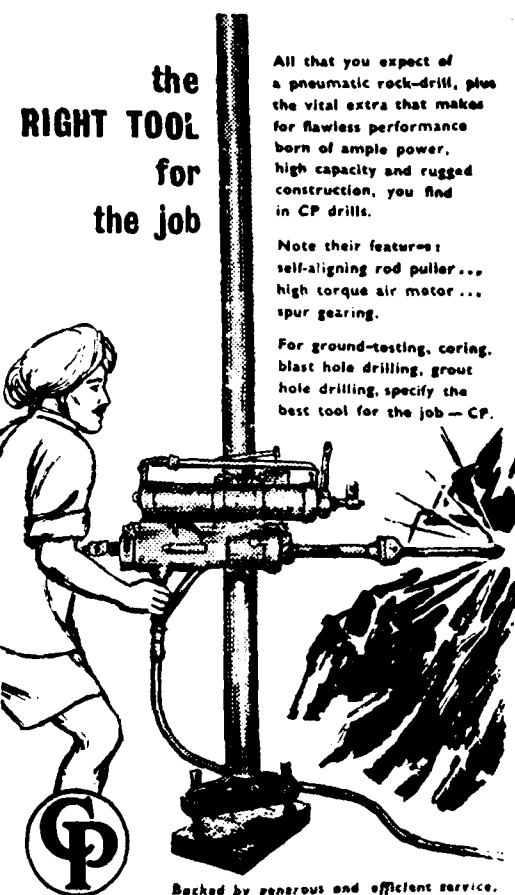
* Previous articles appeared in April, June, July, Sept., Oct., Nov. issues of 'Southrailnews'

were substantially different, in that there was only one placement and removal a day, whereas in the case of the Applicant, placements and removals were done more than once. They also contended that the Applicant was not entitled to relief under Section 28 of the Act and that the Tribunal had no jurisdiction to grant any relief whatsoever, in view of the Agreement dated December 18, 1946 and also under Section 45 of the Indian Railways Act.

The Tribunal framed several issues, as regards jurisdiction for admitting the Complaint, in view of one of the conditions of the Agreement between the parties, that disputes arising among them should be referred to arbitration; whether the dispute in regard to free time would fall under Section 43; whether it debarred the Tribunal from considering the dispute; whether the alleged differential treatment to other firms contravened Section 28 of the Act and whether a competitive relation between the commodities manufactured by the preferred and the prejudiced traders necessary, in a complaint of unjust personal discrimination, under Section 28 of the Indian Railways Act IX of 1890.

The last issue of personal discrimination was taken as the preliminary issue for disposal on February 23, 1954.

The Applicant's contention that the free time of 24 hours was reckoned from 18 hours on the day of placement was denied by the Respondent. He stated that demurrage was always calculated from the time of expiry of 24 hours from the time of placement of wagons at the Interchange Point. The Applicant contended further, that the Respondent had given more favourable terms in respect of free time to other concerns and such discrimination amounted to undue prejudice and undue preference under Section 28 of the Act. To this, the Respondent's reply was "that even if it is conceded



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that free time allowed to some firms, other than the Applicant, is more liberal in scope, that, by itself, would not attract the provisions of Section 28, in the absence of competitive interest existing between the parties and unless the Applicant proved the existence of competition and the injury suffered by him, Section 28 would not operate.

The Applicant's Counsel argued that it was not necessary to prove competitive interest between the parties in a case of personal discrimination under Section 28 of the Act, on which the provisions of law in the United Kingdom and the United States of America were gone into at length. The Tribunal, eventually, came to the conclusion, that competitive relation between commodities manufactured by the preferred and prejudiced traders was necessary, in a Complaint under Section 28 of the Act and this issue was decided against the Applicant.

Six months later, other issues were taken up on September 6, 1954 for consideration. As regards the jurisdiction of the Tribunal, in view of a subsisting Agreement between the Parties for referring disputes to arbitration, the Tribunal held that such an Agreement "cannot abridge or enlarge the statutory rights, which forbid discriminatory charges" and that an Agreement, not legally valid, could not oust the Tribunal's jurisdiction.

The next issue for consideration was whether the dispute in regard to free time would fall under Section 43 of the Act. Under Section 45 of the Act, the Tribunal cannot consider the reasonableness of the demurrage charges, except when referred to by the Union Government. The dispute in this case is, however, not on the scale of demurrage, but about the free time allowed, on a discriminatory basis. Hence, the Tribunal considered that it had jurisdiction.

Whether this discrimination amounted to contravention of Section 28 remained for consideration, which

depended on a comparison of the working arrangements of the Sidings of the Applicant and of the Sone Valley Portland Cement Co. of Japla, which also manufactured cement, as the Applicant did. The Respondent Railway made more than one placement of wagons in the day in the Applicant's premises, while it did only once in the day for the Cement Factory at Japla. They contended that the working arrangements were substantially different in both the sidings, on account of location and the volume of traffic dealt with. Hence, they were not comparable and Section 28 was inapplicable. Whether the difference in the allocation of the free time would amount to difference in treatment, prohibited under Section 28 of the Act, was for consideration. In view of the existence of two distinct forms of undue preference—'difference in charge' and 'difference in treatment'—the provisions of law in the United Kingdom and the United States of America were examined at length. A difference in treatment, without involving a lower charge and 'which except as an element or factor in arriving at a charge is immaterial' is not difference in treatment within Section 28. The difference is difference in computation resulting in identical treatment. The treatment that is the charge, is the same in each case. The difference, in the mode of arriving at it, is not what the Section calls a difference in treatment in respect of the trader. So long as the rate of demurrage is the same, which is charged to the Applicant and the Japla Factory, the difference in free time allowed would not amount to a difference in treatment, as contemplated under Section 28 of the Act. The Tribunal was of the view that conditions of working in the Applicant's siding, as compared with Japla Factory were different and Section 28 did not apply. It was held also that Napuria Works of the Steel Corporation of Bengal Ltd. at Burnpore, Tobacco Manufacturers of India Ltd, Chandis-
than etc. did not compete with the

Applicant, as they did not manufacture cement and for establishing a prima facie case of difference in treatment, it must be shown by the Applicant that such difference results in loss or disadvantage. Besides, a competition between commodities concerned is a necessary pre-requisite for a complaint under Section 28 of the Act. It was, therefore, dismissed.

This case was heard by one of the Members of the Tribunal and the Applicant appealed to the Full Bench, under Section 46-A of the Indian Railways Act IX of 1890, with the leave of that Member. The appeal was heard on February 21, 1955 and the facts bearing on the Complaint were considered at some length, as the law bearing on it was gone into exhaustively at the previous hearings. One of the Members delivered the Judgment of the Bench, with which the President and the other Member, who heard the Complaint in the first instance, concurred, and observed inter alia:

"The facts, thus, are first, that it is not possible for the Railway, in relation to free time, to do business with the Cement Co. on the same terms as those on which the Railway does business with the appellants, and, secondly, the Railway has not allowed to the Cement Co. any advantage of facility beyond what is necessitated by the circumstances of the case. I find that, in relation to free time, the respondent has not made or given any undue preference or advantage to or in favour of the Cement Co. and has not subjected the appellants to any undue or unreasonable prejudice or disadvantage.

The judgment appealed against is correct. The appeal is dismissed with costs."

This is another case, in which the simple fact of reckoning free time at Sidings, for calculation of demurrage, has been overshadowed by elaborate disquisitions of law of this land, of the United Kingdom and of the United

States of America. Demurrage charge is not considered as revenue; it is a penal provision for discouraging delay in release of wagons under load or to wagons awaiting loading and the Railway Administrations have discretion to vary the normal period of 6 hours at Stations, to a figure suited to the working conditions at Sidings and these conditions, it should be remembered, are largely governed by the Railway's willingness and convenience to provide them. And these conditions are not impossible of mutual adjustment. From the practical business viewpoint, the issue is what the financial effect of compliance with the Applicant's request will be, in relation to the freight paid by him or on his account and whether the amount can be waived, if insignificant, for maintaining good relations with the Owner of the Factory, particularly in a transaction, not involving loss of earned revenue. On the other hand, the complexities of law and erudition, brought to bear on it, may scare away laymen.

The Railway Freight Structure Enquiry Committee may take this case, as a typical instance, in regard to their terms of reference, concerning the Railway Rates Tribunal. Questions of fact, as in the present case, which admit of consideration on merits and speedy disposal, have to be dovetailed only to certain Sections in the Indian Railways Act IX of 1890, under which they have been empowered to exercise their jurisdiction, for enabling them to take cognisance of Complaints, while the Transport Tribunal in the United Kingdom has wide powers on matters of fact or law. The Applicants are, therefore, entirely in the hands of their Counsel for formal presentation of their cases to the Tribunal, which does not admit matter-of-fact representations, directly from them. The Respondent Railways are obliged to be also under the guidance of their Counsel, who will not hesitate to stand on technical lines of defence, apart

(Continued on page 27)

Mylapore and Triplicane

T. N. Srinivasan

TO the generality of tourists, Madras is associated with its being a prosperous business centre, rapidly growing in wealth and dimensions. It occupies the proud place of being the third city in India and is noted for its beautiful 'Marina'—the long four-mile-road that fringes the coast of the Bay of Bengal.

But to a pilgrim, this city is equally important inasmuch as it contains among many other temples, two places of hoary antiquity. They are the temples of Sri Kapaleswara at Mylapore and that of Sri Parthasarathy at Triplicane. Devout tourists who come to this city make it a point to go to these two ancient shrines and worship the presiding deities there.

Long, long before the British occupation of this then small fishing village, by a charter from the ruler of Chandragiri, the narrow strip of fertile land just on the sandy shores of **Ratnakara**—that was the name by which the present Bay of Bengal was then called—was known to our ancestors by the name **Mayilai—Tiruallikkeni**. This was the name that is chronicled by the Vaishnavite Azhwar Sri Tirumangai Mannan, who was said to have lived in the days of the Pallava rulers—sometime in the 7th or 8th century A.D., which fact is made perfectly clear by his own utterances in **Peria Tirumozhi**.

In that dim past, the present Mylapore-Triplicane was a contiguous village, with the temple of Sri Kapaleswara at its southern and that of Sri Parthasarathy at its northern ends. Perhaps the sluggish Cooum—its Sanskrit name being **Kuchasthalai**—was even then running to the west and north of this popular village. Of course by the passage of time both Triplicane and Mylapore have now become bustling townships within the city of Madras, but yet the two ancient temples form, as it were, the

core of these fast-expanding suburbs of this great city.

Mayilai—the original name of the present Mylapore—was in existence before the Christian era. Its name and fame must have attracted the early Christian preachers who then went round in the world spreading the Gospel of that great Religion, for, Apostle Thomas, one of the direct Disciples of Christ, had come to this ancient spot on his Spiritual Mission. One legend states that he was martyred at this place, and was buried in the spot where now stands the Roman Catholic San Thome Cathedral.

Apart from this, Mayilai was an ancient sacred Saivite spot, having been eulogised by the famous Sambandar and Appar in their **Thevarams**. According to the **Periapuranam**, Sambandar was staying for sometime at **Kapalescharam**, as the spot where now stands the shrine of Sri Kapaleswara was then known. It was also here that Sambandar had wrought a miracle of restoring to life a dead girl named Pombavai, daughter of a Saivite devotee, Sivanesa Chettiar. The legend describes how that girl was determined to marry Sambandar alone who was then going about the several shrines of Siva. Before the saint could come to Mayilai the girl was bitten by a cobra and was dead. Her father had collected her mortal remains in an earthen pot, and when Sambandar came to this sacred place, he was informed of the incident. To please her father, the Saint sung a **Padhikam** of ten verses, when the charred bones of the girl took shape and came out of the pot, much to the delight of her parents. Of course, Sambandar refused to accept her as his wife as he said that he had re-created her by which she had become then his daughter, more than his spouse.

The temple of Sri Kapaleswara is one of the magnificent shrines, though

small in size, built according to Dravidian traditions. The deity is fixed facing west, on which side there is one fine artificial tank—for which South India is rightly famous—filled with blossoming lotuses. The deity represents the form that Siva took when he, in his anger, plucked one of the heads of the five-headed Brahma. The skull of Brahma got attached to the right palm of Siva, which gave him the name **Kapali**—the bearer of the kapalam—also known as **Brahma Chiraschedana Murthi**.

Mayilai is also famous for it was the birthplace of Saint Thiruvalluvar—the author of the reputed **Tirukkural**—which is considered as one of the literary gems in Tamil literature. Saint Peyazhwar, one of the earliest Vaishnavite apostles, was born here in a lily tank, which stands now in the present Arundel Street, in Mylapore.

Tiruallikkeni—which has now become Triplicane,—is an ancient Vaishnavite place of pilgrimage and is one among

the 108 Divyadesams sung by the Azhwars.

It houses the reputed temple of Sri Parthasarathy, an aspect of Sri Krishna, when he was the charioteer to the Pandava prince Arjuna during the Mahabharata war. This temple, like that at Mayilai, though small, is built in the traditional Dravidian style of architecture. In spite of the rapidly changing environment, the temple is still in its pristine glory, perhaps mutilated by modern amenities like the electric lights etc.

The presiding deity of this shrine, Sri Parthasarathy, is a unique image, most imposing to look at and reminds one of the stately demeanour of an ancient hero, tall, majestic and awe inspiring. The **utsava** deity is one of the most charming images, with one marvellous feature. The face of this image which is black in colour, is pitted with numerous holes and dents, which are said to signify the wounds that Lord Sri Krishna received from the arrows



The black-faced idol in Sri Parthasarathy Temple, Triplicane, Madras

shot at him during the eighteen-day battle as described in the Mahabharata.

The temple contains four more deities—Sri Narasimha, Sri Varadaraja, Sri Ranganatha and Sri Rama—each of whom had appeared in answer to the prayers of the various devotees who had done penance on the banks on the **Kalravini thirtham**, which is now in front of the temple. The Vaishnavite Azhwars, Peyazhwar, Thirumazhisai Azhwar and Thirumangai Azhwar have sung laudatory verses in praise of these deities.

Long after the extinction of the great rulers of South India, Madras, which passed into the hands of the foreigners, had been a place of constant encounters. The British and the French tried alternately to possess this important site, where the British had built a strong fort. Consequently wars were waged frequently on the fore-shore of the sea, in which these two temples were located. Hence these temples had been silent witnesses of these wars and more than that were converted into temporary garrisons by the two warring parties. Evidences are still existing in the Parthasarathy

temple to show that in 1672 De la Hay captured this village from William Civilhorn and in 1674, it was taken over by the Dutch and until 1754, it was changing hands frequently till at last the British made the place their own. Tombstones and other epigraphical records are still seen in the precincts of this temple, recording some of these historical episodes.

Even though the site, on which these two ancient shrines of hoary antiquity and puranic importance stand, had undergone tremendous changes, the visitors to these temples would not fail to notice that the worship and the conduct of festivals had not altered considerably. The annual festivals like the **Brahmotsavam** in the months of March and April, the grand floating festivals in the months of January and February and other equally grand festivals are still celebrated as in old, the order of which had not yielded fully to the new.

INDIAN RAILWAY RATES TRIBUNAL

(Continued from page 24)

from substantial grounds. And the Counsel on both sides are in their element, searching for legal embellishments, around the facts, on which they do not evince much concern, as they are not generally familiar with the minutiae of railway working or railway rates. And once the legal issues are taken up, they enshroud the facts and the Tribunal becomes a Lawyers' Paradise. It is significant that it was only in the Appeal in this Case, that facts were touched in some detail, while their consideration was, however, 'cribbed, cabined and confined' within the legal limits decided upon in the previous hearings, which may be called in question in the High Court and the Supreme Court, if the Applicant is inclined to move them.

(To be continued)

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Managing Director of J. Walter Thompson Company (Eastern) Limited

I am often asked how we at JWT go about planning advertising for our clients. Many people seem to think that an Advertising Agency consists of 'ideas men' whose job it is to dream up good advertisements. This is far from the truth. Advertisements are good only if they are effective, and to be effective they must be based upon a correct understanding of the many problems which confront the advertiser in selling his product or services. A first, and most important, job of an Advertising Agency is to find out the facts which bear upon sales, both as regards the product itself and the habits, needs and attitudes of the public. Only when these facts are known is it possible to devise advertising which will be effective in the situation which exists.

I can illustrate this very well by telling you about our first assignment for the Railways. Although in this case we had no product to sell, the principle is the same.

During the years 1951/52, excessive damage occurred to passenger coaches on the suburban and through services of the Western and Central Railways. Fan and light fittings were smashed, almost everything detachable was wrenched away, and seat cushions were slashed with razor blades. The administration was naturally very greatly disturbed over all this, but in spite of all effort to prevent it, the damage continued. Within days of new coaches going into service they were a shambles. Hoping that appeals to the public might have an effect, JWT was invited to prepare a public relations campaign to secure the support of the people who travel.

What was the real problem ?

Before attempting to develop a programme we felt it was necessary to define clearly the problem that publicity would have to cope with. What

was the reason for the damage ? Was it wanton ; was it a queer kind of revenge for grievances ; was it hooliganism ? Or was it systematic theft ?

In some quarters, notably in the press, it was assumed that the damage was wholly capricious, without rhyme or reason. We were not sure that this was true. With the whole-hearted co-operation of the railway officials we set about a study of the nature and trend of the damage sustained over the past ten years. A senior executive of our Company spent much time visiting the yards, inspecting damaged coaches, speaking individually to Station Masters, Watch and Ward Superintendents, District Officers and others. Finally all met in conference to compare findings and to exchange views.

The data and evidence we thus collected, based on a detailed questionnaire prepared in advance, brought out many significant facts. For instance, nothing is easier to smash than a sheet of glass. Yet glass fittings in general had suffered less than other types of fittings which require considerable time and effort to damage.

Again, one would suppose that hooliganism would occur in times of civil commotion. Yet the incidence of damage was far higher in 1952, a peaceful year, than it was in the disturbed years of 1942 and 1947. This led us to examine (a) the economic conditions prevailing at the times of maximum damage, and (b) the types of fittings that had suffered most.

There was at these times, we found, an acute shortage of metal, ferrous and non-ferrous. The Tariff Board had reported that more than 1,800 metal foundries derived nearly half their supplies of iron and steel from scrap : and that smelting capacity in Bombay and Calcutta for non-ferrous metals

far exceeded the supply of scrap or virgin metal available to foundries.

Obviously, metal scrap would have a high resale value, and this would apply to many types of electrical equipment as well. Our study showed that it was these two categories of fittings—metals and electrical equipment—which had suffered most. Among electrical appliances, for instance, bulbs, bulb holders, lampshades, switches and fluorescent tubes had frequently been removed, rather than smashed. Fans had been damaged and parts removed; but motors, useful only after rewinding, had been left.

We took the view that such damage did not point to wanton hooliganism. The hooligan is an exhibitionist with a grudge against society; he will smash for the love of smashing, and leave his handiwork for the supposed admiration of others. The man who caused damage by removing fittings, and particularly certain types of fittings with a known resale value, did so for a purpose. He was not a destroyer; he was a **thief**. The reason for the damage was not casual hooliganism, but methodical theft.

Who were the thieves?

Now we had to find out who were the thieves. Where and at what time was their activity greatest?

The damaged fittings were securely fastened, and required patience, knowledge and tools to remove. It was therefore obvious that **bona fide** travellers were not generally responsible. The records maintained by the coach maintenance staff and traffic officials, and their experience with this problem, suggested that three classes of people were generally involved:

- (i) Illegal travellers of the vagrant class;
- (ii) Technical members of the railway staff;
- (iii) People working with scrap dealers, electrical contractors, and other suppliers to the railways.

Illegal travellers

Due to the after effects of Partition, and the scarcity of food in many areas, there had been an increase in the number of vagrant and unemployed persons in Bombay. Many of these people, between 12 and 18 years of age, moved about freely on station platforms, and on running trains as hawkers, shoe-shine boys and beggars. They included many expert pick-pockets, armed with razor blades. They operated either as freelance workers, selling their booty to unscrupulous traders, or as members of gangs directed by adults. Many detected cases of theft pointed clearly to this element.

People serving dealers and contractors

There had been at least one occasion at the Kurla maintenance yard when a contractor supplied a stock of bulbs marked 'Stolen from GIP Railway'. Action had been taken against him; but it was possible that other contractors, less silly than he, continued to feed the railways with their own unmarked property.

There are a number of Bombay scrap dealers at Dohad, a locomotive maintenance and repair colony of the Western Railway. Doubtless their business is largely above-board, since they buy scrap officially disposed of by the workshops; but it was suspected that some of them also did a sizeable trade in scrap illicitly removed from the workshops by some members of the railway staff and others.

The people connected with these trades were, therefore, considered a possible, though not a proved, market for fittings stolen from the railways.

Where and When?

A detailed study of thefts from running stock showed that maximum incidence was in the afternoons or late in the evenings, when the coaches are thinly occupied or empty. Maximum damage occurred in ladies' compartments; and evidence indicated that

thefts were more frequent in northern stations, where the vagrant population and refugee colonies were in abundance. Nearly 80 per cent of the damage occurred in the area bounded by Churchgate-Virar/Victoria Terminus-Kalyan.

Some further problems

It appeared a little odd that a Government undertaking, operating in the area of an advanced and efficient State Government, could not effectively control thefts occurring on such a large scale. The problem was, in fact, too formidable even for a Government to tackle under the laws of democratic rule.

Firstly, the travelling public was largely apathetic to illegal travellers; people inconvenienced merely grumbled at the laxity of the railway authorities.

Secondly, juveniles were protected by law in that it was necessary to try them in a magistrate's juvenile court in the presence of their guardians. When a delinquent denied having a guardian, the case had to be dropped until the guardian could be located.

Thirdly, even when an adult criminal was caught, his punishment under the Railway Act was too mild, extending only to a few days in prison or a small fine.

Finally, the requirements of the law for identifying stolen railway property were very rigid, and it was often impossible to satisfy them fully. This led, not unnaturally, to apathy in attempting to trace stolen property.

An approach to the problem

After thus studying the problem at its roots, we discussed a plan of action with the Senior DGM's and PRO's of the two Railways. The railway administration had meanwhile increased the Watch and Ward staff, and had taken effective security measures in collaboration with the

Railway Police and the Home Ministry of the State Government. But, it was agreed, all this effort needed to be supported by effective public co-operation.

Unfortunately, the railways had a very critical, even hostile public. Interview surveys made by us in trains showed that regular users of the services had not been kept sufficiently informed of the tremendous problems which confronted the railways since the war years, and that they knew next to nothing about the ways in which these problems were being tackled.

This was a pity, because the public could help enormously to make the work of the railway thief-proof merely by discarding its indifference. Moreover, the field staff of the railways would take courage in dealing with the offenders if they knew that public feeling would be in their favour.

We were sure that the public would co-operate, even though not in sympathy with the administration, provided it could see that its own self-interest was affected. The dissatisfaction resulting from the inconvenience caused by the loss of fittings had to be turned from another grumble against the railways, to an active resentment against the persons really responsible. We had to find a way to fix public resentment on the real culprit.

We believed this could be done by turning the limelight on to the illegal traveller who, there was little doubt, was in turns a coach-fitting thief and pickpocket, adjusting his activities to the less and more crowded conditions on the trains.

We dramatised the illegal traveller as a person 'who robs you twice over: when the train is full, he picks your pocket and steals your valuables; when the train is empty he steals lamps, fans and fittings put there for your comfort'.

We also devised a highly dramatic illustrated slogan: 'Help your Railways to Catch the Thief' which we brought to public attention in every possible way.

Having pointed out the enemy, travellers were asked to beware of suspicious characters, and to report them to any uniformed railway employees.

The campaign ran for six months in Bombay city papers, posters were prominently displayed in stations and elsewhere up and down the lines.

All local languages were used. Further, a giant sticker was pasted near every broken fitting pointing out that the inconvenience caused was not of the railways' making, and that the reader could help in its prevention.

The result? Co-ordination on the part of the security police, Watch and Ward and the awareness of the public reduced the incidence of damage by 80 per cent long before the campaign came to an end... a co-ordinated campaign which was effective only because it started by **finding out the facts.**



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"Boring a Railway Tunnel"

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HAVE you ever been on a long rail journey of over a thousand miles? If you have, you may have noticed that your train has rolled over tracks laid on flat plains, on bridges, over small streams and wide rivers, through green fields, into dense forests, around hills and mountain sides, and at sometime perhaps, a sudden plunge into a dark hole in hill or mountain, and then out into the bright sunshine again. The dark hole is obviously a railway tunnel.

When railway engineers are building or extending a particular section of a railway system, they come up against all types of physical contours of the countryside to be traversed. Some part of this may be rugged country consisting of a range of hills or mountains, and the only way to overcome these obstacles is either by laying the track around or through the formidable obstacles. If it is not economical to put down the track around the hill, the railway engineers must then decide to bore a tunnel through that large mass of earth and rock. How do they tackle this gigantic job of pushing a way through the hill so that the rail tracks can be laid down?

Before even a single cubic foot of earth is moved from the hill through which the tunnel is to be bored, a geological examination must be made of the internal structure and distribution of the material and strata of the site to be excavated. Obviously, the ideal condition for tunnelling is earth and soil formation of one material only, but that is rarely the case, as the earth formation may contain strata of various types of materials like soft earth, clay, sandstone, limestone, hard rock, porous rock, and water-bearing fissures. The ground water conditions are also specially examined with reference to the contour of adjacent hills, the presence of joints and fissures, and the rainfall of the area. Limestone strata

are likely to have underground caverns of water.

The real construction of a tunnel can only be commenced after a detailed geological examination of the tunnel route is made. The centre line is accurately fixed by means of an instrument known as a theodolite, and although the boring of a tunnel is done from both ends, all the calculations and theodolite observations that have been made previously are so accurate that both ends meet almost exactly. Another important feature of tunnel construction is that of keeping up the levels of the tunnel floor, and this is done throughout every stage by means of sensitive levelling instruments.

Tunnels are usually constructed with a slight incline from each opening towards the centre; the reason for this is to provide easy drainage of water that might seep through the roof and walls of the tunnel. In spite of the thousands of tons of earth, rock and rubble that is clawed out of a hill-side, the instruments like the theodolite and levels are so accurate that when the two boring gangs meet and check up, it is found that the two centres are not more than a half-inch out of alignment, and the error of level is as little as one-sixth of an inch.

After all the preliminary survey and examination work is completed, the engineers with their men, are now sent to the spot where the tunnel is to be bored through a hill-side. As the excavating work progresses, the construction gangs doing the job come up against various strata of material. If the ground is soft the material is moved without the aid of explosives, but if hard rock is encountered, holes are drilled by means of rock drills and explosive charges like dynamite inserted to blast away the rock. In the early days of tunnelling the work of digging away the earth and rocks may have

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December 1966

"BORING A RAILWAY TUNNEL"

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been done by 'pick and shovel' methods, but, with the advance of engineering technology, machines known as rotary excavators do this job much faster. These excavators are usually electrically-driven, and the cutters rapidly slice away the earth, which is thrown back, collected on electrical conveyors and then dumped on to trucks in the rear for removal.

As the boring party goes deeper and deeper into the hill-side, the support of the portion already bored and cleared has to be arranged. This serves to protect the portion already excavated from falling rocks and caving in. The temporary supports are removed when the permanent lining of the tunnel is built up. The permanent lining of every tunnel is necessary because though most of the materials through which tunnels are bored are initially self-supporting, in the course of time disintegration may set in with the danger of portions of the tunnel collapsing by a 'cave-in'. Even the permanent lining of a tunnel must be watched and kept in a constant state of repair, as percolating water seeps through and weakens the permanent lining.

When long tunnels are being constructed, or those in difficult situations, vertical shafts are sunk from the ground above along the tunnel alignment or close to it. The shafts serve various purposes by providing extra working faces for the removal of dug-away earth, to let in light and air, and to pump out water that may have collected. As the tunnel bore goes deeper into the hill the air becomes foul with gasses produced by blasting, and the men working inside must get fresh air. If the air coming through the vertical shafts is not sufficient, then special arrangements must be made to pump fresh air through the bore. A common danger also encountered by

the boring party as they go further in is the sudden gushing of water from some hidden underground spring. It has even been known by tunnelling men to find themselves suddenly opening out an underground reservoir of water. When a large body of water is encountered the tunnel engineers have a remedy at hand in the shape of powerful pumps which may have to work day and night to keep the workings dry.

It is only after a tunnel has been bored, working from both ends of the hill, and there is a passage right through, and all earth, rock, rubble and other excavated matter have been cleared, and the entire tunnel has been lined, that it is ready for putting down the rail track to make it fit for trains to pass through. Where any portion of a railway is electrified, apart from the tracks over which fast mail and express, and the slower goods trains will roll, the electrical installation and gear has to be put up in the tunnel.

Tunnelling is a job that is tough and hazardous, and one in which mother earth often has some terrible surprises for those who are boring deep into her. Suddenly, an unsuspected stratum of earth or rock may roll down on the men and crush them to death. Pockets of gas may suddenly permeate the workings and suffocate the men on the job, or a sudden gush of powerful water from a hidden spring will spurt out and send men to death by drowning. But in spite of the dangers, the heartbreaks when earth crashes down or swirling water floods the workings, the tunnel engineers and their men know that they must bore that large hole through a hill-side, because once it is done, and the trains roll through smoothly, they know that they have not only done a magnificent job, but have cut down a railway's annual expenditure by shortening a route.



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Measuring Other People's Corn with One's own Bushel

In the editorial of the 'Premier Automobiles Journal' Second Quarter 1955 in para 6 (though the paragraphs are not numbered), the following opinion has been expressed:—

"Finally with a view to neutralise the high cost of Railway Transport which is at present a serious bottleneck of industry, the Government should fix a special railway freight not exceeding half the present rate as recommended by the Tariff Commission."

If it is a question of reducing the rates to exactly half the present rates, the following points have to be borne in mind:

This is a luxury article. If there is justification for luxury articles, those who deal with bulky articles will also demand similar reduction. It will not be possible to reduce rates on this basis for all commodities. Therefore, there is no justification for making a special preference in the case of automobile goods.

It is suggested that the Government should fix a special railway freight not exceeding half the present rate, as recommended by the Tariff Commission. This is measuring other people's corn with one's own bushel.

In the case of Railways, the fixed costs are about 70 per cent. The permanent-way and machinery cost a lot so far as Railways are concerned. In the case of Road Transport, the permanent-way is given by the Government and the users have to pay taxes. It is appreciated that the taxes have increased in the recent years on motor transport. In case the Railway line constructed is not paying and it is abandoned, it cannot be put to any other use and the profits will have to be adjusted against paying lines. In the case of Road Transport, there is no such trouble. No means of transport is better suited than the Railways for conveyance of long distance goods traffic. The major part of the revenues of Indian Railways accrue from goods traffic. About 869 crores of Capital has been invested on Railways. The capital of the Railway is built up of

public money. If the Railways do not yield a sufficient return, after setting apart interest on capital, depreciation and reserve fund, additional taxation will have to be resorted to, which is not desirable, but if the rates are suitably adjusted, as suggested by the Chairman of the Freight Rates Structure Committee, so as to increase the financial stability of the Railways, it would be a welcome proposition. To make a sweeping statement that rates should be reduced to half the present rates, is going too far. It is as good as expecting Railway costs to come down to the level of the Road Transport. This cannot be because of the high cost of permanent-way and the operating expenses of working the Railway.

In this connection, the following points have to be borne in mind. The High Level Committee on Freight rates was appointed by the Government of India to review the freight rates structure on Indian Railways. One of the main points for consideration was increasing the responsibility of the Railways from that of Bailees to those of common carriers as in England, which means shouldering greater burden. Commensurately the rates will have to be raised. The suggestion made is opposed to the trend of present events. Moreover, revenues have to be increased for financing the Second Five-Year Plan. If suddenly a suggestion is made to lower the rates, no additional responsibility can be shouldered by the Railway. This is not consistent with the spirit of the appointment of the Freight Rates Structure Committee.

The Committee's work is to make recommendations in regard to Railway freight structure policy so as to ensure financial stability for the Railways. The annual goods freight earnings on Indian Railways is in the neighbourhood of Rs. 150 crores. The Committee has been asked to review urgently in order to keep pace with the far-reaching developments expected on the economic side under the Second Five-Year Plan.

The present Railway Freight structure Committee has been asked to examine whether the liability of Indian Railways as goods carriers requires revision. At present, the responsibility of Indian Railways for loss, destruction or deterioration of goods tendered for conveyance by Railway is that of a bailee as against the greater responsibility of a common carrier as in the United Kingdom and some other foreign countries.

According to Section 72 of the Indian Railways Act, the Railway is a Bailee. Now the question will have to be gone into *de novo* regarding the responsibility of a Railway so as to make it undertake more responsibility as common carriers in United Kingdom and some other countries.

Inaugurating the Freight Rates Structure Committee, the Railway Minister stated that the freight rate structure must be such as to aid these activities to the maximum possible extent. But at the same time, the economics of railway operation itself under the changed conditions of working cost have to be borne in mind. The Committee's appointment, has come at an opportune moment.

As for the indication pertaining to one of the terms of reference, viz., the Committee should bear in mind the necessity of maintaining the railways' financial stability along with the needs of a developmental economy, Railway Minister has pointed out that railways alone should not be made a burden to the general exchequer nor could they permit the developmental activities of the railways to suffer for want of funds. The Committee, however, is expected to review the principles of classification. The Minister also hoped that the Committee would suggest how the Railway Rates Tribunal could be made a more effective and expeditious instrument for adjudication on railway freight matters, at a reasonable cost to the litigant.

Inference.—The Indian Railway Freight Rates Structure Enquiry

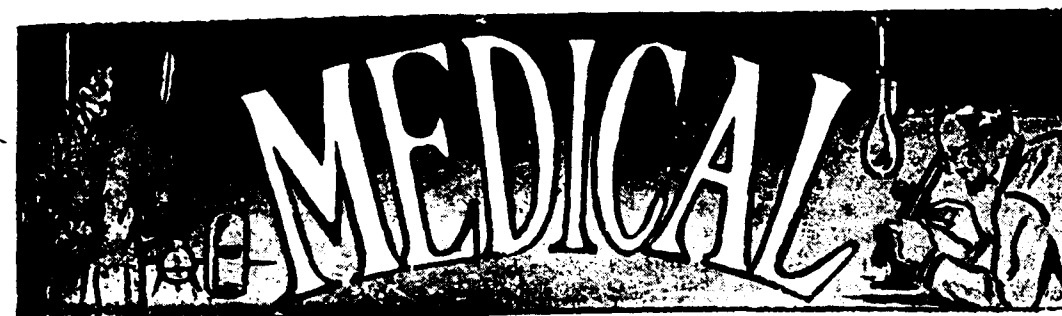
Committee's main task is to increase revenue substantially so as to balance rising development costs without affecting the growth of trade or industry. An increase in freight rates is regarded as unavoidable, as the railways earn most of their revenue from goods traffic. The committee is required to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

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

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

The suggestion to reduce the rates seems to run counter to what the Minister for Railways and Transport has stated, it is not in the larger interest of the nation.

Dr. A. R. Mudaliar has pointed out that there is room for adjusting the freight rates structure without disturbing the overall financial position of Railways, so that the economy of the country can be fostered, the socialistic pattern promoted and above all the small man can be given a fair deal.



High Blood Pressure

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

THREE thousand and six hundred years ago, the ancient Egyptians lost their hair notwithstanding all the clever prescriptions on Papyrus and mankind has progressed during these 3,600 years from the ox-cart with its square wheels to the jet-plane, from the mud-hut to the manhattan sky-scrapers but man still gets bald. Human brain has failed till now to create life anew.

I wish to give a short account to the readers as what is Blood Pressure, how can it be raised and how can a layman recognise the disease early and go to a doctor early for treatment. As you all know the pressure of the blood in the arteries is called the "blood pressure" and is maintained by the force of the heart's contraction, the elasticity of the arteries and the force required to push the blood through the capillary section of the circulation. The normal readings are between 130 mm. systolic and 80 mm. diastolic. These levels are not arithmetically accurate as normal variations do occur in healthy individuals. When these normal limits are transgressed, then that condition is called High Blood Pressure or hypertension. This disease may be of two varieties, one occurring secondary to an already existing disease and the other is the disease itself without any cause discovered and I shall confine myself to the latter.

The causes of High Blood Pressure constitute one of the most important and difficult questions in clinical medicine. The factors which actually

produce the pressure are (a) an inherited constitution (b) in those who tend to worry to be over-anxious to take things too seriously or are of an excitable disposition, (c) in those whose manner of life involves continued mental or emotional stress or strain, (d) in the obese, fat, persons, (e) in chronic alcoholic excess and excessive smoking, and (f) a diet rich in protein.

Symptoms.—There may be a complete absence of subjective symptoms for some years and the condition may be discovered accidentally, e.g. during an examination for the purpose of a life assurance. The most common early symptoms are a feeling of fullness, throbbing of the head, transient giddiness, insomnia (sleeplessness), palpitation, headache of a dull aching or throbbing character, impairment of memory, mental irritability and diminished emotional control. The effects of blood pressure are shown in all organs of the body especially the eyes, if left, unattended to. The effects will throw a great strain on the heart and produce evidence of failure of the heart. As for the diagnosis of the disease, the readings given by a special instrument available with any modern doctor will suffice. The course of the disease is slow but it definitely shortens the life if no proper care is taken. Great dangers of this disease are the accidents that come as complications without the patient's knowledge and they are (1) sudden heart failure, (2) sudden

unconsciousness with paralysis on one side, etc.

Treatment.—This is an excellent example of the value of treating not only the disease but the patient. He should be re-assured and encouraged, he should be advised to limit his activities to the extent he could strain himself without undue exertion. But at the same time the patient's activities should not unnecessarily be curtailed. With this object in view, enquiries should be made regarding the patient's environment, the nature and hours of his work, his habits, the questions of sleep and other relevant matters, while his temperament should be taken into consideration. He must cultivate the art of "relaxing" physically and mentally. The matter of sleep is of particular importance that the patient should be kept in bed for at least 10 hours each night, rest physically and mentally for at least half an hour after the mid-day meal and have a quiet day each week. Over-eating

should be avoided and the high protein diet should also be avoided altogether. Tobacco and alcohol are tabooed. Strict attention to the condition of bowels preferably by a saline purge once a week recommended.

As for the drugs for effecting a cure for this disease till today no drug has been discovered as a specific. But rapid strides and lot of research work have been done in Western countries and new drugs like Ansolysen, Vegolysen, Serpasil, etc. have come to the market. No doubt they have a pronounced effect and ameliorate the symptoms but all these drugs should be used with caution on the advice of a qualified doctor.

I have narrated above a line of treatment from a layman's point of view for this disease. But I wish to caution the readers to go to their doctors and get the proper advice if they suffer from any of the symptoms of this disease.

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Train Dispatching Systems (IV)

Centralized Traffic Control

T. S. Parthasarathy

TRAIN operation by signal indication, without the use of tokens or train orders, was instituted many years ago; however previous to July, 1927, every installation of any appreciable extent or requiring the operation of points necessitated intermediate operators. In other words, the train Controller co-ordinated the activities of operators who set certain points, lowered certain signals and reported the time of passage of trains. For example, in our Indian system, the Controller gives permission for a train to start, the Station Master or the Cabin Station Master operates the block instrument and obtains line clear and the Cabin Station Master or the Pointsman sets the road and the Station Master reports the time of departure of the train to the Controller.

In July, 1927, the New York Central completed the first installation of a system that made it possible for the train Controller to do all the above himself. This system, covering 40 miles and extending from Stanley to Berwick, Ohio was called 'Centralized Traffic Control' or 'C.T.C.'

Definition

The Signal Section of the Association of American Railroads defines Centralized Traffic Control as 'A term applied to a system of railway operation by means of which the movement of trains over routes and through blocks on a designated section of track or tracks is directed by signals controlled from a designated point without requiring the use of train orders and without the superiority of trains.'

General Description

C.T.C. is a method of train operation by signal indication which makes it economically possible to greatly extend the territory controlled from one

station. This system of train operation is considered by many to be among the outstanding developments in single line operation in the railway field and it is extensively used (mainly in America) as a means of directing trains because of the economies in operation which it effects. It not only affords direct economics in transportation, but it makes possible a more extensive use of track facilities.

C.T.C. basically involves the control of signals and points governing the use of a series of consecutive blocks from a central point and provides for the movement of trains by authority of the signals so controlled. Most C.T.C. installations include the control and operation of points also because of the additional advantages which come about through the elimination of train stops.

Inherent in a C.T.C. system is the combination of the utility of interlocking control of points and the protection of automatic block signalling. The system is basically a series of interlocking plants rather widely separated from each other. Each plant may consist of a single point with its associated signals, a crossover with its associated signals or a complex layout of points and crossovers with associated signals; while all the plants are controlled from the conveniently located special control machine (in the Controller's office).

The word 'interlocking' generally brings to mind the idea of controlled levers for the various functions so arranged that under certain circumstances certain levers are mechanically restrained from moving; in C.T.C. the levers are in no way restrained. However C.T.C. embraces the safety features of all past signalling developments. In addition, it employs special circuits in which a few wires serve the purpose of many previously required

wires. Safety, speed, economy, track capacity etc. are so closely related and dependent upon one another that signalling systems actually affect each to a greater or lesser degree; however, before the advent of C.T.C. a signalling system was generally installed for its safety features. This was true also with the Absolute Permissive Block although its feature of increasing track capacity was a contributing feature.

How it works

In Centralized Traffic Control territory, the points and signals affecting the main line are remotely controlled, either from a central board by the Dispatcher; or from stations at regular intervals by signalmen under the direction of the Train Dispatcher. Two or more tracks are usually signalled in both directions and there is no established current of traffic. Trains may be run on either track in either direction.

All points not in power control, such as points leading to non-running lines, spurs etc. but connected to the main track are electrically locked; and must be unlocked by the dispatcher before they can be operated.

The signal indications supersede the time-table superiority of trains or other orders of precedence in force; that is, a goods train continues to run against or ahead of a passenger train just so long as the signals indicate 'proceed'. It is the duty of the Dispatcher to arrange for all the crossing and overtaking points between both goods and passenger trains.

Instead of trying to remember the provisions of a number of orders, the driver must only obey the indications of the signals. Thus, he gets his instructions just prior to and near the point of execution. In other words, he gets his orders by signal indication at the time and place where they are to be executed.

C.T.C. may be varied, so that certain sidings used infrequently are not

equipped with power points, the points being operated by the train crew when so instructed. The Dispatcher illuminates a letter 'S' and the rules require that the train crew operate the points and enter the indicated siding or track. If more than one track, there will be an 'S' for each.

In leaving such a track, the Dispatcher illuminates the letter 'S' at the opposite end, which authorizes the train crew to operate the points. After the points have been opened, if the block is clear of trains, the signal will display the proper indications for further movement.

The circuits are so arranged that, should the Dispatcher err and attempt to authorize conflicting movements, control of the machine is taken away from him. He cannot authorize conflicting movements by signal indication. Should a train disregard signal indication and overrun a signal, stop signals are automatically displayed in advance for opposing movements to prevent a collision.

One form of C.T.C. is known as A.A.B.S. or Absolute Automatic Block Signals. The circuits here are arranged so as to provide an absolute block for both opposing and following movements.

Another form, known as A.B.S., Automatic Block Signals, does not maintain an absolute block for following movements and includes intermediate signals between absolute signals so that more than one train may be between stations at one time. As soon as a train passes an intermediate signal, a following train may be admitted to the block on a yellow signal, requiring that they be prepared to stop at the intermediate signal in advance.

Where a considerable number of yard movements have to be made on the main track in C.T.C. territory, some of the efficiency of the system is lost, since the train dispatcher finds himself also a yard engine dispatcher.

If a block section or line is to be obstructed by a train or yard engine, this can be done in two ways, either by signal indication, the dispatcher handling the points himself; or by granting the crew "block authority", that is, giving them a specified amount of time to work in a given block. He must apply red tags to his levers so that no conflicting movement will be attempted.

Another method of accomplishing the same, when several moves are to be made over a given point or points, is to allow the crew to take the points in 'hand throw', i.e. to withdraw the electrical control over the points concerned. Moving the mechanical switch from 'power' to 'hand throw' automatically sets the signals on either side of the points to 'stop' to protect the movement. When the work is completed the crew must return the points to 'power' and release them to the dispatcher.

A graph on the control machine records the time each movement passes certain sections such as at each end of a siding. In addition, the dispatcher usually keeps the conventional train sheet.

Train Dispatching in C.T.C.

When a train is ready to leave a terminal the Dispatcher is notified by the station staff. Having received a leaving signal, the train is thereafter governed entirely by signal indication.

There are at present two forms of C.T.C. One is similar to a series of consecutive interlockers where the operator (at the station) actually handles the points and signals under the direction of the dispatcher. Multiple tracks may or may not be signalled for traffic in both directions.

The other form of C.T.C. which seems to be more favoured at the time, has a central control board, the dispatcher handling the points and signals over the entire district by remote control. Some railways in America

have both and their rules are so worded as to cover either type of installation.

The principle of Centralized Traffic Control is precisely the same as any other method of dispatching trains where signal indications supersede the time-table superiority of trains or the handing over of a tangible authority to the driver.

Advantages

Manufacturers of C.T.C. systems naturally paint a glowing picture of the innovation but experience gained of the system, mainly in America, shows the following advantages:

(1) The Control Operator is not only a supervisor of movements but becomes an actual director of movements. At present, the success of a Dispatcher's train control largely depends upon the manner in which his instructions are carried out by the station staff and train crew. Any lapse on their part can completely upset his anticipations.

(2) He gets up-to-the-minute information in regard to all positions of trains on his section through the illuminated diagram before him. Economic crossings are made without reference to stations and long telephoning and arguments are eliminated.

(3) Instantaneous decisions can be made.

(4) Push button control acts in $\frac{1}{2}$ a minute or less. Very helpful in crossing of trains on sections with high density.

(5) Storing of movements in advance and execution when circumstances permit. A Dispatcher can mentally decide the crossings, press the buttons concerned and attend to other work while the machine moves points and signals as and when trains clear sections.

(6) Effect of constant watch of movement of all trains by the operator and maintenance of accurate recording

of train timings tends to increase the alertness of engine and train crew that their performance can be proved beyond the shadow of a doubt. Time lost by drivers on sections cannot be hushed up.

(7) Increased safety of operation and increased capacity. Trains in the opposite direction can leave within half a minute of the arrival of trains.

(8) Reduces operating expenses due to saving in locomotives, carriages, train stops and personnel.

(9) Reduces train stops at crossing, meeting and overtaking points. Increases average speed and decreases train hours.

(10) Provides greater productivity in gross ton miles per train hour due to increased average speed.

(11) Detection of broken rails, fouling trains, split points and other faults which manual block does not provide. Goes a long way towards minimizing accidents due to acts of sabotage as continuity of track will always be provided.

(12) Instructions governing the movements of trains will be given by signal indication displayed at the point where action is required by the driver, eliminating a third person. This concentration of control of train movements eliminates individual judgment which cannot always co-ordinate to the best advantage the expeditious and safe movement of trains.

Economics of C.T.C.

The cost of introducing C.T.C. on a particular section will vary depending upon :

- (1) Previous method of directing trains.
- (2) Average spacing of sidings.
- (3) Changes in track facilities.
- (4) Changes in signalling.

(5) Number of controlled signals and points.

(6) Number of points in main track.

(7) Traffic density.

(8) Distribution of traffic in 24 hours.

(9) Increased capacity desired.

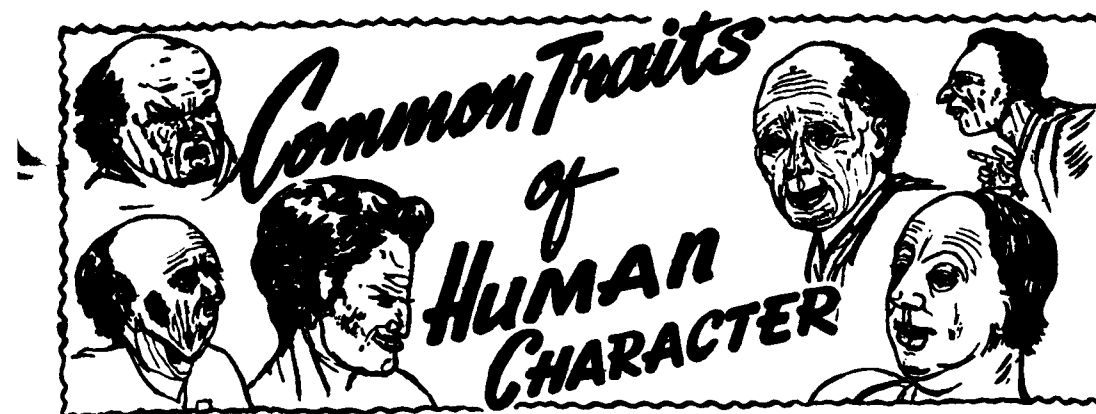
(10) Local conditions.

C.T.C. is mainly adopted by American Railroads as it is particularly suitable for the special conditions encountered in that country and the cost is approximately 9,400 to 12,500 dollars per kilometre (about five-eighths of a mile) or about one-third of the average cost for doubling the track. Eighty per cent of the traffic handled on a double track may be handled on a single track equipped with C.T.C. The Louisville and Nashville Railroad in America claimed an annual saving of 183,169 dollars on a 135 miles section under C.T.C. operation.

Coming nearer home, a scheme for installing Centralized Traffic Control on the Tiruvottiyur-Gummidipundi section was worked out in 1949-50 by Sri S. Sen, then Deputy Chief Engineer (Signals) of the Ex-MSM Ry. (now on the staff of the United Nations Railway Training Centre at Lahore) and the estimated cost of C.T.C. was Rs. 35 lakhs as against Rs. 106 lakhs for doubling the same section. The anticipated increase in the capacity of the section with C.T.C. was 50 per cent while with doubling it was estimated as 100 per cent. The proposal was, however, dropped on grounds of economy but in the frameworks prepared by Indian Railways for the Second Five-Year Plan, many important sections have been included for the installation of C.T.C.

A detailed description of the control panel of the C.T.C. system will be given in my next article.

(To be continued)



9. Avarice

S. R. Srinivasa Raghavan

Integral Coach Factory

WHEN money is unreasonably coveted, it is a disease of the mind which is called avarice," said Cicero. The love of money in some individuals increases with its growth. It is an irony of nature that some men make fortunes not to enjoy them but to die of a desire of more fortune. It was truly said that avarice starves its possessor to fatten those who come after, and who are eagerly awaiting the demise of the accumulator. Dr. Johnson, in one of his characteristic writings, remarked that avarice is generally the last passion of those lives of which the first part has been squandered in pleasure and the second devoted to ambition. Dr. Johnson's opinion was that one who sinks under the fatigue of getting wealth lulls his age with the milder business of saving it. Tom Paine thought that avarice is a fixed, uniform passion as opposed to other human passions which are temporary and fluctuating.

Nobody need be under the misapprehension that money has been condemned in the abstract. With the growth of human society and the multiplication of problems resulting from living in a society and in groups, (as is natural to man), money has become the most important thing in the world. As Shaw said, it represents

health, strength, honour, generosity, and beauty as conspicuously and undeniably as the want of it represents illness, weakness, disgrace, meanness and ugliness. Neither the poor nor the rich stand condemned because richness and poverty are the resultants of so many complicated factors so that the rich cannot be named "the idle rich" and the poor called "humble". The crying need of the world to-day is not for better morality, cheaper food, liberty and culture but simply for enough money. Naturally the evils to be attacked are not sin, suffering, greed, monopoly, ignorance, drink, and war nor any of the other consequences of poverty but just poverty itself.

I have digressed but with an intention to show that wealth in the abstract has never been condemned. The trait of a man who accumulates wealth for no reason except accumulating it and making other people around him devoid of the benefits that should normally accrue to them has been condemned.

Christ, in the course of one of His parables, said that man cannot worship Mammon and God simultaneously. Love and reverence to God are nothing but love of fellow-men and mercy towards the suffering portion of humanity. The worshipper of Mammon cannot successfully attend to his task

if he begins to pretend that he is a lover of God also!

In an age when human qualities like goodness and mercifulness were abundant, wise men spent their lives without the least worry about having any money because the men around them felt that in return for the social good the wise men were productive of, they should feed and clothe them. Somehow money has become to-day's problem and great economists and philosophers are still solving it.

Theophrastus described one of the moods of an avaricious man who sold wine, mixing it with water, to his best friend. The avaricious man in his opinion would borrow from his acquaintances things no one would ask back, or even take back if offered, so that he may be able to keep them.

Avarice is in short a despicable quality but an avaricious man is a

characteristic figure to be studied and enjoyed. After all men are made of different moulds and character is a thing that is generally born not made.

BOOK REVIEW

(Continued from page 91)

most authoritatively told,—are available as single yarns, folded yarns and also supplied in 'hank form', or wound on to 'cheeses' or 'cones'. Good job that—ain't it?

The delightful folder under review is a treat in Photogravure and Colour printing and one can feast himself with views of Mills at Madurai, Ambasamudram, Tuticorin, etc.

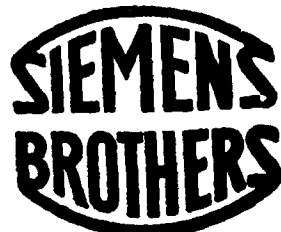
On the whole it's good work well done.

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Furnishing the Home

V. S. Shanthalakshmi

INTERIOR decoration and furnishing are a highly complex art, because of the great variety which go to make the sum total of a complete interior. Attractive home furnishing set the stage for pleasant living, and reflects the personality of the people who live in the home. Confusing and intricate as the subject may seem, it can be simplified and pleasant and homelike interiors can be produced by any woman who cares about her house and will take the trouble to be guided by a good aesthetic sense, a neat conception of harmony and pleasant effect, and the proper selection of the colour for the furnishing.

The five different things that may be considered as the interior decorator's principal tools are light, colour, texture, pattern, and scale. Of these the first i.e., light is the most important of all, for both colour and texture are closely bound up with it.

Colour indeed has no existence apart from light and consists of the effect of certain light rays upon the mechanism of the eye. The importance of light is to be thoroughly stressed for the successful use of a colour scheme in a room. For instance, the four walls of a room if coloured exactly the same, will yet appear subtly different in the amount of light that falls on them.

There are two aspects of colour which you should always remember

when planning a colour scheme. These are, firstly, that large masses of any colour (even a very vivid one such as scarlet) always appear heavier and darker in effect than small masses of precisely the same colour used in contrast to large areas of white or of any really pale colour. Secondly, that colours may be roughly divided into receding colours and advancing colours. The receding are blue, green, and black. The advancing colours are red, yellow, orange and purple. Brown is advancing in its composition. For instance, chestnut brown advances, and deep blackish brown recedes. If an advancing and a receding colour are placed alongside each other at exactly the same distance from the onlooker, the receding colour will seem to be farther away from the advancing colour.

This optical illusion is useful, for it can be used to improve the faulty proportions of a room by tricking the eye. For instance, a very small room can be made to seem larger if one wall is coloured blue or green in contrast to the other walls. Too low ceiling will seem farther away if painted blue, and too high a ceiling can be lowered in effect by painting it pink or yellow. A black ceiling will make a room seem much more lofty than it actually is although hardly to be recommended!

Now when choosing your furnishing material you can select a pleasing combination of colours from a wall-paper, a fabric, an oriental rug, or even a picture in a magazine. If you don't already have the furniture or rugs, it is a good idea to make up a colour scheme in this way. Let one colour predominate. Limit the colour scheme to two or three colours with white or grey tones. The following points will help you:—Always choose colours that please you personally—subtle, calm, colours if you prefer a restful atmosphere and intense colours if you like liveliness and cheer. Don't be afraid of colour. Experimenting on paper will give you confidence. But always remember that larger patches of colour are more intense. Try out various colour combinations and live with them—i.e., look at them frequently before you actually start buying them. Colours should harmonise with furni-

ture, draperies, carpets, etc. Colours should be definite and colourful (grass green, lemon yellow, French grey) and not wincy-washy ones. Generally, wallpaper can be of dark bright colours, but they should be softened by light colours in furnishings. Ceiling may be white or natural, or they may be wallpapered with the same paper as the walls or they may be tinted with the colour of the walls; or they may be covered with acoustical board, wall board, or structural glass in the same or lighter colour than the walls. Use the duldest tones for the largest areas (floors, walls, ceilings); next brightest for large pieces of furniture; and brightest colours for small accessories.

When choosing curtains, see all fabrics draped as well as flat. Patterns sometimes appear quite different and colours change drastically owing to the different angles from which the light



is reflected. Try to see all fabrics in both daylight and artificial light, but when testing for colour, remember that curtain fabrics will hang against the light which normally has the effect of reducing the intensity of the colours. Also, at the time when most of the colour and pattern shows, when the curtains are drawn, they will be seen in artificial light. The effect of light on colour varies tremendously with the type and intensity of the light itself, with the dyestuffs used, but normally blues and greens are most affected. A yellow that in daylight seems a little crude will soften considerably in artificial light. Black and dark blues look identical in artificial light. Browns and rusts change least of all, but some of the richest reds look almost terra-cotta by artificial light. Look at fabrics from five or six feet away as well as close; a small all-over design may disappear and look just uniformly drab.

You can achieve three effects with colour:—**Contrast**: different colours used as foils to flatter each other. Contrast may be obtained by using complementary colours, light and dark values or brilliant and dull colours. **Blend**: in which walls, upholstery, and draperies are various tints and shades of the same colour. **Accent**: gradations of one colour plus one sharp contrasting colour for shock value.

To plan a colour scheme, you should first of all decide upon what is to be the principal colour. To do this you should be entirely guided by the sort of colour which you like yourself or which is the preferred colour of the person who is going to use the room. There are no such things as bad or good colours—only good or bad use of them. Also to speak of some colours as 'bed-room colours' or 'sitting room colours' is just nonsense. No one colour is more suitable than any other for a particular room, but some colours are definitely more suitable than others for the people who are going to use them. If you like a colour, it is probably good for you to be surrounded

by it, and the reverse of this also holds good.

Having chosen your basic colour, you must next consider whether the room is most used by day or by night. Artificial light greatly changes all colours and you should choose colours which will look their best either by day or night, accordingly to the use of the room. Next determine where you will distribute the main masses of the chief colour. Very brightly coloured walls are a little difficult to live with for a long stretch of time, so it is best to keep these for the dining rooms or bathrooms or for corridors or entrance halls. But a pale shade of your chosen colour will be a lovely background for smaller amounts of it in brilliant tones used in curtains or furnishings.

But actually before committing yourself to a colour scheme, try a few experiments by yourself. There are two ways in which you can do this. One way is to make a great number of colour washes on white paper, from dark or vivid shades to pale pastel tones. Ordinary poster colours are very good for this. Or collect all the samples of colour you can, bits of embroidery, silks or wools, bits of carpet or dress materials, scraps of brightly coloured book-jackets and Christmas wrappings and if you can get hold of them a range of decorator's shade cards for paint or distemper. Try out all sorts of colour combinations with these, writing down on a large piece of paper the following words: walls, ceiling, wood-work, carpet, curtains, upholstery, etc. Put your chosen scraps opposite these words and see what sort of a scheme you have made. Correct and change until you are satisfied and then sally forth to see how near to your scheme you can match up available materials. It is great fun and also makes certain that you know more or less, what your finished rooms will look like. You may get a few surprises because the colours are bound to look a little different when in large quantities than you can use for your small colour specification.

You will be surprised to find what a real help such a method is in visualizing the effect of the complete scheme. Be sure to look at your colour specification under the most used light for the room you are decorating and choose your matching materials under the same sort of light.

In addition to the proper combination of colours, a prime factor in setting the atmosphere of your home will be psychological properties of the colours you choose. In one sense, selection of colours reflect your personality as well as your good taste. But in a larger sense, they will create an emotional feeling about your house that will help from the opinion your visitor will have about you and your family.

For example orange gives a feeling of richness, splendour and dignity. Yellow-green of dryness, crispness, relaxation, light and cheer. Blue of coldness, spaciousness, passivity and tranquillity. Violet gives you the feeling of limpness, dullness, reservation and coolness. Whereas red, brown, etc. of warmth, life and activity.

Red is a colour which demands your attention peremptorily. Though stimulation and cheering to the lazy and melancholy, sometimes it upsets the nerves of the very sensitive persons (reminds one of anger, danger etc.). So use it only in very small quantities in the dining room, library and kitchen. Blue is over-soothing to the nervous and produces a feeling of depression or melancholia in the morose people. But lighter shades in a skilful combination with a contrasting colour has an intellectual appeal and an inseparable mentality with illimitability. Can be ideal for your study or library. Yellow in certain hues gives a sensation of glory, cheerfulness and in other variations indicates cowardice

and cheapness. But if you accent it with a little bit of green or one of those lovely 'watery' blues, it connotes splendour, radiance, and vividness. In many of the hospitals in America, this colour is used in large quantities in the psychiatrist wards because they say it is of great healing value to the brain. Green is very cooling to the eye and is not productive of extreme reactions. It is symbolic of serenity and rebirth and suggestive of hope and is a right colour for the bed-rooms. Orange (lighter shade preferred—avoid bright orange in masses) associated with life, well-being, and energy is quite a good colour for the drawing room. Brown is quite depressing if used alone. But it is best combined with orange, yellow and gold and goes well in a living room. Lavender is an ideal colour for the bed-room and purple and pink for nurseries.

If you want to make your room very restful, use a monochrome scheme, that is, varying shades or tints of one colour. A monochrome scheme for a red room, for instance, might have walls and ceiling in a very pale pink, carpet in dark plum or Burgundy red, and curtains in mixed pattern of reds and pinks. Such a scheme would need small accents of contrasting colour, such as turquoise blue or pale green to keep it from becoming insipid.

Composite colour scheme is also quite effective, i.e., working out a colour scheme by taking a composite colour and splitting it. The other day I saw a beautiful example of this in one of my friend's house. It was planned with pale yellow walls, ivory ceiling, dark green carpet and furniture upholstery, covers of a brighter green and curtains pattern in blue green, yellow on ivory background. It was most attractive.

(To be continued in the next issue)

If the nose was not between the eyes, they would eat each other.

He who does not seek friends is his own enemy.

It is better to drink water from a small spring than salty water from an ocean.



Children's CORNER



SOME CHRISTMAS CUSTOMS

IN the month of December most of us think about the festival of Christmas, and this is a good time to learn about some common Christmas customs like the Christmas Tree, Christmas presents, Christmas Cards, and a few other things that we find on show during the Christmas Season.

The Christmas Tree

As we all know the Christmas Tree is an ever-welcome and happy sight for all children, and is usually got ready by the 24th December, or Christmas Eve, when it is decorated with coloured lights, stars, silver dust, and all the family gifts, which are either hung or placed around it.

But when did the custom of having a Christmas Tree first start? Our history books tell us very little about it, and there are also so many tales and legends about how it began. But it seems that the Christmas Tree as we know it to-day was first heard of in Germany early in the 17th century. The Christmas Tree did not really become common until far into the 18th century about one hundred years later.

By the middle of the 19th century you would find a Christmas Tree at Christmas time in almost every home—rich or poor—in Germany. From Germany this custom spread to other parts of Christendom—to Finland about 1800, to Denmark and Norway about 1830. The first Christmas Tree in

England is said to have been set up in 1829 by a German lady, Princess Lieven. To-day the Christmas Tree will be seen in the homes of Christians in all parts of the world, and many children who are not Christians, also enjoy and like Christmas Tree.

Christmas Cards

Unlike the Christmas Tree which first started hundreds of years ago, the Christmas card is quite modern. It is not known exactly when the first Christmas greeting card was sent from one person to another, but it is said that an English artist named W.C.T. Dobson drew a sketch on a card to show the spirit of Christmas and sent it to a friend of his in December 1844. Later he designed another card and had several copies made, and in December 1845 sent these to his friends as a Christmas greeting.

Another English artist named J. C. Horsley is said to have drawn a sketch on a card and used it as a Christmas greeting. Many years passed before Christmas cards were printed in large numbers and sold, but it appears that during the year 1858 or 1859 one could buy a Christmas card, but it was not until 1862 that Christmas greetings cards could be bought in the market by people who wanted them. These early Christmas cards were of a simple type, usually a drawing of a cock-robin, or a sprig of holly or mistletoe, and with a Christmas greeting printed on it like "A Merry Christmas".

As the years passed Christmas cards became more and more artistic until

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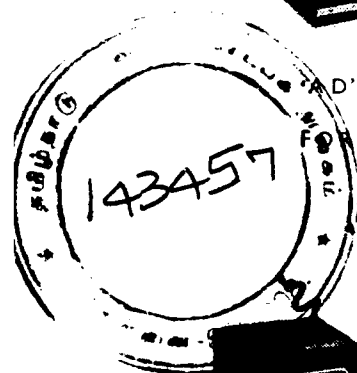
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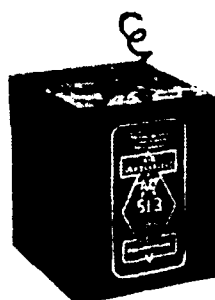
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about 1883 or 1884 one could buy a card with lovely coloured pictures. To-day, when you go to a shop to buy your Christmas cards to send to your relations and friends, you can take your pick from hundreds of designs, some religious, some beautiful, some funny and some containing scenes of different countries.

Christmas Gifts

During the Christmas season gifts are given and exchanged. But how did this custom begin? There are many legends about this lovely custom of giving and receiving gifts, and some say it started with Saint Nicholas.

Nicholas, who lived in the fourth century, was the Bishop of Myra. Being a rich man with a big heart, he loved to help people in need, and being humble he did not want to be thanked for what he did. So it happened again

and again that a poor family who were hungry and in desperate need, would find a gold piece or a well-filled purse that came from nobody knew where. After some time it was found that it was Nicholas who was the giver of these wonderful gifts, and so from that day to this, when people have received welcome gifts from just somewhere, they say it is due to Saint Nicholas.

Christmas Stockings

On the night before Christmas Day—that is on the 24th December—children are told to hang up a stocking on their beds, and around midnight Santa Claus, or Father Christmas, will come along and fill the empty stockings with toys and gifts. When they wake up in the morning on Christmas Day they find a well-filled stocking, and with some things on the floor too. These are their Christmas gifts.

How did this custom of hanging up stockings begin? Once again we are told that it was due to Saint Nicholas. The tale goes that one night Saint Nicholas was going round a little town near where he lived to give away gifts from his large fortune. He came to the home of a poor family and he knew that they had very little to eat for several days. For this family he had a large purse filled tight with gold pieces.

It was about midnight when he came to the house and he went from one door to another and also tried a window. But these were all shut fast. So he found he could not throw in the purse. Looking upwards he saw a chimney and pushed the well-filled purse down the hole. When the family woke up on Christmas morning what

did they find? One of the stockings which had been hung up the night before to dry in front of the fireplace, was sagging lower than the others, and when it was turned inside out, the purse dropped out.

Well, you can imagine how happy the mother, father and children were when they found the purse with the gold pieces. And so ever after that it was said that if you hang up your stocking on the night before Christmas, Father Christmas will come along at midnight and fill it with good things.

There are so many other Christmas customs about which we could learn, but I am sure you are more keen to enjoy your Christmas, rather than learn about these. So go ahead and have a Happy Christmas!

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Earnings

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

	(Figures in thousands of rupees)	
	September	
	1954	1955
	Rs.	Rs.
Passengers ...	1,35,45	1,41,11
Other Coaching ...	26,25	28,94
Goods ...	1,72,00	1,89,13
Sundries ...	8,80	9,98
Total ...	3,42,50	3,68,26

Compensation Claims

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

- (1) Number of compensation claims received during the month of September 1955 ... 4,424
- (2) Number of claims disposed of and the amount paid during the month of September 1955 ... 4,420
(Rs. 2,06,289-15-0)
- (3) Number of claims outstanding at the end of the month ... 4,216
- (4) Number of days taken to settle a claim ... 83 days

FAIRS AND FESTIVALS

The Dasara Festival at Mysore (from 16-10-55 to 27-10-55). III class concession return tickets were issued from the 10th to 26th October, 1955, at 1½ single journey fares to Mysore Junction from all stations on the Bangalore District situated over 100 miles from Mysore and from certain important junctions and stations on other districts, available for completion of return journey by midnight of 31-10-55. All passenger trains Ex-Hubli and Arsikere were strengthened to the maximum capacity to clear rush of traffic. In addition to this, 43 special trains in the up direction and 41 specials in the down direction were run on the Bangalore City-Mysore section during the festival period.

The particulars of passenger traffic dealt with at Mysore during this period are:

	Booked	Alighted
Number of passengers ...	77,887	125,231



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INTERSHIP KABADI TOURNAMENT PERAMBUR

The above tournament was conducted at the Indian Railway Institute grounds, Perambur from 5-10-1955 to 17-10-1955. Ten teams entered the tournament and the competition was very keen and interesting right from the beginning since all the participating teams put up a fight with keen enthusiasm.

The following are the outstanding players who caught the eyes of the spectators and who deserve a chance to represent our Railway:—

Messrs. Raman, Dhanoji Rao, Viswanathan, G. Krishniah, Ellumalai, Sanjeevi, Dakshinamurthy, Venkateswara Rao, Munuswami, Radhakrishniah, etc.

Combined Offices, Boiler Shop, Millwright, Tool Room and Yard Shop combined and C.R. Shop qualified upto Semi-finals and the first Semi-finals between the Offices combined the holders and the Boiler Shop was very interesting, both the teams playing very cautiously from the beginning. The combined Offices took away the game by 36 points to 12 and the victory was mainly due to their fight as a team.

The second semi-finals between the C.R. Shop and T.R. Y and GL combined was also equally interesting and the latter won by 27—13 points. Venkateswara Rao who captained the winning team was solely responsible for guiding the team to victory.

The finals which was held on the 17th October, 1955 between the combined offices and GL, Y and TR combined was witnessed by a large gathering of about 1,000. The game was keenly fought from the beginning, both the teams playing in the defence tactics.

The efforts of the losers' Captain—Venkateswara Rao—to equalise with the opponents proved futile due to over excitement. The combined Offices fully deserved to win the trophy for the second successive year, playing a very neat and patient game, right from the beginning.

Earlier, Sri V. S. Ramaswami, Loco Works Manager, Southern Railway, Perambur, who presided on the occasion hoisted the National Flag and the players were introduced to him by Sri A. R. Natarajan.



Sri A. R. Natarajan in his welcome address requested the Central Committee, Southern Railway Athletic Association, to give every possible encouragement to players by enabling them to compete in the ensuing Inter Railway Competition at least this year.

Sri V. S. Ramaswami in his concluding address stressed the need for the encouragement to be given for this game especially by Press and Public as this is purely an Indian game, and also appreciated G. Krishniah for his outstanding ability.

Srimathi Kalyani Ramaswami distributed the prizes to winners and runners up and a special cup presented by Sri T. C. Pancharathinam was also given to G. Krishniah, Captain of the winning team.



With a vote of thanks by Sri A. R. Natarajan and the singing of the National Anthem by the Scouts, the function came to a close.

FOURTH OPEN TABLE TENNIS TOURNAMENT, RAYAPURAM RAILWAY INSTITUTE

The finals of the Rayapuram Railway Institute IV Annual Open Table Tennis Tournament and the Madras Region T. T. Tournament were conducted at the Rayapuram Railway Institute, under the presidency of Sri B. Venkataraman, C.M.E., Southern Railway.

The following were the results:—

OPEN TABLE TENNIS TOURNAMENT

Senior Singles

WINNER: T. Thiruvengadam—Southern Railway

RUNNER: T. G. Tirumalaiswamy—Southern Railway

Senior Doubles

WINNERS: V. Sivaraman and S. Raman—Mylapore Gymkhana

RUNNERS: S. Jayaraman and S. Veda-chalam

SOUTHERN RAILWAY

TENDER NOTICE

KOREGAON—PROPOSED EXTENSION OF GOODS LINES TO HOLD 60 VEHICLES AND PROVISION OF SHUNTING NECK, BELGAUM DIST.

The Regional Engineer, Southern Railway, Mysore, invites SEALED PERCENTAGE SCHEDULE TENDERS to reach him not later than 16-00 hours on Tuesday the 27th December 1955 for the above work. Total approximate value of contract Rs. 68,500.

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

3. Tender forms will be issued upto 12-00 hours on Wednesday the 21st December 1955.

4. The Earnest Money of Rs. 3,425 (Rupees Three Thousand Four Hundred and Twenty-five only) should be paid in advance to the Regional Accounts Officer, Southern Railway, Mysore or Trinopoly or Chief Cashier, Madras not later than 15-00 hours on Thursday the 22nd December 1955 and the receipt submitted along with the tender. No demand draft or cheques, etc., should be attached to the tender. The tenderers are requested to furnish full particulars of remittance with the remittance itself to avoid unnecessary delays.

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

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

7. The tenders will be opened at 12-00 hours on Wednesday the 28th December 1955 at the Office of the Regional Engineer, Mysore.

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

Non-Medallists Singles

WINNER: Kuppaswamy—Hubli Railway Institute

RUNNER: G. Dasarathan—Don Bosco Oratory

Non-Medallists Doubles

WINNERS: R. Dasarathan and George—Don Bosco

RUNNERS: Bhakthavatsalu and Sivasubramaniam

MADRAS REGION TABLE TENNIS TOURNAMENT

Singles

WINNER: S. Jayaraman—Erode

RUNNER: K. Srinivasa Rao—Madras

Doubles

WINNERS: P. K. Parthasarathy and K. Srinivasa Rao—Madras

RUNNERS: T. Thangavelu and Sadasivam—Erode

A special feature of these tournaments was that mofussil players in large number also competed in the Open Table Tennis Tournament which was conducted along with the Regional tournament.



Prizes to the winners and runners were distributed by Sri B. Venkataraman, C.M.E., and in the course of his presidential address, he stressed the suitability of this game to railwaymen as both day duty staff and night duty staff can get relaxation in this game at any time, and he also congratulated some of the ranked players who agreed to give sufficient practice to beginners.

The function was attended by many Railway officers besides other distinguished guests.

FOURTH MADRAS REGIONAL CARROMS TOURNAMENT

The Fourth Madras Regional Carroms Tournament was conducted in the Railway Institute, Rayapuram from the 25th of last month. 40 players competed in the 'Singles' and 25 teams in the 'Doubles' Tournament.

The Finals on both the events came off on the 1st instant and the results are given below:—

Singles

WINNER: M. Paramanandam, Perambur

RUNNER: Dasaratharamiah, Bitragunta

Doubles

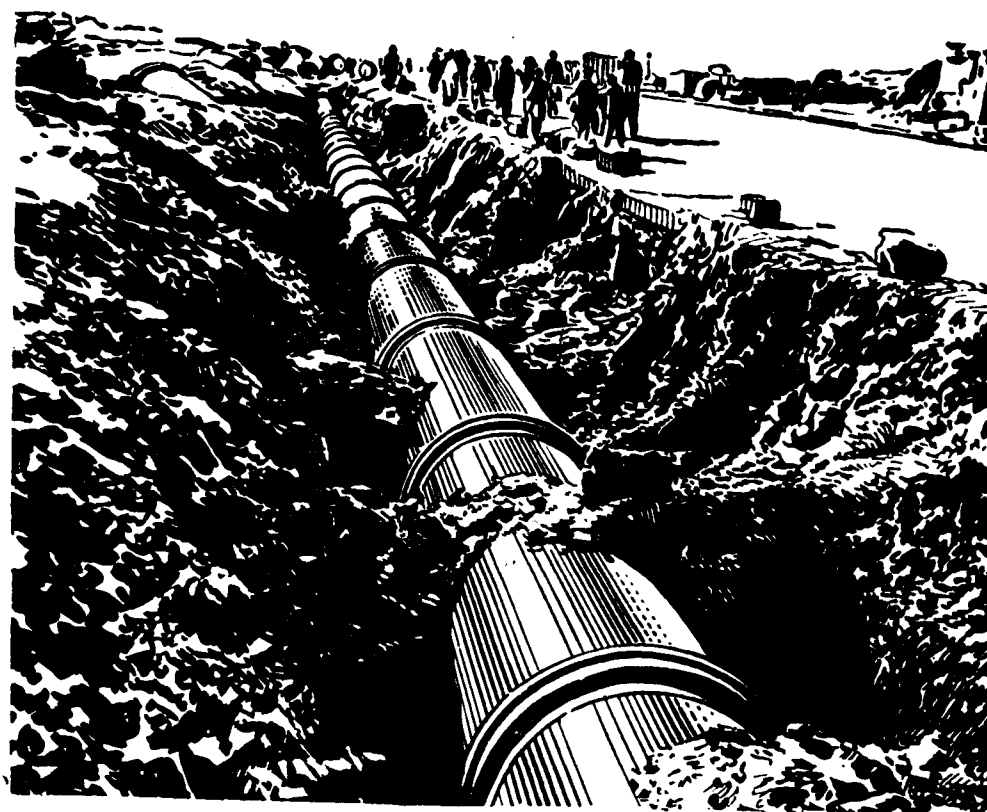
WINNERS: T. K. Muruganandam and S. Jayaraman, Railway Institute, Erode

RUNNERS: A. Balasubramaniam and D. Balasubramani, Perambur



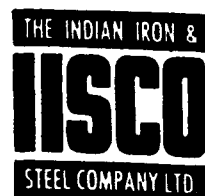
Sri C. Srinivasa Rao, P.A. to Regional Engineer Rayapuram addressed the gathering at the finals and distributed the prizes.

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INTER-SHOP TOURNAMENT FOOTBALL—1955-56

(CONTRIBUTED)

Perambur being the industrial area, Foot-ball is becoming more and more popular and a crowd of 5,000 witnessed the finals of the above Tournament on the evening of 17-11-55 at Indian Railway Institute Grounds, Perambur. Ten Teams had entered the Tournament including Engineering Workshops, Arkonam and all the matches were well contested with the true spirit of sportsmanship. The Tournament began on the 3rd October 1955 between PWI/PER and Paint, CB Combined Team, Sri Renga Reddi, Assistant Loco Works Manager, inaugurating the above Tournament.

This year the standard of each Group was of a high order and every match was exciting. Boiler Shop (Holders) Paint and CB (combined) Carriage Repair Shop and Boiler Shop 'B' reached the semi-finals. The

The finals was played on 17-11-55 and Carriage Repair Shop team showed themselves to be superior in every respect but the Goal Keeper Munuswamy of Boiler Shop would not make any mistake. A majestic goal by Kulasakaran in the Second Half time about 10 minutes before close fulfilled the 19 year-old ambition of the Carriage Works to beat the record of the Loco Works to win the Rolling Cup.

Sri S. K. Gopinath, Dy. Chief Electrical Engineer, presided over the function and Srimathi Ambabai Gopinath distributed the prizes to the Winners and Runners up. Earlier, Mr. Galiot, convener and Foreman-Boiler Shop, welcomed the President Sri S. K. Gopinath and requested Sri V. S. Ramaswami, the Chairman and Loco Works Manager, to hoist the National Flag. Sri. V. S.



first semi-finals between Carriage Repair Shop and Boiler Shop 'B' was one sided game and the Carriage Repair Shop who were superior reached the Finals. Boiler Shop 'B' qualified for semi-finals putting up a plucky fight against Wagon Shop who won over the Machine Shop, a leading team, by 3—1 in the pre-quarter finals of the Tournament. The second semi-finals between Boiler Shop 'A' and Paint (CB (combined) was well contested and they arrived at a decision only on the fourth replay of the match. This roused enthusiasm amongst the workers of Carriage Works and Loco Works, each of them wanting to win the Rolling Cup. Finally on the fourth replay Boiler Shop (Holders) scored the only goal through Paramanandam their left extreme and thus qualified for the finals.

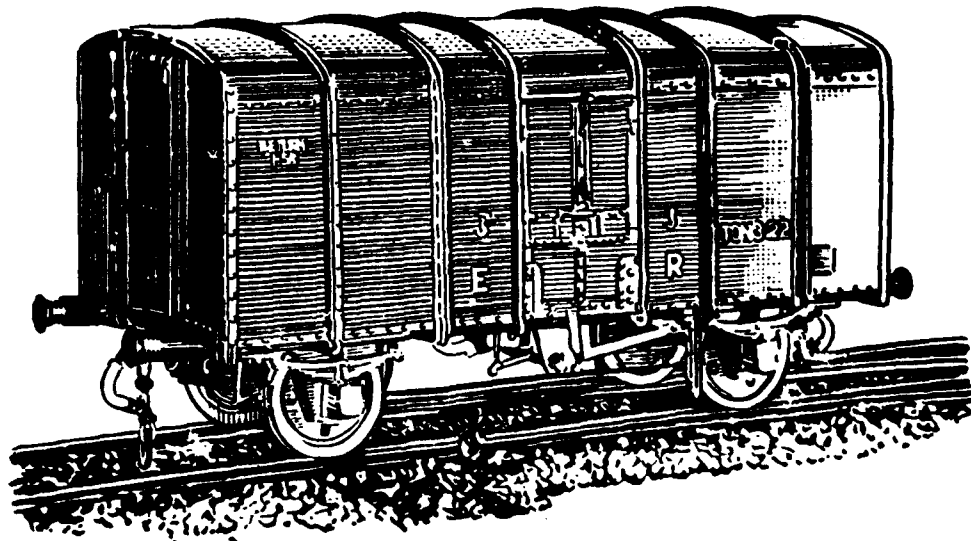
Ramaswami, Loco Works Manager, hoisted the National Flag before commencement of the Game. In welcoming the President Mr. V. S. Ramaswami, Chairman, Intershop Committee congratulated the Winners on their superb game and the keen fight they put up to beat the Loco Teams. He advised Boiler Shop to strengthen their team and practice throughout the year which alone will develop understanding amongst players and thus gain laurels. Intensive practice is essential for any team to win.

Sri S. K. Gopinath also addressed the gathering and exhorted that Carriage Repair Shop should see that the Cup is retained by Carriage Works at all costs.

With the vote of thanks by Sri A. R. Natarajan, Member-in-charge of Tournament, the function concluded.

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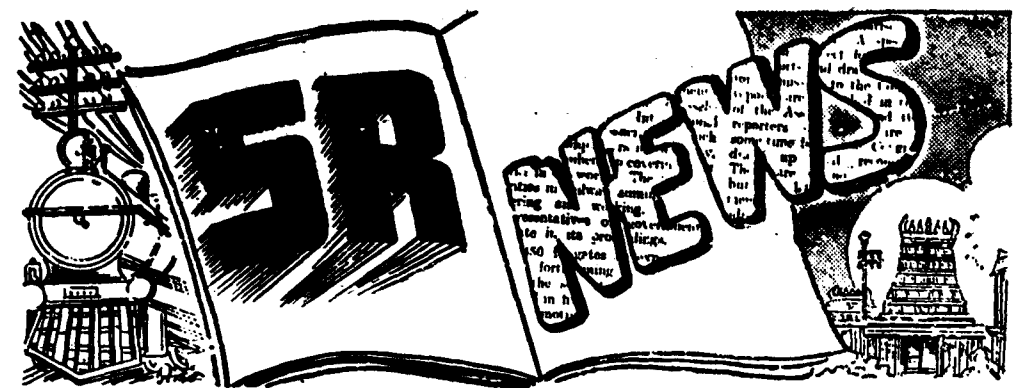
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[Photo : P.S.V.]

CELEBRATION OF THE 'CO-OPERATIVE DAY' AT TAMBARAM

During the All-India Co-operative Week commencing from 5th November 1955, the Railway Employees' Co-operative Stores Ltd., Tambaram celebrated the "Co-operative Day" on a grand scale, on Tuesday the 8th November 1955, at 6 p.m., at the Railway Institute, Tambaram.

After prayer, Sri A. Ramachandra Rao, B.A., B.L., Senior Deputy General Manager, hoisted the Co-operative Flag.

Sri A. Rajagopalan, President of the Stores, welcoming the distinguished guests and the audience, traced the origin and the growth of the Stores and its successful working.

Presiding over the function, Sri A. Ramachandra Rao, exhorted the Railway employees to encourage the Co-operative Movement throughout the length and breadth of the Southern Railway. He stressed on the benefits of Co-operation, Co-operative activities amongst Railway employees and also the substantial help rendered by the administration in the development of the Co-operative Movement on this Railway. He also traced the origin and growth of the Co-operative Movement in India and Western countries.



[Photo: P.S.V.]

Mr. Mhd. Hafeez, M.A., Joint Registrar of Co-operative Societies, while addressing the gathering, explained in detail, the present condition of the consumer Co-operative Stores in Madras State and also suggested ways and means towards the improvement of the Co-operative Societies especially consumer Co-operative Stores. He said that through co-operation alone, can we achieve our objects in any walk of life, and that through Co-operative Movement we can get our inspiration for collective co-operation.

Sri A. P. Balasubramaniam, B.A. (Hons.), Principal, Central Co-operative Training Institute, Madras, also spoke on the occasion. Comparing the Co-operative Movement in India with that of the foreign countries, he said, that Western countries came into prominence only through the Co-operative Movements and exhorted the resident Railway employees of Tambaram area to participate in the Co-operative activities and benefit themselves.

Messrs. R. Venugopal, B.A., Vice-President of the Stores and Masilamani, Labour Welfare Inspector, also spoke on the occasion.

Stressing the importance of the day and Co-operative Movement in India, Sri C. Doraiswamy, B.A., Secretary of the Stores, said though more than 800 Railway employees are residing at Tambaram the membership of the Stores was not encouraging and requested all the employees to enrol themselves as members of the Stores and thus help themselves by making purchases at the Stores which would cater to all the needs of the members. He also explained the future plans with regard to the development of the business of the Stores and also requested the Railway Administration to render all possible assistance to the Stores. The function concluded with a vote of thanks by the Secretary and the singing of the National Anthem.

CO-OPERATIVE DAY RAILWAY WORKSHOPS MYSORE

The employees of the Mysore Railway Workshops celebrated the All-India Co-operative Day on Sunday, the 6th November. A well-attended meeting of the employees was held at the Works Canteen premises with Sri G. Krishna Murthy, Asst. Personnel Officer, in the Chair.

The Chairman explained the growth and development of the British Co-operative and Trade Union Movement, hand in hand, from the 19th century up to date. He mentioned that while in Great Britain, Denmark and other European Countries, the Co-operative movement took its root from the Common man; here in India, one saw the official or Governmental effort from the apex to organise and form Co-operative movement amongst the people particularly employees in Central Governmental undertakings. The Speaker said that such invested organisations do not take root as Organisations of Co-operatives and Trade Unions are based on the grass roots from the base and not from the apex.

He appealed to the employees in the Mysore Railway Workshops in general and particularly to the executives of the Southern Railway Employees' Union and the Southern Railway Employees' Association Branches to take active interest in organising a well run Co-operative Consumers' Society and also a house building Society in the larger interests of the employees.

All the employees who were present on the occasion evinced keen interest and great enthusiasm in the formation of a Consumer Co-operative Society as well as a house building Society. There were lively and intelligent discussions and contributions by several of the employees present.

Sri H. Sadanandalal, Labour Welfare Inspector, while thanking the employees who contributed to the successful celebration of the day, traced out the history and progress of the Co-operative organisations in Indian as well as in other countries.

The Railway Orchestra consisting of the following employees entertained the audience and played the National Anthem under the able guidance of Sri Raju, Chargeman of the Workshop :

- (i) Sri R. James (Flute)
- (ii) „ M. Chamaraj (Veena)
- (iii) „ Anthony Swamy (Harmonium)
- (iv) „ Susai Raj (Sitar)
- (v) „ Arokia Doss (Dilruba)

The Members of the Managing Committee of the Railway Canteen entertained all employees present at the meeting to Tea.

ALL INDIA CO-OPERATIVE WEEK IN MYSORE

The All India Co-operative Week was celebrated by the Railway on 8-11-1955 at Mysore. A meeting of Railway Employees was arranged at the premises of the Railway Institute at Mysore. Officers, staff of several departments of Railway, members of the Railway Co-operative Society Ltd., Railway Employees Consumers' Co-operative Stores, Ltd., and Southern



Railway Co-operative Canteen Ltd., Mysore, participated in the function. Shri P. T. Padmanabhan, RTS/MYS presided.

The programme started at 17-30 hrs. The President Shri P. T. Padmanabhan inspected the Guard of Honour given by the Rovers of the Maharaja's College, Mysore, and the Rovers Scouts' Troop of the Southern Railway, Mysore, which was followed by Invocation by Srimatris Rajeswari and Anasooya. Shri B. P. Nanjundiah, ALWI/MYS read out a speech on Co-operation. There were also speeches on Co-operation by Messrs. B. Madhava Rao, V. L. Narain, V. Arumugam and M. N. Gunda Jois which were of great interest and informative to the audience. Shri P. T. Padmanabhan in his presidential speech brought home to the Railway Employees the need of Co-operative Movement on Railways and appealed that all Railwaymen should become members of the Co-operative Societies on the Railways and derive the benefit from the Co-operative Societies and also stressed the need for a Railway House Building Co-operative Society in Mysore.

A Film Show was arranged in this connection by courtesy of the Adult Education Council, Mysore. Several Films on Co-operation as also a Film entitled, "Century of Progress on Indian Railways" were screened.

Shri M. M. Nathaniel, Regional Personnel Officer and Organiser of the function, gave the vote of thanks.

The function came to an end after the singing of the National Anthem.

SOUTHERN RAILWAY TENDER NOTICE

TENDERS FOR—BEZWADA—REMODELLING OF YARD—STAGE II—BEZWADA DISTRICT
The Regional Engineer, Southern Railway, Bayapuram, Madras-13, invites SEALED PERCENTAGE SCHEDULE TENDERS for the above work upto 12 hours on Monday the 19th December 1955.

2. Tenders should be submitted in the prescribed form obtainable from the Office of the Regional Engineer, Southern Railway, Bayapuram, 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 14th December 1955.

4. Earnest money of Rs. 4,100 (Rupees Four 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 Thursday the 15th December 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 15-00 hours on Monday the 19th December 1955 at the Office of the Regional Engineer, Southern Railway, Bayapuram, Madras-13.

8. The total approximate value of the contract is Rs. 82,000.

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

TENDERS FOR PROPOSED TEMPORARY ARRANGEMENTS FOR MAHAMAHAM FESTIVAL 1956 AT KUMBakonam AND OTHER STATIONS IN TANJORE DISTRICT.

1. The Regional Engineer, Southern Railway, Trichinopoly, invites SEALED TENDERS for the above work upto 12-00 hours on 14th December, 1955.

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

3. Tender forms will be issued upto 15-00 hours only on 13th December, 1955.

4. Earnest money of Rs. 3,600 (Rupees Three Thousand Six Hundred only) should be paid to the Chief Cashier, Madras-3 or the Regional Accounts Officer, Mysore or Trichinopoly not later than 11-30 hours on 10th December, 1955 and the receipt submitted along with the tender.

5. The total approximate value of the contract is Rs. 72,200.

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

7. The tenders will be opened at 14-00 hours on 14th December, 1955 at the Office of the Regional Engineer Trichinopoly.

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

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.

December 1955

S. R. NEWS

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CO-OPERATIVE WEEK IN EWS, AJJ

A meeting of the employees of EWS was held at the rest-cum-tiffin shed near EWS on 5-11-1955 which was largely attended. The Inspector of Co-operatives (Railway Board) G.M.'s Office, was present at the meeting as also two of the Presidents of the local Co-operative Societies.

At the outset, Sri A. G. Santhana-gopalan, JLWI introduced to the gathering the Co-operative Inspector, GM's Office and briefly outlined the object of the meeting. Sri P. Krishna Raju, W. M., gave a vivid account of the origin and growth of the Co-operative movement and exhorted the employees who had not enlisted themselves as members, to become shareholders. He also laid stress on the integrity of staff whose responsibility it was to run the Societies without loss. Sri Sambanda Mudaliar, Inspector of Co-operative Societies, (Railway Board) Madras, who then spoke dwelt on the aims of the Society and the concessions given by the Railway Administration. Then the representatives of labour, Sri P. G. Sundaram and Aseervattam, spoke at length and exhorted the workers to join the Society in great numbers. The meeting came to a close with a vote of thanks proposed by Sri Parasuram, GF, EWS, AJJ.

CO-OPERATIVE DAY RAILWAY INSTITUTE, PODANUR

To celebrate the Co-operative "Consumers' Day" a meeting was organised in the Railway Institute at Podanur on Sunday, the 6th November, 1955 at 17-0 hrs. Shri K. N. Krishnan, District Traffic Superintendent, presided over the function. After the President's introductory speech Mr. Aruliah David, the Director of the Local Co-operative Stores, gave a brief account of the working of the Stores. Messrs. A. Venkataraman, Dr. Jagannathan, V. S. Ramanathan, James and Arunachalam spoke on the occasion elucidating the importance of organising and buying from the Consumers' Stores and the part played by Labour in Co-operative Movement of United

Kingdom. Application forms for fresh membership were also distributed.

The meeting was largely attended.

GANG DAY CELEBRATIONS—1955 RAILWAY ENGINEERING DISTRICT—TANJORE

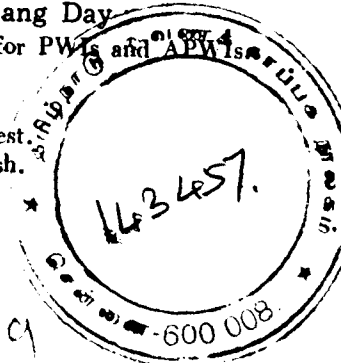
In order to give away the prizes for the two best gangs (KMU2 of Kumbakonam section and PKT 11 of Pattukkottai section) one in each sub-division, of this District, for the best maintenance of the Permanent Way during the year 1954-55, as per Railway Board's letter No. W. 50/TR/29 of 5-12-1952, the above celebrations were held in the Railway Sports ground near the Running Drivers' Bungalow on Sunday the 6th November 1955.

To encourage the other district staff of the Engineering Department, to put in a better show and to improve the standard of work generally, in PWI's office, AEN's office and District Office, prizes were also given as under :

1. For the two best maintained Engineering level-crossing gates, one in each sub-division.
2. For two best clerks in PWI's Office one in each sub-division and four clerks in AEN's and DEN's Offices.
3. Necessary tests were conducted for choosing the best artisans in the district in the following trades, viz.: carpenter, blacksmith, bricklayer and painter and prizes were given to them.
4. Tests were conducted to pick the two best mates, one from each sub-division and two best PWIs or APWIs, at the rate of one from each sub-division and prizes were awarded to them.

The following other events were conducted on the Gang Day.

1. First-aid test for PWIs and APWIs.
2. Memory test.
3. Guess work.
4. Observation test.
5. 100 yards dash.
6. Sack race.
7. Obstacle race.

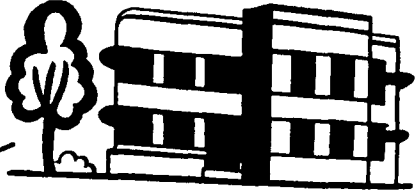
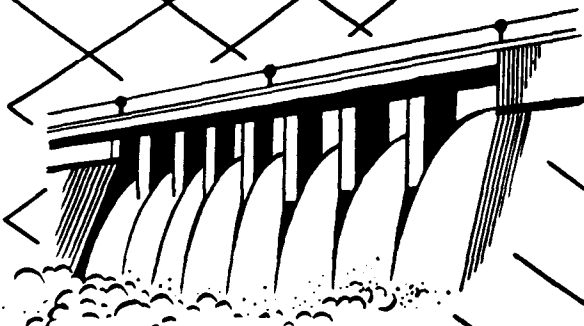


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**THE INDIA CEMENTS LTD.
MADRAS-1
FACTORY: SANKARNAGAR**

December 1955

S. S. NEWS

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8. Best and quick turn out (for Railway Security Force).

9. Tug-of-war between 'A' and 'B' sub-divisions.

and prizes were given away to the winners.

A competition was held between the two sub-division ('A' sub-division and 'B' sub-division) of this District in the erection of temporary sleeper stacks with girders and assembling track over them. The team from the 'B' sub-division was the winner completing the work in one hour and ten minutes.

A Rolling Shield was also offered for the winning section (tie between TTP and NGT Section) of this district for the least number of cases of injuries on duty reported for the period from January 1955 to June 1955, making this a permanent annual award based on accident reports. This Shield is named as 'Vigilance Shield'.

Points were allotted for the various events and the overall efficiency of the PWI's sections were assessed and the District Shield for the best section was awarded to KMU Section for the year 1955.

The expenses for the celebration were borne by all the staff of this Engineering District, each one voluntarily contributing according to his mite. There were also contributions from public who were interested in this celebration. The expenditure incurred totalled Rs. 796-15-0.

Sri S. Venkataramanan, Regional Engineer, Trichinopoly, presided over the function and Srimati Venkataramanan distributed the prizes to the winners of the various events.

Sri Venkataramanan made a short speech in appreciation of the good work done by the Engineering Staff of the Tanjore District and appealed to all the staff to develop a healthy rivalry and to improve the standard of work in the interest of Railway and also promote the team spirit among them.

There was complete co-operation from all the staff of Railway at Tanjore in bringing the function to a success.

KMAS AND PONGAL TREAT 1955-56 RAILWAY INSTITUTE, GUNTUR

It has been decided by the general body of the Railway Institute to celebrate the above function on 26th January 1956 the Republic Day. The following are elected committee members :

1. Sri C. S. Kanakadass, A.E.N.
(Chairman)
2. Sri R. V. Appa Rao, T.G.C.
(General Secretary)
3. Sri C. Lakshminarayana, A.S.M.
(Joint Secretary and Treasurer)
4. Sri K. Suryanarayana, T.T.E. (Member)
5. Sri K. Sounder Rajan, P.W.I. "
6. Sri S. Brahmoji Rao, Guard "
7. Sri S. Ramamurthy, G/Man "
8. Sri L. S. Hariharan, I.T.P. "
9. Sri C. R. Balaji Singh, Subedar
10. Sri K. J. Kotaiah, T.T.E. "
11. Sri S. Mastan, C.A.S.M. "

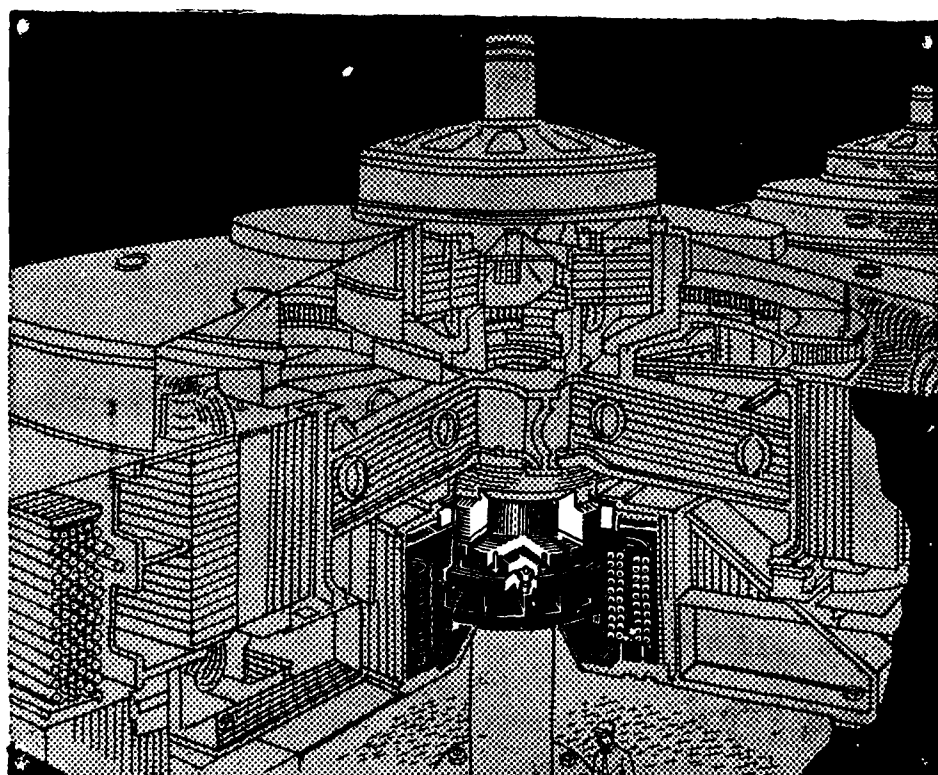
The following rates of subscription are decided by the Committee.

Supervisory Staff	...	Rs. 1 8 0
Class Three Staff	...	Re. 1 0 0
Class Four Staff	...	Re. 0 12 0

Railway employees from Macherla to GNT, NRT to TNL are eligible to take part in the Treat provided they are not taking part in any other Treat. They are requested to pay up the subscription by 20th December, 1955.

NATIONAL SAVINGS SCHEME— HUBLI WORKSHOPS

On 4-8-55 a special meeting was held in connection with the above in the new Tiffin Hall at the North Gate of the Hubli Workshops with Sri K. S. Ramaswamy in the chair. The Meeting was specially arranged to distribute the National Plan Savings certificates to the subscribers and there was a large gathering of staff. Press Representatives were also present. Sri K. S. Ramaswamy, the Chairman, explained to those present the object of the meeting and the significance of these certificates and



Only a thin film of oil protects these huge hydro-turbines!

Now Gargoyle Lubricants are helping India's river-valley projects

AT INDIA'S river-valley projects, huge hydro-turbines turn ceaselessly to convert water-power into electricity. Only a microscopic film of oil protects the turbines and alternators from destruction; without it, they would grind to a stop — valuable equipment would be ruined!

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STANDARD-VACUUM OIL COMPANY

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December 1955

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appealed to the staff to contribute their mite in this direction.

The following particulars were also furnished at the meeting :—

The savings drive in connection with the above was started in Hubli shops in July 1954. Initially more than 1000 workers took advantage of the small savings scheme and a sum of Rs. 500 was collected and exchanged for stamps and certificates monthly. When the Provident Fund advance was permitted, most of the small income group employees took advantage of this facility and withdrew a month's salary from their P.F. accounts and invested the same in the National Plan Certificates. The number of National Plan certificate holders upto July 1955 is about 1000 and the total amount subscribed is about Rs. 56000. Even today cash subscribers towards small savings scheme continue to contribute and about a sum of Rs. 300 is being collected every month.

Light refreshment was served for all those present. The meeting ended with a vote of thanks proposed by Sri. V. Rama Iyer, Asst. Personnel Officer of the Workshops.

SOUTHERN RAILWAY BHARAT SCOUTS AND GUIDES ENGINEERING WORKSHOPS CREW

The Engineering Workshops Crew of the Rover Scouts which was formed on 26-6-55 was inaugurated by Sri N. G. Hoskote, Asst. State Commissioner (Scouts) on 17-10-55. Shri Hoskote explained to the audience that Service to Humanity was to be placed before Self and exhorted them to inculcate the spirit of service and team work into other scout members and wished the movement every success. Shri P. Krishna Raju, Chairman of the EWS Crew, presided on the occasion. Shri S. V. Sambanda Mudaliar, Organizer of the EWS Crew, read a Report on the formation of the Crew. Shri S. Krishna Rao, Hony. Secretary, Central District, Perambur and Shri G. B.

Ambrose, Hony. State Organising Commissioner (Scouts) and Assistant Deputy Camp Chief spoke at length on the importance and organization of the Scout Movement on Railways and gave suggestions as to how this organization would be useful to the railway administration as well as to the staff. Sri P. Parasuraman, Vice-Chairman of the EWS Crew, proposed a vote of thanks.

SOUTHERN RAILWAY INDIAN INSTITUTE, PERAMBUR

The Telugu members of the dramatic branch of the above Institute enacted a Telugu drama named "PALLE PADUCHU" on Sunday 18-9-1955 at the New Hall, Perambur.

Sri V. T. Naidu, Chief Medical Officer, Southern Railway, presided over the function.

Sri S. V. Ranga Rao, Cine Actor, also was present and praised the histrionic talents of the amateur actors of the above Institute.

Sri A. R. Natarajan, Honorary Secretary of the above Institute, proposed a vote of thanks.





**UNITED SOCIAL CLUB,
SOUTHERN RAILWAY,
NEW GENERAL OFFICES, MADRAS**

The First Anniversary of the United Social Club, Madras, was marked with the superb presentation by its members of a Telugu Drama entitled KAPPALU (Frogs) in the immediate presence of Sri N. T. Rama Rao, a famous cine actor, on 13-11-1955 at Soundarya Mahal, Madras.

The drama written by the celebrated dramatist Acharva Athreya is a satire on society depicting how certain people indulge in flattery of a millionaire who was excommunicated in the past when he was poor and now flood his house with assumed relationship as frogs collect in a tank when it is full. Shripathi, the millionaire is too clever to be cheated by the designing relatives including Chalapathi with whom his only daughter Kamala is in love. Pretending to be ignorant of the intentions of his so-called relatives whose eyes are on his property, Shripathi, by a feat of jugglery, exposes them at an opportune moment. He poses as if he is going to be arrested for printing currency notes and requests his 'well wishers' to come to his rescue by hiding the printing machinery. There is of course no response. It is Naravva his faithful servant who comes forward to take the risk despite his master's warning that it will land him in great miserv. Having exposed the opportunists, Shripathi, however, agrees to his daughter marrying Chalapathi who at last joins them in a mood of repentance.

The performance was thoroughly enjoyable and all the artists lived their respective roles. It is to be particularly mentioned that Shri Nagabhushanam, in the role of Shripathi, captivated the audience with his excellent performance.

The cast consisted of Shri Nagabhushanam, cine actor and an ex-Railway Employee, Sarvasri A. Radhakrishnayya, G. Sanjeeva Raju and M. Muddukrishnudu of Accounts Department, C. Krishnamurthy, M. Sankaranarayana Raju and V. Jessie of Commercial Department and S. A. Rasheed of Operating Department, ably assisted by Srimathi B. Rama Devi (Cine Star) and Kumari Jayasree.

Speaking on the occasion at the request of Shri V. Ramamohan Rao, President of the Club, Shri N. T. Rama Rao, congratulated the members that being members of a social club, they had done a right thing in enacting a



A scene from the drama Kappalu

social drama. He added that the frequent applauses from the audience bore testimony to the high standard of dialogues and performance, and congratulated the author who was also present on the occasion.

Speaking next, Acharya Athreya, the author said that it was indeed a matter of gratification for him to witness the artists rendering full justice to all the characters. He was also happy that the day's performance had even excelled a previous performance of the

same drama which was conducted by himself.

Shri Nagabhushanam was presented with a silver cup on behalf of the club.

Shri C. Krishnamurthy and Shri R. Brisailam were in charge of direction and execution respectively.

The function came to a close with the vote of thanks proposed by the Secretary Shri B. Gopala Rao.

The Club has also brought out a souvenir on this occasion

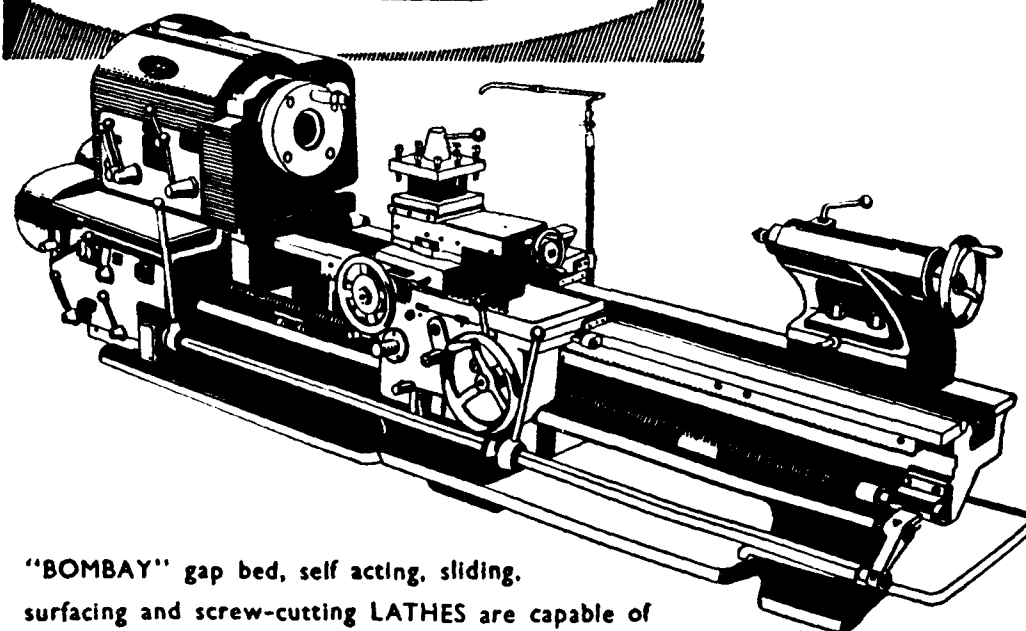


Shri A. Ramachandra Rao, S.D.G.M., S. Ry., celebrated the marriage of his daughter Sow. A. R. Malathi Bai with Ch. P. R. Ananda Rao on 7-12-55 at Tiruchanur near Tirupati

The laugh of the rose makes the nightingale lose its head.
Every man has in his heart a lion that sleeps.
When a snake is about to die it lies down in the middle of the road.
Evil, even its last spasm, will place itself in a position to do the maximum harm.

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THE NEW
HEAVY-DUTY
"BOMBAY" LATHE**

26" SWING - 12' BED



"BOMBAY" gap bed, self acting, sliding, surfacing and screw-cutting LATHES are capable of extremely wide diversity of work both for maintenance and production purposes. They possess three important characteristics-robust construction, wide and deep gap and large hollow spindle. Straight-forward clean design and high standard of manufacture combine to make "BOMBAY" LATHES thoroughly dependable and trouble-free as all other MYSORE KIRLOSKAR machine tools.

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December 1955

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**OPENING OF THE STATE HEADQUARTERS OF THE SOUTHERN RAILWAY
BHARAT SCOUTS AND GUIDES AT N.G.O. ON DECEMBER 3, 1955.**



Shri T. A. Joseph, GM, accompanied by Shri S. K. Mukerji, State Commissioner (Scouts), arrives for the opening of the State Headquarters



Shri T. A. Joseph, President and Smt. S. N. Hoskote, State Commissioner (Guides), sitting while Shri N. G. Hoskote, Asst. Commissioner (Scouts), welcomes the President

Shri A. R. Rao, State Chief Commissioner unveils a portrait of Lord Baden-Powell



GM cutting the ribbon and declaring the headquarters open





GM with Shri A. R. Rao and S. K. Mukerji



A view of the gathering



GM being introduced to the Scout Officers at the State Inaugural Rally at Perambur



Flag unfurling ceremony at the Inaugural Rally



Shri A. R. Rao reading the welcome address



Bitragunta Guides' Panch Shila Pageant

Southern Railway Block Instruments were installed on Panruti-Melpattambakkam and Melpattambakkam-Nellikuppam sections on 7th November 1955. Photo shows technical staff around the instruments. An article relating to this with more photographs will be published in the January 1956 issue



**CO-OPERATIVE DAY AT N.G.O. CO-OPERATIVE STORES,
PARK TOWN, MADRAS**



Co-operative Day was celebrated on 11th November, 1955. Shri Nagaraja Pillai, Personnel Officer is seen hoisting the flag

Shri S. K. Mukerji, CCS, who presided over the function



Shri Mukerji addressing the gathering

Rao Sahib M. Muthukrishna Naidu, B.A., B.L., retired Registrar of Co-operative Societies, and Shri H. F. Kapadia, Secretary, M. & S.M. Railway Employees' Co-operative Urban Bank, sitting to the left and right of Shri Mukerji



(Photos by P. S. Vedhachalam)

**See these on the Southern Railway
Places of Interest**

P. S. Vedhachalam

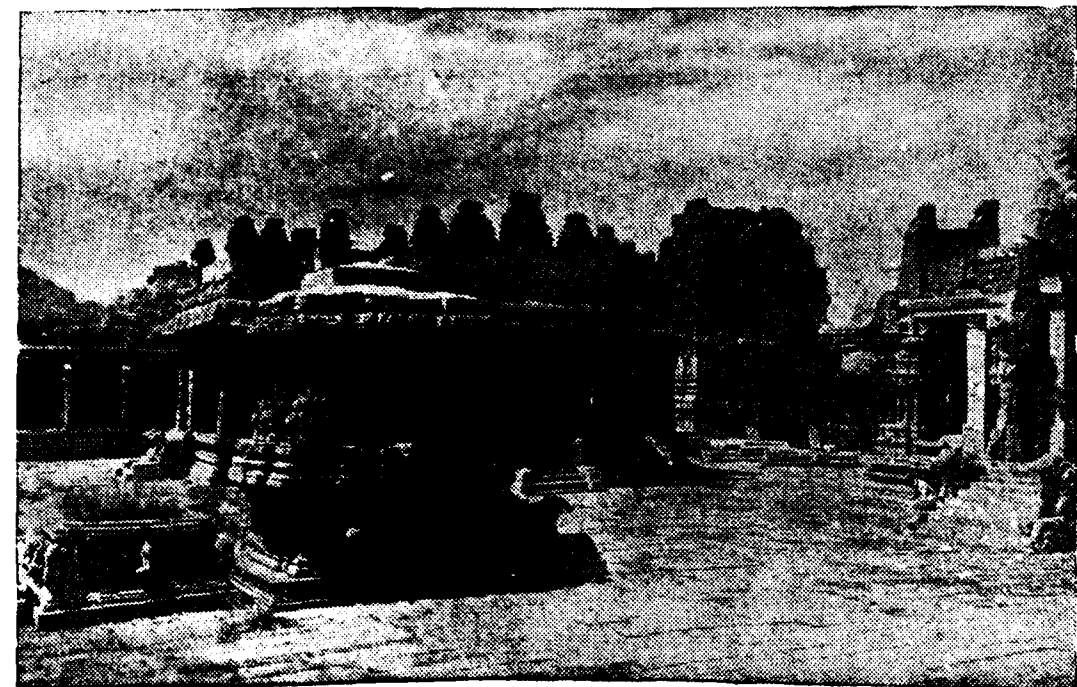
Publicity Inspector

THE extensive tracts served by the Southern Railway in the Peninsular India, covering an area of 200,000 square miles have many attractions to the tourist, the antiquarian, the pleasure-seeker, the archaeologist and the student of Indian industrial enterprise and commercial development. Nor is the country lacking in historical importance, as it offers unique opportunities for the student of history to witness enduring monuments of the glory of ancient days. The remarkable ruins of Mahabalipuram, reminiscent of the Pallava age, the marvellous ruins of Vijayanagar (Hampi), the 'Whispering Gallery'—the second largest dome in the world—at Bijapur, the interesting Jain caves of Badami, and the Fort and

Temple at Vellore are visited by a perennial stream of visitors, Indian and Foreign. The Vellore Fort and Temple are specimens of Military Architecture and ancient Indian art similar to those at Madura.

South India is the seat of an ancient Dravidian civilisation which, it is recognised, is one of the oldest to have ever flourished. Some of the highest achievements of man in the fields of architecture and sculpture are noticeable in South Indian temples which account for South India being aptly known as the "Land of Temples". Most of these temples are fairly in a good state of preservation, as South India was left undisturbed by foreign invasions, while North India was constantly subjected to marauding invaders.

Monolithic Stone Car—Hampi





Sculpture in Vellore Fort Temple
Hunter's love—The maid is the daughter of
a hunter King. She ran a thorn in her foot.
Her lover comes to her rescue



Krishna Mantapam—Mahabalipuram

Bathing Ghat—Dhanushkodi



Many tourists who begin their tours in the North and visit the Mughaloid cities of the North, the glistening domes of Delhi and have a moonlight vision of the Taj, travel South to see India of 2,000 years ago and to feel the enchantment of the past. For the devout Hindu pilgrim, there are many temples of mythological antiquity



Tiruvannamalai

and hallowed sanctity. Rameswaram, Madura, Srirangam, Tanjore, Chidambaram, Conjeeveram, Tirupati, Tiruvannamalai, Belur and Halebid rise before the mind's eye of temples, which have a fascination of their own.

Though South India is essentially tropical, there are many health resorts, hill stations and Sanatoria like Bangalore, Nandidrug, Ootacamund, Coonoor, Mahabaleshwar, Panchgani, Madanapalli, Kodaikanal and Yercaud.

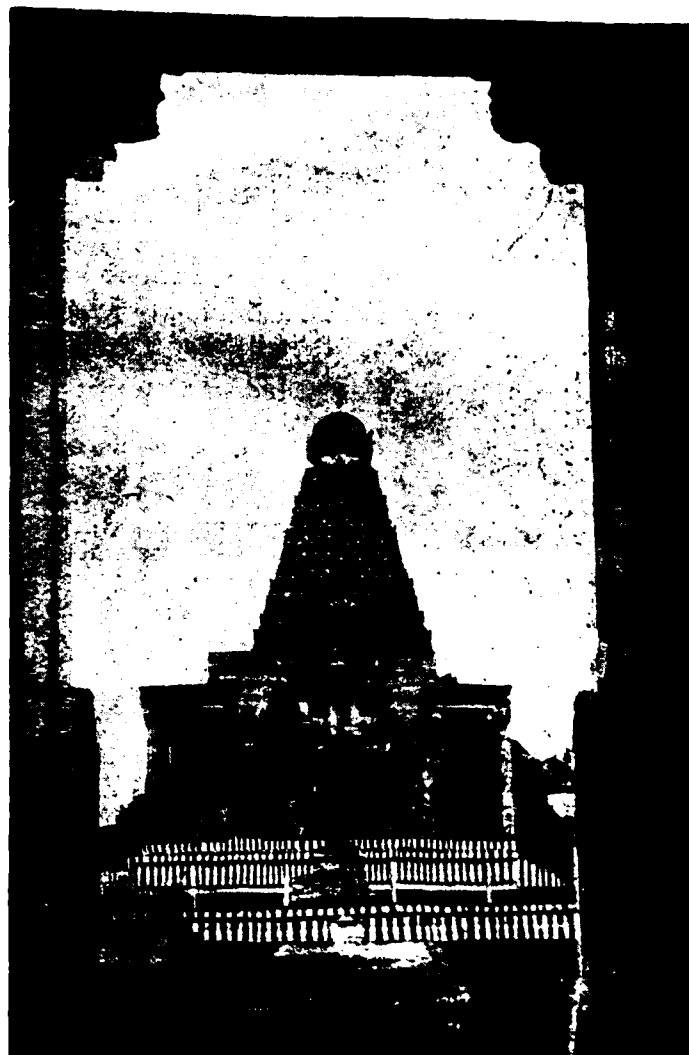
The magnificent waterfalls at Jog (Gersoppa), Sivasamudram and Courtallam as well as at Dudh Sagar present an imposing spectacle. Near the coast of Malabar, there are dense forests, great river water-ways, with peaceful lagoons and a coconut palm-fringed shore. There is a diversity of flora and fauna in this area. The Malabar Coast has, therefore, a mountain scenery of great beauty. Further inland, Mysore, with its hills and jungles, the special haunt of the tiger,

bison and wild elephant, is the sportsman's paradise. No tourist to Mysore misses the enchanting Brindavan Gardens. In the extreme south is the land's end of India—Kanya Kumari (Cape Comorin); Travancore-Cochin can boast of a luxuriance of vegetation and wonderful scenery, unsurpassed in India. The natural wild life and game sanctuary around Periyar lake basin are thrilling sights for tourists.

To those interested in Mining and Metallurgy, the Kolar Gold Fields which contribute about 95 per cent of the Indian output of gold, and the Iron and Steel Works at Bhadravati are marvels of modern industrial enterprise in India. To visit the Gold Fields, is to leave India for a spell and drop into a mining city of the West, furnished with the latest plants and machinery of modern science and industry. Besides these, there are places of industrial activity and commercial development, like **Kirloskarvadi** noted for the manufacture of farm implements and steel furniture made in India; **Satara Road**, famous for the manufacture of all kinds of Textile machinery and Agricultural implements; **Sholapur**, renowned for cotton mills and Handloom Weaving Industry; **Karad**, quite well-known for the manufacture of glass, enamelled boards and enamelware; **Bangalore**, as a great

A view of the Temple & Tank, Chidambaram





Temple Tower, Tanjore

industrial centre, for its woollen, silk, soap and ceramic factories, the Indian Telephone Industries and the Hindustan Aircraft Factory, the only one of its kind in India. In **Madras** is centred the trade of the State. The chief factories in and near Madras are the Buckingham and Carnatic Mills—textile manufacturers, the Western India Match Co., a Pencil Factory, and the Hercules Cycle Manufacturing concern at Ambattur, about 10 miles from Madras. **Bezwada** which was at one time a rural and agricultural town has

been industrialised, with the advent of the Railway. Two cement factories, the steel rolling mills and the cotton and oil mills established in recent years at Bezwada are evidence of the progress achieved in this direction. **Madura** for its handloom textiles and silks and Coimbatore rightly called "The Manchester of South India" for its spinning and weaving mills are well known. Hydro-electric schemes at Mysore and Pykara have made electricity cheap and available even in the remotest villages. In the industrial



Kodaikanal

sphere also, the area served by the Southern Railway compares favourably with the other parts of India. With its 6,120 miles of railway line, the Southern Railway serves the chief Sea Ports of Mormugao, Mangalore, Calicut (Kozhikode) and Cochin on the West Coast and Madras, Pondicherry, Tuticorin, Masulipatam, Cocanada and Vizagapatam on the East Coast. The metre gauge portion of the Railway runs across the Indian Peninsula from west to east, from the Port of Mormugao on the Arabian Sea to Masulipatam on the Bay of Bengal.

It is impossible in the space of a brief article of this nature to adequately describe the treasure-house of art, natural beauty and industrial enterprise and commercial development in this vast area, but it is hoped that by it an endeavour has been made to awaken interest in a land which one may discover afresh with profit and pleasure.

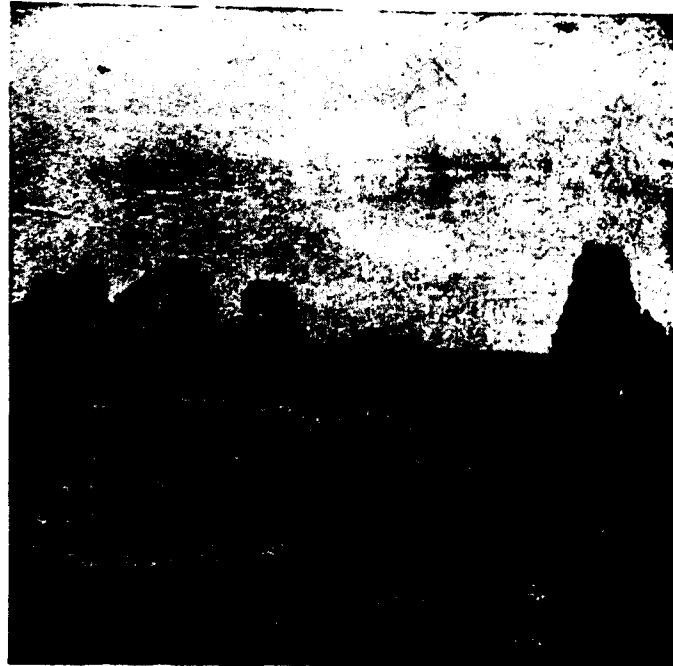
Travel for the sake of pleasure or for pilgrimage, in a country like India has been confined to the rich for economic reasons, as the railway fare is perhaps the largest single item in an average citizen's 'travel budget'. It is gratifying to note now that a relief has been

afforded to such people by the issue of Circular Tour Tickets at Concession fares and thereby the Railway eliminates also the physical inconvenience of having to buy fresh tickets at every stage of the journey and the risk of carrying large amounts of money to pay for these tickets. These Circular Tour Tickets are of two kinds:—

- (i) Standard Circular Tour Tickets for which itineraries are fixed by the Railway
- (ii) Circular Tour Tickets for which itineraries are sponsored by members of the public and approved by the Railway.

These tickets are available for **Three Months** for completion of the tour from the date of commencement of the outward journey.

Standard Circular Tour No. 1 will cover most of the important pilgrim centres and places of historical and other interest in Northern India and also on the Southern Railway, north of Madras. This tour will include cities of religious importance like Pandharpur, Dwarka, Mathura, Hardwar, Prayag, Banaras, Gaya and Puri, modern cities like Bombay, Delhi and Calcutta, and places of historical interest like Baroda,



Varadaraja Temple
Conjeeveram



University Buildings
Annamalainagar
Chidambaram



'Brindavan Gardens' at Krishnarajasagara



Ajmer, Jaipur and Agra. This tour ticket will cost about Rs. 290 for I class, Rs. 182 for II class and Rs. 96 for III class.

Similar places of interest for the tourist, the pilgrim and the student of history, covering North and South India are included in Standard Circular Tour No. II, as also the holy rivers like the Tungabhadra, the Ganges, the Jumna and the Godavari. This will cost about Rs. 340 for I class, Rs. 214 for II class and Rs. 112 for III class.

Standard Circular Tour Nos. III and IV, though confined to the area served by the Southern Railway, will enable you to visit all important places which are living monuments of South India's glorious past, while Tour No. V covers the places of interest in South India as well as in the Deccan, this tour also being confined to the Southern Railway system. The entire area served by

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

the Southern Railway includes the States of Madras, Andhra, Mysore, Travancore-Cochin, Portuguese India and portions of Bombay and Hyderabad.

The following are the important places included in Tour No. III:

Madras Central, Kalahasti, Tirupati, Tiruvannamalai, Chidambaram, Kumbakonam, Tanjore, Trichinopoly, Rameswaram, Madura, Kodaikanal, Palni, Bangalore and Mysore.

COST: About Rs. 99 for I class, Rs. 62 for II class and Rs. 38 for III class.

Places of interest included in Tour No. IV:

Madras Egmore, Conjeeveram, Tirupati, Tiruvannamalai, Chidambaram, Kumbakonam, Tanjore, Trichinopoly, Rameswaram, Madura, Tinnevely, Tiruchendur, Tenkasi (for Courtallam), Varkala, Trivandrum, Srivilliputtur, Kodaikanal, Palni and Coimbatore.

COST: About Rs. 106 for I class, Rs. 68 for II class and Rs. 36 for III class.

Places of interest included in Tour No. V:

Madras, Bangalore, Mysore, Nanjangud, Hassan (for Belur and Halebid), Bhadravati, Shimoga, Harihar, Hubli, Kolhapur, Poona, Pandharpur, Bijapur, Badami, Hospet (for Hampi Ruins), Tirupati, Kalahasti and Tiruttani.

COST: About Rs. 137 for I class, Rs. 87 for II class and Rs. 47 for III class.

No article on tourism can provide the answer to every question and the present one does not pretend to be anything more than an endeavour to indicate to the tourist the places worth visiting.

The Chief Commercial Superintendent of the Southern Railway at Madras-3 will be pleased to furnish further particulars or quote fares for Circular Tour Tickets for itineraries proposed by the passengers, at concession fares, for journeys covering 1,500 miles or over for I, II and III classes, available for three months from the date of the commencement of the tour, subject to certain conditions.



Shri N. S. Ranganathan, TTE/MS, celebrated the Upanayanams of his brothers Shri N. S. Rajagopalan, I.C.F. and Shri N. S. Varadarajan and the marriage of his sister Sow. Rukmani with Chi. T. S. Narayanan on 4th December 1955, at Triplicane, Madras

SPECIAL TRAINS CARRY RELIEF SUPPLIES TO CYCLONE AREAS



The first special train carrying about 700 tons of food materials and clothes in 62 wagons steamed out of Beach Station on December 12, for rendering help to the cyclone affected people in Tanjore, Tiruchi, Madurai and Ramanathapuram Districts. The American Representative of CARE is seen speaking on the occasion



Speaking on the occasion Mr. M. Krishnappa, Union Deputy Minister for Food, said that on four consecutive days about 2,500 tons of food parcels valued at about Rs. 60 lakhs would be moved by four special trains to the cyclone affected areas (The fourth train with 486 tons of rice left Egmore Station on the 14th)



Shri M. Bhaktavatsalam, Shri A. B. Shetty, Ministers of Madras State and Shri T. A. Joseph, GM Southern Railway, inspecting the gifts



Shri Kamaraj boarded the engine and shook hands with the driver before the train departed

SOUTHERN RAILWAY

TENDER NOTICE

The Regional Engineer, Southern Railway, Mysore, invites sealed PERCENTAGE SCHEDULE TENDERS to reach him not later than 16-00 hours on Friday the 9th December, 1955 for the work "Improvements to Bridge No. 453 at mile 480.6-7 between Santamagalur and Munumaka—Guide Banks to prevent scour"—Guntakal District—Total approximate value of contract Rs. 63,300.

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

3. Tender forms will be issued upto 12-00 hours on Monday the 5th December, 1955.

4. The Earnest Money of Rs. 3,165 (Rupees three thousand one hundred and sixty-five only) should be paid in advance to the Regional Accounts Officer, Southern Railway, Mysore or Trichinopoly or Chief Cashier, Madras not later than 15-00 hours on Tuesday the 6th December, 1955 and the receipt submitted along with the tender. No demand draft, or cheques, etc. should be attached to the tender. The tenderers are requested to furnish full particulars of remittance with the remittance itself to avoid unnecessary delays.

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

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

7. The tenders will be opened at 12-00 hours on Saturday the 10th December, 1955 at the Office of the Regional Engineer, Mysore.

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

SOUTHERN RAILWAY

NOTICE

Sealed tenders are invited in this office for the supply of 7,500 No. India Rubber and Mild Steel springs for buffers, similar to GSM patent No. 287 to Ex-MSM Drawing No. H 2 04 12, 'Z' modified and to IRS Specification R20-50 to the District Controller of Stores, 'Mechanical', Perambur Works upto 3 p.m. on 28-12-55.

Tenders should be submitted in the prescribed form obtainable from the Controller of Stores, Madras-23 on payment of Rs. 5 per copy in cash or by Money Order, which is not refundable, with full name and address of remitter. Remittance by postal order or by any other means will not be accepted. Tender forms will not be sent by V.P.P. and they are not transferable.

Tender forms will not be supplied after 2 p.m. on 23-12-55.

A tender deposit of Rs. 500 should be paid in advance to the Chief Cashier, Southern Railway, Park Town, Madras-3, on or before 12-00 hours on 22-12-55 and the receipt for the same must be sent along with the tender. No interest will be allowed on this amount.

Tenderers are required to submit current Income-tax Clearance Certificate in original along with their tender without which the tender will not be considered.

Office of the Controller of Stores,
Southern Railway, Ayanavaram P.O.,
MADRAS-23
25th November 1955

CONTROLLER OF STORES



CALTEx OCTOBER ISSUE

TO hand is the latest (October) issue of the Caltex magazine (Vol. I, No. 2); which, to say the least, is outstanding alike in its atmosphere and its depth of feeling. The whole magazine is 'well cut' and what makes it of particular interest and value is an intimate practical knowledge of the subjects dealt. It is crammed with characteristic grotesques and crackles with provocative dialogue. The photographic aspect of it (alone) is worth its weight in gold—not to mention etchings of old paintings. It's delightful and prettily produced to solve 'the something more than a problem' of the tired official.

The article under the caption 'A Lost Art' (page 8) by Pundrick C. Mehta and his treatment thereof opens the way to an understanding of much that is puzzling in modern art. Is it a dash of the 'fashionable lunacy'—a transatlantic importation—that makes this (October) selection so exhilarating and so hard to put aside? It has all the taste in presentation and inexpensive opulence of the Fleet Street (London) and Park Row (New York) magazines. These art reproductions (pages 8 and 9) of sense and intelligibility make a distinctive and admirable collection. The article under reference is an outstanding art treatise by a critic who knows quite a lot about **Object d'art** and it is noteworthy that he tackles the subject **always** with clarity. The etching reproductions give a notion of the prodigious invention, the

wit and the tragic sense of the great sculptor-painter—sculptor even more than painter, so the text and the photographs would suggest.

The opening article (or is it a Leader) 'Our New General Manager' displays 'a nose for News', the writer's news sense, his instinct for the apt and yet surprising phrases, would make the fortune of a modern columnist. A wee-bit more pruning would have made it **RIPPING**.

'The Headlines' is a most lucid and realistic argument for a vital approach to history and a provocative outline of a heavy responsibility, the **only reward** being the thrill that comes when the crowd roars 'Well played, Caltex!'

Project Kandla—a maritime port—on the West Coast of India, off the Gulf of Kutch meets the growing needs of North-West. With a fine natural harbour sheltered from the ravages of the monsoon and with sufficient depth of water to accommodate large ocean-going vessels, it was **but** natural that Kandla should be the choice of the Special Committee set up by the Government of India to select a port for development on the West Coast. The necessity to develop a new port on the West Coast was first realised in 1946 when, as a result of forthcoming partition, Karachi was destined to take its place as the Capital of Pakistan. Vast areas of Kutch, Saurashtra, Rajasthan, the Punjab, Kashmir and Western Uttar Pradesh hitherto served by Karachi, were compelled to rely, after partition, on the port of Bombay



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for their import and export trade. This, necessarily, placed a tremendous strain on Bombay and it is apparent that the Government of India acted with commendable foresight in pushing forward its plans for the development of Kandla port.

An indication of the importance of Kandla is reflected in the volume of trade that will eventually be handled there, estimated at more than 2 million tons per annum. The port will save at least 200 miles of transport on all goods entering and leaving its economic supply area. This alone is estimated at some Rs. 90 lakhs per annum in freight charges.

There are known to be rich mineral deposits such as gypsum, lignite, clay, soapstone and iron-ore in Kutch and its immediate hinterland as well as in certain areas of North Gujarat and Rajasthan. These natural deposits have thus far not been developed owing to lack of proper communications and an outlet to the sea. New rail connections and the development of the port of Kandla will now make it possible to develop these mineral resources, thereby adding to the wealth of the nation and providing (increased) employment and social benefits for a population of approximately 42 million people.

Oil is the Lifestream of Progress, and CALTEX, being fully conscious of its responsibility to provide the petroleum needs of the people of this country, laid its own plans to develop a project to which we proudly refer as 'PROJECT KANDLA'.

Cognisant of the fact that photography is becoming an extremely popular hobby in India and that many amateur photographers become such experts that they turn their hobby into profession ere long, the promoters of this journal have introduced a PLEASANT FEATURE entitled 'Circling with our Camera'. There are many other interesting features (sic) Caltex domestic affairs, viz.: Calcutta news, Bombay views, Delhi report, Madras items,

etc.—not to mention Service Anniversaries, Personal sketches and so forth.

After all is said and done one can only wind up by observing 'Hats off to Caltex!'

COTTON YARNS

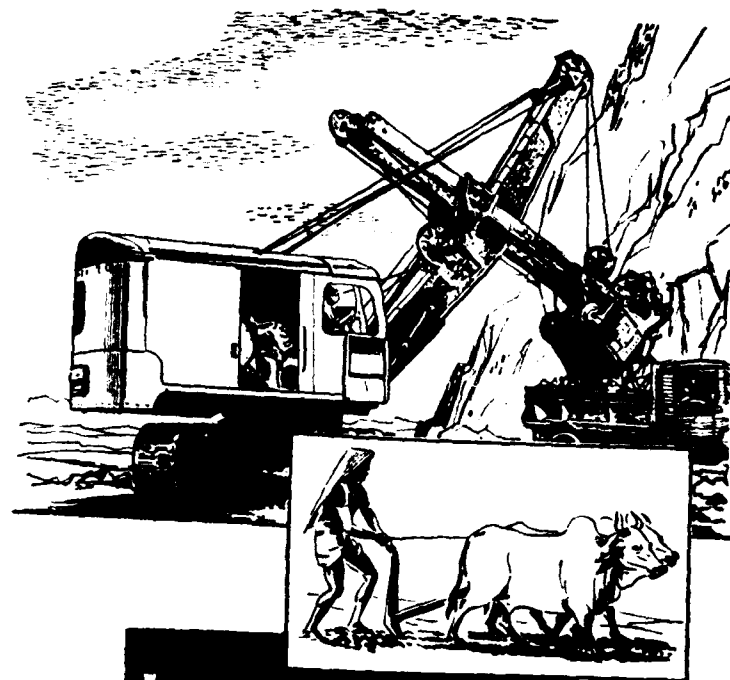
As one passes along the Fairs 'with an eye to see' he (or she) notices Madras Yarn being used by many exhibitors at this or that Fair and small wonder, too: for after all is said and done one views with pride (writ large in capitals) that by far the largest part of the Madurai Mill Production (more popularly known as Harvey's) goes to the handloom weavers throughout India! That being so, one should naturally be interested in the historicity of this Mill—which is but a tale of Two Brothers—and an insight of this is to be found in the De Luxe folder issued by that Mill, which has dealers in every part of India—nay, throughout the world.

It is learnt therefrom that in 1883 the Two Brothers (Andrew Harvey and Frank Harvey) founded the first Cotton Spinning Mill in South India, at Ambasamudram, using as its motive power a Water Turbine—a means of power unheard of at that time. And, the succeeding two years found a second Mill at Tuticorin to be followed by one at Madurai ten years after!! Later a second Mill was built in Madurai and another in Ambasamudram. Ere long the whole group was brought under the control of ONE COMPANY, Madura Mills Company Limited.

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(Continued on page 46)





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PLEASE CONTACT

CHAKRADHARPUR

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

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 20th December 1955.

S. No.	District	Name of Work	Total approximate value of the Contract	Earnest money to be paid
			Rs.	Rs.
1.	Villupuram	Construction of an Annexe to T. B. Sanatorium at Tambaram	20,775	1,040
2.	..	Constructing a II Class Railway Police Station at Chingleput	11,775	590
3.	Madura	Proposed watering arrangements at Dindigul and Tamaraiyadi—developing the existing 10'-0" dia. well near the Sweepers' Colony at Dindigul	26,140	1,300
4.	Tinnevely	Conversion of into a crossing station at Cholapuram	38,270	1,915
5.	..	Conversion of into a crossing station at Sankaralingapuram	35,500	1,775
6.	..	Proposed Flag Station at mile Q. 338/9-12 Meesalur between Virudhunagar and Sankaralingapuram. (Passenger Approach Road, Parking Ground and Construction of Staff Quarters—One block of 2 units—Type II Quarters)	13,670	685

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 upto 15-00 hours on 19th December 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 16th December 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.

6. 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.

7. The tenders will be opened at 14-00 hours on 20th December 1955 at the Office of the Regional Engineer, Southern Railway, Trichinopoly.

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.

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 Friday the 16th December 1955.

S. No.	District	Name of Work	Total approx. value of contract	Earnest money to be paid
			Rs.	Rs.
1.	GOOTY	ANANTARAJUPET—Conversion into a Crossing Station	72,700	3,600
2.	..	Provision of a new Crossing Station between ADONI and KUPGAL at Mile 311/9-10 ..	62,600	3,100
3.	BEZWADA	BITRAGUNTA—Construction of a new dispensary TYPE I-A and Quarters for Assistant Surgeon	66,500	3,300
4.	..	MADRAS—BEZWADA SECTION—Resleepering 10 Miles from Mile 74/5-6 to Mile 84/5-6 North East Line	30,500	1,500
5.	GODAVARI	RAJAHMUNDRI—Provision of accommodation for Engine Examiner, Shed Turner, Asst. Loco Foreman, Tool Checker, on Ground Floor and Loco Foreman's Office on First Floor and cement concreting coal stacking grounds ..	25,700	1,300
6.	SHORANUR	SHORANUR—TYPE I Staff Quarters—26 UNITS—Mangalore Tiled Roofing Ordinary funds	53,800	2,700

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 form is not transferable.

3. Tender forms will be issued upto 15 hours on Monday the 12th December 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 hours on Tuesday the 13th December 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 hours on Saturday the 17th December 1955, at the office of the Regional Engineer, 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.

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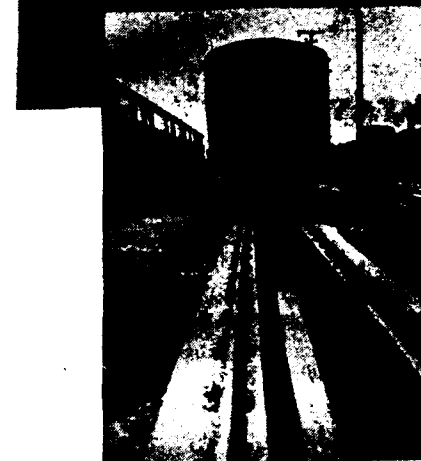
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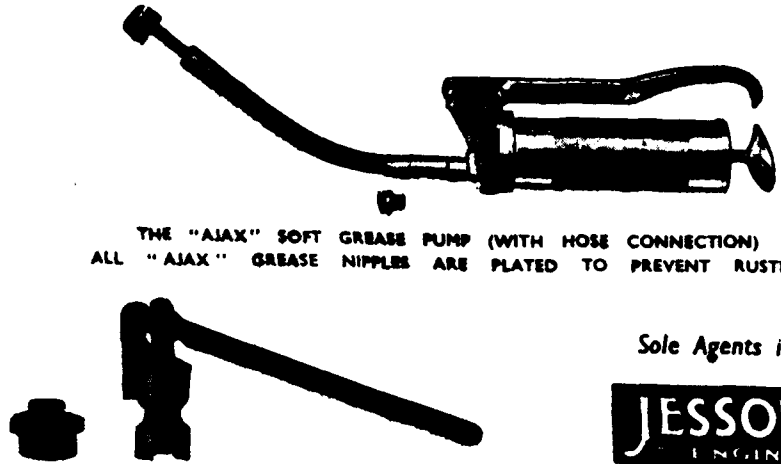
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SOUTHERN RAILWAY
TENDER NOTICE

**TENDERS FOR—ADONI—PROPOSED ADDITIONAL GOODS LOOP AND LOADING
PLATFORM 3'—6" ABOVE RAIL LEVEL—GOOTY DISTRICT**

The Regional Engineer, Southern Railway, Rayapuram, Madras-13, invites SEALED PERCENTAGE SCHEDULE TENDERS for the above work upto 12-00 hours on Monday the 19th December 1955.

- 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.
- Tender forms will be issued upto 15 hours on Wednesday the 14th December 1955.
- Earnest money of Rs. 1,500 (Rupees One Thousand and Five Hundreds 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 Thursday the 15th December 1955 and the receipt submitted along with the tender. No cheque or demand draft, etc., should be attached to the tender.
- Tenderers are required to submit Income-tax Clearance Certificate along with the tender.
- 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.
- Tenders will be opened at 15-00 hours on Monday the 19th December 1955 at the Office of the Regional Engineer, Southern Railway, Rayapuram, Madras-13.
- The total approximate value of the contract is Rs. 29,200.
- 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.

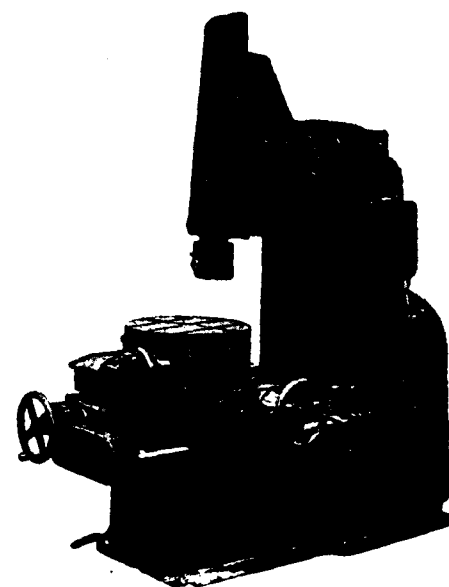
SOUTHERN RAILWAY
TENDER NOTICE

The Regional Engineer, Southern Railway, Mysore invites SEPARATE SEALED LUMP-SUM-CUM-PERCENTAGE SCHEDULE TENDERS for each of the following works (Item Nos. 1 to 3) and percentage schedule tenders in respect of item No. 4 to reach him not later than 16-00 hours on Wednesday the 28th December 1955.

Sl. No.	District	Name of Work	Total approximate value of the Contract	Earnest money to be paid	Cost of tender form
			Rs.	Rs.	Rs.
1.	Mysore	Shimoga Town—Construction of one block of one unit and one block of 4 units Type I Quarters.	13,050	650	10
2.	"	Mysore—Construction of one block of one unit Type III and 2 blocks of 2 units each and one block of one unit Type II Quarters	39,500	1,975	10
3.	Bangalore	Bangalore—Construction of 7 units Type II Quarters (3 blocks of 2 units and one block of one unit)	22,230	1,110	10
4.	Mysore	Nanjangud Town—Proposed Refreshment Stall, flushout lavatories for platform, Upper Class waiting rooms and running rooms	14,700	735	10

- The tender should be submitted in the prescribed form, obtainable from the Office of the Regional Engineer, Southern Railway, Mysore on production of a receipt for the amounts specified above for each form paid to the Regional Accounts Officer, Southern Railway, Mysore or Trichinopoly or Chief Cashier, Madras or to any Station Master on the Southern Railway towards the cost of each form. Extra copies of the form can be had, if available, on payment of Rs. 2 (Rupees Two only) each. In no circumstances will the cost of the tender forms be refunded. The tender form is not transferable.
- Tender forms will be issued upto 12-00 hours on Saturday the 24th December 1955 only.
- In the case of items 1 to 3 (Construction of Quarters), the tenderer shall submit a lump sum quotation for the construction of the quarters separately in the main schedule attached to the tender form. He will also submit a quotation as a percentage above or below the rates shown in the printed schedule of rates for Mysore Bangalore District—Mysore Region 1955 for the detailed schedule, and the supplementary schedule of items and rates annexed thereto.
- The earnest money shown above should be paid in advance to the Regional Accounts Officer, Southern Railway, Mysore or Trichinopoly or Chief Cashier, Madras not later than 15-00 hours on Monday the 26th December, 1955 and the receipt submitted along with the tender. No demand draft, or cheque, etc., should be attached to the tender. The tenderers are requested to furnish full particulars of remittance with the remittance itself to avoid unnecessary delays.
- The amount of Earnest Money is based on 5 per cent of the estimated cost of the work while the amount of Security Deposit is calculated at 10 per cent of the value of the work based on accepted tender.
- Tenderers are required to submit Income-tax Clearance Certificate along with the tender.
- The tenders will be opened at 12-00 hours on Thursday the 29th December 1955 at the Office of the Regional Engineer, Mysore.
- The Regional Engineer reserves to himself the right to reject any or all the tenders without assigning any reason.

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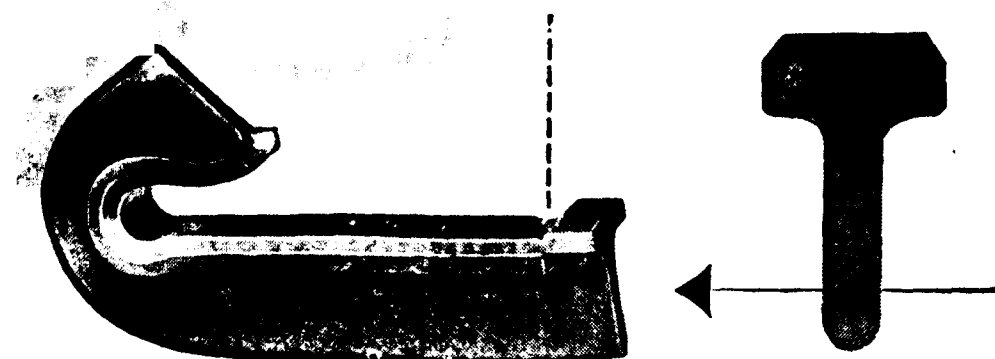
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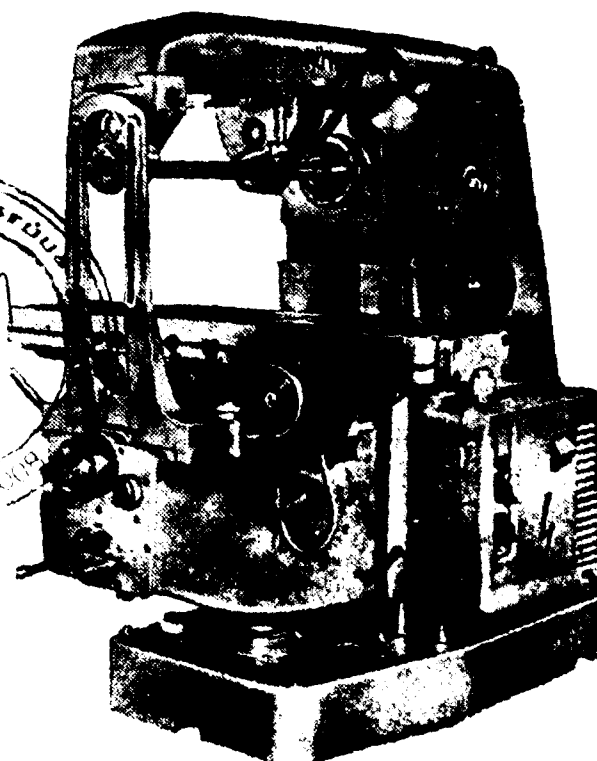
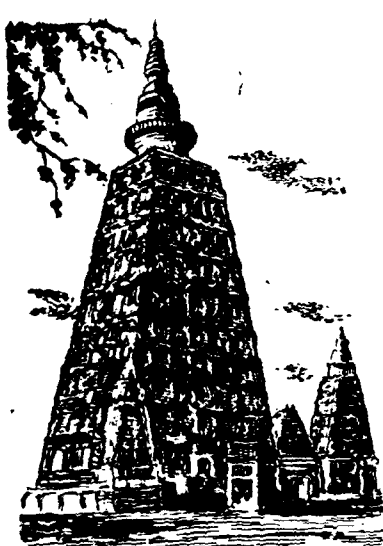
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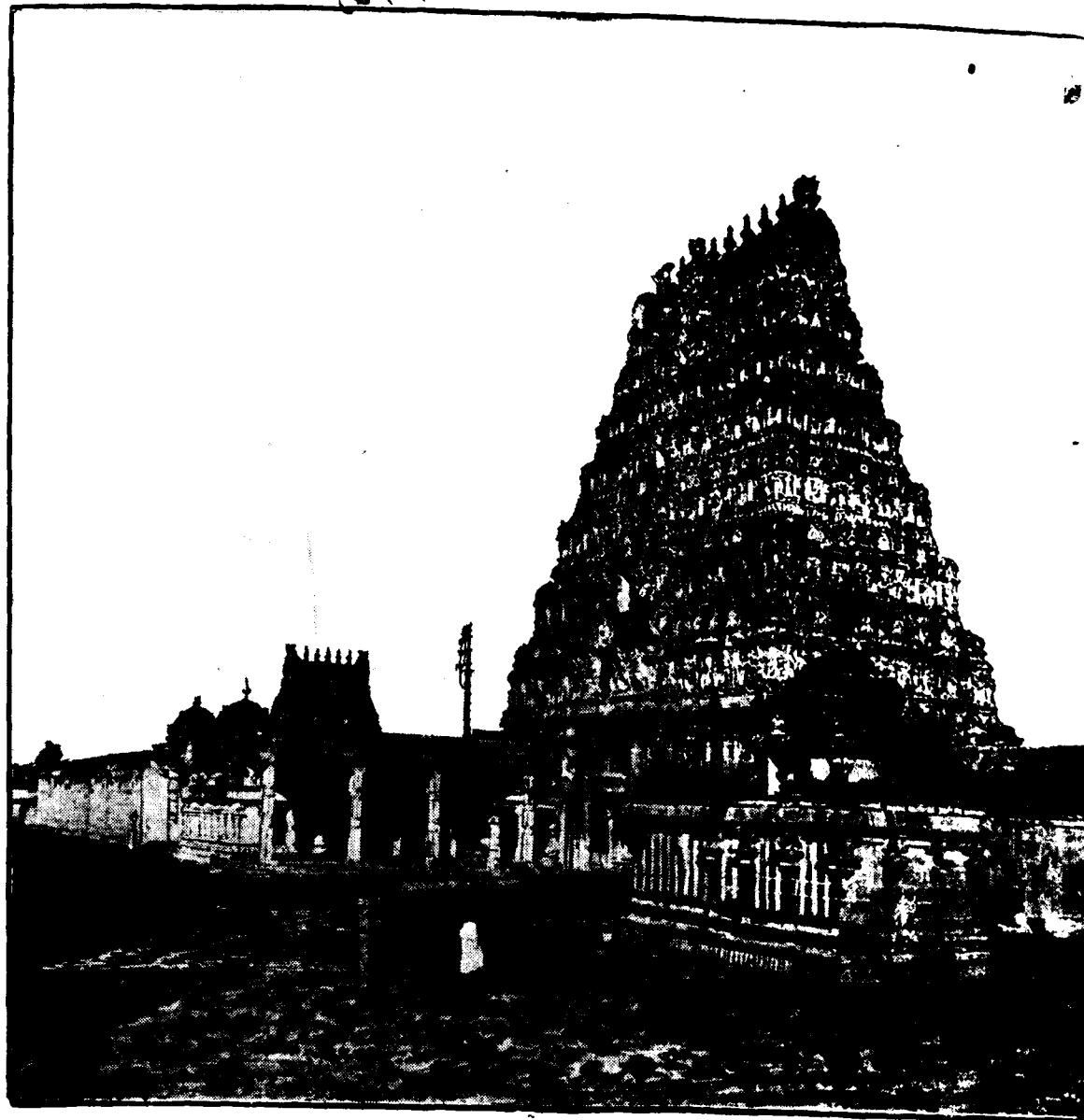
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THE PUBLIC RELATIONS OFFICER, NORTHERN RAILWAY





A VIEW OF THE TEMPLE AT CHIDAMBARAM

VISIT CHIDAMBARAM

FOR

ARUDRA DHARSHANAM

on 29-12-1955

EDITED & PUBLISHED BY K. SRINIVASAN, PUBLIC RELATIONS OFFICER, SOUTHERN RAILWAY
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