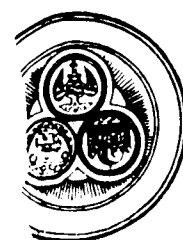




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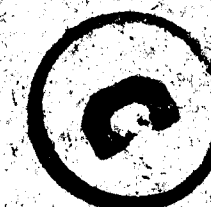
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VOL. II

JANUARY 1956

NO. 10

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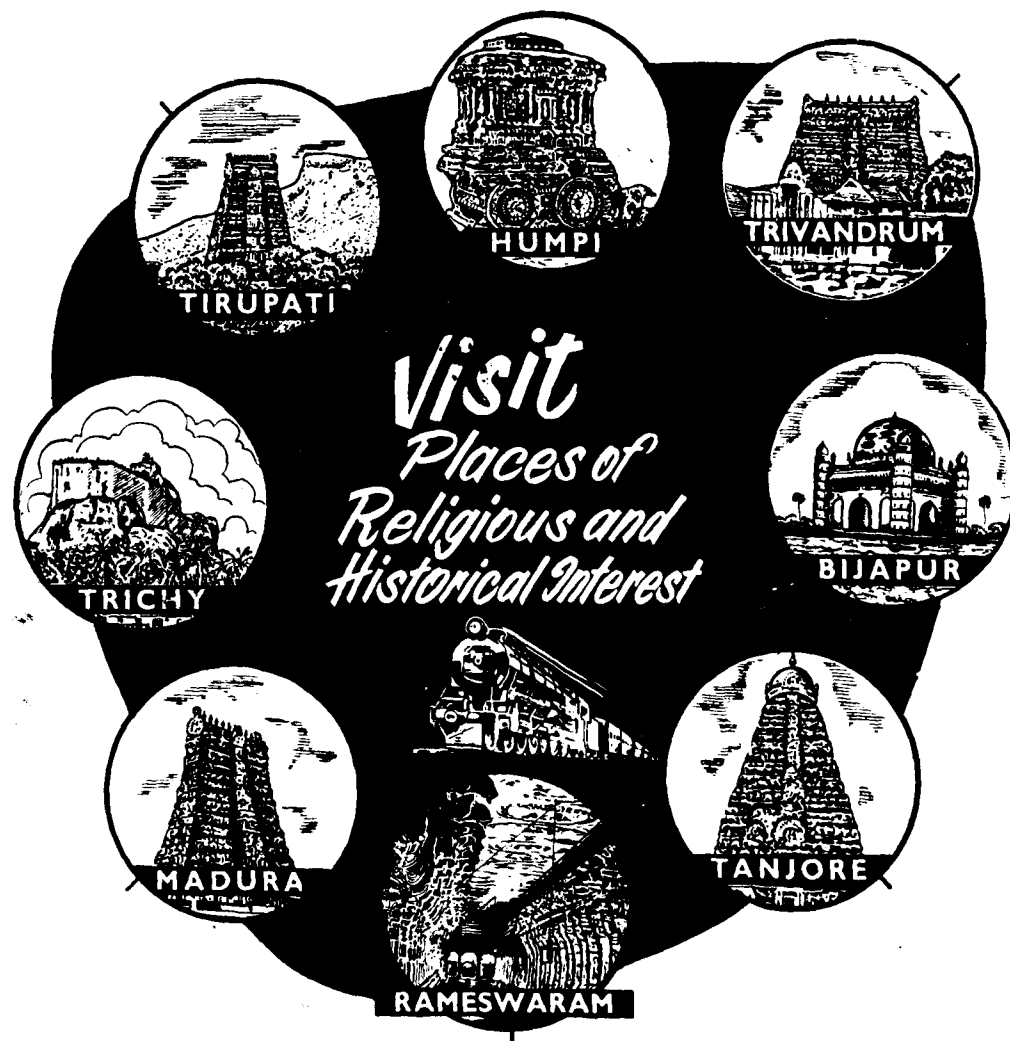
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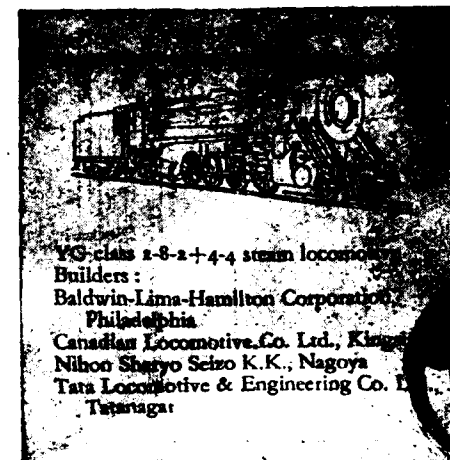


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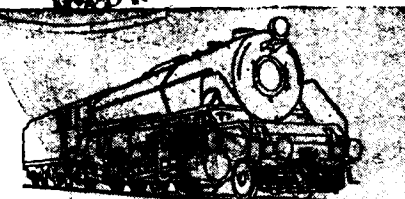
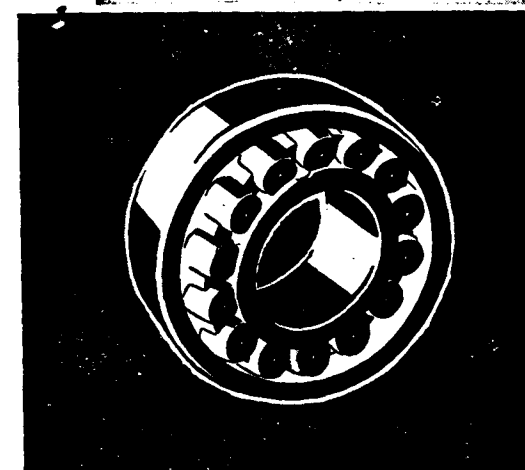
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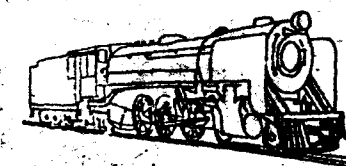
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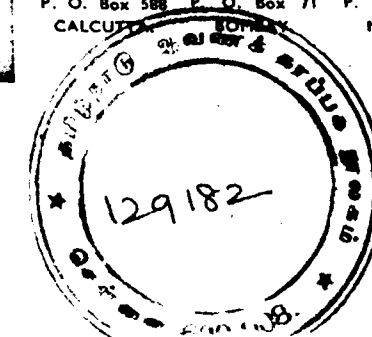
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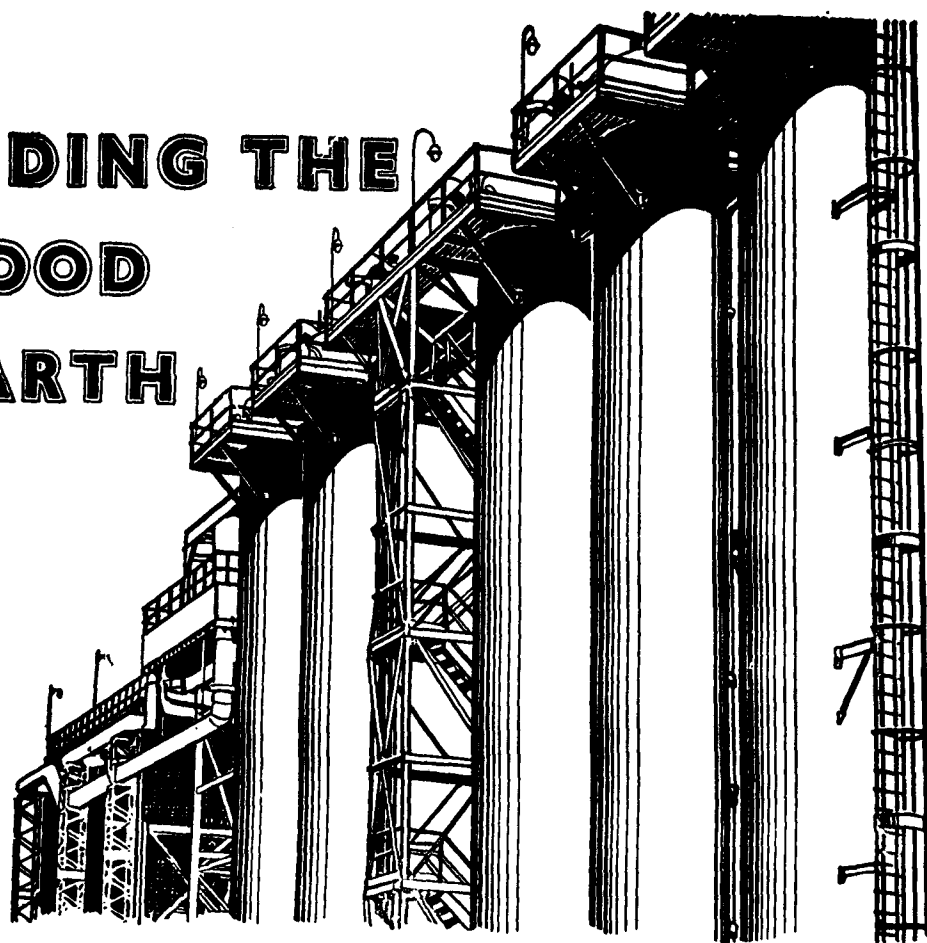
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SOUTHRAILNEWS

(Official Organ of the Southern Railway)

EDITORIAL NOTICE

VOL. II

No. 10

Editor:

K. SRINIVASAN

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

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

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

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THE EDITOR

Southrailnews

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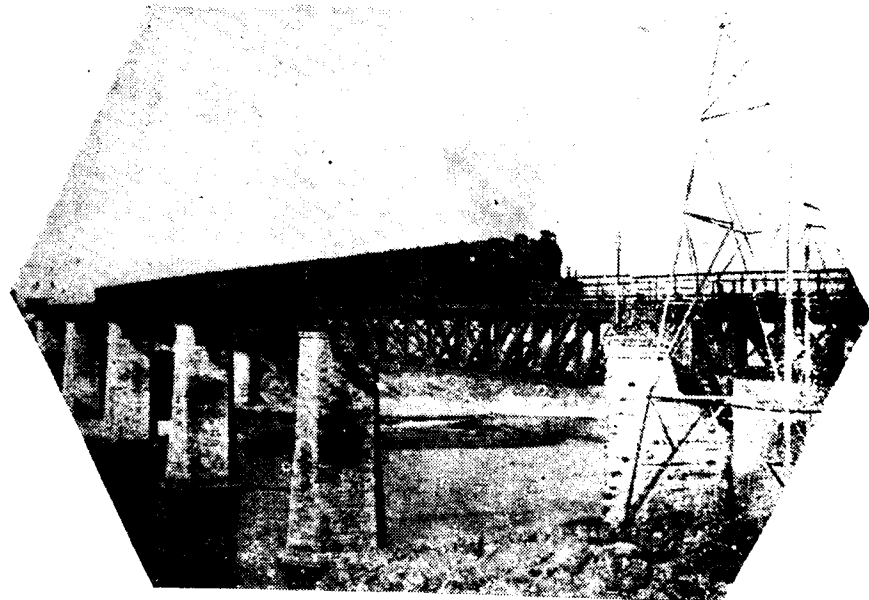
INTEGRITY SHOULD BE PLACED ON A HIGH PEDESTAL

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

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

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

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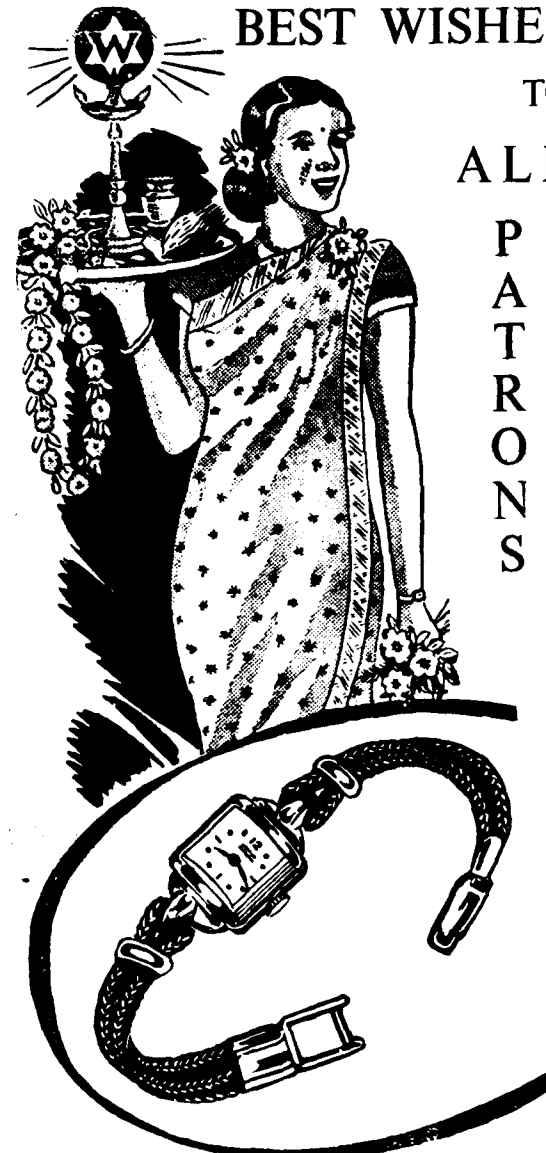
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CONTENTS

JANUARY 1956

- 7 Editorial
- 9 Notes and Comments
- 17 Indian Railways Deliver the Goods
- 21 World of Railways
- 25 Transporting Out-of-Gauge Loads
- 29 Gala Reception to Russian Statesmen
- 33 Royalty in the ICF
- 34 Importance of Railways to Soviet Economy
- 37 Women's Page
- 39 An Hour With Dr. C. V. Raman
- 43 Public Relations and Publicity
- 49 Medical
- 51 The God of Wisdom and His Images
- 54 On Corruption
- 55 Children's Corner
- 59 Introduction of Southern Railway Block Instruments
- 61 Railways in Parliament
- 65 Common Traits of Human Character
- 67 Book Review
- 71 Our Commercial News Letter
- 73 S. R. News
- 79 Sport
- 89 Let me tell my Story
- 93 Letter to the Editor



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SOUTHERN RAIL NEWS

VOL. II

JANUARY 1956

No. 10

Foundation-stone of Nagarjunakonda Project near Macherla laid by the Prime Minister on 10-12-1955

THE project which is second in the programme of national planning of the Krishna River system (the first being the Thungabhadra Project in South India) estimated to cost 122 crores is expected to utilise 25 per cent of the Krishna River flow. This will extend irrigation facilities to 34 lakhs of acres of proverbially arid land in Nalgonda, Khammam, Krishna, Guntur and Nellore districts.

The Dam site 10 miles from Macherla station in Guntur district lies about 1½ miles below Nandikonda village in the gorge between the confluence of Krishna with the Dundi and Chintalapalam village. The total length of the Dam will be 15,080 feet. The project is proposed to be taken in three stages. The first stage has been included in the First Five-Year Plan and is expected to be completed in 7 years. The first stage is expected to cost Rs. 78.08 crores and will irrigate 23.6 lakhs of acres in the districts of Guntur, Kurnool and Nellore in Andhra and Khammam and Nalgonda in Hyderabad.

In the second stage, the dam and the canals will be completed. During the final stage, Hydro-Power to the extent of 75,000 K.W. will be generated.

A 17 mile approach road from Macherla to the Dam site has been laid. The Electric Sub-station and the transmission lines have been completed, and estimate for rail-cum-road bridge across the Krishna and the survey of a line from Macherla to the Dam site are under consideration. On the Hyderabad side, the project will usher in a new

year of plenty and prosperity as it will for Andhra. Besides generating power for industry it will yield 1.30 million tons of foodgrains.

NAGARJUNACHARYA was the founder of the Mahayana school of Buddhism. Nagarjuna's name inspired the christening of this great project. There are two great Buddhists of this name, separated by two or three centuries, both of whom spent the later part of their lives in Nagarjunakonda. The Nagarjuna referred to lived in the first century A.D. and was a contemporary of Emperor Kanishka. It was during the time of his stay at Nagarjunakonda that the place became a great centre of Asian culture and the fountain head of the Mahayana system of Buddhism which later spread to Tibet, China, Mongolia, Korea and Japan. Though the works of Nagarjuna was in Sanskrit, Nagarjuna's name is preserved in Tibetan and Chinese literature. Nagarjunakonda is said to be the capital of Ishwakus. The founder of the southern Ishwaku dynasty seems to have been a Santhamula one. The remains of this great city were discovered only in 1926. Excavations are being carried on. It is reported that so far a large stupa and 8 small stupas have been excavated. Four viharas, six chaityas and four mandapas were also found. The discoveries include inscriptions, coins, pottery, etc. The Chaityas may be compared to cathedrals. In Ajantha caves, there are chaityas, stupas and viharas. Stupas and viharas are like churches and chapels.

Amidst thunderous applause from thousands of people, the Prime Minister, Shri Jawaharlal Nehru, laid the foundation-stone of the long-awaited Nagarjunasagar Project. The project is a joint venture of Hyderabad and Andhra Governments. Laying the foundation, the Prime Minister said that the foundation was that of a temple of humanity of India—"a symbol of the new temples that they are now building all over India". He further described it as "a great site of learning and culture not only for our own country but for many countries in

Asia". People came here from distant countries to learn the message of Buddha, the message of peace and goodwill. He added the best temple was the temple which has made for the good of our brothers and sisters. The best prayer is that our people may prosper.

From the railway point of view, the importance of Guntur-Macherla section will be enhanced by the location of the project near that section of the line. Traffic from and to Macherla will increase by leaps and bounds.

A RAILWAY STORY

A Railway Officer of a Class I Railway, before the merger of Railways, showed special vigilance and bravery. One fine morning when there was disturbance in the districts and neighbouring places, about 600 men with daggers, swords, knives and sticks came to a railway station when rice rationing was in force. Opposite to the railway station building, the goods shed was situated. In front of the goods shed, 200 bags of Government Rice were stored. They came in lorries and took the rice bags in the lorries due to rice scarcity in the town. Besides, they went to the station building and looted the station. The ASM on duty inadvertently tried to check them by high sounding words but he got a knock on the forehead. But a smart Ticket Collector called Sriramulu met them and took them round to the vending stall, as otherwise, there was a chance of the mob breaking the glasses and looting the vending stall also. The mob were given some biscuits on no payment basis and were entertained with kind words by the T.C.

The news of this occurrence was flashed to the Head Office, 82 miles away from this station. The A.T.S. concerned, who was a skilful pilot in extremity, told his Chief Traffic Manager that he would go with armed guards and Policemen and check the riots at the station, but there was no

train till the evening. As a goods train or an engine would be too late a lorry was engaged and was driven to the Police Headquarters. The Police authorities were contacted and a posse of 17 constables, one Sergeant and one Head Constable was gathered. They were given tiffin and tea and driven in a lorry to the station where the riots were going on. But curiously enough, when the rioters came to know that a body of constables and this officer were coming, they took to their heels.

The Officer went and took stock of the position and came back. He was asked by his colleagues and superiors why he ventured to go himself when such an armed crowd was rioting the station. He gave a reply from Milton referring to the armed constables and the lorry proceeding to the spot "whom but the Omnipotent none could have foiled and on the perilous edge of battle when it raged in their worst assaults their surest signal." The Officer inherited that spirit. This was a Phyrrie victory for the officer, though he went bravely, had no enemy to face just as King Phyrus who went into a battle in which the enemy had already fled. A remark was made commending the officer's brave action.

The Government concerned chased the rioters and recovered the rice bags from them.



RAILWAY EXPANSION ON "UNPRECEDENTED" SCALE

CAUTION AGAINST SECOND PLAN FOUNDERING ON TRANSPORT

The Railway Minister, Shri Lal Bahadur Shastri, declared in New Delhi on November 26, that expansion of the Indian Railway system "on a scale unprecedented in its history" was inevitable to keep pace with the heavy industrialisation programme envisaged under the Second Five-Year Plan.

The Railway minister who was delivering his inaugural address at the 15th Annual General Meeting of the Indian Chemical Manufacturers' Association at New Delhi, expressed the hope that the Indian chemical industry would also come in for a fair share of the increased transport facilities which the Indian Railways would provide as the Second Plan got under way.

Heavy and increasing burden

Shri Lal Bahadur Shastri said that the Second Five-Year Plan was growing in size and the demands on the Railways were also naturally on the increase. "Unless the heavy and increasing burden on the Railways is fully realised and things are considered and viewed in a wider perspective," he said, "I am afraid we would be doing great injustice to the urgent problems of transport resulting in a bottleneck which might affect the development of other sectors." The Railway Minister went on: "I trust the important implications involved in and the absolute urgency of the problem would be fully borne in mind,

so that the Plan does not founder on the transport issue."

The Railway Minister said that it was common ground between the Association and him that an efficient transport system was the essential pre-requisite of all industrial development. On certain sections the Railways were unable to meet all demands currently offering, due to various causes like inadequate line capacity and shortages of rolling stock.

Shri Shastri said: "It takes time to completely remove these causes of transport shortages, but we propose to tackle them as successfully as possible during the second Five-Year Plan period."

During the past year or so, he observed, the country had witnessed a marked parallel increase, both in regard to Railway transportation performance and the production of goods which they were asked to carry. During the first nine months of this year, for instance, there had been an increase in loadings to the extent of 9.7 per cent on the metre gauge and 7.4 per cent on the broad gauge.

Chemical Industries' Problems

Referring to various questions raised by the Association's President in his opening address, the Railway Minister expressed the hope that the Association would take full advantage of the enquiry being made by the Railway Freight Structure Enquiry Committee.

The future scope and functions of the Railway Rates Tribunal was also being examined by this Committee to make it a more effective instrument.

As regards the diversion of traffic from rail to the road over short distances, the Minister said that there had to be a complete co-ordination between the different means of transport, and simultaneously with the development of the Railways the country's road services must be encouraged to handle short distance traffic for which they are best suited.

The Railways, he said, were alive to the need for movement in bulk of various kinds of liquid chemicals, and provision had been made in the 1955-56 and 1956-57 rolling stock programmes for the acquisition of specialised wagons.

The difficulties in the way of moving small consignments of medicines and drugs and parcels, the Minister said, called for improvement, and the Railways had recently been asked to take energetic steps to improve things in this respect. Targets of movement have been fixed, and the position was being watched both at individual Railway headquarters and in the Railway Board office.

THROUGH RAIL ROUTE BETWEEN GOA AND CASTLE ROCK TO BE PERMANENTLY CLOSED

The through rail route between Goa and Castle Rock, over which train services have been suspended since July 1955, will be permanently closed from January 1956.

The working contract with the West of India Portuguese Guaranteed Railway Co. Ltd., on whose behalf the section as well as the Mormugao Harbour have hitherto been worked by the Southern Railway, will terminate on December 31, 1955. From January 1, 1956, the W.I.P. Railway Company will take over the management and operation of their section, which is

within Goan territory, and of Mormugao Harbour.

In the adjustment of rolling stock between the Southern Railway and the W.I.P. Railway, advantage will be taken of such rail movements between Goa and Castle Rock to withdraw from Goa the staff of the Southern Railway and their families and their personal effects to other stations on the Southern Railway where staff are being posted in corresponding appointments.

The Railway authorities would like it to be clearly understood that these departmental train movements do not constitute the resumption of service on this sector.

The photograph shows a gift which the Railway workers of Sydney, Australia, sent with their greetings to the Railway workers in India



CHITTARANJAN'S 300th LOCOMOTIVE

Chittaranjan's 300th locomotive has rolled off the assembly lines. It ran a successful trial on November 30.

In February this year Chittaranjan Locomotive Works completed the 200th locomotive, and the event was marked by the President, Dr. Rajendra Prasad, inaugurating the 200th engine.

The Chittaranjan Locomotive Works were originally planned to turn out 120 locomotives per year. This target has already been exceeded. The output has increased rapidly from six locomotives per month in the early part of 1954 to ten per month from January to June 1955. Thereafter, a monthly production of eleven locomotives has been maintained.

The Railway Board have accepted in principle to raise the annual target of production to 200 locomotives per year.

CLERICAL EFFICIENCY ON INDIAN RAILWAYS

A sample survey of clerical efficiency in claims offices on the Indian Railways was recently made, with startling results.

The survey disclosed widely differing efficiency standards, as judged by a 'rough and ready' yardstick of the number of cases disposed of per assistant per day.

The output per assistant was the highest on the Western Railway and the lowest on the North Eastern Railway. The average daily number of cases disposed of by a Western Railway assistant was 15.4, as against 13.1 on the Central Railway, 12.2 on the Southern Railway 11.1 on the Eastern Railway, 9.5 on the Northern Railway and only 5 on the North Eastern Railway.

RAILWAY RETURN TICKETS FOR CHRISTMAS HOLIDAYS

The Indian Railways issued concessional return tickets for Christmas from December 15, 1955 to January 5, 1956 for first, second and third classes.

The return tickets were issued at 1½ single journey fares and were available for 15 days for completion of the return journey. The 15-day period included the date of issue.

Return tickets were issued only between stations situated at a minimum distance of 150 miles from each other.

ECAFE RAILWAY SUB-COMMITTEE TO MEET IN INDIA

On the invitation of the Government of India, the Economic Commission for Asia and the Far East are holding in New Delhi from March 26 to March 31, 1956, the Fourth Session of the Railway Sub-Committee of the Inland Transport Commission.

SPECIAL DIESEL LOCOS FOR INDIAN RAILWAYS

The last of 20 Diesel-hydraulic locomotives specially built for India's western Railway have left Glasgow, where they were built by the North British Locomotive Company. Thirteen of them are already in service in India.

These Diesel locomotives were specially ordered because of the shortage of coal and the quality of water on the 170-mile rail line from Deesa to the new port of Kandla. They have a top speed of 55 mph. To run on metre gauge they are normally capable of producing 625 bhp, but have been de-rated to 605 bhp to suit the atmosphere of high humidity in which they must operate.

North British is but one of several companies engaged in work for India, Pakistan, and Ceylon. The Pressed Steel Company, of Cowley (Oxford), begins delivery early this year of more than 2,000 railway wagons; and Hurst, Nelson & Company, of Motherwell (Scotland), has an order for other rolling stock for Indian Railways. At the same time, R. Y. Pickering & Company, of Wishaw (Scotland), is supplying more than 1,000 covered railway wagons for Pakistani railways.

WAGON WORKSHOP FOR GWALIOR

A proposal has been received from Messrs. Texmaco, Gwalior, through the Railway Equipment Committee for setting up a workshop for the manufacture of wagons at Gwalior under the private sector, and this is under consideration.

The proposed production plan envisages an outturn of 2,400 wagons per annum when in full production. The capacity in a wagon manufacturing shop, is usually interchangeable for broad and metre gauge wagons.

WORK ON GANGA BRIDGE PROJECT IN FULL SWING—12,000 LABOURERS WORKING ROUND THE CLOCK

The field work on the Ministry of Railways' Rs. 16 crore Ganga Bridge Project at Mokameh, in Bihar, is now in full swing. Over 12,000 men and women of all categories are working round the clock on the erection of the approach bank and the construction of a guide bund, both of which have to be finished before the next monsoon.

The approach bank will require 40 million cubic feet of earthwork and the guide bund 25 million pieces of

pitching stone and 30 million cubic feet of earthwork. About 90,000 cubic feet of pitching stone, equivalent to a load of 500 ordinary metre gauge wagons, is being carried daily across the river to the site of the guide bund by wagon ferry. This represents a record performance for any single ghat working in the country.

Bridge foundations work in progress

The work of bridge foundations is also in progress and well curbs for five piers out of the 15 have already been laid, and sinking and concreting started on two. The wells have to be sunk into the river-bed up to 165 to 175 feet below the winter water-level. The launching of caissons for the three wells which have to be laid in 20 to 30 feet deep water this season is also on this month's programme.

The foundations will need four million cubic feet of concrete. The entire quantity is being manufactured by a crushing plant with a capacity of 100 tons per hour erected on the south bank of the river. The manufactured product both coarse and fine is loaded mechanically by an endless rubber conveyer belt into boats for taking across the river.

Temporary but suitable accommodation has been provided for the Project personnel close to the site so as to avoid inconvenience to them. Tube-well water supply has been arranged and canteen and medical facilities provided near the site of work.

RAILWAYS TO ISSUE ANNUAL PLATFORM PERMITS

The Indian Railways will shortly introduce platform permits on yearly, half-yearly, quarterly and monthly basis, for admission into stations where

entry is at present controlled by one-anna tickets.

This step has been decided upon for the convenience of persons who have to visit stations frequently.

Platform permits will be issued at the following rates:

	For larger stations	For other stations
	Rs.	Rs.
Yearly ...	20	10
Half-yearly ...	11	6
Quarterly ...	6	3
Monthly ...	2	1

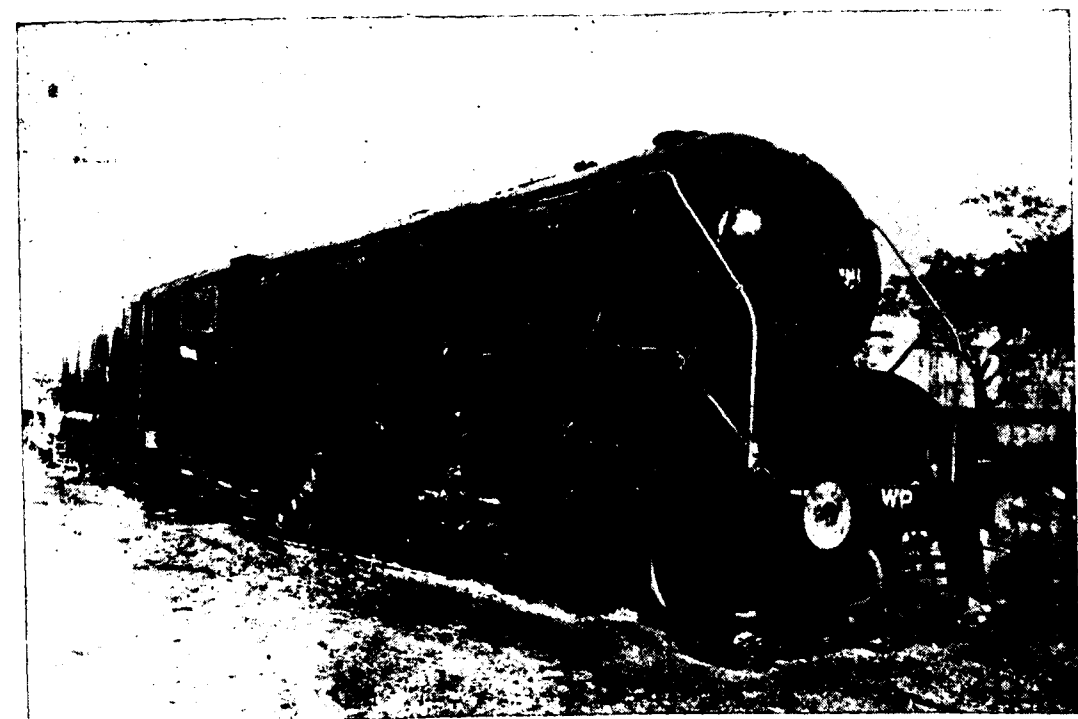
CANADIAN GIFT LOCOMOTIVES TO INDIAN RAILWAYS

Canada is making a gift to Indian Railways of 120 'WP' class Passenger

type locomotives. These locomotives have started arriving in August 1955 at the rate of 2 per month.

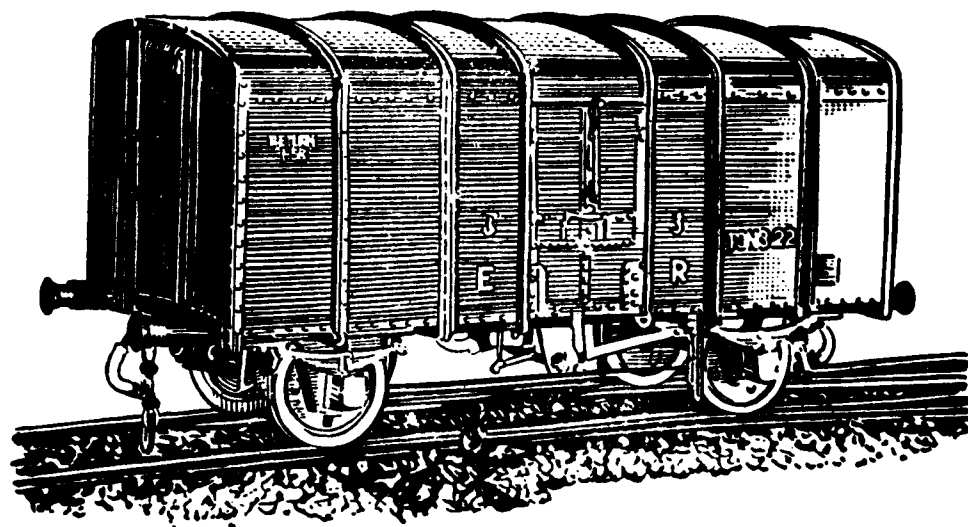
The manufacturers of these locomotives are Messrs. The Canadian Locomotive Co. Ltd., Kingston, Ontario, Canada and these locomotives are despatched in semi-knocked down condition comprising of 4 assemblies (i.e.) Engine Frame, Boiler, Tender and other Components. The assembly of these knocked down parts have been undertaken in the Railway Workshops at Perambur. 30 of the above locomotives will be received at Madras Harbour for erection at Perambur Workshops and of these, 10 locomotives are to be taken for Southern Railway's use.

One of the 120 'WP' Class Canadian made locomotives



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NOTES AND COMMENTS

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TELCO LOCOMOTIVE CAPACITY RAISED

The Tata Engineering and Locomotive Company Ltd. has proposed increasing the capacity of their locomotive section to 100 complete locomotives per year by January 1958. It has been agreed that the delivery of an order for 100 YG locomotives would commence in May 1958 and be completed in March 1959.

Telco locomotives under manufacture from July 1, 1954 had 75 per cent indigenously manufactured components. The acceptance of the increased order for 100 YG locomotives in 1958-59 was on the understanding that supplies beyond the first 50 will be on the basis of not less than 50 per cent indigenous production, which should be raised to not less than 60 per cent if possible.

INAUGURATION OF GOP-KATKOLA LINE

A gaily decorated goods train steamed out of the newly constructed Katkola Station on to the new Gop-Katkola line as Shri Rasiklal Parikh, Chief Minister, Saurashtra, pulled a lever to mark the inauguration of the line on 16th December, 1955.

The function was held in a tastefully decorated spacious shamiana at Katkola Station. A large number of distinguished guests from Rajkot, Porbandar and Katkola attended the function.

Shri M. Ganapathi, General Manager, Western Railway, welcoming the Chief Minister and other guests, traced the history of the line and stated that the Gop-Katkola link fulfilled a much needed connection between Jetalsar-Porbandar and Jamnagar-Okha sections. He expressed his gratitude to the Saurashtra Government for rendering all assistance required for the acquisition of the land, as well as, in all other matters connected with the construction work. He assured the Saurashtra Government that the Western Railway would do everything possible to improve the means of transport in Saurashtra, consistent with the availability of rolling stock and materials like rails, sleepers etc. which continue to be in short supply in the country. He referred to the large number of works that had been undertaken in Saurashtra to meet the transport capacity in the region.



Shri Rasiklal Parikh, Chief Minister of Saurashtra, pulling the lever which gave the green signal for the first train to move on the new Metre Gauge Gop-Katkola line. To his right is Shri M. Ganapathi, GM, Western Railway

Speaking on the occasion, Shri Rasiklal Parikh, Chief Minister, Saurashtra stated that the Gop-Katkola link fulfilled the long felt need of

Saurashtra. The Chief Minister stated that the transport requirements of Saurashtra were increasing and the most important problem the railway authorities had to solve was to increase the transport capacity of the existing railway system in the State. The Saurashtra State had asked for two or three broad gauge links, and according to the Chief Minister, if these were not sanctioned within the next few years, the industrial and agricultural development of the State would be greatly hampered. Shri Rasiklal Parikh congratulated the Western Railway on

the expeditious construction of the Gop-Katkola line, which would increase the transport capacity on the Saurashtra region and bring prosperity to the area.

Shri G. Pande, Chairman, Railway Board gave an assurance that every effort would be made to meet the demands of Saurashtra, but financial handicaps had to be overcome before any new schemes could be undertaken.

Shri G. Vishwanathan, Chief Engineer, Western Railway proposed a vote of thanks.

Shri G. Pande, Chairman, Railway Board, speaking on the occasion. On his left are the Chief Minister and Shri P. C. Mukerjee, Member (Engineering), Railway Board, New Delhi



[Reprinted from The Hindustan Times New Delhi October 29, 1955]

Indian Railways Deliver the Goods

K. B. Mathur

(Member for Transportation, Rly. Board)

THE Indian Industries Fair, which has drawn exhibits from all over the world, will provide a visual index of our own achievements in the industrial field in comparison with those of other countries and an indication of the lee-way we have still to make up. A close survey of this historic show, therefore, will be enlightening and enthusing and will give a clear pointer to the direction in which we should move.

Among the array of industries, which will be exhibited within this campus, the Railway section will perhaps stand out as a potent and vitalizing unit. Rail Transport stands supreme in its service to industries and each exhibit in this Fair will testify that without its aid, it would not have been there.

The part rail transport has played in the industrial development of our country is a century old story. Starting almost simultaneously from the port towns of Bombay and Calcutta, the railways have been gradually extended into the interior and today we have a net-work of 34,405 route miles covering the entire country. Originally, designed to develop export of raw products and import of finished goods, rail transport initially gave a fillip to industrial development in the vicinity of the port towns. With the progressive extension into the interior, populations were drawn closer to rail-heads and while old towns along the route were revitalized, new ones grew into prominence. Enterprising men with ambition and resourcefulness were not slow to sense the potential value of this development. Labour and material were also drawn together as though it were by some magnetic influence, and the whole combination conspired in tapping the potential wealth and processing of raw material into finished goods. Industrial develop-

ment has thus proceeded apace following the course of railway extensions, and we see, in consequence, today dotted all over the map industries of different varieties. Cheap transport by rail, in this land of distances, has lifted the main barrier to progress and has carried the message of industrial civilisation throughout the country and aided in its opening up.

Amongst the basic industries which have been developed, coal enjoys pride of place as it supplies energy to practically every industry. The Railways equally share its benefit, but, at the same time, can boast that without their aid, coal industry would hardly survive.

How coal transport is arranged is indeed a complicated but a fascinating subject. It moves in bulk and its total volume at present is about 35 million tons. Over 4,000 wagons, constituting practically one-third of the entire daily loading on the broad gauge, carry coal. A whole network of Railway sidings, marshalling yards and links aggregating to about a thousand miles of track, has been laid in the coalfields. The layout caters to the needs of 841 collieries and a wide variety of distributional breakdown. In this maze of sidings, one feels himself lost and years of experience alone gives mastery of the names of these collieries and peculiarities of their working to the Railway staff who are set to work out the industry's transport needs.

The collection of 4,000 empty wagons, their distribution amongst hundreds of collieries according to daily allotment, their mustering after loading for weighment and marshalling and their final disposal by trains to numerous destinations through various junctions and routes require a high degree of planning and organization. Each

industry has its own allocation of coal, which is moved with as much regularity as possible so that the output of the industry may be maintained with a minimum coal stock with the industry. And while the labour involved in the transport of coal is so considerable, the freight charges are the lowest and they sharply taper off with distance, even below cost, so that industries situated further afield may not be handicapped.

Sugar Story

The sugar industry, which has taken a rapid stride this year by its production having mounted from one million to 1.6 million tons, might claim that this is all to its credit, but if rail transport were allowed a say, it will naturally seek recognition for having moved correspondingly greater quantity of sugarcane while every ton of sugar requires 10 to 11 tons of cane. It might be of interest to know that during the peak of sugarcane traffic about 650 broad gauge and 1,350 metre gauge wagons are carried daily to over 100 sugar factories with great regularity, as the traffic is of a perishable nature and it cannot be stocked or delayed in transit.

For bulk transport of oils, it is advantageous and economical to carry in tank-wagons and a fleet of 6,269 tank-wagons has been provided for transport of petrol, kerosene and edible oils. Likewise, bitumen, molasses, liquid caustic soda, sulphuric acid, etc. all need tank-wagons. Acids and caustic soda require tank barrels which do not succumb to their corrosive property. Similarly, a host of other goods need special types of rolling stock, which have all been provided for.

Among the important industrial developments in recent years are the Fertilizer Factory at Sindri and the Multi-purpose Projects of Damodar Valley, Hirakud and Bhakra Nangal. Each of these projects, for its huge constructions, has so far absorbed

about a million tons of goods, all of which have had to be carried by rail.

The Sindri Factory takes 165 M.G. wagon loads of gypsum a day from far-off Jamsar and Kavas near Bikaner and Jodhpur for the production of chemical fertilizers. The handling of this traffic necessitated the building of a large yard at Sindri and the provision of extensive facilities at Delhi-Sarai-Rohilla, Agra East Bank and Bhatinda, where the work of transshipment from metre to broad gauge has been arranged.

Movement Miracles

Amongst the marvels of transport in this country has been the movement, in November 1951, of a 105-ton Generating Stator from Calcutta Docks to Konarbandh for the Damodar Valley Corporation and a Glazing Cylinder Machine 13'-9½" in diameter and 15'-9" long, from Calcutta Docks to Dalmianagar. The weight of the Stator did not permit its transport in any of the rolling stock then available, and the Railways had to import a special 'Well' type truck costing over Rs. 4 lakhs. The Stator, travelling by a special train took three days to complete a journey of 222 miles as it was not safe to allow the train hauling the truck to travel during night.

For the movement of the Glazing Cylinder, the entire track from Calcutta Docks to Dalmianagar had to be specially checked and the distance between the track and all fixed structures measured in order to determine the places where special precaution was needed in its movement. The train had to be transferred from one line to the other in certain yards to steer clear of overbridges or other infringements, and all movements of trains on adjacent lines throughout the journey had to be suspended. At certain places, some of the structures on the side of the track, such as water columns, etc., had to be temporarily shifted.

Three other pieces of machinery for the Thermal Plant at Konarbandh could

only be transported by ripping open the floor of the railway wagon in order to accommodate the projecting portions, and at certain places the railway line had to be lowered by as much as 8 inches to enable the consignments to pass through overbridges, etc., while in one case a railway bridge itself had to be slightly modified.

It would be interesting to note that altogether 113 over-sized consignments have so far been transported by rail for the Damodar Valley Corporation alone.

How the goods traffic on Indian Railways has grown since Independence, from year to year, will also be of interest, and these figures are reproduced below :

Year.	Originating Tonnage	(In millions) Ton M'cs	Index of Industrial production
1947-48	69.8	20,117	97.2*
1948-49	78.5	22,387	108.4*
1949-50	87.7	25,119	105.7*
1950-51	91.4	26,953	105.0*
1951-52	95.7	28,966	117.2*
1952-53	97.1	28,906	128.9*
1953-54	98.1	29,436	135.3*
		Approx.	162.9*

1954-March 1955
Percentage increase .. 49% .. 54.76% .. 67.6%
* Figures under the last column are for calendar year.

The index of industrial production and the trend of output of transport unmistakably establish how closely both are linked.

The first Five-Year Plan is nearing its end and the second one is being designed *inter alia* with the avowed objective of giving an impetus to heavy industries. What calls these developments will make on the Railways may be gauged from the following targets set by the Planning Commission :

	(In million of tons)	Existing movement	Proposed movement
Coal	..	35	55
Steel, including raw products	..	9	34
Cement	..	5	12
Others	..	55	81
Total	..	104	182

The Plan, therefore, envisages a phenomenal increase in the movement of potential in five years. What this means in physical terms is a matter of close study for each section of the Railways where the impact of these developments will be felt.

Coal traffic alone will increase by 20 million tons which will boost up the daily loading by 2,500 wagons. Out of this, 7 million tons, or about 875 wagon loads daily, will be the additional requirements of the steel industry. As coking coal, which is what this industry needs, is concentrated in the Jharia and Bokaro fields, the impact of this demand will be considerable. Some of the existing production of coking coal will have to be diverted to steel from other industries, which for years have been using it, though it is not essential for their use. This shift will naturally alter the pattern of movements to which the transport machinery will have to adjust itself as the change-over proceeds.

The programmed increase of production of coal during the section Plan in the various coal fields is :

	(Output in Million tons)	Existing	Proposed
Jharia	..	13.19	16.69
Raniganj	..	12.22	18.50
Karanpura	..	1.44	6.00
Korba	..	..	4.00
Central India	..	2.31	5.81
Singareni	..	1.43	2.50

Next in importance is steel. The additional requirement of raw products for steel works, excluding coal, will be 13 million tons, out of which about 9 million tons to 10 million tons will be iron ore alone. To meet such a large-scale demand, besides the development of the existing mines, several new sources will have to be tapped, involving considerable development of rail facilities and building of extensive yards at the new steel works at Tourkela, Bhilai and Durgapur. Each of these yards will require about 60 to 70 miles of track material.

It is also to be understood that regular movement of raw products for

steel must be arranged in a particular sequence; otherwise production will be jeopardized.

And then when the 5 million tons of additional steel roll out from the steel works, it will have to be carried to all corners of the country in ordinary or special type wagons as may be required to suit the actual needs.

Cement is another industry in which large-scale expansion is contemplated. Its development, however, has been dispersed throughout the country, but the new locations, naturally, have been chosen in the proximity of limestone deposits. Some of these developments do not fit in with the available capacity and additional facilities perforce will have to be developed. The distribution of cement will also raise complications if it is not properly regulated and rationalised, as with free marketing, the trade may make a bid for the most favourable market, resulting in long hauls and cross movements which would throw an additional strain on transport.

Our economic experts have ventured an assessment of our emerging transport needs and have set the targets for us to work on. Based on these requirements it has been estimated that about 2,500 miles of single line

will have to be doubled; 1,600 miles of double lines will have to be electrified or dieselized; over 250 miles of new lines will have to be projected in the old and new coalfield areas; 1,200 to 1,500 miles of new lines will have to be constructed purely for operational needs; a large number of yards, both major and minor, will have to be remodelled and a host of crossing stations, additional loops and sidings will have to be constructed. It is also to be remembered that some of these developments will involve spanning of big rivers and construction of lines through tunnels and hilly country. Engines, wagons and coaches costing over Rs. 450 crores will have to be procured and the total rolling stock will far outstrip the repairing capacity of our workshops which will, therefore, have to be expanded to the extent practicable and new ones will have to be added.

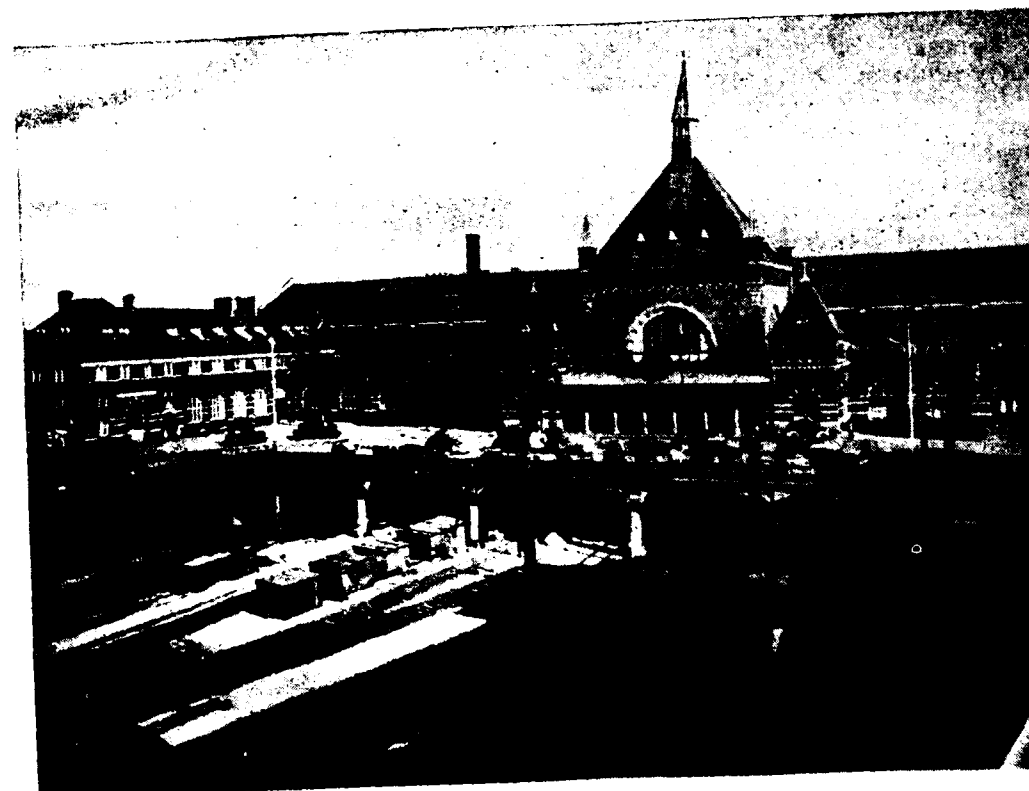
With this background, no one will fail to recognise the vital role of Railways in the scheme of industrialization. The task confronting them, when the whole country is on the march, is complicated and difficult, but given the wherewithal and the green signal, railwaymen are prepared to take the challenge with confidence and determination.



World of Railways

Arthur L. Stead

Our London Correspondent



Central Passenger Station in Copenhagen, Denmark

A fairy railway in a natural fairy-land is the unique system of Denmark, the country which gave birth to that beloved writer of imaginative stories for children, Hans Christian Andersen, and which now forms one of the most practical-minded and progressive nations of Europe.

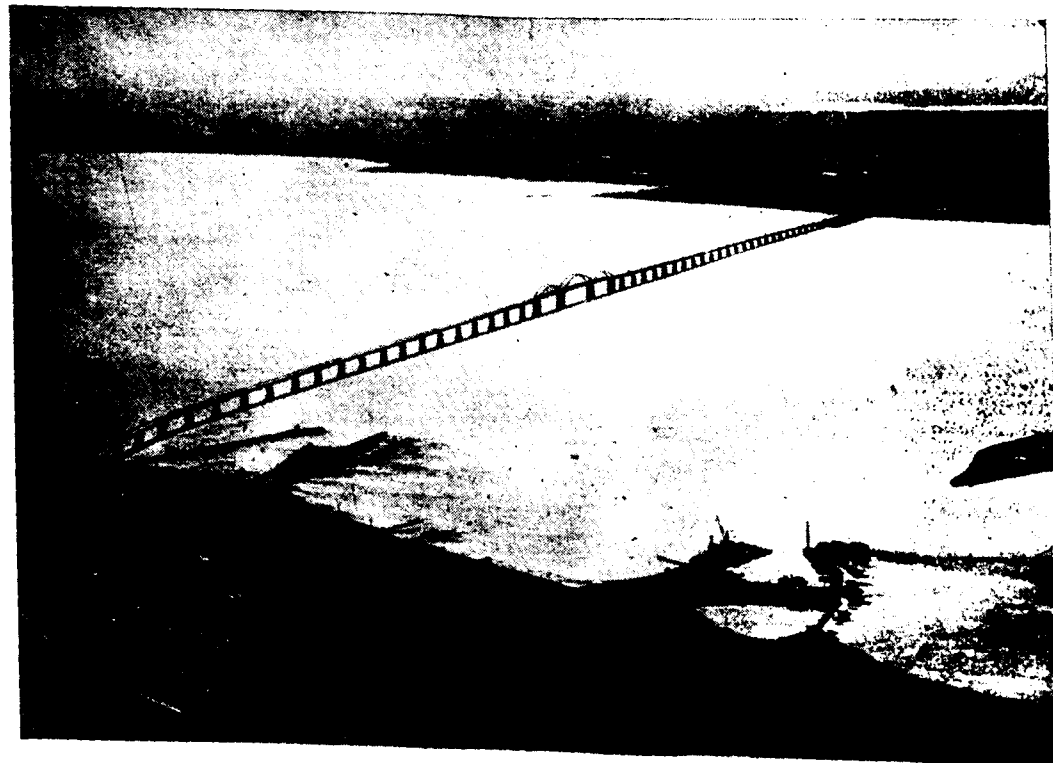
For railway folks everywhere, the Danish State Railways provide a fascinating study. When you travel across Denmark, as often as not you find yourself journeying in the oddest surroundings, with the ocean, instead of the land, bordering the line on either side, and your train either constantly passing over enormously long bridges

spanning the sea, or being transported over the waves on a giant train-ferry.

It is the peculiar land formation of Denmark that is responsible for these railway oddities. The country consists of a peninsula, known as Jutland; a large island called Northern Jutland; and three large islands known respectively as Zealand, Funen and Falster, lying between Jutland and Sweden. To these territories must be added a number of smaller islands strung around the main land masses.

Linking up all the separate portions of Denmark by railway provided a pretty problem. Not only do the many bridge and ferry over-water links carry heavy inter-island passenger and freight business, but many also provide vital international connections between lands as remote as Britain and France, Norway and Sweden.

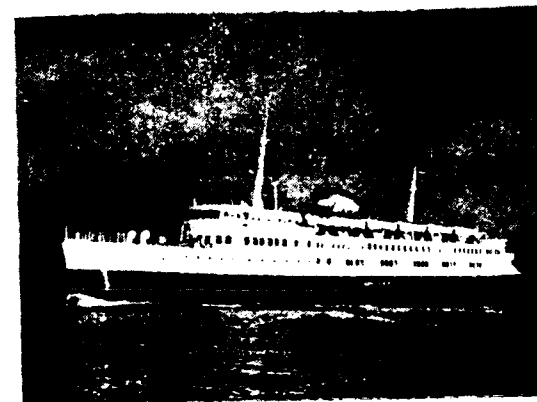
The 2½ mile long Storstrom Bridge carrying the main-line of the Danish State Railways on the Copenhagen—Warnemunde route



The Danish State Railways are about 2,000 miles long, and the pioneer line—between Altona and Kiel—was opened in 1844. Three years later, the beautiful Danish capital city of Copenhagen first enjoyed rail transport, with the opening of the 24-mile stretch of line to Roskilde. Copenhagen is located on the island of Zealand, and in 1856 the pioneer line to Roskilde was extended westwards across Zealand to Korsor.

The principal main-line of the Danish State Railway today follows this route. At Korsor, trains are transferred to sea-ferry for movement across to Nyborg. Then follows the land crossing of the island of Funen and movement over the Little Belt Bridge to Fredericia, on the eastern shore of Jutland. From Fredericia, main-lines run north to Fredrikshaven, west to Esbjerg, and south to Padborg.

Much traffic between Copenhagen and the European mainland moves by way of Korsor, Fredericia and Padborg. At the last-named point, connection is made with the German Railways, which work trains southward to Hamburg, Cologne and Aix-la-Chapelle, where they hand over to the Belgian Railways for movement to Ostende (for London) and to Paris.



Powerful diesel train-ferries link the various islands of Denmark and connect with adjoining countries

A second route between Denmark and Northern Europe is provided from Copenhagen by way of the 2½ mile long Storstrom Bridge, joining the islands of Zealand and Falster, and the ocean-going train-ferry between Gjedser and Warnemunde, in Germany. The Storstrom Bridge is the longest over-water bridge in Europe. Built by British makers and opened in 1937, it has a central span of 295 ft. 3 in., and affords a clear headway above the sea of 85 ft. 4 in.

Linking Denmark with Sweden are two train-ferries. One runs from Copenhagen to Malmo, and the other from Elsinore to Helsingborg. The Copenhagen-Malmo route mostly is used for traffic to and from Stockholm and Eastern Sweden, and the Elsinore-Helsingborg ferry for traffic to and from Gothenburg and the Norwegian rail network. The Baltic train-ferries, operated in many cases jointly by the

Danish State Railways and the Swedish and German systems are among the largest in the world, comprising both steam and diesel outfits of the very latest design.

The Danish State Railways are headed by a General Manager responsible to the Minister of Transport—a Department of Government which includes railways, roads, airways, harbours and postal mails. Under the General Manager are Assistant Managers each supervising civil engineering, operating, mechanical engineering and other principal branches. The railway system is split into two distinct divisions, controlled from Copenhagen and Aarhus respectively.

Danish railway track consists in the main of flat-bottomed steel, weighing approximately 91 pounds per yard. The upper quadrant system of signalling is employed, with semaphores of metal lattice construction. Distant signals are fishtailed, and all signals are illuminated at night by flash lamps. An extensive automatic signalling installation operates in the important Copenhagen area. Copenhagen has a fine central passenger station, with the platforms approached by wide stairs from the main concourse. Throughout Denmark, stations generally are spotlessly clean. Floral decorations are a feature at many points, and a novel sight at some of the smaller stations are the storks' nests perched up on the roofs and chimneys.

Steam locomotives in use in Denmark are conspicuous because on every engine chimney there is carried a sheet-iron collar painted in the Danish national colours of red and white in horizontal stripes. This created difficulties during the German occupation in World War II, when the occupying forces found their ban on the display of the national colours on railway locomotives constantly flouted by the patriotic Danes, who delighted in replacing the colours every time they were obliterated.

Normally, steam locomotive stocks in Denmark total about 600, but shortage of locomotive coal has led to the development of electric and diesel traction on a considerable scale. However, there remain many three-cylinder, 4-6-0 steam engines in passenger service, and 2-8-0 machines hauling goods trains.

The Danish State Railways feature two classes of passenger accommodation—first and second. Carriages are of



Typical modern metal lattice signal equipment on the Danish State Railways

both the saloon and compartment types, and supplementing the ordinary standard coaches are many special vehicles, such as club and dance cars. In the main-line trains, dining and sleeping cars are provided by arrangement with the International Sleeping Car Company, of Brussels, Belgium. Restaurants are found at most Danish stations, these generally being operated for the railway by private contractors.

TRANSPORTING OUT-OF-GAUGE LOADS

(Continued from page 27).

every building, every structure or the large number of passenger carrying trains that must be passed. Any careless or haphazard planning, any disregard of the special instructions issued, any oversight in checking measurements of the load on the move, may lead to disastrous consequences.

On the freight side, the Danish State Railways find constant use for their 14,000 goods wagons in handling heavy tonnages of dairy products and farm business of all kinds. Danish butter, lard and bacon is shipped far and wide, from one end of Europe to the other and beyond. For handling perishable traffics, special refrigerator and insulated wagons are utilised.

Among the 20,000 permanent employees of the Danish State Railways are many who speak English, French, German and other languages in addition to Danish. Linguistic abilities are worth a great deal to the Danish railway worker, because of the heavy foreign tourist traffic, and no matter what language the visitor to this pleasant European land may speak, he is pretty sure to quickly find an efficient interpreter from among the railway staffs.

The Danish railway family is very proud of its fine Railway Museum in Copenhagen. In this museum, there are attractive exhibits telling the story of the "Iron Way" in Denmark from earliest times. Outstanding pieces on show include a double-deck passenger coach dating from the eighteen-seventies; a 102-year old private passenger car built for King Fredrick VII, and equipped with heavily-stuffed chairs and sofas; and a whole string of models of train-ferries such as have been utilised in and around Denmark for many years to facilitate inter-island and international movement.

No railway administration can take chances with the safe operation of trains at stake, and whether it is a load of neatly packed bales of cloth, or large, cumbersome loads like electrical transformers, turbines, boilers or cylinders, the railwaymen can soon tackle the job of moving them.

Transporting Out-of-Gauge Loads

• Oprail •

THE ordinary type of goods and merchandise offered to railways for transport is usually packed in boxes, packing cases, crates or canvas sacks. These consignments are normally of a shape and size that can be easily loaded into open or closed goods wagons without protruding over the sides or ends.

But there are occasions when railways are called upon to move large and heavy machines, or machinery parts, which cannot be accommodated in the ordinary type of open or closed wagon. These consignments are usually of such a size and shape, that they will infringe what are known as 'standard dimensions', and such consignments are termed 'out-of-gauge' loads. Standard dimensions are the maximum overall distances between tracks, clearance between the side of a carriage or wagon and a platform face, clearance between the top of a carriage or wagon and overhead structures under which trains must pass, and so on.

How does a railway administration tackle the problem of transporting a large, heavy and awkward-shaped consignment from forwarding to destination station over its system. Supposing we take an example. A steel cylinder about 16 feet long, with a diameter of about 14 feet and weighing nearly 50 tons is offered for transport over a considerable portion of a railway system. When it is decided to accept this load for movement, the Operating Officers at headquarters promptly study the problem, and arrange for the special-type well-wagon and special train by which the cylinder will move.

In consultation with the civil and mechanical engineering departments, the Operating Officer must plan the entire route over which the huge load will move. Diagrams and drawings of all sections of the rail tracks, station yards, buildings, overhead structures,

bridges, tunnels, cuttings, etc., are carefully scrutinized with reference to the overall measurements of the cumbersome cylinder when loaded on the well-wagon. This preliminary planning is most essential, as it would not be wise to let the special train conveying the awkward consignment start moving, and then come up against a snag somewhere on the journey that will prevent onward movements, without dismantling some part of a railway structure.

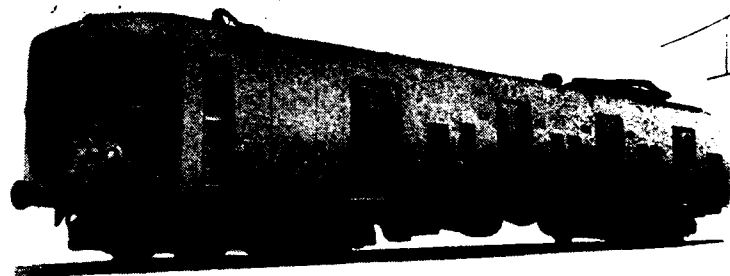
Because of the enormous size and shape of a load like this, it is obvious that the train which will convey the load, cannot proceed from forwarding to destination station as an ordinary goods train. So a special path has to be arranged for this special train to move from point to point. This also requires meticulous advance planning so as not to interfere with the normal passage of goods and passenger trains over each section.

When every possible aspect of the problem has been studied and thrashed out by the Operating, Engineering and Mechanical Officers, detailed instructions, including a time-table, is drawn up, and this is circulated to the Divisional or District Officers concerned, as well as to all station masters, train examining depots, locomotive running sheds, etc. of the portion of the railway over which the out-of-gauge will actually move throughout its journey to destination.

The day comes when the special train conveying the huge cylinder has to get started on its journey. This train usually consists of the locomotive, the special type well-wagon on which the cylinder is loaded, one or two passenger coaches for the railway staff who must accompany the train over the entire length of its journey, and the guard's brake-van. At the starting point the cumbersome cylinder will be eased on to the well-wagon with the help of a crane, and after it is placed



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in position and its weight carefully distributed and balanced, it is lashed securely into the wagon with strong steel chains and shackles. Before the well-wagon is pulled out from the loading wharf, the train examining staff will take all measurements to see that the load has been placed centrally and symmetrically. When all these operations have been completed then only is the loaded well-wagon ready for its onward journey.

The special train is now ready for the first stage of the journey. Apart from the driver and his crew on the engine, and the guard in the brake-van in rear, in the passenger coaches there will be an Assistant Executive Engineer, an Assistant Mechanical Engineer, usually of the Carriage and Wagon department, a Train Examiner, Permanent Way Inspector, a Transportation and Rolling-Stock Inspector, each with a gang of special staff.

Special trains conveying these huge loads move in short stages of about forty to fifty miles at a time, and are run during daylight hours only. The train is timed to run over each section more or less when there is the least traffic moving, especially in the opposite direction, and is rarely or never allowed to pass a moving train in the opposite direction. If it is necessary to cross a passenger train on the other track special precautions are taken, and the special train with the enormous load, is brought to a stand while the passenger train passes by at a very slow speed. When this special train is on the move, no goods trains are allowed to move on the adjacent track over certain sections.

The special train does not travel at more than 15 miles an hour, and this speed is cut down to five miles while passing through station yards, and rolling over curves and turn-outs en route. When the train is approaching a side structure, it is stopped before it reaches the structure, and the Train Examiner on the train then examines the side clearance at every point to satisfy himself that the con-

signment is placed centrally and does not exceed the prescribed dimensions as laid down in the special instructions. When this has been done the train is permitted to pass the side structure at a dead-slow speed, until it is well out in the open stretch again.

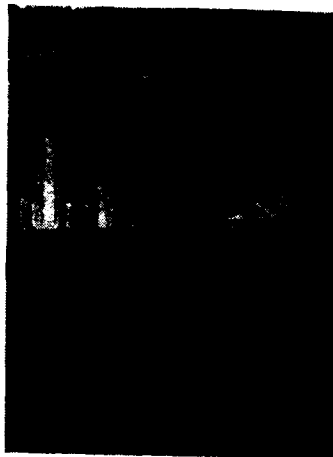
This dead-slow speed is also observed when the train passes every signal post or water-column. When approaching overhead structures the train is also stopped dead while the Train Examiner makes sure that there is the prescribed clearance between the top of the load and the lowest point of the overhead structure. When he is satisfied the train moves under the structure again at dead slow pace. If the special train has to pass over a platform line, the edge of the platform is kept clear of all passengers and luggage.

As the special train rolls over the rails, the oscillation set up may upset the balance of the huge load. So whenever the train stops at certain points, the Train Examiner and his staff will keep checking measurements carefully to ensure that the load is well-balanced. There must be no omission on this score, as a dangerous list to one side may result in a serious accident and extensive damage to the load itself.

While the special train is on its journey the Train Controllers in their offices are keeping a tab on the movement of the train, by contacting the station staff en route, and collecting all the relevant information, which in turn is passed on to the officers concerned at Divisional or District headquarters, and at the Headquarters of the Administration.

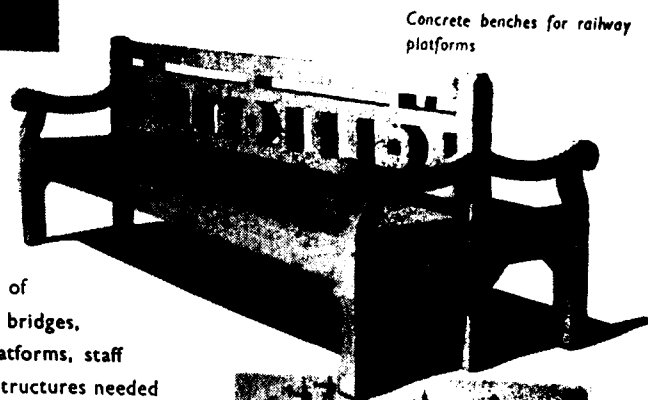
To transport a huge and cumbersome out-of-gauge load for a distance of even three hundred miles may take as much as ten days, and although this progress seems slow, it must be realised that in such instances speed must give way to safety. It is not only the safety of the load that is in question, but what is more important, the safety of

(Continued on page 24)



Non-slippery concrete pavement
for a railway platform

Concrete FOR THE RAILWAYS



Concrete benches for railway
platforms

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

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Gala Reception to Russian Statesmen A Historic Visit to the I.C.F.

The most important event in the Integral Coach Factory during November 1955, was the visit by Their Excellencies Mr. Nikolai A. Bulganin, Prime Minister of the U.S.S.R. and Mr. Nikita S. Krushchev, Member of the Presidium of the Supreme Soviet on November 28. The whole party including a large contingent of foreign and Indian Pressmen arrived in an imposing motorcade of 23 cars. As the open limousine carrying the distinguished visitors, with the Governor of Madras, entered the Administrative Office, the staff and workers of the Factory who had gathered in the spacious lawns, raised a loud cheer. The distinguished visitors on alighting at the porch, were garlanded by the Chief Administrative Officer who

introduced the principal Officers and explained some of the salient features of the Project.

The distinguished visitors were then taken to the Technical Training School where they alighted from the car and walked round the three Departments of the School. On arrival at the School, they were garlanded and presented with bouquets by two Apprentices. Flower petals were also showered on them. Mr. Krushchev described the Technical School as indicative of the foresight on the part of the authorities, as feeding a huge Factory with trained personnel was a vital problem anywhere.

The Soviet Leaders were then taken to the Children's Park where children

Mr. Krushchev discussing the construction of the shops with the Engineer-in-charge, Shri O. S. Murthy. Mr. Bulganin can be seen to the right listening eagerly

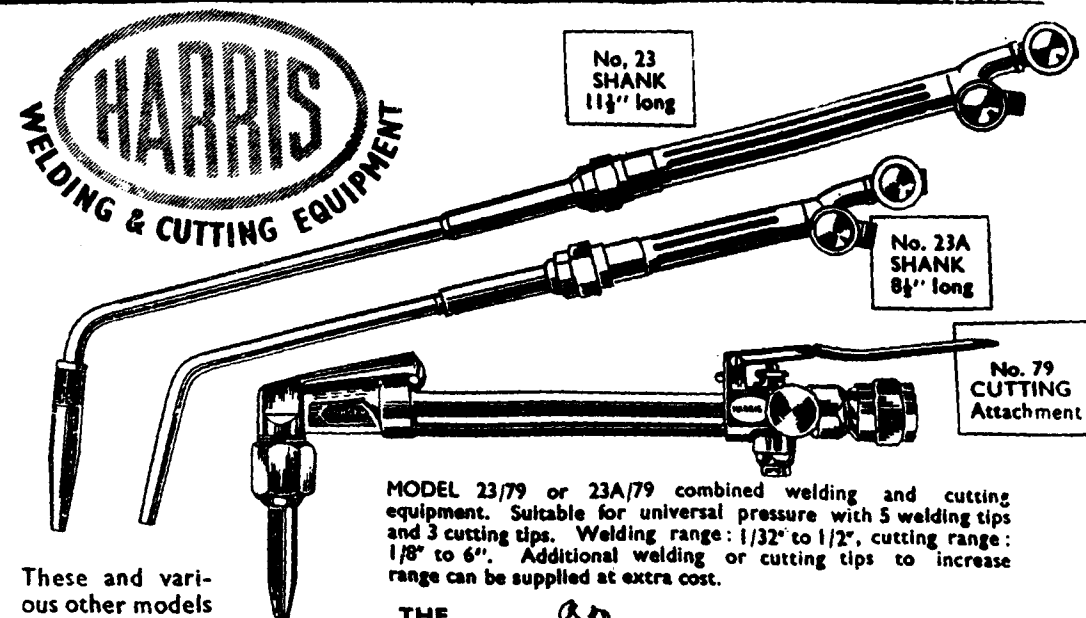


of the Colony received them with bouquets and sang a welcome song. The entire route was lined by cheering crowds. After driving round the Colony, the party entered the Workshops and drove round the various Shops and the Canteen. The visit of the party had been timed after the normal working hours and special arrangements had been made to keep the Factory and the Technical School open to suit their convenience.

On return from the Shops, they were entertained at a tea party in which all the Officers of the Factory also participated. At the time of their departure from the Office, they were presented with two albums giving the story of the growth of the Project in pictures. The covers of the albums were made of rosewood inlaid with ivory work of an integral type of a coach on the front side and a typical South Indian scene on the reverse. As the party left, the gathering of staff and workers again

raised loud cheers and showered petals on them.

The distinguished visitors were generally impressed with the Factory, the layout of the Workers' Colony and the Technical School. They were also pleased to compliment Shri Sadagopan for his efficiency in Administration. Mr. Krushchev however, felt that Reinforced Concrete structures could have been used in preference to Steel structures in the construction of the Factory. He added that in the Soviet Union also, he was criticising the Soviet Engineers for wasting too much of metal and that the more progressive method was to use Reinforced Concrete. The Chief Administrative Officer thanked Mr. Krushchev for his suggestion and stated that we were also going in for R.C.C. construction on certain buildings. It was explained to Mr. Krushchev by the Engineer-in-charge, Shri Murthy, that while, Reinforced Concrete could be put up



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for light and short span structures, the use of Reinforced Concrete for buildings like the Main Assembly Shop Hall (1,000 ft. long and 260 ft. wide) carrying gantry girders to serve 20 ton cranes, acting buffer to buffer, would not be advisable. Apart from several other technical difficulties, the time factor was also involved as competitive tenders for R.C.C. construction revealed that for the Main Assembly Shop alone, the time indicated by the Contractors was 28 months subject to there being no hold-up in the supplies of Cement and Steel. Mr. Krushchev appeared still to adhere to his view, but admitted that even in Russia, Engineers had a fancy for Steel structures and most of them did not accept his criticism. He also admitted that

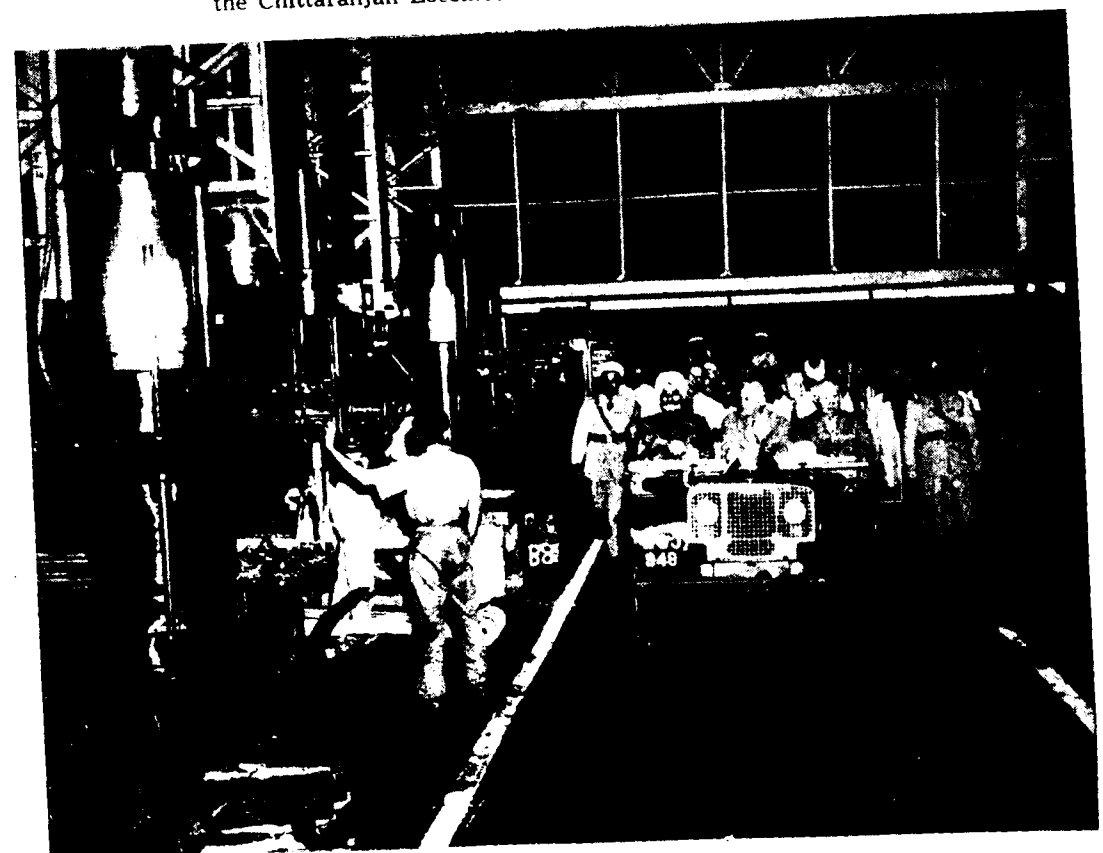
most of the Factories in Russia were only medium sized.

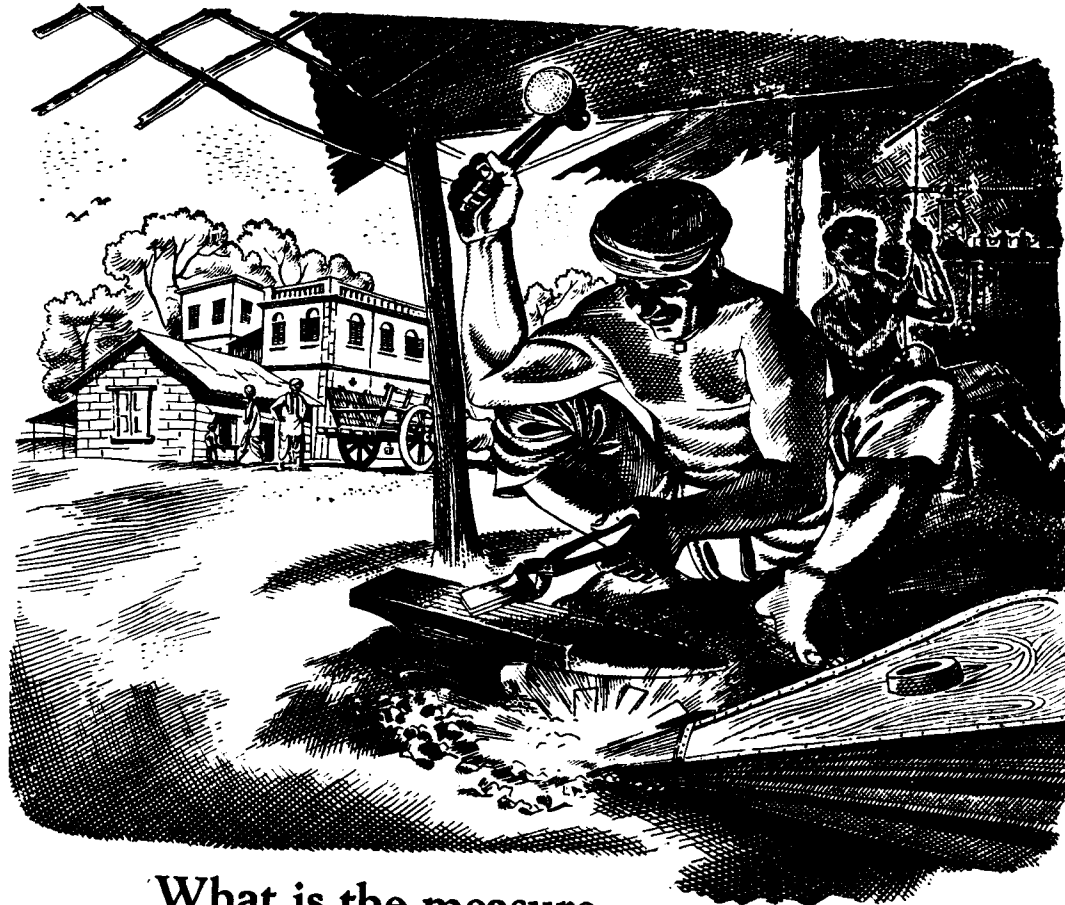
In the course of their rounds of the Factory, Shri Sadagopan asked Mr. Krushchev if they had the integral type of coach in Russia. Mr. Krushchev replied that he had no knowledge in that field.

Mr. Bulganin expressed himself greatly interested in our output target of one coach every 6 working hours on a single shift.

The occasion was unprecedented for the I.C.F. The entire I.C.F. area including the Colony, wore a gala appearance with green leaf and paper and cloth buntings and the flags of Russia and India exhibited side by side, at all important points.

Mr. Bulganin and Mr. Krushchev went round the workshops in a "land rover" accompanied by the General Manager, Shri Karnail Singh, when they visited the Chittaranjan Locomotive Works on December 7, 1955





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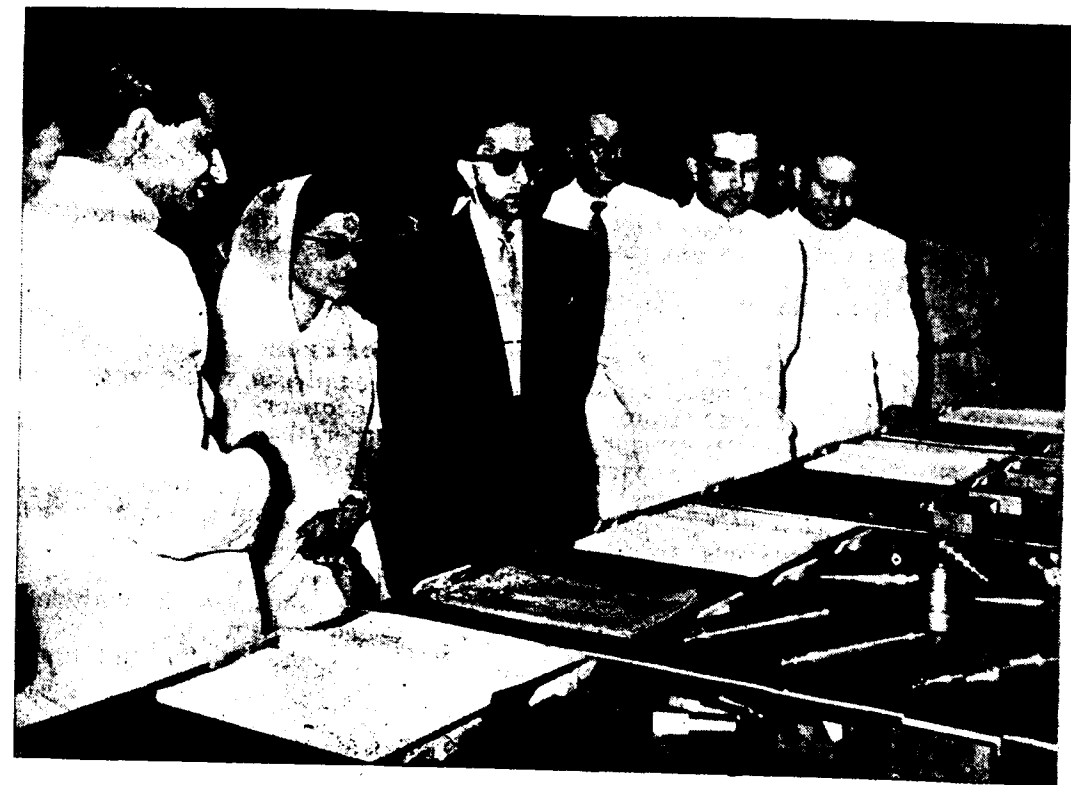
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Royalty in the I.C.F.

Their Majesties the King and Queen of Nepal paid a visit to the I.C.F. on the afternoon of the 25th November, 1955. On arrival at the Administrative Office, they were received by Shri K. Sadagopan, Chief Administrative Officer, who presented the Principal Officers to their Majesties. After explaining the salient features of the project, their Majesties were conducted round the workshops where the workers cheered them en route. As the Royal Party was slowly driving past, the second coach assembled in the Factory rolled out of the Assembly lines. The Royal Party then visited the Technical Training School and the Staff Colony where they were accorded a reception by the children of the Colony. The residents of the Colony had also collected along the roadside and heartily cheered the Royal Visitors. They then returned to the Administrative Office and had tea with the CAO(R) and other Officers of the Project. The CAO(R), in a brief

speech, referred to the cultural ties between India and Nepal from time immemorial. He extended a most hearty welcome to the distinguished visitors on behalf of the Ministry of Railways and expressed the hope that this visit would serve further to strengthen the good relations already existing between Nepal and India. He then presented souvenirs to Their Majesties, a silver replica of the Coach being manufactured in the Factory to Her Majesty the Queen and an album containing photographs of the growth of the Project, bound in Rosewood inlaid with Ivory to His Majesty. Accepting these gifts, His Majesty thanked the CAO(R) for the very hearty welcome he had received in the Factory as elsewhere in the country and declared that he was very greatly impressed by what he had seen. The entire Factory area was tastefully decorated and the flags of Nepal and India fluttered over the Administrative Office during the visit.

Their Majesties The King and Queen of Nepal at the Technical Training School, I.C.F.



Importance of Railways to Soviet Economy

How World's Second Largest System Works

~~~~~ M. G. Lall ~~~~~

**S**TALIN once remarked in 1935 that "USSR would be inconceivable as a State without a first class railway transport system linking its many regions and areas into one whole".

Both during his life-time and after him, the Russians have worked hard to make the Soviet Railways a system worthy of the country's size and importance.

Today the Soviet Railways are the world's second largest railway system, with about 75,000 route miles, of which roughly one-eighth is electrified.

The gauge is 1524 millimetres (about 5'). This gauge being different from the standard European gauge 4'-8½" there is no interchange of rolling stock between Russia and other European countries.

### Bridging Vast Distances

The organisation of the Soviet Railways appears to be designed principally to implement the prevailing economic policy of the Union, and the specific objectives embodied in the Railway Plans from time to time.

The set up of the administration at the Communications Ministry as well as on the large number of units into which the entire railway system has been divided is determined also by the vast size of the territories the Soviet Railways serve and the widely differing physical conditions under which they operate.

The distance from the Western Frontier of the USSR to the Pacific is approximately 6,000 miles; from the Arctic Ocean to the South some 3,000 miles. The Donetz basin is separated from Leningrad by a 1,000 miles; and over 1,300 miles have to be traversed before the raw materials from the Kuznets region reach the Ural Metallurgical Centres.

The development of the industrial areas, the organisation of the consum-

ing districts and the movement of people between the widely dispersed parts of the State require that railway transportation is able to achieve the tasks set for it quickly, efficiently and according to plan.

### Seven Ministers

The Soviet Railways are run by seven Ministers! One of them is the Communications Minister, and he is assisted by Deputy Ministers, the first among them being designated as Senior Deputy Minister.

Each Deputy Minister is in charge of a group of bureaux and departments.

Important policy and administrative matters are decided upon by a Board of the Ministry presided over by the Minister himself. The Board consists of the Minister, the Deputy Ministers and some Chiefs of Departments, such as the Chief of Movements, the Chief of Locomotive Stock, the Chief of Permanent Way and Appliances and others.

### 41 Railway Zones

The entire Soviet Railway System is divided into 41 'routes' or administrative units. Each route has at its head the Master of the route corresponding to a General Manager on Indian Railways. Each route covers 2,000 to 3,000 Kilometres excepting the Moscow Ring Railway which deals with goods traffic only and extends over about 40 Kms.

### Amenities for Public

The first emphasis would appear to be on the adequacy of rail transport facilities rather than on amenities for public. Even in the sphere of amenities, priorities would appear to have been accorded on considerations which catch the public imagination in a greater measure.

While goods sheds work with old traditional equipment and show a considerable tolerance for untidiness

January 1956

IMPORTANCE OF RAILWAYS TO SOVIET ECONOMY

35

and small wayside stations do not boast of any special features or modern conveniences, all large stations have special retiring rooms for mothers and children, and new stations like Stalingrad and Sochy are built in impressive style with unique architectural features, fitted with modern amenities, etc.

While cleanliness in some parts of railway stations could be improved, the stations on the Moscow Metro are spotlessly clean and bright and each is a small palace of art and culture of which any country may well be proud.

Whilst one may consider even the fast passenger and express trains on the Soviet Railways slow by contemporary standards and their passenger coaches not ultra-modern like those on the Italian and German railway trains, the coaches are of robust construction, are reasonably comfortable and ride very well.

The Soviet Railway have the distinction of providing sleeping accommodation for all long-distance passengers.

### Amenities for Staff

The standard of amenities provided for staff on the Soviet Railways has, to a very large extent, to be viewed against the background of the general structure and policy of the Soviet Government. There are several benefits like the health benefits, security schemes, facilities for children's education, housing, etc., which are common to all the citizens of the Union.

The railwaymen enjoy these privileges in common with others and as such the responsibility of the Railways in these matters is considerably reduced. They can, therefore, concentrate on other welfare activities like employees' holiday camps, sanatoria, children's camps, etc. The Railways spend considerable amounts of money on these activities.

The Railway administration takes special steps to ensure that the

maximum possible number of staff avail of these facilities which are amongst the unique features of Soviet Railways.

### Training of Staff

The Soviet Railways lay a great emphasis on the training of their personnel at all levels. They have gone to the extent of giving training even to children and non-railway employees with a view to obtaining a nucleus of young men and women who will be suitable in later life, for railway jobs.

As mentioned previously, the Soviet Railways have a network of hundred schools, hundred colleges, and fifteen institutes with an academy for training higher executives.

Railways worked by children are also one of the unique features of the Soviet Railways.

No description of the achievements of the Soviet Railways will be complete without a reference to the House of Technique, with its ancillary services for the most useful work that is being done there not only in regard to disseminating technical knowledge amongst railwaymen but also towards technical propaganda and public relations.

### Planning Highly Developed

Planning on the Soviet Railways is a highly developed and all embracing technique which aims not only at quantitative results but also at qualitative improvements in efficiency and technology.

Each unit of organisation, operation or production—from the largest to the smallest—has a set of specially prescribed targets in respect of which activities and well-defined plans for securing those targets.

The detailed planning of Soviet Railways to which the transport demands lend themselves under the Soviet Economy has made the actual day-to-day operation on these railways comparatively easier and unless something entirely unforeseen happens,

various operations can be performed with clockwork regularity; this, in itself is a great achievement.

#### Technical Development

The Soviet Railways lay a great emphasis on technical research and spend large sums of money on experimental work. They have, therefore, been able to make impressive strides in the development of all technical branches with special emphasis on safety measures.

The essence of this appears to be not a wholesale change in the old methods of working by brand new ideas but to incorporate such modifications and devices into old assets and tried systems of working as would yield better results, improve the tempo of work and result in greater safety.

Thus the Soviet Railways have retained all types of traction, but have introduced devices even on steam loco-

motives, which have not been done previously on the other railways. As stated previously, drivers can get indication of the aspect of the next stop signal on the engine cap, and effective automatic train control system has been provided on all main line busy stations.

Similarly, working in marshalling yards has been improved by the adoption of the latest automatic methods of points and route setting, humping, wagon-retarding, etc., and increased operating capacity on some signal line stations has been obtained by the adoption of the central traffic control system.

The rolling stock continues to be of the normal standard design but incorporates features like roller bearings, welded frames, central automatic couplings, central sole bars, etc., which tend to improve their performance and ensure better and safer service.



### Children and Affection

V. S. Shanthalakshmi

**A**FFECTION is as indispensable to the mental and moral growth of a child as vitamins are to its physical development. The child when compared to a man is in a very inferior position in every way. He is small, weak, and ignorant. He is just in the process of forming his personality, constantly modifying his own code of ideals by what he accepts from others. But he is sensitive enough to note the disparity between him and the adult. He has not developed reasoning faculty enough to justify this difference between him and a grown-up man, and this may sometimes lead to a feeling of inferiority.

Fortunately, the feeling of ego is always quite vigilant in the child and it is this inherent self-regarding sentiment which struggles to get the better of this inferiority complex. The child craves for self-importance and self-respect. To help him to get over this feeling of inferiority, the child longs to be assured by noisy and concrete manifestations of affection from his parents that he is really of value and importance to his family. That does not mean that a parent should rain affection lavishly on the child and drown his personality and make him a mental cripple—a spoilt child. An exuberance of love is prone to be as harmful as an under-dose of it. It is

essential that affection must be administered in the proper dose and at the correct time. Let us illustrate this fact by taking three examples.

Young Ramesh is the only son of his wealthy parents. They frequently smother him with hugs and kisses and protestations of love. His slightest wish is law unto his parents and he is practically the little sovereign of his family, and often a little bully. But his parents realize too their great distress that their affection is not reciprocated and complain bitterly that he does not love them, as much as they do him. The reason is quite obvious: Ramesh does not particularly value a commodity which is in such plentiful and cheap supply. Moreover his parents in blissful ignorance of the harm they are doing their child, impress upon the child too heavily a sense of their own overwhelming power, and fuss over him too much. They thus crush the child's spirit of self-confidence and infuse fear into his heart. Thus the over-affectionate parents only make their child grow up into a selfish, arrogant man, with an appalling lack of self-confidence, independence, a man who cannot stand on his own legs, a disagreeable being.

Five-year-old Govind is one of the eight children of very poor parents

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BHIX 11

whose fountain of love has been completely plugged by poverty. The parents preoccupied with the more bitter problems of their life, find little time for and the least solace in fondling their children. Hence Govind feels that he misses something of vital importance to him, and compares his parents with the jolly and more friendly ones of his friends. He is green with jealousy when he chances to see a boy being fondled by his mummy or daddy and pines in sorrow and anguish. This mars considerably the development of his personality and retards his mental and moral growth. This lays a foundation for him to have a warped outlook, through life and makes him an unhappy adult extremely self-willed and aggressive and subject to violent temper-tantrums, if frustrated.

But little Prakash has the good fortune to be born in an ideal family. He receives the normal quota of affection which confirms him in his own estimation of his value. Unlike Ramesh's parents they are careful not to impress too heavily on the child a sense of their own overwhelming power, and unlike Govind's parents they do not yell at the child to relieve their own pent-up feelings or ignore him. They respect his feelings and activities and unless he has done something which is seriously wrong they do not prop their nose into his business. They praise or punish him as he deserves and not unreasonably. The child's accomplishments are duly stressed and his defects impartially pointed out. Thus his family environments nurture to help him grow up in a balanced way, into an ideal manhood, very courageous, self-confident, honest, affectionate, with a respect for the rights of others and a sense of fairness and justice.

So, children respond amazingly to affection and politeness and they flourish delightfully under conditions when their own self-respect is encouraged and bolstered up by parents' affection. And by adequate amount of

affection, approval and appreciation the wise parent persuades the child into becoming an ideal man, an agreeable social being, responsive to the needs of his group.

To be sure, parents have to use approval as well as disapproval in the business of socializing the child. Punishments should be used in such a fashion as not to damage the child's developing self-respect. Many a parent who boasts that he has never touched his child, "never laid a finger on him", has wrung the child's heart by withdrawing from the child, by putting him in disgrace, in front of the strangers, ostracizing, ridiculing, ignoring or tongue lashing him. Thus if all outward signs of affection or recognition of value are withdrawn from him, the child cannot understand that affection can still be there, and he is cowed down by the conviction of sin from which he will never recover and he is plunged in depths of misery.

Just as in the case of Govind if the child feels that his parents no longer care for him, he tries to obtain attention in some other way as a substitute. He will try to misbehave and his misdemeanours will become progressively more serious until he forces adults to give him attention, even if this attention consists of thrashing. People should realize what such kind of boys need is affection and reassurance as to their own value. No boy likes a whipping and the type of boy referred to is trying to demonstrate that he has at least the value of being brave.

If affection is withdrawn long enough the child will react in still another way. Children who resist sentimental appeals like begging forgiveness for their misbehaviour, and feeling a sense of remonstrance, and contrite may turn against the parent and repudiate the code of ideals instilled into them by his parent. And a struggle automatically follows between the parent and the child which may grow steadily more intense.

(Continued on page 44)

## An Hour with Dr. C. V. Raman

V. K. Sthanunathan, B.Sc. (Hons)

**W**HEN we approached the gate to Dr. Raman's Institute, we were confronted by a notice which read "Visitors not allowed. Don't disturb us in our work". Seeing the board, the driver hesitated to turn in, but I reminded my friends that I had already fixed up an engagement with the great scientist and, therefore, the notice board did not apply to us! And so, we motored in and were received by the smiling assistant of Dr. Raman and conducted to the famous scientist.

Dr. Raman greeted us with his characteristic professorial smile!

Dr. Raman's Institute is situated on a small raised ground near one of the famous towers of Kempagowda who is remembered in history as the founder of Bangalore City. Standing in the verandah of the Institute, one gets a panoramic view of the whole of the city and particularly one is impressed by the view of the distant Nandi Hills, famous for its beautiful weather and which has been sanctified by a sojourn by Mahatma Gandhi.

Dr. Raman started by showing us round the building and the beautiful setting in which it is located. The selection of the site itself reflected credit on the genius of the Founder.

Dr. Raman has got a characteristic way of talking, punctuated by his favourite phrase "You know what I mean". The talk was all in a professorial strain, much to our delight. Dr. Raman remarked that most of the visitors were not of the scientific bent and were usually only interested in seeing the building, the furniture and other superficial things. Saying this, he took us to the lecture hall and made us sit on the soft cushions of the seats provided and I, for a moment, even feared that Dr. Raman had classified us also with the superficial visitors and was going to dispose of us after showing us the "brick and mortar" of

the building and the "cushions" of the theatre! But then I discovered that he was only joking as far as we were concerned. Dr. Raman took us round his laboratories where he has kept his treasured collections. One room was full of various minerals collected not only from India, but from different parts of the globe. There was a brilliant collection of these minerals, granites, amethyst stones and chalk of variegated colours and shapes. In another room, Dr. Raman has kept an exclusive collection of coloured butterflies and feathers. Dr. Raman has made a thorough study of the cause of these beautiful colours and written volumes on this subject. He showed us some of the beautiful shells which he had collected and explained how one shell showed a marvel of God's creation—the oyster worm had built myriads of small cubicles in its cell in a beautifully symmetric pattern. Here was a lesson for man to learn!

There was an exquisite collection of diamonds and stones and other pieces of granite. We were impressed by the different mineral pieces of the same substance—calcium carbonate—displayed; there was the white chalk, there were beautifully coloured crystalline minerals of variegated colour and structure. Dr. Raman explained they were doing research in his laboratory to find out what exactly caused these variations in structure and colour and had published the results of their experiments and research. The difference depended on the actual arrangements of the atoms.

There were beautiful quartz specimens which are really silica (SiO<sub>2</sub>) which is transparent, and a very large number of experiments are being conducted with quartz prisms, quartz lenses, etc.

The most beautiful thing Dr. Raman showed was the phenomenon known as 'luminescence'. Dr. Raman



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January 1956

AN HOUR WITH DR. C. V. RAMAN

41

conducted us to a dark chamber, where a number of mineral stones were arranged. In ordinary light, these appeared just like any other mineral stones, but when ultra-violet light was switched on them, these stones gave out a fascinating panorama of colours. Dr. Raman had arranged his selection of granite pieces in such a way that the whole collection appeared like a fairyland, so exquisite and brilliant were the colours. One piece almost looked as if flames were coming out from a hill top. They were magnificent beyond description. Dr. Raman explained that the luminescence was due to the energy transmitted to the electrons in the stones by the impact of ultraviolet light on them. Dr. Raman showed us also the effect of the ultra-violet light on diamonds and pearls. He said that a study of these phenomena helped him to analyse the mysteries of the structure of matter.

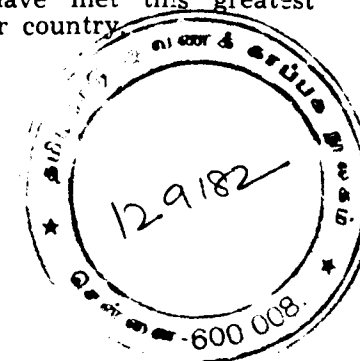
and he said, with great feeling, that it was indeed an honour to be a foreign associate of the Paris Academy, because it was confined to a very limited number of people and there were only now four living Associates and he had himself taken the place of the late Lord Rutherford.

Dr. Raman has his own views on men and things and he is not a believer in the mere theory of numbers, because as a great intellectual and scientist, he is concerned more about the quality of work than the quantity. He jokingly remarked that while Government Departments were judged by the amount of money they were able to spend in a year, he would judge the work in the Institute not by quantity, but by the quality of work done. He would be satisfied even if he had only one assistant who was really scientific-minded.

There were some ladies in our company and Dr. Raman very generously took us to his garden, so that the ladies could be presented with some roses. It was indeed a very beautiful garden which he has put up round the Institute. What with the Eucalyptus trees and flower gardens all round, the Institute looked like an Ashram in sylvan surroundings. There was a symmetry in the arrangement of the trees and plants, as beautiful as the symmetry of the crystals whose structure Dr. Raman is trying to analyse.

Dr. Raman ranks with the greatest scientists of all times, with Maxwell, Thomson, Planck, Lord Rutherford and Dr. Einstein and indeed it is our good fortune to be living in his times.

We all returned from the Institute with a feeling that it had been a rare privilege to have met this greatest Scientist of our country.



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## Public Relations and Publicity

K. Srinivasan

**P**UBLIC relations and publicity begin as an attitude of mind, a way of regarding and approaching other people. Anyone who in his dealings with other people takes pains to listen well, understand well, and explain well, is putting himself into this attitude and applying these peculiar techniques in their simplest and most direct form.

The fundamental difference between public relations and publicity lies in the technique of their approach. Broadly, the first deals with the individual, and the second deals with people in the mass. Always, the immediate concern of public relations is with the individual, and its methods are those appropriate to people who meet other people singly or in small, well-defined groups. The methods of publicity, on the other hand, are those appropriate to people who deal with indefinite numbers of other people at long range through the medium of some mechanical device for mass communication. Public relations and publicity, then, in modern business and government, should always go hand in hand.

The public relations department cannot deal directly with the thousands of customers and other members of the public who buy commodities or services from a modern public or commercial undertaking. These multitudinous direct contacts are made by commercial and operating staffs of all levels down to the humblest. Whereas public relations may be described as the art of dealing with the individual, publicity is the art of dealing with people in the mass.

The Public Relations and Publicity Organisation on the Railway maintains close liaison between the Railway on the one hand and the Press and Public on the other. This organisation is the channel through which the Railway

speaks to the public and also through which the public speak to the Railway.

The Public Relations Organisation studies the trends of newspaper opinion and is in a position to advise the Railway on the contents, manner, time, etc., of counter-publicity programme and thus helps in moulding public opinion, directing the views of misguided elements into healthy and constructive channels and in building up goodwill for the Administration.

In carrying out this programme, the Railway issues press notes, press communiques, unofficial notes, background and feature articles, pamphlets, reports, booklets, photographs, handouts, etc. A major activity is compilation of press cuttings pertinent to railway activities.

Public Relations Organisation has the following functions. The first is that of helping management to understand the rapidly increasing importance of public opinion. The second is to speak with authority on public reactions to the actions of management and suggest measures that will gain respect and confidence. The third is to establish and maintain adequate communications between the Administration served by public relations and the large groups of people important to them.

Public relations is in essence, an advisory function which may or may not be accompanied by certain executive responsibilities. The first advisory function is the interpretation to the management of the whole of the people with whom the undertaking or department is concerned, both outside and inside its own organisation. Public relations expert is the eyes and ears of the policy maker. He will deal with speeches, press conferences, official visits, public ceremonies and functions, the reception of deputations, the handling of correspondence and many similar matters. He will foresee the

- (2) They assure consistent and accurate presentation of the subject.
- (3) They make even highly involved subjects quickly intelligible.
- (4) As photographs of actual situations, they do far more than word-of-mouth or ordinary news story to explain the facts to selected audience.

#### Pamphlets and Booklets

The uses to which the public relations worker may put pamphlets and booklets to explain and describe various phases of the public relations programme are legion. These tools have advantages similar to those of paid

advertisements—through them the public relations worker may select his audience and present his story exactly as he wishes it told; he may elaborate by means of graphs, charts, and illustrations, or present the bare facts simply and concisely.

#### Magazines

In planning publicity for magazines the public relations worker should determine the exact readers he wishes to reach and the particular purpose he wishes to serve. The articles he produces may be by top executives or by himself, depending upon their character. These are matters of policy. But the point is, he must make a definite plan of campaign, not only as to the content of the articles but as to their approach.

and the possible effect they may have upon the group of readers they are intended to reach.

The interesting part of the publication portion of the Public Relations Organisation on the Railway is its own Magazine. This embraces a variety of subjects dealt with in the official organ of the Southern Railway—'SOUTHERN RAILNEWS', the objective being to keep the public as well as the railway staff interested in railway activities and problems. The advice given by the Railway Minister in his message to the inaugural issue of the 'Southrailnews' that "all important events on the Railway and every instance of good work done should find a mention in it" is being adhered to. This has been well received by the staff as well as the Press. Social, literary, and official activities pertaining to the staff find a place in it every month, as it is the house magazine for the railway staff.

#### The Press

Probably the most important tool of public relations is the press. Supporters of radio challenge this statement, of course. But the press is much the older medium of the two, and it serves a function different from that of the radio. Actually, except for the matter of competing on the spot-news front, the two agencies are not in conflict. They supplement each other. And even in their joint handling of spot news, their activities are complementary.

It is with such a tool that the public relations man works. He depends upon the staffs of newspapers, magazines, trade papers and other periodicals for accomplishing a considerable part of his programme. He has to get along with editors and publishers and reporters. He has to vie with public relations representatives of other institutions in

winning recognition for his own company. The task is difficult at best, and a headache at worst.

#### Radio Publicity

In connection with radio talks, the public relations worker should know something of the techniques of preparing copy and of delivering a message before the microphone. He will write clearly and concisely, saying just what he means to say in short, forceful sentences. He will write as if he were talking directly to a group of friends around the table. He will avoid long words and highly involved sentences. And another thing, he will adapt the copy to fit exactly into the amount of time allotted to the broadcast. A fifteen-minute programme, for example, will call for a manuscript of about six and a half pages of double-spaced type-written copy. Average reading time is about two minutes to a page. It is better to run a bit short, to be able to read smoothly, without hurry, than to have to be cut off right in the midst of a broadcast.

To get the most effective results from the radio, as a public relations tool, the public relations worker should know the basic principles of broadcasting. They include (a) good writing, (b) intelligent showmanship, (c) listener interest, (d) proper approach to the subject at hand, and (e) proper casting.

There are several kinds of outlets in broadcast advertising: local, national, evening, and daytime. Local broadcasting through individual stations differs as much from network broadcasting as newspapers differ from magazines. The appeal in the former may be concentrated on local interest; in the latter, it must be broadened to attract a wide variety of population groups.

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The Northern Railway is issuing at a concessional fare of 3/4ths of the tariff fare, second, inter and third class tickets for a number of standard tours. These tours cover a number of specific itineraries, details of which are available from station masters on this Railway. In addition, if any itineraries are proposed by the public to the Chief Commercial Superintendent (Rates) of this Railway, they will be examined and concessional fares granted provided certain conditions are fulfilled.

**Special Trains**

Requests for special pilgrim or excursion trains on the broad gauge will be considered and the following concessions will be permissible :—

- (i) Kitchen arrangement— One bogie vehicle will be attached free with each train.
- (ii) One conductor and four cooks/servants will be allowed to be carried free.
- (iii) For tours exceeding 1,500 miles and over, a concessional fare equivalent to 3/4th of tariff fare will be permissible under certain conditions.

*For detailed information, please apply to the  
Chief Commercial Superintendent (Rates),  
Northern Railway, Kashmere Gate, Delhi.*

**THE PUBLIC RELATIONS OFFICER, NORTHERN RAILWAY**




## Anæmia

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



The Author

Anæmia, in the literal sense of the term, means 'want of blood'. But it is used in a wider sense to signify defect in any of the essential constituents of the blood.

Considering the general function of the blood, its chief component ingredients are the red blood corpuscles. When the red blood corpuscles are deficient either in number or in the amount of hæmoglobin they contain, the condition is called as Anæmia. In such a condition, there is a decrease in the oxygen-carrying power of the blood, because it is the hæmoglobin that makes it possible for the blood to carry oxygen to the tissues and transfer carbon-dioxide from the tissues to the lungs.

Anæmias are of several types with different causes with varying degrees of severity.

The more common types of anæmia come under two main classifications—primary and secondary anæmia. The primary type is one in which the cause is indefinite and the secondary one is that which is due to some known cause.

A typical example of primary anæmia is Pernicious Anæmia which is a disease of middle age affecting males rather than females, in which the patient usually has no hydrochloric acid in his stomach. The secondary type is due to loss of blood, say, from bleeding piles or from excessive menstruation or excessive destruction of red blood corpuscles or from kidney diseases, etc.

**A** FEW days back a patient came to me and complained that he was having anæmia. I asked him whether he had consulted any physician on the matter. He replied that he did not; however, he said that as he was feeling awfully tired and weak, he took some "tonic" advertised in the papers and found no improvement, contrary to his eager expectation that the claims made in the advertisement were all genuine. Poor soul, that he is, he believed perhaps that the printed word is a gospel truth and above all, he was simply ignorant of the truth that many other diseases may give him signs and symptoms similar to what he had and he cannot be himself thinking of anæmia without any diagnosis by a qualified doctor.

As a matter of fact, any condition in which bleeding is persistent is a most common cause for this symptom-complex.

Abnormal destruction of the corpuscles in the circulating blood happens in various circumstances. It occurs in malarial fevers by the action of the parasites concerned.

Normally, the corpuscles originate from the bone-marrow and when matured they are sent into the circulation. Defective formation of the corpuscles is also responsible for anæmia. Such defective formation may be due to defects in the bone-marrow itself or any other toxic products suppressing the function of bone-marrow which leads finally to anæmia. Defects in the general conditions of life or some serious illness which has lowered the nutrition as a whole, leading to defect in the blood may produce anæmia.

#### SIGNS AND SYMPTOMS

General weakness, tiredness, palpitation, difficulty in breathing, sometimes irregular rise of temperature, pains in the stomach, vomiting and diarrhoea, pallor of the skin and swelling of the ankles are the general signs and symptoms of this malady.

#### DIAGNOSIS

The detection of anæmia was a difficult problem in the olden days. Now, thanks to the advancement in diagnostic methods, a complete and careful study of the blood and correct interpretation of the study can fix up the disease, its type and the degree of its severity. The examination of any departure from the normal function of any organic system is also vitally necessary.

Normally for a healthy adult the total red blood corpuscles per cubic millimetre is 5 millions and the hæmoglobin is 100 per cent. If these figures fall short, the case requires further investigation.

#### TREATMENT

Much can be done by way of stimulating the blood-production and improving the patient's condition by feeding with liver. Iron available as ferrous and ferric salts can be given to enable the system to produce blood.

In addition there are certain factors like Vitamin 'C', Thyroid, Manganese, Copper, etc. which are called Hæmopoietic factors which may also be given in proper form for formation of blood.

In cases of primary anæmia, liver extract and Vitamin B<sub>12</sub> are found to be of immense value. When secondary anæmia is caused due to hæmorrhage following surgery or by accidents in which large quantity of blood is lost, the fluid is replenished immediately by blood transfusion. This is a life-saving measure and we have Blood Banks in State hospitals. I hope the Railway also will have its own Blood Bank in the major hospitals, as our demand for blood is very much due to accidents occurring in the Railway working.

Plenty of fresh air, sunlight and cod-liver oil also contribute much to recovery from this malady.

#### CONCLUSION

If you have suffered from loss of blood or are easily tired or having frequent fatigue or any other symptom mentioned earlier, you must consult a physician, who will diagnose, after a thorough examination and careful study of laboratory tests, whether you have anæmia and if so, of what type. Only then, treatment in the right lines must be instituted.

Let us be sure of the disease we have, before we drug ourselves and let us not be carried away by the tall claims of the various tonics, blood-purifiers(?) and scores of "Cure-all drugs" we see in advertisements.

## The God of Wisdom and His Images

S. Vedantam

Chief Commercial Supdt's Office, Southern Railway

**G**ANESA is the most popular of all the deities in the Hindu Pantheon. A merchant before entering on his business, a student before commencing his studies, a labourer before starting his work, first propitiates this deity. In marriages and in religious ceremonies also Ganesa is worshipped first. It is very interesting to go into the symbolic significance of this deity as revealed from the available sculptural representations.

According to Hindu Mythology, Ganesa is the son of Lord Siva and regarded as an aspect of Siva. Ganesa is not by birth elephant-headed. During the eighth century, this deity is not described as elephant-headed. In the Smriti of one Yegnavalkya, written in 6th century, he is mentioned only as a deva, without any reference to his elephant face.

Leaving alone the mythological background of this elephant-headed god, we owe much of our artistic talents to the worship of this deity, for, invariably Art followed worship and Idol-worship has had its full say in Arts. Ganapathi as will be seen from the following pages has been described in many wonderful forms and ways. The importance of Ganesa is discovered through the works of Art.

Uchchista Ganapathi is shown with the Urdhava Linga at Nageswaraswami Temple, Kumbakonam, which is taken to mean that he adopted all the characteristics of Siva. Siva's third eye appears on the forehead of this deity. A sculpture of Ganapathi riding on a lion, instead of his usual vehicle, is worth seeing in the Indian Historical Research Institute, Bombay. This is known as **Heramba Ganapati**. Another sculpture of Ganapathi is seen there, seated upon the peacock, which is the vehicle of his brother Kumara. This is called **Mayuraganapathi**. Also, another figure of Ganapathi protected with the hood of a five-headed Naga,

is worth seeing there, which is said to have been discovered long ago. The figure of a goddess (Sakthi) is noticed on his thigh. **Panchamukha Ganapathi** has five heads. He is represented without a vehicle. This image can be seen at Thiruvanaikavil in Trichi. In Badami, Ganapathi is sculptured in a slightly dancing pose as if he were learning the Art from his father. This is called **Nrityaganapathi**. Ganesa is also given the jewel head-dress of Siva as well as the crescent, while his hands hold Siva's symbols, the trident, the ankusa and the rosary. In Nepal and Tibet such images are seen. The largest images of Ganapathi are found in South India near Humpi, one of which is 20 feet high, called **Kadalaikallu** (the grain of grandstone). In its vicinity stands another figure of Ganesa called **Sasivikallu** (the mustard seed-stone) of 30 feet in height. The belly of this image is coiled round by a Naga which is of high artistic and delicate workmanship. The images of Ganesa as **Heramba Ganapathi** have five heads, four in the four directions of the earth and the fifth above, which is taken to mean that Ganesa is supporting the heaven. The four heads on the four directions are called Digvijayas. In a place called Ghatiyala, 22 miles north of Jodhpur, there is a column on whose top such images can be seen. From an image discovered at Bumara, a village in Madhya Pradesh, it will be seen that three of his hands hold the axe, his broken tusk, and a modaka (a sweet cake) and the fourth one is placed around the goddess. This is called **Saktivinayaka**. Sakti is seated on the left thigh of Ganapathi. She offers him a bowl of modaka, which he takes from his trunk. In Ellora, there is a figure of Uma having four hands in the upper pair of which she balances a small statue of Ganesa in one and a Linga in the other, thus equating Siva and Ganapathi. There is a peculiar female

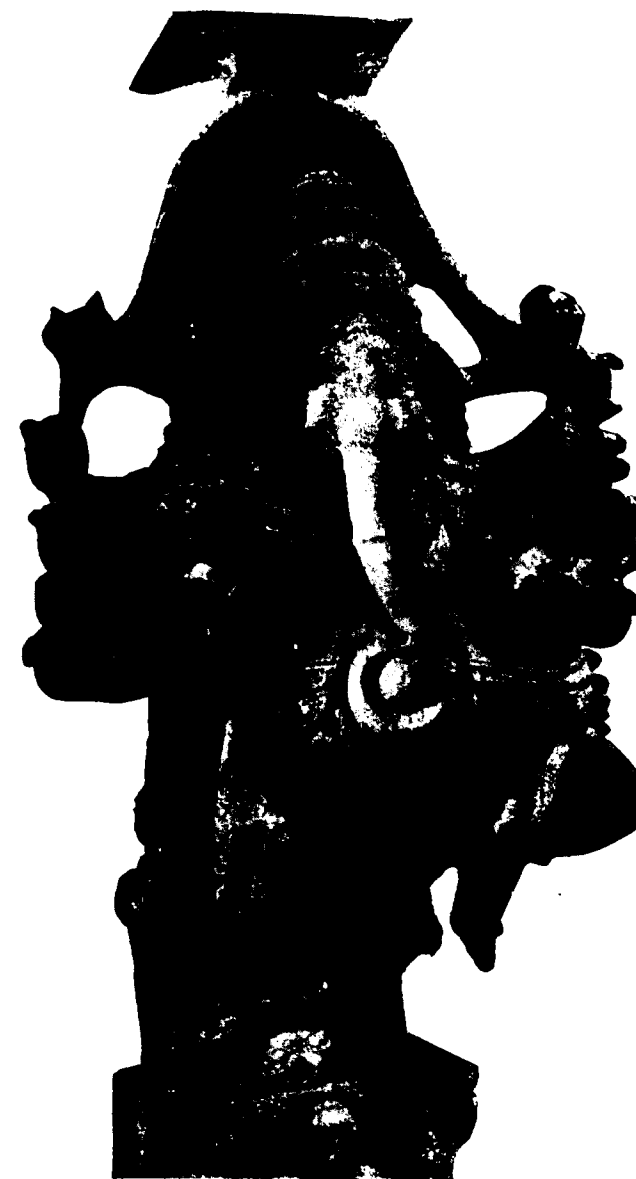
form of Ganapathi, let us call him as "Ganeseni", at Bherghat near Jubbulpore. In Nepal, some figures of Ganapathi will be seen with butter on his hand in a slightly dancing pose. This is called **Navanita Ganesa**. One of the carvings of Elephanta Caves seems to represent the birth of Ganesa in Mount Kailas. This a very nice sculpture which shows a maiden carrying a child (Ganesa) to Parvati. Many images of Ganapathi found in Java are ornamented with skulls which are the symbols of Siva—the destroyer. In Madras Museum, a standing image of Ganapathi is seen. This is called **Prasanna Ganapathi**. A Ganapathi with eight hands accompanied by Lakshmi is found at Kasivisvanathaswami temple at Tenkasi. The huge **Mukruni Vinayakar** in the Meenakshi temple at Madura, is of high artistic workmanship. His trunk is carved to the right which is a rare scene.

Ganapathi is said to have been worshipped by Jains and Buddhists also. The Museum of Indian Historical Research Institute, Bombay, possesses a few metal images of Ganesa, which came from places of Jain worship, one amongst them being of **Mahaganapati** with his Sakti. The cult of Ganesa has specially been propagated by the Buddhists. Their devotion is founded upon a mystic mantra called **Ganapathhridaya** (the heart of Ganapathi) which is supposed to have been given to Ananda by Buddha himself. Mahayana Buddhists took the images of Ganapathi to Burma, Siam, Cambodia, Tibet, China, Mangolia and Japan and spread his cult extensively and created new artistic manifestations of him, in sculpture and painting. A decorative frieze round the Kantaka Cetinga Stupa near Mihintale, in Ceylon (a monument which is mentioned in inscriptions of the 1st and 2nd centuries) depicts a beautiful dwarfish figure of Ganesa. The corpulent dwarfish body of Ganesa is paralleled in many lands, for example in Egypt

in one of the forms of Osiris and in Bes, and in the God of Goodluck in China and Japan. When the Egyptian Thoth is represented with the head of an Ape, the resemblance to the figure of Ganesa is extraordinarily close. The mouse accompanies Apollo in Greece as it does Ganesa in India. A pre-Angkorian figure of a standing Ganesa is found in Cambodia whose two upper hands hold the Chakra and Shanku of Lord Vishnu. Two images of Ganesa and Kartikeya (his brother Skanda) were found in Kombeng, Borneo, recently. In the Codex Cortes, the American Elephant-headed God is decorated with the characteristic Cambodian ear ornament. Ganesa is worshipped all over the Pacific and in America. "The sculptures in the Great Mexican temple at Copan, depict this God holding in his hand the smoking bowl of rice (Modaka) with elephant-head. This God of the elephant's trunk is also frequently depicted in Mexican manuscripts and in the temple ruins in Central America as the God with a proboscis whence water is squirting and his head is most frequently portrayed on the corners of temple walls, which are always built with reference to the cardinal points," says Mr. Hewitt ('Chamanlal's Hindu America'). He is worshipped as Rain God **Chac**, who it may be said, is the migrated and transformed Ganesa. In Babylonia, sculptures are found similar to Ganesa with trunks and elephant-face. A famous statue of **Tlaloc** preserved in the National Museum, Mexico, resembles Ganesa.

There are several sculptures representing this deity in several positions. One point is this. This deity is being worshipped in India as well as Burma, Ceylon, Mangolia, Japan, America and other places, though not in the same name.

The sculptures of Uchipillayar Kovil at Trichi, the Sakthi Vinayak Temple at Banaras and the temple of Ganesa at Chinchvad near Poona are never missed by the pilgrims.



Ganapathi is the God of Wisdom, the patron of letters. He is the fountain of knowledge. In many of the statues, one of his hands holds the Modaka. This is the symbol of Supreme Wisdom. The third eye of Ganapati is the eye of Grace. He has four hands. They are the four cardinal points, to convey that he is omnipresent. In one hand, he

carries a pot of water with which he anoints his parents, teaching us the duty and in the other hand the broken tusk to protect us from evil. In one he holds the goad with which he drives away sins and the cord in the fourth hand binds us to him. In almost all the standard works in Sanskrit and vernacular languages, there is an invocation for the help of this God of

Wisdom, the Patron of Letters and Art. According to Hindu Mythology he is a Brahmachari (bachelor). Ganesa literally means the Good. "Visnesvara" the other title of Ganesa means the Lord who removes obstacles. "Siddhita" by another name, means that he bestows success.

In the month of September, the feast of Ganesa is celebrated throughout the country. Images of the God made of clay are installed in Hindu houses and adored and feasted. Afterwards the

image is immersed in the sea or river. In Bombay and Maharashtra, this is celebrated on a very grand scale for a fortnight.

Traditions die hard and in an ancient land like ours, past does not break abruptly from the present and so irrespective of the changes in human faith and challenges to faith, this God is more loved than feared. Lord Ganesa is a symbol of human hope, hope for prosperity and wisdom.

## Corruption—a Social Evil

Contributed

Liberty cannot long exist among people who are generally corrupt. Corruption is a vile word. "Corruption takes away vigour from our arms, wisdom from our councils and every shadow of authority and credit from the most venerable parts of our constitution". Railway is our greatest national asset. Let us guard ourselves against temptations of corruption. The good name of the Railway which we are privileged to serve depends on us.

If a railway employee accepts illegal gratification from the public, he will be obliged to give some facilities to some customers which are not authorised. If some members of the public are unduly favoured, it is difficult to do justice to all the customers of the Railway. If, however, an employee seeks illegal gains in the course of doing his duties, he is likely to impair the efficiency of the Railway. It is neither in the interest of the railway, nor in the interest of the public to indulge in this malpractice.

Besides, we can maintain self-respect and integrity only when we turn a scornful eye from bribes which may be tempting to us at weak moments.

Before being tempted, let us think of the serious consequences we may have to face.

Self respect and integrity are qualities which we should not sell for gold and which gold could never buy.

Mahatma Gandhi once observed, commenting in the Journal 'The Harijan', "Bribery in the name of 'mamool' and the like to railway officials and others is not an unusual occurrence in Indian life". The Father of the Nation condemned it. Our Prime Minister, Shri Jawaharlal Nehru, too has stressed that we should have a reputation which is free from taint of suspicion.

No Railwayman in India can do better than derive inspiration from the above sayings and it is therefore necessary for railwaymen to follow what our leaders have said. Neither habit nor poverty can justify any malpractice on the Railway.

Offering and acceptance of illegal gratification make both the parties liable to criminal prosecution. Let us not rest till the evil of 'mamool' is completely rooted out.



## HOW MAN HAS CONQUERED DISTANCE

**T**HIS month I want to tell you the story of how man has always thought and worked to overcome distance; whether that distance is merely a mile or so from his home, or some far distant place on this globe on which we live.

We are now living in an age when one can climb into a huge aircraft, say at the airport in Calcutta in the morning, soar up high into the blue skies above, and travelling at three to four hundred miles an hour step off at the airport in Madras early in the afternoon. So one can do a journey of up to a thousand miles in about four hours' time. Now let us dip into history to find out how man first started to cover distances, and how he came to the present stage, and what he hopes to achieve in the future.

One does not have to think very hard to find out that the only way that man could go from one place to another in the times of long, long ago, was by stepping out his own two legs. So, whether he wanted to move himself a few yards, or several miles, he had to walk or run. If he had anything to take with him, he would have to carry it on his head, shoulders or back. When anyone has to travel from place to place on his own two legs, he cannot go very far without getting tired and weary, and take a long time to cover his journey, as he had to rest now and

again. If people wanted to go from one country to another, even though it was not far away, the journey would take several weeks, or even months. Because of this, people seldom travelled beyond the next village or town, and so did not learn much about the ways and habits of living of people in other lands.

Several centuries of time pass away. Then one day a man invents the wheel, perhaps after watching a round stone roll rapidly down a hillside. When he has learned to make wheels, man builds himself a sort of cart, fitted with wheels, and pushes it around himself. He still travels slowly, but he does not have to carry his goods and chattels on his head or back. He puts these on his cart, and so can carry around very much more. Even with his cart, travel is still slow and tiring. But wait, man has also learned to tame his horses, his camels, his bullocks to help him in his daily work. Now, he puts on his thinking cap. Why cannot his animals be hitched to his cart to do the pulling. Before long he learns how to do this. He adds shafts to his cart, and harnesses his animals to it, using the bullocks and camels for the heavy loads, but for faster travel, he uses his horses.

Man has now reached the stage when he can travel much longer distances, with greater loads and yet with more comfort and speed. He uses his new means of transport for carrying his goods and merchandise to other towns, cities and lands for trading purposes.



And not only that, but because of his faster ways of travelling, he now goes longer journeys into strange lands, perhaps mostly for trading purposes, but also for sight-seeing, and thus he learns more and more about the people of these strange lands.

For several centuries man stood still in his ways and means of covering distances, using his carts, his stage-coaches with animals for hauling, for his journeys. Then one day, a man named James Watt is watching a kettle of water boiling on his kitchen fire. When the water comes to boiling point, he sees the kettle lid merrily hopping about, and puffs of steam jetting out of the spout. James Watt does some serious thinking and so discovers the immense power that comes from steam. The next step was not far. Stephenson also learned about the power of steam and so built his famous 'Rocket' steam locomotive, and railway trains were born.

The early steam locomotives could just about pull one or two small carriages with passengers at ten to fifteen miles an hour, and there were many people who laughed at the new-fangled railway trains, which made a lot of noise and did not travel faster than a crack stage-coach drawn by a team of swift-footed horses. In fact, they wagged their heads and said that the steam train would never replace the stage-coach. But they did not wag their heads for long, because the railway trains were improved rapidly. New and better locomotives, carriages and wagons were built to take man and his goods over long distances at faster speeds.

Great strides have been made within the last hundred years from that funny-looking little 'Rocket' engine noisily puffing along the railway tracks to the giant stream-lined, steam, diesel and electric locomotives of today, which can travel at speeds of up to 100 miles

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an hour, with ten to fourteen coaches attached. Even where goods trains are concerned, one huge locomotive can haul a load of 60 to 70 wagons—nearly 2000 tons when loaded—at speeds up to 50 miles an hour.

But man did not only want to travel in railway trains as there were large parts of their countries where railway lines were not put down. Where there were no railway tracks, there were however enough roads. So, side by side with the steam engine, he invented the motor engine, which is run on petrol or diesel oil.

The first motor car, like the first steam engine, also made people laugh and wag their heads. It made a lot of loud noises like pistol shots going off every little while, did not have much speed, and kept breaking down ever so often. But man was not content, and he improved on the motor engine. There was no more laughing, and the motor car also came to stay, improving in shape and speed year by year. Where there were no railways, people travelled by car or bus, and even where there are railways today, and for many years past, cars and buses are roaring along the highways carrying passengers and goods. Cars and buses can go where railway trains cannot, and this is a big advantage.

The world is still very large compared to little man, and great distances have to be covered. Trains and cars are fast, but man is always seeking better things, and in covering distances too, he wanted more and more speed. He could travel quite fast over land and water, but now he looks up at the blue skies far, above his head. He had seen birds fly, and fly fast too, so why

not man? While the steam train and motor car were being improved, the aeroplane was built. Here again, the first plane was a funny-looking object, which could only carry one person, and then it meant almost sure death. But man thought and thought, and built better and bigger aircraft, and met with great success. Within the short space of less than fifty years man has made immense and rapid headway in air-travel. Today if you visit a modern airport you will see gigantic aircraft waiting to take off with passengers and goods to far distant places at terrific speeds. And at air force bases you will find shark-nosed jet planes that can scream through the air at speeds up to 600 miles an hour.

Over the land, and up in the air, man has found swift means of travel. And what about the water? To travel over rivers, lakes, seas and oceans, man started with his own little row-boat. Then he built larger boats which had to be rowed by slaves. Next came the sailing ships, and with the invention of the steam engine, ships too sailed over the ocean under steam. As each year passed ships grew larger and larger until today we have the huge ocean liners, which are almost like floating towns.

Our question now is: What next? Man looks towards the Moon, towards the other planets that swarm in the skies. But these are millions and millions of miles away from the earth. Yet man is still thinking of building his supersonic planes, his space ships, and giant rockets, to visit those other planets. Will he do it? That is a question still to be answered!

UNCLE TELLATALE



more than one operation other than pressing the plunger used for calling the station. Also the token that was put in the instrument last came out first giving a chance for the Station Masters to use the incoming token for despatching a train without actual blocking operation being carried out.

On the score of these defects a necessity arose to replace all the Theobald's and Robert's Instruments by later type of instruments like the Neale's which are also in fairly extensive use on the Railways. This has not been carried out for several years due to war and other financial reasons and when the question of replacement of the 1,306 instruments by more modern type came up for consideration, the Signal Engineers of the Southern Railway started actively considering the possibility of rectifying the defects in the Theobald's Instruments as the replacement of the existing obsolete instruments with the modern type would cost the administration approximately 52 lakhs of rupees.

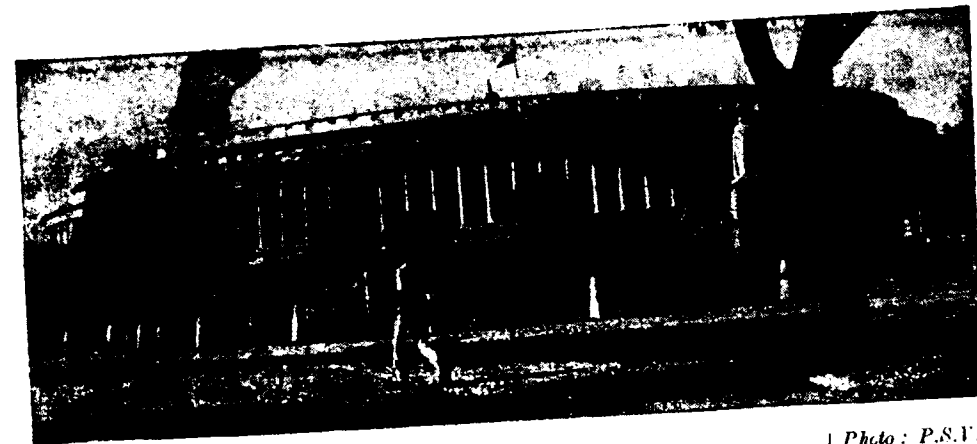
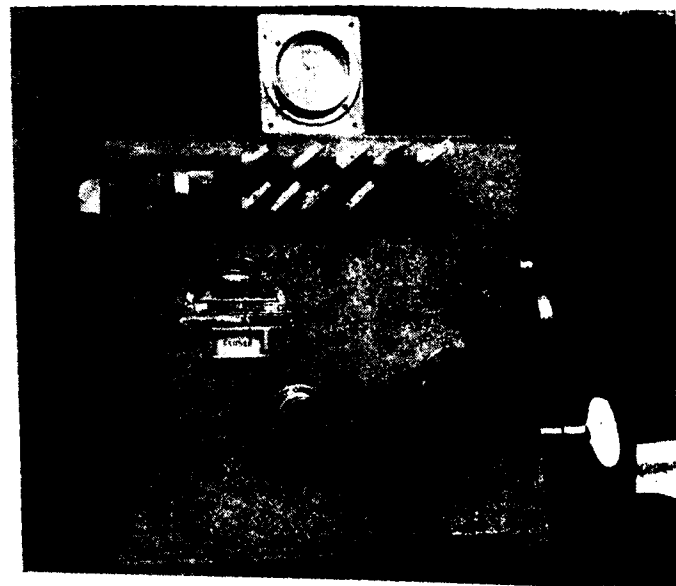
With the concerted efforts and cooperation of the staff of the Telegraph Shops at Perambur, the defects in the Theobald's Instrument have been rectified and a new instrument evolved which though functioning differently in all respects, retains the shape and external appearance of the Theobald's Instruments. The keys

are retained thereby keeping the cost and time of the change to the minimum. It is now estimated that the replacement can be effected at a cost of only Rs. 1,200 per instrument or total expenditure of 16 lakhs thereby saving 36 lakhs of rupees.

Four instruments were manufactured in the initial stage and were put on exhaustive test of going through 20,000 operations on the test bench and 10,000 further operations in actual sending and receiving of trains between Basin Bridge Loco and Madras Central. The Government Inspector of Railways had the instruments thoroughly tested out before approving the same to be sent out for installation in actual working sections. Here also as the operation of the instrument differed the Station Masters had to be trained and for this purpose two instruments were fixed on a portable table mounted on motor trolley and taken to the stations for training the staff. The first two sections Panruti and Melpattambakkam and Melpattambakkam and Nellikuppam were opened on 7th November 1955.

This is a local effort in which the talents in the Railway have been used to produce the Southern Railway Block Instruments, complying with all the requirements of block working and competing with any modern type of block instruments now produced in the world.

Front view of the instrument



[ Photo : P.S.F. ]

## Railways in Parliament

### 2,700 LOCOMOTIVES ARE OVER 40 YEARS OLD

On March 31, 1955, there were 2,719 locomotives in use on the Indian Railways which were more than 40 years old, said Shri O. V. Alagesan, Deputy Minister for Railways, in a written answer to Shri M. Valiulla during question hour in the Rajya Sabha on December 14.

Their break-up was as follows :

Central Railway 383 ; Eastern Railway 526 ; South-Eastern Railway 173 ; Northern Railway 626 ; North-Eastern Railway 288 ; Southern Railway 433 ; and Western Railway 290.

### NO RAILWAY COACHES IMPORTED

No passenger coaches for the Indian Railways were imported from foreign countries during the year ending September 30, 1955. During this period, 971 coaches were manufactured in India. The annual production capacity was as follows :

Messrs. Jessop & Co. Ltd., Calcutta—250 unfurnished coaches ;

Messrs. Hindustan Aircraft Ltd., Bangalore—180 ; and

Railway Workshops—600 to 700 coaches exclusive of furnishing of shells to the extent of about 250 per year.

### FLOOD DAMAGE TO RAILWAYS

The Indian Railways suffered losses amounting to Rs. 78,43,848 since July 1, 1955 on account of damages caused by floods.

Rs. 97,58,848 had been spent in repairing the damages.

These figures exclude damage caused by the cyclone on the Southern Railway on November 30, 1955.

### NEW DELHI RAILWAY STATION

The entire construction work at the New Delhi railway station will be completed early in 1956, and up to the end of September 1955 a total of Rs. 11,69,304 has been spent.

### WAGON ASSEMBLY PLANT AT OKHA

The out-turn of metre gauge wagons at the Wagon Assembly Plant at Okha, in Saurashtra, was about 4,000 during 1954-55, and there was a scheme to increase the out-turn by approximately 8,000 metre gauge wagons per year, Shri Lal Bahadur Shastri, Railway Minister, said in reply to a question by Dr. Raghbir Singh.

The Minister said that the cost of the expansion programme will be about Rs. 5,40,000. The assembly plant was being operated by private contractors under agreement with Government.

## SOUTHERN RAILWAY

### TENDER NOTICE

THE CHIEF ENGINEER, SOUTHERN RAILWAY, MADRAS-3, invites SEPARATE SEALED PERCENTAGE SCHEDULE TENDERS for each of the following Works to reach h.m not later than 12 noon on 20th January, 1956:—

| S. No.                                                                                   | District  | Name of Work                                                          | Total approximate value of the Contract | Earnest money to be paid |
|------------------------------------------------------------------------------------------|-----------|-----------------------------------------------------------------------|-----------------------------------------|--------------------------|
| 1                                                                                        | Guntakal  | Earthwork required in connection with Remodelling of Guntakal MG yard | Rs. 1,77,280                            | Rs. 8,900                |
| 2                                                                                        | Rayapuram | Earthwork required in connection with Remodelling of Jalarpet Yard    | 48,330                                  | 2,400                    |
| <b>EARTHWORK REQUIRED IN CONNECTION WITH DOUBLING OF THE LINE ON THE NORTH EAST LINE</b> |           |                                                                       |                                         |                          |
| 3                                                                                        | Bezwada   | From Ulavapadu to Singarayakonda 6 miles                              | 4,49,960                                | 22,500                   |
| 4                                                                                        | "         | From Singarayakonda to Tanguturu 6 miles                              | 2,88,600                                | 14,400                   |
| 5                                                                                        | "         | From Tanguturu to Surareddipalem 5 miles                              | 3,45,800                                | 17,300                   |
| 6                                                                                        | "         | From Kadavakuduru to Bapatla 19½ miles                                | 3,74,400                                | 18,700                   |
| <b>EARTHWORK REQUIRED IN CONNECTION WITH DOUBLING OF THE LINE ON SOUTH WEST LINE</b>     |           |                                                                       |                                         |                          |
| 7                                                                                        | Rayapuram | From Arkonam to Chitteri—4½ miles                                     | 1,30,663                                | 6,500                    |
| 8                                                                                        | "         | From Mukundarayapuram to Sevvur—6½ miles                              | 4,01,252                                | 20,100                   |
| 9                                                                                        | "         | From Sevvur to Latteri—8½ miles                                       | 3,69,250                                | 18,500                   |
| 10                                                                                       | "         | From Vinnamangalam to Jalarpet—15 miles                               | 5,81,982                                | 29,100                   |
| 11                                                                                       | Salem     | From Jalarpet to Tirupattur—4½ miles                                  | 92,243                                  | 4,600                    |

2. Tenders should be submitted in the prescribed form obtainable from the office of the CHIEF ENGINEER, SOUTHERN RAILWAY, MADRAS-3, on production of a receipt for the sum of Rs. 10 (Rupees Ten 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 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 on 11th January, 1956.

4. The earnest money for each work should be paid to the Chief Cashier, Southern Railway, Madras-3 or the Regional Accounts Officer, Southern Railway, Trichinopoly or Mysore, not later than 15-00 hours on 16th January, 1956 and the relevant receipt should be submitted along with the tender. No cheque or demand draft should be attached to the tender.

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

6. The 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 tender towards the Security Deposit.

7. The tenders will be opened at 12-00 hours on 21st January 1956, at the Office of the Chief Engineer, Park Town, Madras-3.

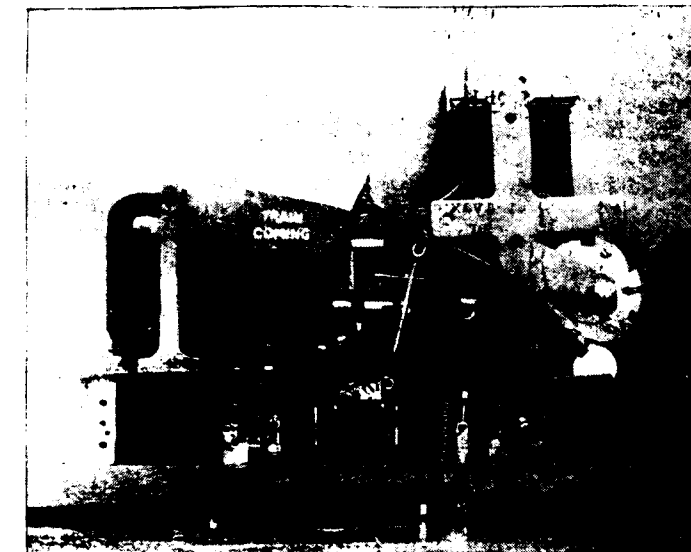
8. The Chief Engineer reserves to himself the right to reject, without assigning reasons any or every tender or part thereof, and does not bind himself to accept the lowest or any tender or part thereof.

## Introduction of Southern Railway Block Instruments

ONE of the major problems of safety in working of trains on single lines is Block working, which ensures the co-operation of the two Station Masters, the one sending the train at one end and the other receiving it at the other end and the driver of the train who has to take the train safely through the section.

at the Telegraph Shops at Trichinopoly. Some were locally manufactured by firms like P. Orr & Sons in Madras.

Mr. Roberts was also an Electrical Engineer of the M.S.M. Railway and his instrument is supposed to be an improvement of the Theobald's. This was not however used so extensively



Front view of the mechanism

In this respect, the Southern Railway has been the pioneer in using to a large extent instruments that have been designed by its engineers and manufactured in its own shops. Out of 2,086 instruments in use for single line operation, 1,208 are Theobald's Block Instruments, 98 Robert's and 780 Neale's. It might be of historical interest for all to know that Mr. Theobald was a Chief Telegraph Inspector of M.S. Railway and M.S.M. Railway from 1857 to 1908 and the instrument was his design and patent. The Theobald's Instruments now in use on the Railway were mostly manufactured at the Engineering Workshops, Arkonam, and subsequently

and we are still left with 98 instruments in the Mysore Region.

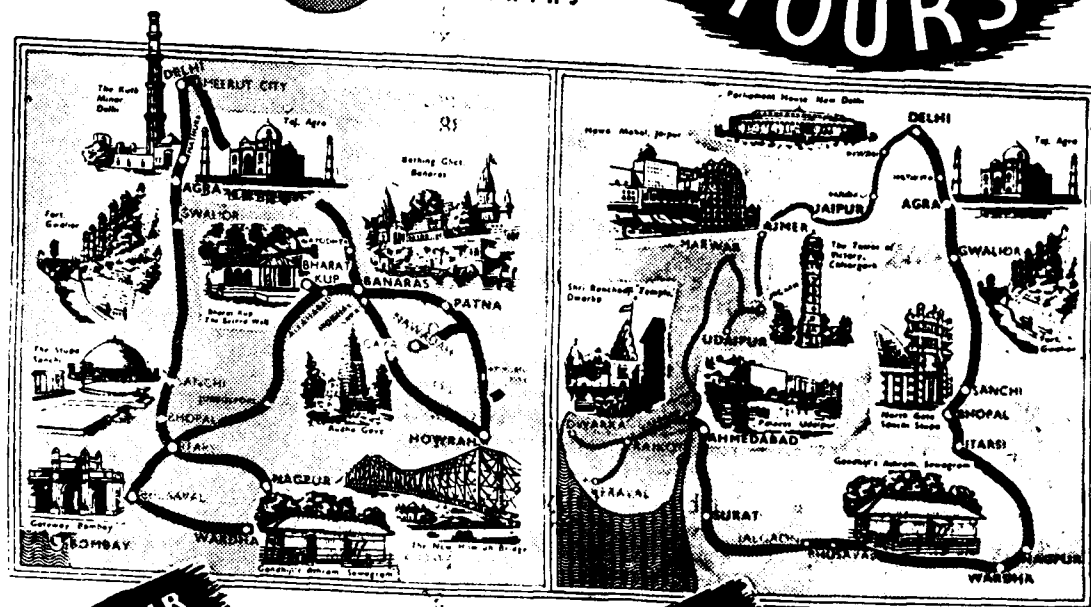
Both the type of instruments have served the purpose expected of their design, in their life of 70 odd years. They were quite simple in operation, easy to manufacture and fool-proof and were adequate at the time they were put into commission. Even today they are giving good service.

However, these instruments suffered from a lack of some of the fundamental requirements of Block working in that they did not give a permanent indication as to the condition of the Block Section and that the Station Master did not have to go through

# See India!

## I, II or III Class Concessional 8 Circular TOURS

TICKETS VALID FOR 3 MONTHS



**TOUR No. 2**

Mileage: 3,825

STATIONS COVERED:  
Bombay, Nasik Road, Wardha, Nagpur, Itarsi, Jabulpore, Allahabad, Gaya, Howrah, Patna, Banaras, Lucknow, Kanpur, Delhi, Mathura, Agra, Bhopal, Bombay.

Adult 1 Class II Class III Class  
Fares— Rs. 242-2-6 Rs. 158-8-0 Rs. 90-12-6  
Children Half Rates

**TOUR No. 7**

Mileage: 2,843

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

Adult 1 Class II Class III Class  
Fares— Rs. 178-13-0 Rs. 117-4-6 Rs. 67-1-0  
Children Half Rates

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

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

**CENTRAL**



**RAILWAY**

January 1956

RAILWAYS IN PARLIAMENT

63

### ELECTRIFICATION OF SOUTHERN RAILWAY STATIONS

Electrification of 23 stations on the Southern Railway is in progress and the work is expected to be completed by 1955-56. There were 944 stations on this Railway without electricity.

### AIR-CONDITIONED COACHES

The Indian Railways brought into use 21 air-conditioned coaches in 1954-55 and 32 in 1955-56 (up to October 1955), at a total estimated cost of approximately Rs. 1,51,24,000.

Earnings from the air-conditioned class during April 1 to October 31, 1955 were Rs. 35 lakhs as against Rs. 28 lakhs during the corresponding period of the previous year.

### AIR-CONDITIONED CORRIDOR TRAIN

Replying to a question by Shri Gidwani and Shrimati Ila Palchoudhry in the Lok Sabha on Nov. 25, the Deputy Minister for Railways, Shri O. V. Alagesan, said that there was a proposal to run a vestibuled fully air-conditioned train service as an experimental measure from October 1956.

### HOSPITAL BEDS FOR RAILWAYMEN

There is at present one hospital bed for every 300 railway employees, and this compares very favourably with that available to the general public which is only 0.3 per thousand of the population. The scheme of expansion of medical facilities for railway employees and their families under the second Five Year Plan is under consideration.

The Railways at present have 66 X-ray sets, 10 electro-cardiograms and 18 dental units.

### NEW PASSENGER COACHES SINCE 1947

Between 1947 and October 1955, the Indian Railways had added to their system 4,939 passenger coaches, of

which 4,455 were manufactured in India and 484 were imported.

During the same period 2,791 coaches had been condemned.

### NEW THIRD CLASS TOURIST RAIL COACHES

Two broad gauge tourist rail coaches are being manufactured exclusively for third class passengers to be used on the Western Railway, and these are expected to be ready by March 31, 1956.

Accommodation has been provided for 38 passengers, with a large floor area for the convenience of parties making use of these cars.

A separate compartment for ladies and children has been provided in the centre of the coach with a separate bath and lavatory. Two lavatories and one bathroom are provided at each end of the coach for general use, making a total of four lavatories and two bathrooms, excluding those provided for ladies and children.

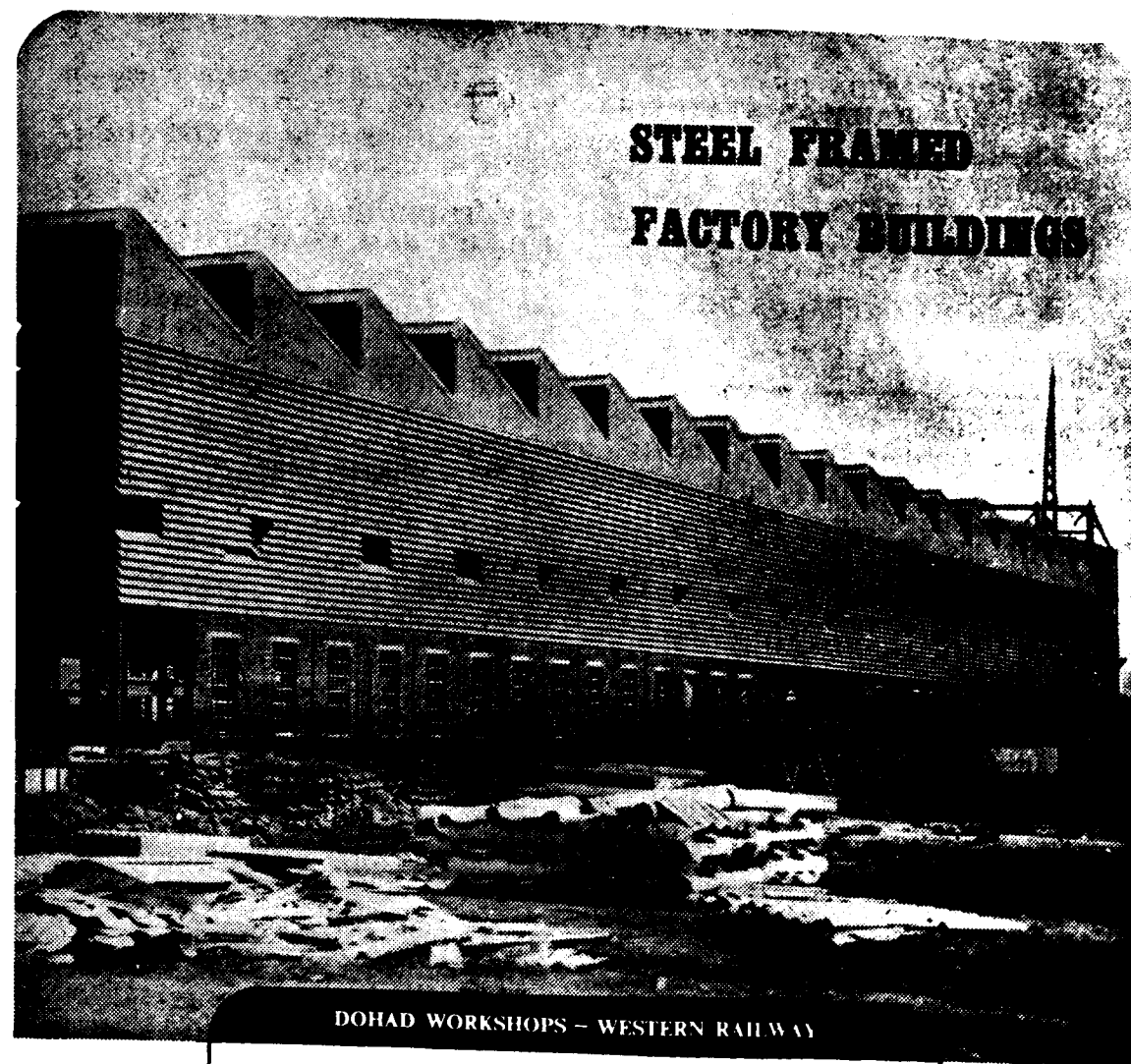
A kitchen and a pantry have also been provided, fitted with a stove, table sink, and a wash-up board to enable the parties to do their own cooking.

### 1955-56 ROLLING STOCK PROGRAMME

The estimated total cost of rolling stock required against the 1955-56 programme is Rs. 108.40 crores. Against this programme, the Railways required 622 locomotives, 37,600 goods wagons (in units) and 1,298 ordinary passenger coaches.

The rolling stock ordered abroad against the 1955-56 programme was as under :

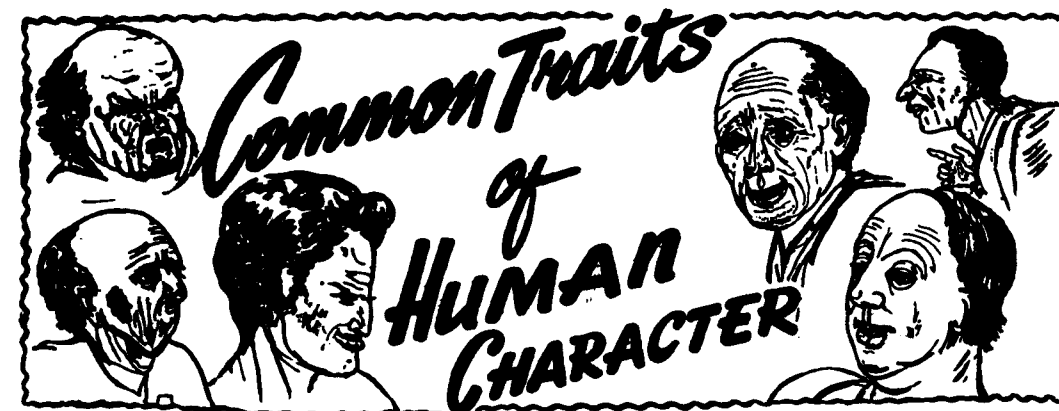
312 metre gauge steam locomotives, 15 broad gauge electric locomotives, 124 electric coaches for the Bombay area, 98 electric coaches for the Calcutta area, 8,716 broad gauge and 8,932 metre gauge wagons, over 66,000 wheelsets, 90 fire boxes, 25 cranes, 17 boilers and over 700 underframes.



**BRAITHWAITE & CO.,**  
(INDIA) LIMITED

HIDE ROAD, KIDDERPORE,  
CALCUTTA.

P887-54



## 10. Distrustfulness

S. R. Srinivasa Raghavan  
Integral Coach Factory

**N**O other loneliness is more lonely than distrust, said George Eliot. Distrustfulness, when it relates to particular situations and circumstances is tolerable since it can be interpreted as carefulness about the execution of an assigned work. But, when it becomes a trait it becomes intolerable. There are still individuals, who cannot trust an educated man with a post-card and who direct him to the post office, explaining to him the route to be taken and the post box in which it should get in, sometimes trailing behind him lest he should make a mistake.

In monetary matters this trait takes on the characteristics of a disease. When you cannot trust another individual with a four-anna piece and when you send him on an errand with the silly coin you have always half a mind to follow him and see whether he does not pocket a pie, if you are distrustful. Life moves on generally in trust and the distrustful man sins more against himself than against anybody else.

Theophrastus has pictured to us certain highly humorous examples of the exhibition of a distrustful character. According to him, a man with this trait about him will carry his money

with him, stopping every ten yards to count and see whether some of it has not slipped unnoticed. In bed he wakes up his wife at midnight to ascertain from her whether the doors of the house are locked, whether the safe is safe and the cupboards bolted. She would set him aside by telling that everything is all right but he would leap up from his blankets, take hold of a lamp and run about to see whether every detail relating to his suspicion was perfect.

The philosopher said that the best way to get released from human bondage was to distrust one's own mind. It was Fenelon, if I remember right, who said that the best use one could make of his mind was to distrust it. True, but this is a different kind of distrustfulness. Because this kind of a mental standard is not normally achieved and evidently uncommon.

A usurper always distrusts the men about him and young women usually distrust their husbands! Rochefoucauld remarked that it was distrust that made jealousy grow and turned it into madness.

One of the members of the famous 19 century French salons, Madame

(Continued on page 71)

## 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 10th January 1956 :—

| S. No. | District     | Name of Work                                                                                                                                                                           | Total approximate value of the Contract | Earnest money to be paid |
|--------|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|--------------------------|
|        |              |                                                                                                                                                                                        | Rs.                                     | Rs.                      |
| 1      | Villupuram   | Collection and training out of ballast in connection with relaying between Miles VT. 135/13½ to VT. 138/13½ and between Miles G. 121/6 to 126, 5½                                      | 79,890                                  | 4,000                    |
| 2      | "            | Construction of six blocks of 4 units and one block of 3 units Type I quarters during 1955-56 at Villupuram Junction                                                                   | 46,140                                  | 2,310                    |
| 3      | Tanjore      | Proposed extension and raising of island and main platform at Aduthurai Station                                                                                                        | 16,020                                  | 800                      |
| 4      | "            | Construction of Staff quarters Type II—5 units at Mayavaram during 1955-56                                                                                                             | 15,020                                  | 750                      |
| 5      | Trichinopoly | Construction of Staff quarters 23 units Type I quarters at Trichinopoly Junction during 1955-56.                                                                                       | 35,200                                  | 1,760                    |
| 6      | Madura       | Insertion of superior ballast (stone ballast) in place of existing sand and gravel ballast between Miles 310/11 & 316/10 in MNM—MMM Section                                            | 40,520                                  | 2,025                    |
| 7      | Tinnevely    | Insertion of superior ballast (2" stone ballast) in place of existing gravel ballast from Mile Q. 455/11½ to Q. 460/0                                                                  | 48,850                                  | 2,440                    |
| 8      | "            | Proposed refreshment room, pucca latrine in lieu of old ones, protection from sun and rain to Class III Waiting Hall and extension of Passenger Platform by 75 ft. at Virudhunagar Jn. | 34,670                                  | 1,735                    |

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 hours on 9th January 1956.

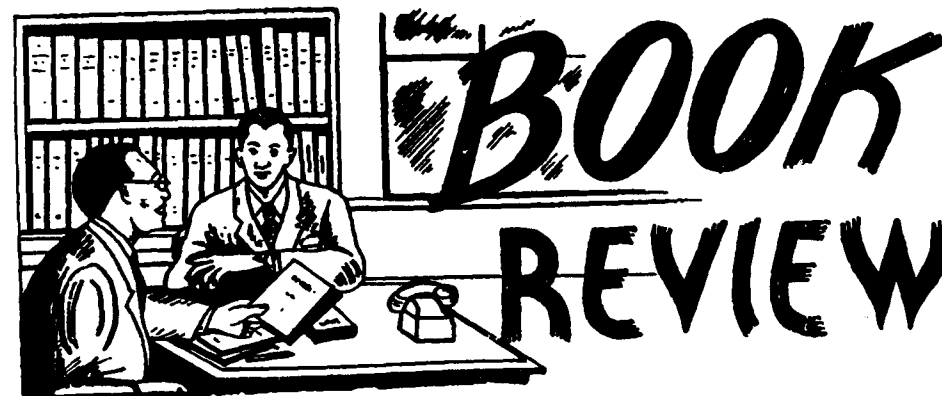
4. Earnest money as above should be paid to the Chief Cashier, Madras-3 or the Regional Accounts Officer, Trichinopoly, or Mysore, not later than 11-30 hours on 7th January 1956 and the receipt submitted along with the tender. No Cheque or Demand Draft, etc., should be attached to the tender.

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 10th January 1956 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.



### ECONOMIC AND STATISTICAL STUDIES OF CURRENT TRANSPORT PROBLEMS IN THE UNITED STATES AND CANADA

IN this 118 page, 1/8 Royal Size Compendium, Shri L. A. Natesan, Economic Adviser, Ministry of Railways, submits a report after a visit to the United States under the Point Four Programme and to the Dominion of Canada on Deputation by Government of the Union of India. The principal object of his visit was to observe the statistical procedures followed on American Railways and the organisation of economic studies on current transport problems.

The report of his study tour includes *inter alia* (1) Statistical procedures, (2) Economic studies of Transport problems, (3) Organisation for improving safety and reducing accidents on Railways, (4) The basis of coal rates, (5) System of passenger accommodation and certain other problems linked with Inter-State Commerce Commission, the Railroad Commissions in the States, the National Association of Railroads and Utilities Commissioners, Department of Commerce and the Association of American Railroads in the United States and to the Board of Transport Commissions in Canada.

It may be mentioned by way of information that the most important Agency in the United States responsible for determining the scope and the procedure for the compilation of the

statistics on the Railways is Inter-State Commerce Commission. It is by far the most important regulatory body at the federal level of all railways, express and sleeping car companies, pipe lines, motor carriers and inland water carriers. Air transport and international shipping are dealt with by other bodies. Founded in 1887 under the Act to regulate commerce, the Inter-State Commerce Commission has built up a remarkable organisation to deal with financing, accounts, rates, service, safety, etc., on railways, motor carriers, etc. By successive Acts the work of the Commission has been enlarged to cover administrative, judicial, legislative and policy-making functions—for developing, co-ordinating and preserving a national transportation system.

It need hardly be stated that the Inter-State Commission is concerned only with matters relating to inter-State transportation. Therefore, matters relating to regulation of transportation within each State—what is called in the State as *intra-State* transportation—are dealt with by the State Railroad Commissions. Says Mr. Natesan that he got the impression that they tended to be more effective in the matter of road transport which, it was believed some years ago, would operate only on comparatively short distances and therefore generally within each State. "As regards railways, they seemed to show too great a concern to protect local interests which often resulted in causing delays in the introduction of fare and freight rate

enhancements, even though the Inter-State Commerce Commission might have authorised such enhancements on inter-State transportation."

And again "Usually the procedure is that when the justification for enhancing inter-State rates has been accepted by the Inter-State Commission on grounds especially of rise in costs, it is expected that State Commissions also will similarly permit the Railways to introduce corresponding increases in the intra-State rates and fares. There is a sort of lag in the process as in order to be on the right side of local opinion. State Commissions were, generally speaking, unwilling to authorise immediate implementation of the enhancements permitted and authorised by the Inter-State Commerce Commission."

The versatile and erudite Economic Adviser to the Ministry of Railways rightly observes "If, however, the need for such general enhancement exists, the dilatoriness on the part of the State Rail-Road Commissions would compel Railways to seek again the intervention of the Inter-State Commerce Commission. The Inter-State Commerce Commission then becomes seized of the question and invites representatives of the State Commission to sit with them in dealing with the application of the Railway for the increase of intra-State rates and fares. The view of the Intra-State Commerce Commission will, therefore, ultimately prevail!"

It is rather interesting to read that the manner in which the intra-State rates are brought within the control of Inter-State Commerce Act is **ingenious**. It is stated that if the Railways are unable to make adequate revenues on their intra-State traffic, they **would be obliged** to raise the rates on inter-State traffic, **thus affecting adversely** inter-State movements of goods. The general experience seems to be that the State Commissions have been content, generally to follow the lead given by the Inter-State Commerce Commission.

Passing on, one learns from the delightful facts and figures report (under review) that the Dominion Government of Canada differs in certain important respects from the United States as regards the development, management and control of railways. The principal regularity authority in Canada analogous to the American Inter-State Commerce Commission is the Board of Transport Commissioners. Originally constituted for purposes of regulating railways, its jurisdiction was later extended to include other forms of transport. The work of the Board is conducted through five Bureaus dealing respectively with Engineering, Operating, Traffic, Law and Transportation Economics, each being in charge of a Directorate.

It is not possible within the limits of a brief survey to do more than draw attention to the richness of detail, the clarity of presentation and comprehensive coverage of the data. It is in addition to these that the Bureau of Transport Economics and Statistics utilises the rich statistical material available within the organisation of the Inter-State Commerce Commission for detailed studies of organisation, finance, operation, costs of different types of services, etc.

Going through the pages one glean the information that on both American and Canadian Railways considerable importance is attached to budgeting for the purpose of exercising a strict control over the current operations of the Railways. In view of the fact that a large portion of railway expenditure is of a fixed character and independent of fluctuations in the volume of traffic, attention is mainly focussed on the controllable part of railway expenditure, namely, those elements of working expenses which would vary in accordance with the fluctuations in the volume of traffic.

It will not be out of place to refer herein to an **interesting practice** on the Canadian National Railways. The

Department of Research and Development undertakes periodical analyses of current railway operation and an attempt is made to answer the question whether or not operations have been conducted with efficiency as compared with the previous year, regard being given to the changes in traffic and to the increased use of capital. The analysis being one of relative efficiency is concerned solely with relative costs of accomplishing equivalent amounts of performance. It is not concerned with financial results which are, however, influenced by many factors other than their relative efficiency of operation. For purposes of **this analysis** attention is focussed mainly on the group of expenses comprising Maintenance of Way and Structures, Maintenance of Equipment, Traffic, Transportation, Miscellaneous and General, representing the great bulk of the administrative field. Along with this group of expenses is also included the car hire account as being closely allied to operation as well as increment in the capital account.

Both in the United States and Canada considerable interest is taken in economic studies of problems of transportation. This is to be seen in the organisation specially set up for the purpose in the regulatory bodies and on individual railways themselves. There are private organisations and University Departments of Transportation which besides the teaching of the subjects relating to transportation, account for a great deal of research and investigational activity. Certain departments of the Federal Government, principally the Department of Commerce and Agriculture, have over a long period sponsored and brought out a series of special studies on the different aspects of transportation and problems of transport connected with agriculture. It is needless to state that in this brief survey it is none too happy to undertake an exhaustive account of the activities of all these agencies.

The organisation of the library, cataloguing and indexing are all on lines which one could expect in a country where high standards have been set up in these matters. But from the point of railway history and transportation economics, the bibliographical work done by the librarian and he staff deserves special mention. They undertake from time to time preparation of bibliographical essays or lists, arranged in skeleton form, for use in connection with special work, preparing an address or making a study. In such lists the material is **arranged logically**, a given article being listed under the exact point to be substantiated rather than alphabetically. Some results of this research work made by the staff of the library are issued in the form of bibliographies and made available free of cost! to those interested.

And then, there are a number of agencies engaged in promoting safety in working and elimination of accidents on Railways. These operate at Federal and State levels and deal with problems of safety in other forms of transport and public utility undertakings as well. There is the National Safety Council, which maintains a current survey of the state of safety in industry and vocations. Through a monthly journal it places before the public periodical reviews of efforts made towards prevention of accidents and results achieved. Each railway issues to its employees the Safety Rules applicable to the Department to which they belong. Thus, there are booklets containing safety rules relating to the Maintenance of Way and Structures Employees, Maintenance of Equipment and Stores Employees; Train, Engine and other Transportation Employees, etc. Copies of these are issued to each employee concerned who, in a printed slip attached, acknowledges receipt of the copy and signs a statement running as follows:

**"I understand that I am required to have a THOROUGH KNOWLEDGE of and OBEY these rules,"**

By far the most important, almost spectacular, development in the United States and Canada in recent years (according to the worthy official deputed by the Government of India) has been the **rapid changeover** from locomotives to diesel electric locomotives. And, the changeover from steam to diesel has not been undertaken without the most elaborate and critical examination of its full implications.

In winding up one must perforce state that Mr. Natesan has treated a difficult and delicate subject with candour and patience—not to say that the treatment is most modern. It is a brilliant study and fantastically true. One reads the gravity—dispelling pages till two units of electric power are recorded! The renowned economic adviser **can tell** a story, he is funny, observant and last—not least—tender. It is rich and forthright and sufficiently different from most reconstructions of the kind to demand and retain your excited interest. Brilliant and daring, admirably written, humorous, witty, clever and cultured. Brilliant . . . it has superb quality, great wit and merciless(!) observation. It's a masterpiece in the grand manner. Mr. Natesan is not merely a purveyor of thrills or a maker of puzzles. He is, beyond all doubts, a novelist. His report is most efficiently written—very tough, very intense and enormously lively. He displays an imagination as rich and varied as any expressing itself in the fiction of the moment. Its construction is a wee-bit short of perfect. This report is an aid to informed understanding and directs the eye and

mind to a cultural discrimination and all this with subtle wit, based on expert knowledge—technically accomplished and beautifully produced! The author has managed (in an inimitable fashion) to marshal an intimidating mass of facts in a most charming manner. It is a clear, straightforward explanation of the economic processes which continually affect the lives of all organisations. What few know of the current transport problems in the United States and Canada has been told with careful historical scholarship! It is an account told in an unpretentious and clear style—has a vivacity, penetration and breadth of outlook which establish it as a classic. It is a magnificent piece of portraiture and scholarship—the personal parts, if a bit superficial, have a strong period feel. It contains much unusual information. It is both readable and percipient: we come to its end regretfully. Designed for **official use only**, this well-planned report gives a clear and interesting account of the vast changes made in the United States and Canadian Railways. In short, Mr. Natesan (the compiler-cum-author of this report) is an ingenious gentleman, prolix and well-informed. Of course, he has wit; and has produced what one would term a rattling good tale. No one who enjoys an exciting narrative, written with tremendous gusto and a delightful command of the right word and the right image should miss this brilliant and fantastic report.

V. T. NEELAKANTAN



### Earnings

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

| (Figures in thousands of Rupees) |         |         |  |
|----------------------------------|---------|---------|--|
| October                          |         |         |  |
|                                  | 1954    | 1955    |  |
| Passengers                       | 1,37.20 | 1,46.05 |  |
| Other Coaching                   | 27.11   | 30.54   |  |
| Goods                            | 1,68.26 | 1,89.12 |  |
| Sundries                         | 9.79    | 10.76   |  |
| Total                            | 3,42.36 | 3,76.47 |  |

### Compensation Claims

The following is an analysis of the position regarding Compensation Claims for the month of October 1955:

1. Number of compensation claims received during the month of October, 1955 . . . 3,904
2. Number of claims disposed of and the amount paid during the month of October, 1955 . . . 4,136  
(Rs. 2,02,381-3-4)
3. Number of claims outstanding at the end of the month . . . 4,177
4. Number of days taken to settle a claim . . . 35 days

### COMMON TRAITS OF HUMAN CHARACTER

(Continued from page 65)

Necker by name, intelligently said that a certain amount of distrust is wholesome, but not so much of others as of ourselves. According to her neither vanity nor conceit can exist in the same atmosphere with distrust.

Distrust in the field of love is never to be wholly overcome. It grows with its various anxieties, timidities and tenderness and 'is the very fruit of the reverence in which the admired object is beheld'.

## SOUTHERN RAILWAY

### TENDER NOTICE

The Regional Engineer, Southern Railway, Mysore invites separate sealed lump sum-cum-percentage schedule tenders for item Nos. 1 and 2 & percentage schedule tenders in respect of item Nos. 3 to 5 to reach him not later than 16-00 hours on Friday the 20th January, 1956.

| S. No. | District | Name of Work                                                                                                                                                                    | Total approximate value of the Contract | Earnest money to be paid |
|--------|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|--------------------------|
|        |          |                                                                                                                                                                                 | Rs.                                     | Rs.                      |
| 1      | Guntakal | Guntakal—Construction of 7 units Type II (3 Blocks of 2 units and one block of one unit) and 3 units type III (One block of 2 units and one block of one unit) Quarters .. .. . | 41,000                                  | 2,050                    |
| 2      | Mysore   | Mysore South—Construction of 12 units type II Quarters (6 Blocks of 2 units each) and one block of 2 units type III Quarters .. .. .                                            | 68,400                                  | 3,420                    |
| 3      | ..       | Arsikere—Improvements to Station yard .. .. .                                                                                                                                   | 58,300                                  | 2,915                    |
| 4      | Guntakal | Narasaraupet—Proposed raising, lengthening and surfacing platform with flushout latrines .. .. .                                                                                | 27,000                                  | 1,395                    |
| 5      | Bellary  | Bellary—Replacement of open type latrines on platform circulating area and Upper Class waiting and retiring rooms by flushout .. .. .                                           | 29,000                                  | 1,450                    |

2. 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 sum of Rs. 10 (Rupees Ten only) for each tender 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. 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 15-00 hours on Monday the 16th January 1956, only.

4. In the case of items 1 and 2 (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 Guntakal, Mysore District—Mysore Region 1955 for the detailed schedule and the supplementary schedule of items and rates annexed thereto.

5. 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 Tuesday the 17th January 1956 and the receipt submitted along with the tender. No demand draft, or cheque, etc., should be attached to the tender.

6. The amount of earnest money is based on 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 towards the security deposit.

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

8. The tenders will be opened at 12-00 hours on Saturday the 21st January, 1956 at the Office of the Regional Engineer, Mysore.

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.



### OPENING OF RAILWAY DISPENSARY AT GUNTUR

A pleasant function was got up by the Railway employees of Guntur and Section at 3-30 p.m. on 2-11-55, when the newly constructed Railway Dispensary building at Guntur was declared open by Dr. V. T. Naidu, Chief Medical Officer, Southern Railway, Madras. The Dispensary building was tastefully decorated and presented a festive appearance. A large gathering of Railwaymen and public participated in the function. Among those present were many Professors and Heads of Departments of Guntur Medical College, the District Medical Officer, Guntur, and several local Practitioners and other elite of the town.

Dr. D. Jagannatha Reddy, Principal, Medical College, Guntur, presided over the function. After prayer by Mr. K. Rajamani, the National Flag was unfurled by Mrs. V. T. Naidu.

Dr. Jagannatha Reddy addressing the gathering



Dr. A. Lakshminarayanan, District Medical Officer, Southern Railway, Pezwada, introduced the guests to the



Dr. A. Lakshminarayanan, DMO BZA introducing the guests

audience. Dr. V. T. Naidu, in his speech traced the circumstances under which the dispensary building came into being and exhorted

Dr. V. T. Naidu, CMO delivering his address



the Railway workers to make the best use of the facilities afforded by the Railway Administration. The President in his remarks paid tributes to the progressive amenities provided by the Railway Administration and advised the Railway workers to do their legitimate duties more efficiently and not to misuse the privileges.

Messages wishing the function success was received from Dr. E. Somasekhar, Ex. Chief Medical Officer, Southern Railway, Madras, and Dr. A. Ramdas, Dist. Medical Officer, Southern Railway, Perambur.

Mr. Kanakadas, Assistant Engineer, Southern Railway, Guntur and Chairman of the Organising Committee, on behalf of the Railwaymen of Guntur and Section, presented an address to the Chief Medical Officer, Madras. He requested that provision of a Midwife, and an Ayah be made for the dispensary as early as possible and at least six beds be provided for emergency treatment.

There was a variety entertainment consisting of light music by Vijayavani Kala Samithi of Bezwada and dance by Miss Joseph of Madras which were very much appreciated.

After a vote of thanks by Dr. A. Lakshminarayanan, District Medical Officer, Bezwada and "Jana Gana Mana", the function came to a close at 7 p.m.

#### CHRISTMAS AND PONGAL TREAT FOR THE YEAR 1955-56 AT DHARMAVARAM

It has been decided by the General Body of the Railway Institute, Dharmavaram, to celebrate the above function on the 26th January, 1956, the 'Republic Day'. The following are elected as Office-Bearers:—

##### Chairman

Shri P. Prakasam, P.W.I.

##### General Secretary

Shri G. P. Venkatarathnam, E.L.F.

##### Secretary for Sports

Shri G. Basaviah, A.S.

##### Treasurer

Shri R. Seshagiri Rao, S.M.

##### Committee Members

1. Shri A. Narasinga Rao, I.T.P.
2. „ A. M. Rangia Naidu, S.H.R.
3. „ K. Kondala Rao, T.X.R.
4. „ S. Kalika Murthy, A.S.M.
5. „ R. Venkiah, R.R.M.H.
6. „ T. R. Elumalai, S.I.N.I.
7. „ V. K. Venugopalan, Clerk
8. „ K. Kameswara Rao, Clerk
9. „ N. Radhakrishnan, A.G.C.
10. „ D. Murugesan, E.L.F.
11. „ G. Venkatachellam, S.M.F.
12. „ P. Poliah, R.S.F.

The following rates of subscriptions were decided by the Committee:—

|                                | Rs. | A. | P.  |
|--------------------------------|-----|----|-----|
| 1. Staff drawing below Rs. 50  |     |    |     |
| as basic pay                   | ... | 0  | 8 0 |
| 2. Staff drawing above Rs. 50  |     |    |     |
| as basic pay                   | ... | 1  | 0 0 |
| 3. Staff drawing above Rs. 100 |     |    |     |
| as basic pay                   | ... | 1  | 8 0 |
| 4. Staff drawing above Rs. 150 |     |    |     |
| as basic pay                   | ... | 2  | 0 0 |

Railway employees from Zangalapalle to Makkajipalle 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 subscriptions by 26th December 1955.

#### PUBLIC RELATION CLASS

The Southern Railway Employees' Union has started study classes to give free education in the Union Office Hall at No. 72, Cochrane Basin Road, Madras-21, between 7-30 and 8-30 p.m. on 3 days in a week to promote literacy and efficiency amongst the Railwaymen from 5-12-1955.

The following subjects are taught in Tamil:

- (1) Public Relation
- (2) Labour Economics
- (3) Industrial Organisation
- (4) Trade Unionism
- (5) Public Speaking
- (6) Politics

#### INDIAN RAILWAY INSTITUTE, ARKONAM

The Annual General Body Meeting of this Institute for 1955 was held in the Institute Main Hall on the evening of 6-11-55. Shri M. K. Menon, Chairman and AEN-Arkonam presided.

Shri M. Kamalakannan, Secretary read the Annual Report and statement of accounts for the year 1954-55 which were unanimously passed by the General Body. Shri M. Narasimhan, Member-in-charge "Fine Arts" presented the Annual Report of the Fine Arts, Music and Drama Branch of the Institute.

The Chairman then distributed the Ever Rolling Cup and individual silver cups to Messrs. B. Dickson and K. E. Sambandam, Winner and Runner in the "L. K. Memorial Billiards Tournament" conducted by the Institute. Cups were also presented to Messrs. B. Krishnan, K. Sarvothama Rao and Md. Hussain for highest breaks obtained by them.

There were "Kadamba Nigazchigal" by the Institute Members as well as the boys of Hindu Religious School, Walajabad who were brought specially for the function. Messrs. C. Lakshmana Rao, S. R. K. Kannan and Ubeithullah enacted a short farce by name "Kanja Karunakara Prabhu" and Messrs. V. Srinivasaraghavan and S. R. K. Kannan contributed a humorous item titled "Two Friends" which set the audience to laughter. The orphan boys of the H. R. School, Walajabad gave demonstrations of physical feats like Brathachari Dances, Lazeem Drill Pyramids building etc., attuned to songs played by the School Band. Shri P. Krishna Raju, Works Manager, EWS-Arkonam attended the function.

The Chairman in his address to the Members of the Institute dealt in great detail the various activities conducted by the Institute and the importance of members taking active interest in the affairs of the Institute. Messrs. C. S. Arunagiri, Vice-Chairman and



Shri M. K. Menon, AEN/AJJ addressing the gathering

G. Jayanathan, Secretary also spoke about the various activities and requested the employees to become members of the Institute.

There was a music performance by Shrimathi Saraswathi accompanied by Kumari V. Sankari on Violin. With a Vote of Thanks by Shri M. Narasimhan, the function came to a close at 9-30 p.m.



### ALL-INDIA CO-OPERATIVE WEEK CELEBRATIONS AT HUBLI

All-India Co-operative Week was celebrated at Hubli with much enthusiasm by the Railwaymen. A Committee of the District Officers, together with the Managing Committee of the M.T.S. Railway Colony Railway Employees Consumers' Co-operative Society, the only co-operative organisation of Railwaymen at Hubli, organised the functions in this connection.

On the 5th November 1955 'The International Co-operation Day' commenced with flag hoisting at the M.T.S. Colony by Shri R. K. Selot, District Electrical Engineer, Hubli, who also presided over the day's meeting. Shri V. B. Naik, formerly Editor, 'Samyukta Karnatak', Hubli and a prominent co-operator of the city, gave a lucid interpretation of the principles of co-operative organisations and activities. He explained how the organisations of the people help individuals in particular and the community in general towards economic prosperity.



He mentioned that the expansion of co-operative activities is one of the main features of the socialistic pattern of society, which is our national aim.

Shri R. K. Selot, D.E.E., exhorted all Railwaymen residing in the Colony to take active part in the activities of the M.T.S. Colony Co-operative Society. Shri R. V. Subramaniam, Secretary of

the Celebration Committee and of the M.T.S. Colony Co-operative Society proposed a vote of thanks.

On Sunday, the 6th November 1955, 'The Consumers' Day' proved to be a memorable day as far as the officials of the Co-operative Society in the M.T.S. Colony is concerned. The enthusiasm shown by the large number of residents of the Colony in enrolling themselves as members of the Society



was a clear proof of the awareness among the Railwaymen of the benefits of co-operation. The meeting organised on this day in the evening was presided over by Shri V. Rama Iyer, APO/Workshops, Hubli and was addressed by Shri Ramakant Golikeri, a prominent social worker of Hubli. Shri Golikeri explained how co-operative activities in various countries have helped greatly in the betterment of the common man. Shri Rama Iyer expressed his wish that more Co-operative Societies are organised at the other Railway Colonies also at Hubli as it was done in the M.T.S. Colony. Shri K. K. Ramanathan, proposed a vote of thanks.

The 'Artisans' Day' was celebrated among the workers of the Hubli Railway Workshops on 10-11-55. The meeting organised in this connection was presided over by Shri J. H. G. Barnes, AWM/Hubli, and was addressed by Shri V. R. Vittal Rao, President of the M.T.S. Colony Co-operative

Society. While citing examples of the successful working of various co-operative organisations in the country, he requested the workers to take active interest and associate themselves in such organisations for the benefit of all concerned.

In general, the celebrations which were very largely attended by all Officers and Railwaymen at Hubli were an eye-opener to many Railwaymen towards the benefits of co-operation, which was the aim of these celebrations.



Shri P. T. Mathews, B.A., Station Master, Raichur, snapped in the Station Garden

### SOUTHERN RAILWAY TENDER NOTICE

The Regional Engineer, Southern Railway, Mysore invites SEALED PERCENTAGE SCHEDULE TENDERS to reach him not later than 16 hours on Monday the 9th January 1956 for the work of Stone ballasting and working material trains in connection with the work of re-sleeping with M.G. CST-9 sleepers (N+3) in lieu of existing wooden sleepers for 20 Miles from Mile 465.8 to 485.8 between Bezwada-Guntakal Section—Guntakal District. Total approximate value of this contract is Rs. 1,60,000.

2. Tenders should be submitted in the prescribed form, obtainable from the Office of the Regional Engineer, Southern Railway, Mysore, on production of a receipt for the amount of Rs. 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 hours on Thursday the 5th January 1956 only.

4. An Earnest Money of Rs. 8,000 (Rupees Eight thousand only) should be paid in advance to the Regional Accounts Officer, Southern Railway, Mysore or Trichinopoly or Chief Cashier, Madras not later than 15 hours on Friday the 6th January 1956 and the receipt submitted along with the tender. No demand draft or cheque etc., should be attached to the tender.

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

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

7. The tenders will be opened at 12 hours on Tuesday the 10th January 1956 at the Office of the Regional Engineer, Southern Railway, Mysore.

8. The Regional Engineer reserves 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.



### RECENT CYCLONE HAVOC IN TAMILNAD

#### Karaikkudi-Arantangi Section

- (1) Merppanaikadu Stn.—A huge tree fell on the fence.
- (2) Arantangi Stn.—Trees uprooted, tiles blown off and the electric post bent to the ground.
- (3) Bridge over river—Chengameri bend.
- (4) Diversion work in progress at Chengameri river bridge.

#### Tiruturalpundi-Point Calimere Section

- (5) Topputurai Stn.—Tiles completely blown off.
- (6) Vedaranniyam Stn.—Goods shed destroyed.
- (7) Agastiyampalli Stn.—Breaches near the station being repaired.

- (8) Kariyapatnam Stn.—Note the RCC bench broken due to the fall of a huge tree.

#### Sattirakkudi-Ramnad Section

- (9) Ramnad Stn.—The last portion of the breach near Ramnad Station being closed.
- (10) Ramnad Stn.—Another view of the long breached portion being closed.
- (11) Fully loaded bus ready to leave Ramnad for Sattirakkudi Station.
- (12) Lady passengers waiting for the train to go to Dhanushkodi.



### Mysore Regional Athletic Meet

The fourth Mysore Regional Athletic Meet of the S.R.A.A., was held at Hubli on 24th, 25th and 26th November, 1955 at the Railway Sports Club Grounds, Hubli. Sri T. A. Joseph, General Manager, presided over the function and distributed the trophies on the final day.

On the final day the function commenced with a March Past of the Athletes representing the various Railway Institutes on the Mysore Region. The General Manager took the salute and declared the Meet open. After the Athletes took the oath, the sports started at 14-20 hours.

The athletes taking oath before the General Manager  
Shri T. A. Joseph



The Meet was well attended by a large gathering of Railway staff and their families and by the public. Guests and invitees were accommodated in Pandal specially erected for the purpose.



Tippanna, Railway Sports Club, Hubli clearing 10'-6"

About 100 Athletes contested the various events. 15 (fifteen) new records were set up for the Mysore Region. The Maynard Challenge Trophy was awarded to Sri M. Muthappa of Bangalore Institute for the second time as the best Athlete at the Meet.



The Officers' Race

The Railway Sports Club, Hubli won the Sports Championship for the fourth year in succession with a total of 105 points. The

Southern Railway Institute, Bangalore was second with 57 points.

Special mention may be made of Sri V. Lakshman Rao Jagathop of Southern Railway Institute, Mysore. He entered 3 long distance events, viz., 3,000, 5,000 and 10,000 Metres and again this year he won these events for the second time setting up new Mysore Regional Records for 3,000 and 10,000 Metres.

Messrs. S. Wyde and J. S. Clarke of Railway Sports Club, Hubli, not only created new Mysore Regional Record but also beat the Inter Regional Record in the 'Shot Put' and 'Hammer Throw' respectively.



Bagdad Hunter, Sriranga Chetty, S. Ry. Institute, Mysore South (Workshops) Winner, Fancy Dress Competition

The following also set up new records for the Mysore Region in the events noted against them:—

Messrs. :

- (1) G. Mirajkar, R.S.C./UBL—100 Metres Flat Race
- (2) S. Vanbaltern, R.S.C./UBL Hop, Step and Jump
- (3) D. J. Day, R.S.C./UBL—Javelin Throw
- (4) V. R. Govindaraj, S.R.I./SBC 400 and 800 Metres Flat Race

- (5) G. Rapson, R.S.C./UBL—110 Metres Hurdles
- (6) G. David, R.S.C./UBL—High Jump
- (7) Vasant Samuel, R.S.C./UBL—10,000 Metres Cycle Race

At the close of the sports Sri M. Cheluve Urs, Chairman of the S.R.A.A., Mysore Region, read the annual report and

congratulated the Athletes and the authorities responsible for the Athletic Meet. He made a special reference to the services rendered by Sri M. Cheluve Urs as Chairman of the Regional Committee before distributing the Trophies.

Sri K. Ramaswami, Officer-in-charge and Works Manager, Hubli, proposed a vote of thanks.



Shri T. A. Joseph, GM, giving his address

requested the General Manager on behalf of the staff of Mysore Region to use his good offices with the Railway Board and provide a Stadium and Gymnasium for Mysore and Hubli early. This was followed by an address by the General Manager who

The President then declared the Meet closed and with the three cheers to the General Manager the function came to an end with the singing of the National Anthem.

### SOUTHERN RAILWAY ATHLETIC ASSOCIATION, PERAMBUR INTER-SHOP HOCKEY TOURNAMENT

The Inter-Shop Hockey Final Match was played on the evening of 25-11-55 at the European and Anglo-Indian Railway Institute Grounds, Perambur before a large gathering of Railwaymen.

Altogether, eleven teams from Loco and Carriage Works participated in the Tournament. Several exciting games were played,

special mention being made of the matches played between Spring Shop and Offices Combined in the top-half and Wagon Shop and CR Shop in the bottom-half. The losers, viz. Offices Combined and Wagon Shop gave a good account of themselves, though they lost the matches.

The contesting teams on the Final Day, viz. the Spring Shop Combined and the CR



The Winners and Runners-up with Mr. and Mrs. S. M. W. Drake

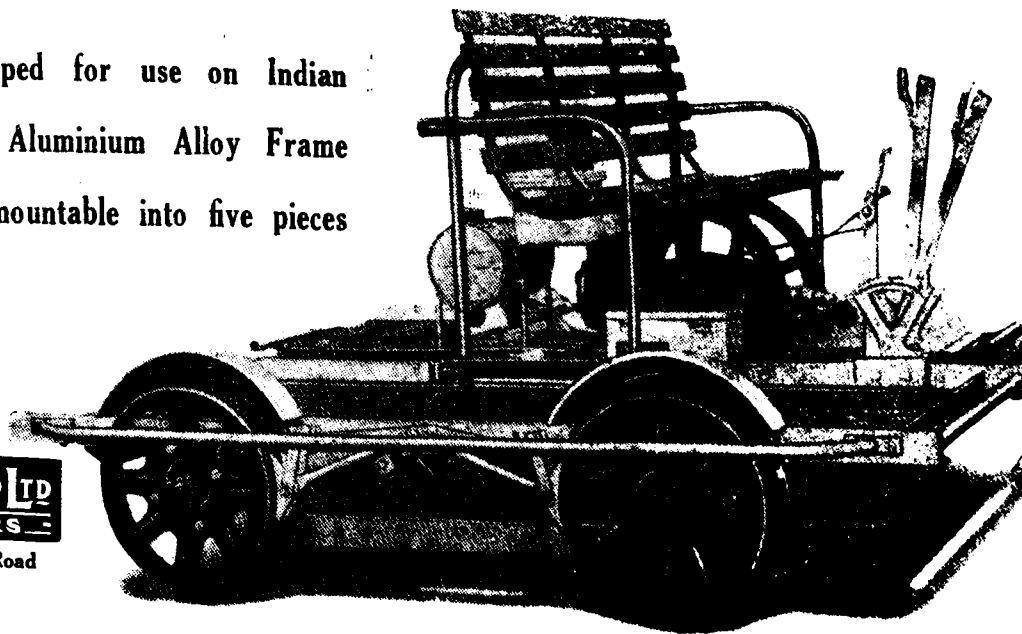
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Shop were evenly balanced and during the first half, each team appeared to advantage in turn with neither side scoring, although the Spring Shop had a slight edge.

In the second half, the play gained in tempo and the Spring Shop Combined played constructively and scored two goals in quick succession. The CR Shop team tried to rally towards the end, but missed some good opportunities. The match was exciting to the finish and the large audience seemed to enjoy the game judging from the vociferous applause and explosion of crackers when the goals were scored.

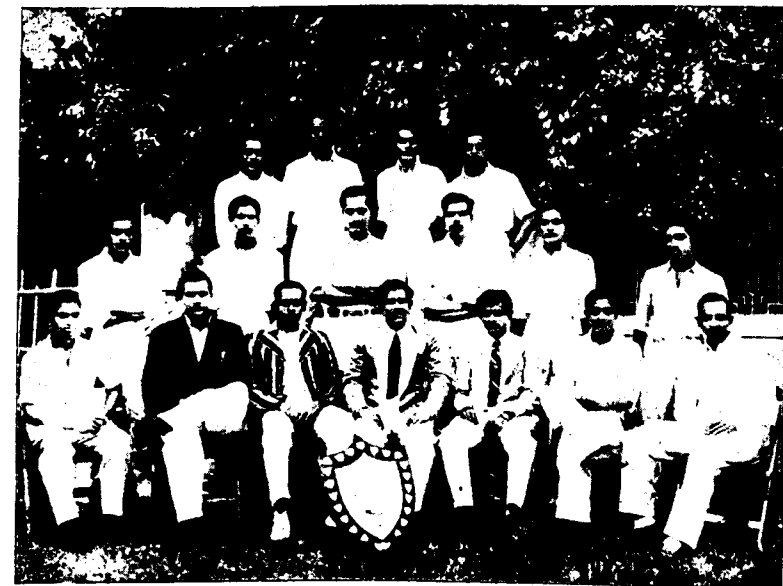
Mr. V. S. Ramaswami, Chairman of the Inter-Shop Tournaments and Loco Works Manager, Southern Railway, Perambur, addressed the gathering. Mr. C. J. H. Conran, Carriage Works Manager, Southern Railway, Perambur, also spoke on the occasion.

Mr. S. M. W. Drake, District Controller of Stores, Southern Railway, Perambur, presided and Mrs. S. M. W. Drake distributed the prizes.

Mr. W. Ward on behalf of the Hockey Tournament Committee proposed a vote of thanks.



Railway Institute, Trichy Fort—Winners of the Trichy District Athletic Association Cricket Tournament 1955-56 snapped with Shri L. Govindarajalu, Hon. Secretary and Shri A. Ignatius Raja, Member-in-charge, sitting fourth and fifth respectively from left



## SOUTHERN RAILWAY ATHLETIC ASSOCIATION

### Inter-Shop Badminton Tournament 1955

The Finals of the Inter-Shop Badminton Tournament conducted by the Southern Railway Athletic Association were played on 14-12-55 between the Offices Combined and the Loco Millwright Shop in the Fives event and the Engineering Workshops, Arkonam and the Machine Shop, Perambur in the Doubles event. The Loco Millwright Shop, Perambur and the Engineering Workshops, Arkonam were the winners in the Fives and Doubles events respectively. With the conclusion of the Badminton matches, the Inter-Shop tournaments came to a happy close.

Sri R. K. Thyagarajan, P.E., Perambur, presided over the Finals and Mrs. Thyagarajan distributed the Trophies to the Winners and Runners-up.

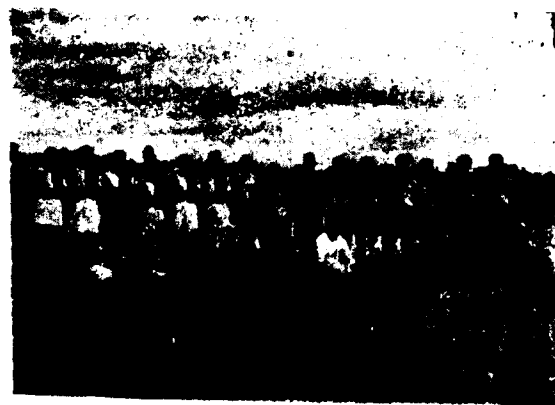
Sri V. S. Ramaswami, Chairman of the Inter-Shop Tournaments and Loco Works Manager, Perambur, thanked Mr. and Mrs. Thyagarajan, the former for having consented to preside over the occasion and

the latter for having agreed to distribute the Trophies. He complimented all those who helped in bringing the tournaments to a success, although he regretted that due to inclement weather the matches could not be played as originally programmed and the players were put to considerable inconvenience. He also thanked the Southern Railway Athletic Association for the increased grant given this year and hoped that larger number of teams would participate in the coming years.

Sri T. V. Aravamuthan, Honorary Treasurer of the Inter-Shop Tournaments, who spoke on behalf of the gathering present on the occasion, eulogised the services rendered by the Chairman in the cause of sports. He thanked the Chairman for his initiative in having included Table Tennis and Badminton in the events of the Inter-Shop Tournaments this year and for the able guidance given to his assistants from time to time in completing the matches in the various events on the programmed dates.

Sri A. L. Narayanaswamy of the Inter-Shop Badminton Committee proposed a vote of thanks.

Southern Railway Institute, Mysore, Winners of the Regional Foot-ball Tournament [conducted by the SRAA MYS] for the third year in succession, photographed with Shri M. Cheluve Urs, Chairman and RME MYS, and IRI, Pakala, runners-up



## RAILWAY INSTITUTE GOOTY Swamy Memorial Open Table Tennis Tournament

Under the auspices of the above Institute, Sri Swamy Memorial Open Table-Tennis Tournament was conducted this year at the

Rolling Cup donated by Sri Sunder Sekhar. The Winner this year was Mr. Shaik Masthan, Gooty R. S. Mr. Abdul Sathar, Gooty R. S. was the runner-up. Among the sub-juniors, i.e., the children of the local Railway employees, Sri Narasimhamurthy was the winner.



premises of the Institute. This tournament is an annual event instituted last year in memory of Sri Swamy, who was the caretaker of the Railway Institute for over thirty years.

There were, altogether, 64 teams for both seniors and sub-juniors and the tournament was well contested. Apart from the individual cups for the winner and runner, there is a

A pleasant function was got up on the evening of 23rd November, 1955 at the Railway Institute, which was well attended by all staff and other local sports enthusiasts. While Mrs. K. A. Jacob gave away the prizes, the president, Mr. K. A. Jacob, exhorted the audience to promote sport as a means of physical well-being of the masses. The function came to close with a vote of thanks by Mr. V. Pichai.

## SOUTHERN RAILWAY ATHLETIC ASSOCIATION

### Inter-Shop Volley Ball Tournament 1955

The Inter-Shop Volley Ball Tournament conducted by the Southern Railway Athletic Association came to a close on 12-12-55. Altogether, eight teams participated in the Tournament. The final match was played on 12-12-55 between the Millwright, Tool Room and Yard (Combined Team) and the Engineering Workshops, Arkonam, in which the former had an easy victory over the latter.

Mr. N. Venkatasubramanyam, DCOS/PER, presided over the Finals and Mrs. Venkatasubramanyam distributed the trophies to the Winners and Runners-up.

Mr. V. S. Ramaswami, Chairman of the Inter-Shop Tournaments and Loco Works Manager, Southern Railway, Perambur, who spoke on the occasion emphasised the need for more teams participating in the tournament, as it would not be worthwhile to conduct a tournament with less than 12 teams.

Mr. M. D'Costa, Foreman, Smith Shop and Convener of the Inter-Shop Volley Ball Committee, proposed a vote of thanks.

### OUR NEW DEPUTY CHIEF OPERATING SUPERINTENDENT (COACHING)



Sri T. S. Parthasarathy, who assumed charge as Deputy Chief Operating Superintendent (Coaching) of our Railway on 30th November 1955, was born in 1913. Completing high school education at Kumbakonam, he joined the Scottish Church College, Calcutta and in 1935, took the B.A. Degree in Economics with distinction in all subjects.

After working for sometime as a journalist in Calcutta, Sri Parthasarathy joined the ex-M. & S. M. Railway as an Officer Candidate in 1938 and later served as Assistant Traffic Superintendent at Bezwada, Rayapuram and Hubli. He was for several years Assistant Officer (Movement) in the C.O.P.S.'s Office and

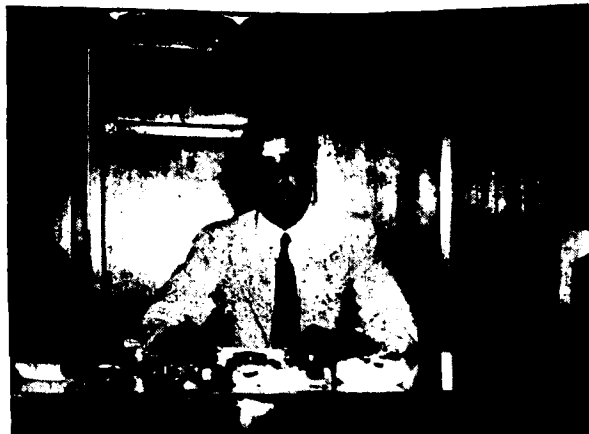
held the rank of Captain in the Corps of Indian Engineers. After being promoted to the district grade, he held charge as D.T.S. of the Bezwada, Guntakal and Hubli Districts and was then the Railway's Public Relations Officer, when he started the "SOUTHRAILNEWS" the official organ of this Railway. He attended the Third Operating Course held last year at the United Nations Railway Training Centre at Lahore and worked as Senior Officer (Planning) till his promotion now as Dy. C.O.P.S. (Coaching).

### OUR NEW DEPUTY CHIEF OPERATING SUPERINTENDENT (GOODS)

Sri S. Rajagopalan, who assumed charge as Deputy Chief Operating Superintendent (Goods) of this Railway from 20th October 1955, was born in 1913. Completing his High School education at the P. S. High School, Mylapore, he graduated from the Loyola College, Madras in 1934, taking the B.A. (Honours) Degree in Economics, in First Class.

He joined the ex-G. I. P. Railway in 1938 and was promoted to the District rank on that Railway in 1944, as Divisional Traffic Manager, Jubbu'pore till March 1946 and thereafter as Superintendent of Claims of that Railway till April 1948. From April 1948 till the end of 1949, his services were lent to the Ministry of Transport, and he was Deputy Regional Controller of Railway Priorities, Bombay, during this period.

In April 1952, he was transferred to the Southern Railway and he worked in different capacities in the Commercial Department and last worked as District Traffic Superintendent, Madras Egmore, till his promotion as Deputy Chief Operating Superintendent (Goods.)



### OUR NEW C.O.P.S.

Shri Ratan Lall, who assumed charge as the Chief Operating Superintendent, Southern Railway on the 1st of November 1955, was born on 1-3-1909. He passed as a C.vil Engineer with honours from the Thomson Civil Engineering College, Roorkee, in July 1930. He was posted to the Transportation and Commercial Department of the old East Indian Railway on the 27th July 1931.

He has held several important posts in the Transportation Department of the Ex-East Indian Railway. He officiated in the senior scale as a Research Officer, Calcutta, in May 1940 and continued to officiate in the senior scale from June 1942 for the most part in the Operating Department. He was promoted as Deputy Chief Operating Superintendent (Goods) in February 1948. He was officiating as Divisional Superintendent on the Eastern Railway from May 1951 for about 5 months. He was posted as an Officer on Special Duty for regrouping the old East Indian Railway and Bengal-Nagpur Railway zones in January 1952. After the formation of the Eastern Railway and inauguration of the Bilaspur Region on 1-6-1952, he became its Regional Traffic Superintendent. He was promoted as a Divisional Superintendent, Asansol on 1st August 1953.

As a representative of the Indian Railways, Shri Ratan Lall was a member of the Indian Expert Team in November-December 1954 for collaboration with the Soviet Expert Team for the installation of the Russian Steel Plant at Bhilai in Madhya Pradesh. Prior to his joining the Southern Railway as Chief Operating Superintendent, Shri Ratan Lall, in addition to holding the post of Divisional Superintendent, Asansol, was serving as a Member of the Coal Pilot and Depot Capacity Committee, appointed by the Government of India, Ministry of Railways and Production for investigating into the Pilot and Depot Capacities in Bengal and Bihar Coal Fields and Central India Coal Fields to cater for the increased output of coal.

In Shri Ratan Lall, who has a preponderating speciality for Railway operating work, Southern Railway, can look forward to the achievement of operating efficiency as visualised in the First and Second Five-Year Plan targets.

an illustrated pamphlet, under the head of publicity material. As a poster, I multiplied myself into 600 copies. The language in which I appeared was Tamil. I was sent to the area where Tamil was current. My parents have expended nearly 600 rupees in bringing me into existence. It is for Station Masters to say if a life of usefulness has been vouchsafed to me in full measure.

**Mela in North India.** Let me earnestly hope that she will have a greater life of usefulness.

Herein are given some miniature photographic reproductions of a few of my elder sisters for the readers of the "Southrailnews" to see. The most handsome member of my family, I hope, will be the one, with the commencement of the New Year, in relation to the Mahamaham at Kumbakonam.

A younger sister to me is now in making. She will be indeed handsome to look at. She will appear connected with a festival which occurs once in twelve years—Mahamakham at Kumbakonam—corresponding to the Kumbh

Will my mothers-in-law at stations receive and proclaim my sister suitably, in order that prosperity may be assured to the family to which all of us belong?

[illegible]

**TIRUPATI  
BRAHMOTSAYAM**  
19-9-55 to 27-9-55



**BRAHMOTSAYAM**  
23-9-55

**RATHOTRAYAM**  
26-9-55

**III CLASS  
CHEAP RETURN TICKETS**  
ISSUED FROM THIS STATION  
From 17-9-55 to 27-9-55  
RETURN JOURNEY BY MIDNIGHT OF 28-9-55  
Break of Journey NOT permitted  
FOR DETAILS, ASK STATION MASTER  
CENTRAL RAILWAY

**அன்னைத் தாயார்**  
**விழாப் பெருமையார்**

29-11-54 முதல் 9-12-54 வரை  
 ஒரேயே நேரத்தில்:  
 காலை 10, மாலை 2 முதல் 5, 6-8, 9 மணிக்கு

**அன்னைத் தாயார்**  
**8-12-1954**

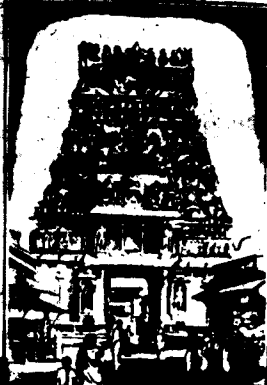
இதே கல்வி முறையிலேயே III வகுப்பு  
**மேலான நிலம் உட்கொள்ளுதல்**  
 28-11-54 முதல் 7-12-54 வரை, காலை 10-12 மணிக்கு  
 11-12-54 29 மணிக்கு

# முநீராங்கக்கில்

## வைகுண்ட ஏகாதசி.

25-12-85





சிறந்த  
மெழுகிலகம்  
முதலான  
பொருள்களை  
25-12-85 முதல்  
24-12-85  
வரையில்  
தேவஸ்தானம்  
- 27-12-85  
நாமசிவகந்தி  
பொருள்களை

# வைகுண்ட ஏகாதசி

## உத்ஸவம்

15.12.85 முதல் 31.12.85



## ANTI-CORRUPTION ORGANISATION

In the re-organised set up of the Anti-corruption Organisation, a Senior Scale Post of Anti-corruption Officer, to work under the administrative control of the Chief Security Officer, has been created and Sri T. Venugopal has been posted as the Anti-Corruption Officer, of this Railway.

Staff are notified that complaints regarding "Bribery and Corruption" could be made to the Anti-corruption Officer direct whose name and address are furnished below :—

**Sri T. Venugopal,  
Anti-corruption Officer,  
Southern Railway,  
Madras-3**

**Complaints will be treated as confidential, if so desired by the complainants**

## SOUTHERN RAILWAY

### TENDER NOTICE

THE REGIONAL ENGINEER, SOUTHERN RAILWAY, RAYAPURAM, MADRAS-13, invites SEPARATE SEALED PERCENTAGE SCHEDULE TENDERS for each of the following works:—

| S. No. | District | Name of Work                                                                                                                                 | Total approximate value of Contract | Earnest money to be paid |
|--------|----------|----------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------|
|        |          |                                                                                                                                              | Rs.                                 | Rs.                      |
| 1      | Madras   | Madras Central Station—Proposed police station in lieu of existing one to be dismantled                                                      |                                     |                          |
| 2      | "        | Jalarpet—Drop pit and shelter and shed for litter benches                                                                                    | 21,000                              | 1,100                    |
| 3      | Gooty    | Irachiputtur—Conversion into a crossing station                                                                                              | 48,000                              | 2,400                    |
| 4      | "        | Gooty—Type II Staff Quarters—11 Units                                                                                                        | 87,300                              | 4,400                    |
| 5      | "        | Raichur—Isolation of Loco Water supply from domestic supply                                                                                  | 30,800                              | 1,500                    |
| 6      | "        | Arkonim—Isolation of Loco Water supply from domestic supply                                                                                  | 15,400                              | 800                      |
| 7      | "        | Cuddapah—Extension to the present dead end siding at Raichur end by 450 feet and provision of loading platform for the transport of iron ore | 27,200                              | 1,400                    |
| 8      | Bezwada  | Bridge No. 187 at Miles 54/18-19 between SULLURUPETTA and POLI-REDDIPALEM Stations                                                           | 11,200                              | 600                      |
| 9      | "        | Bitragunta—Construction of new Dispensary Type I-A and Quarters for Assistant Surgeon                                                        | 14,600                              | 700                      |
| 10     | Godavari | Pithapuram—Extending widening and raising second rail level platform                                                                         | 66,500                              | 3,300                    |
| 11     | "        | Cyanada Port—Type II Staff Quarters—3 Units                                                                                                  | 14,200                              | 700                      |
| 12     | "        | Godavari—Cement Concrete blocks for filling up scours around piers of Godavari Bridge                                                        | 11,200                              | 600                      |
| 13     | Salem    | Salem Junction—Type I Staff Quarters—11 Units                                                                                                | 17,300                              | 900                      |
| 14     | "        | Dasampatti—Proposed additional loop to hold 60 vehicles                                                                                      | 16,100                              | 800                      |
| 15     | Shoranur | Kallayi—Staff Quarters Type II—4 Units                                                                                                       | 23,900                              | 1,200                    |
| 16     | "        | Shoranur—Proposed additional lines to hold 47 vehicles                                                                                       | 15,000                              | 800                      |
| 17     | Bezwada  | Bezwada Remodelling—Schedule 'A'—Proposed additions and alterations to the station building III class waiting hall                           | 34,300                              | 1,700                    |
| 18     | "        | Bezwada Remodelling—Schedule 'B'—Converting existing Indian Refreshment Room into Police Station and RMS Office, etc.                        | 1,38,000                            | 6,900                    |
|        |          |                                                                                                                                              | 1,59,000                            | 8,000                    |

The above tenders to be sent to the Regional Engineer, Rayapuram, Madras-13, so as to reach him not later than 12 NOON.

(A) On Friday the 20th January, 1956, for items 1 to 16.

(B) On Tuesday the 31st January, 1956, for items 17 and 18.

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 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 form be refunded. The tender form is not transferable.

Tender forms will be issued upto 15 HOURS

(a) On Monday the 16th January, 1956, for items 1 to 16.

(b) On Friday the 27th January, 1956, for items 17 and 18.

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.

(a) On Tuesday the 17th January, 1956, for items 1 to 16.

(b) On Saturday the 28th January, 1956, for items 17 and 18

and the receipt submitted along with the tender. No cheque or demand draft should be attached to the tender. Tenderers are required to submit INCOME-TAX CLEARANCE CERTIFICATE along with the tenders.

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

The tenders will be opened at 14 HOURS on

(a) Friday the 20th January, 1956, for items 1 to 16 and

(b) on Tuesday the 31st January, 1956, for items 17 and 18

at the office of the REGIONAL ENGINEER, RAYAPURAM, MADRAS-13.

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

## Let Me Tell My Story—Poster

P. S. V.

THE Season's Greetings and all good wishes for a Happy and Prosperous New Year—this is the first thought springing in my mind, as the old year passes and the new begins. I send out this wish to Railway Passengers, Railway Staff at stations, and particularly Station Masters from whom I expect a better treatment. I go by different names according to size and the nature and importance of the occasion for which I am brought into existence. I have a unique place in South India, aptly known as the 'Land of Temples and Festivals'. For the first time after the War, I have had a fairly good importance in the year that has ended and I hope to have a more prosperous career in the year 1956, as in future the publicity for festivals and pilgrim centres will be undertaken on a larger scale, reviving the practice which existed in pre-war period. The readers of this story need not be kept any longer in suspense as to my identity. I go by the name of POSTER; many more names are given to me according to the size I adopt, as Pamphlet, Folder 'Hand bill' etc.

I have no complaint to make against the Railway Publicity Official who brings me into existence. He caresses me as a dutiful nurse is inclined to do, till I leave his hands. Let me unfold to your mind the details of the process I undergo before I see the light of day. Some thought is spent regarding the shape I should take and the language in which I should appear. Proposals are drafted and then the typewriter comes into play. Later I am despatched by the Public Relations Officer to the office of the Chief Commercial Superintendent. Here, I am subjected to critical examination. An Officer in the Commercial Department sends me back to the Public Relations Officer duly approved, with variations, if any. Again, the typewriter comes to the rescue of my architect (Public Relations Officer).

When I am in good form, I am sent to the Printer, with detailed instructions as to the size, types and colours in which I should appear to the public eye. The Printer brings to bear upon the task all his skill and experience, assigns to me the name 'proof' and returns me to the Public Relations Officer. The Publicity official is happy to see me again in his hands, exercises scrutiny with due care, makes corrections, wherever necessary and commits me to the charge of the printer, with his approval for a final strike order. I am out of the printing press, at last. My master (Publicity official) rejoices over my maturity and sends me on journey to the place (Office of District Traffic Superintendent) wherefrom I go into the hands of Station Masters. My parents in Public Relations Office are anxious over the progress I make at every stage. After all my career blossoming forth into full use is at the Railway station for the public to see. My rightful place is the Railway station in order that I may be on display in proper time and in proper position. My parents have evinced proper care in my growth. I cannot help saying that my parents have no resources to watch my progress at every stage. The mother-in-law with the proverbial characteristic is rather slow to give me the attention to which I have a claim. At some stations, I receive immediate attention. Conspicuous position also is assigned to me. Prosperous is that station where I am given prompt attention. But alas! I am locked up in some drawers at some places or consigned to a corner wherefrom I cannot see the light of day. District Traffic Superintendents are well-meaning Officers and they cannot but repose trust in their Station Masters. India expects every man to do his duty.

Recently, I was brought into existence in multi-colours in connection with the Vaikunta Ekadasi Festival at Srirangam in the shape of a poster and

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**BETTER, FASTER at LOWER COST.**

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**Praga's BOILER TAPS**

**THE PRAGA TOOLS CORP. LTD.**  
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**STONEWARE PIPES**  
 SALT-GLAZED  
 FOR UNDERGROUND DRAINAGE  
 (A Dalmia Product)  
**DALMIA CEMENT (BHARAT) LIMITED**  
 DALMIAPURAM — DIST. TIRUCHIRAPALLI.  
 Misc. 121



#### Lasting Floor for Platforms

Sir,

Till the advent of the post-war period of the Second Great War, there had been efforts at improving the conditions of the floors of the platforms in the railway stations with the locally available indigenous material. We have, in the South Zonal area, vast scope for the supply of very fine quality of cut-stone slabs of varying sizes which rarely need replacement, besides the famous Cuddapah slabs. The need to provide not only employment to a large number of local people but also to encourage the development of the art of cutting and chiselling fine, strong and lasting type of stone material cannot be overestimated. But, unfortunately, a tendency as if the mania for everything cement appears to have overtaken the powers that be.

We have been hearing of the shortage of cement for building up such vital necessities in the cause of the national development such as projects, industries and housing problems. True, the amenity of providing a neat and fine platform flooring is almost equally important; but then we have other sources available, which can be utilised to the maximum. For, at present, the cement flooring or slabs laying for platform floors needs a fairly large

quantity of granite jelly (small pieces of cut stone). Instead of increasing the volume of work and using additional and costly material and ultimately of not very much of the lasting quality, by improving the platform floors with cement concrete surface or the use of slabs made of cement concrete, it could be possible to get cut stone slabs of suitable sizes for the same flooring but with lasting effect. This diversion, to cut stone slabs would enable in the national interest to divert the very much needed cement for more urgent and necessary requirements, without alternative sources. Would the Railway authorities and the Planning Commission, therefore, consider the desirability of encouraging the indigenous labour and the use of locally available material with advantage for diversion of the much needed cement to other requirements, which cannot but use cement alone? More than anything else, it is the lasting quality of the stone slabs either in the building of stations or platforms or their floors, we should retrace our steps from the use of cement.

R. DEVARAJA REDDY, LL.B.,  
 Member, Zonal Railway Users'  
 Consultative Committee

PALLALAKUPPAM P. O.  
 NORTH ARCOT DISTRICT

## SOUTHERN RAILWAY

### TENDER NOTICE

The Regional Engineer, Southern Railway, Mysore invites SEPARATE SEALED LUMP SUM-CUM-PERCENTAGE SCHEDULE tenders for item No. 1 and percentage schedule tenders in respect of item Nos. 2 to 4 to reach him not later than 16-00 hours on Monday the 23rd January, 1956 :—

| S. No. | District  | Name of Work                                                                                                                      | Total approximate value of the Contract | Earnest money to be paid |
|--------|-----------|-----------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|--------------------------|
|        |           |                                                                                                                                   | Rs.                                     | Rs.                      |
| 1      | Bangalore | Bangalore—Construction of 2 blocks of 4 units each and one block of 2 units type I quarters for Police Constables ..              | 14,850                                  | 740                      |
| 2      | Guntakal  | Donakonda—Improvements to watering arrangements—Proposed pumping from new 30'—0" dia. well at mile 419/15 to Donakonda station .. | 22,800                                  | 1,140                    |
| 3      | "         | Donakonda—Construction of a New Dispensary ..                                                                                     | 95,500                                  | 4,775                    |
| 4      | Bellary   | Pakala—Construction of a New Dispensary ..                                                                                        | 75,350                                  | 3,770                    |

2. 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 sum of Rs. 10 (Rupees ten only) for each tender 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. 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 15-00 hours on Thursday the 19th January, 1956 only.

4. In the case of item 1 (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 Bangalore District—Mysore Region 1955 for the detailed schedule and the supplementary schedule of items and rates annexed thereto.

5. 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 Friday the 20th January, 1956 and the receipt submitted along with the tender. No demand draft, or cheque, etc., should be attached to the tender.

6. The amount of Earnest Money is based on 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 towards the security deposit.

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

8. The tenders will be opened at 12-00 hours on Tuesday the 24th January 1956 at the Office of the Regional Engineer, Mysore.

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

## SOUTHERN RAILWAY

### TENDER NOTICE

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 5) and percentage schedule tenders in respect of item No. 6 to reach him not later than 16-00 hours on Wednesday the 11th January, 1956.

| S. No. | District | Name of Work                                                                                                                     | Total approximate value of the Contract | Earnest money to be paid |
|--------|----------|----------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|--------------------------|
|        |          |                                                                                                                                  | Rs.                                     | Rs.                      |
| 1      | Belgaum  | Belgaum—Construction of one block of 2 units type II and one block of one unit type III quarters ..                              | 17,400                                  | 870                      |
| 2      | "        | Miraj—Construction of one block of 2 units type II and one block of one unit type III quarters ..                                | 17,300                                  | 865                      |
| 3      | Hubli    | Gadag—Construction of one block of 4 units and one block of one unit type I quarters (Nurjee or Cuddapah slab roof) ..           | 11,700                                  | 585                      |
| 4      | "        | Gadag—Construction of one block of 2 units and one block of one unit Type II each and one block of one unit type III quarters .. | 22,500                                  | 1,125                    |
| 5      | "        | Hubli—Construction of 2 blocks of 4 units each type I quarters ..                                                                | 15,700                                  | 785                      |
| 6      | "        | Bagalkot—Improvements to station building—flushout latrine and extension to platform, etc. ..                                    | 50,700                                  | 2,535                    |

2. 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 sum of Rs. 10 (Rupees ten only) for each tender 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 each form. 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 Saturday the 7th January, 1956 only.

4. In the case of items 1 to 5 (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 Belgaum, Hubli District—Mysore Region 1955 for the detailed schedule and the supplementary schedule of items and rates annexed thereto.

5. 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 9th January, 1956 and the receipt submitted along with the tender. No demand draft, or cheque, etc., should be attached to the tender.

6. The amount of earnest Money is based on 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 towards the security deposit.

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

8. The tenders will be opened at 12-00 hours on Thursday the 12th January 1956 at the Office of the Regional Engineer, Mysore.

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

## SOUTHERN RAILWAY

### TENDER NOTICE

The Regional Engineer, Southern Railway, Mysore, invites separate sealed percentage schedule tenders for each of the following works to reach him not later than 16-00 hours on Tuesday the 31st January, 1956.

| S. No. | District | Name of Work                                                                                                                             | Total<br>approximate<br>value<br>of the<br>Contract. | Earnest<br>money to<br>be paid. | Cost of<br>Tender<br>form. |
|--------|----------|------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|---------------------------------|----------------------------|
|        |          |                                                                                                                                          | Rs.                                                  | Rs.                             | Rs.                        |
| 1      | Guntakal | Nandyal—Extension of platform and flushout latrines .. .. .                                                                              | 12,150                                               | 610                             | 10                         |
| 2      | Bellary  | Madanapalle Road—Construction of a new Dispensary .. .. .                                                                                | 41,350                                               | 2,070                           | 10                         |
| 3      | ..       | Hospet—Provision of flushout arrangements to latrines on platform circulating area, etc. .. .. .                                         | 24,300                                               | 1,215                           | 10                         |
| 4      | ..       | Pakala—Improvements to watering arrangements Pumping from Mile 3½ between Pakala and Putalapattu to H. L. Tank at Pakala Station .. .. . | 19,300                                               | 965                             | 5                          |
| 5      | Mysore   | Shimoga Town—Construction of a new Dispensary at .. .. .                                                                                 | 66,600                                               | 3,300                           | 10                         |
| 6      | ..       | Mysore South—Extension to Wheel Shop at Central Workshops .. .. .                                                                        | 13,750                                               | 680                             | 5                          |

2. 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 tender paid to the Regional Accounts Officer,\* Madras or to any Station Master on the Southern Railway towards the cost of each form. 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 15-00 hours on Thursday the 26th January 1956 only.

4. 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 Friday the 27th January, 1956 and the receipt submitted along with the tender. No demand draft or cheque, etc. should be attached to the tender.

5. The amount of Earnest Money is based on 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 towards the Security Deposit.

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

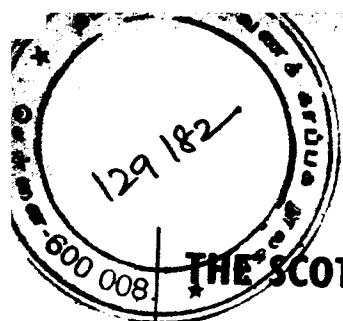
7. The tenders will be opened at 12-00 hours on Wednesday the 1st February, 1956 at the Office of the Regional Engineer, Mysore.

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, Mysore, or Trichinopoly or Chief Cashier.



The picturesque Palni Hill is famous as the abode of Sri Subramanya. The temple on top of the hill and the sacred tank and river at the foot are resorted to by pilgrims from all over South India throughout the year and especially during Thai Poosam Festival from 21-1-1956 to 30-1-1956. The hill is about a mile from Palni Station on the Dindigul-Podanur Chord line.



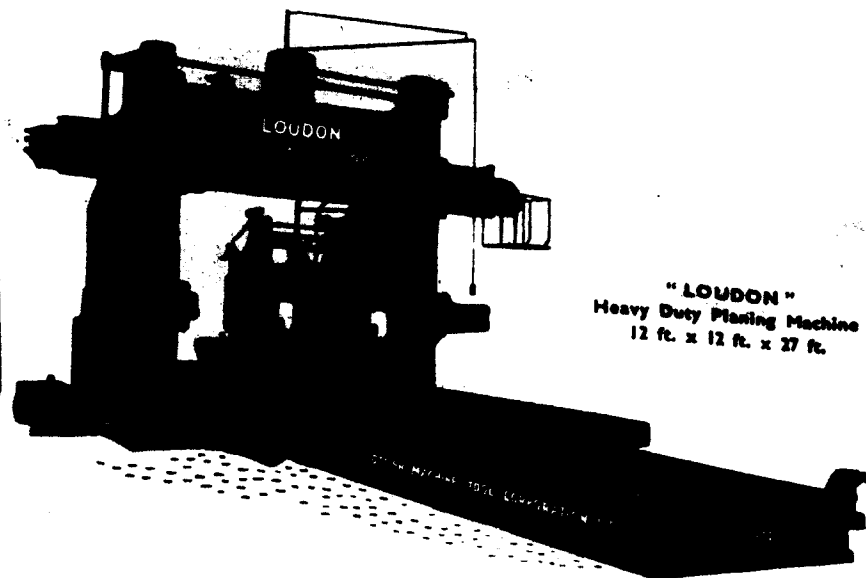
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