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SOUTHRAILNEWS

PUBLISHED BY THE SOUTHERN RAILWAY

VOL. II

FEBRUARY 1956

NO. II

"SOUTHRAILNEWS"

ANNUAL NUMBER — APRIL 1956

Preparations for the Second Annual Number to be brought out in April are now under way. With the March 1956 issue, this Magazine will complete its second year of publication. The patronage of our Advertisers and Subscribers and the enthusiasm and interest shown by our Contributors have, in large measure, contributed to the success in maintaining a fairly high standard, which, without mock-modesty or self-depreciation we may say, we set for ourselves for the get-up and contents of our Magazine. All important events on the Railway and almost every instance of good work done found a place in the Magazine. Besides railway articles, there is a page for Children's Corner, Sports, Book Review, Medical Page, Railway Miscellany, Women's Page, Commercial News Letter, Railway Story, etc. Several of the very important persons in India are being approached for giving messages and articles.

Such a Special Number bought and preserved, read and referred to, offers unique value to Advertisers. The advertisements are a constant reminder of the products and their utility. The last date for accepting advertisements is 15-3-1956. Kindly, therefore, advise your space requirements early, so that we may reserve the space and ensure the best possible position for you. The mechanical details and rules are given hereunder for reference:—

ORDINARY	Per insertion	SPECIAL POSITIONS	Per insertion
Full Page	Rs. 100	Facing	
Half Page	55	(i) Front inner cover	Rs. 150
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COVER		Facing Editorial and Contents	
Front	Not available	(i) Full Page	Rs. 125
Back	Rs. 250	(ii) Half Page	70
Inside Front	200	By the side of contents	
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	MECHANICAL DATA	
Blocks	Screen 100	Cover Page
Full Page	8" x 5 1/2"	Art paper
Half Page	4" x 5 1/2"	two colours
Quarter Page	4" x 2 1/2"	Inside Pages
		Imitation
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CIRCULATION

The SOUTHRAILNEWS circulates over the entire area covered by the Southern Railway which includes the States of Madras, Andhra, Travancore-Cochin, Mysore, Bombay and Hyderabad. Free copies are sent to all Railways and Southern Railway Institutes; also available at Bookstalls at Railway Stations. Copies are also sent to the Transport and Railway Minister, the Deputy Minister for Railways and Transport, the Chairman and Members of the Railway Board, Directors of the Railway Board, General Managers of Indian Railways, Industrialists, Commercial Firms, Controllers of Stores, Chief Engineers, Mechanical Engineers and Electrical Engineers of Indian Railways.

Though this will be a special number with a multi-colour front page and other colour pictures, it will be sold at the usual price of Annas Six to the public and Annas Four to the Railwaymen per copy.

18-A, Mount Road, Madras-2

EDITOR
'SOUTHRAILNEWS'

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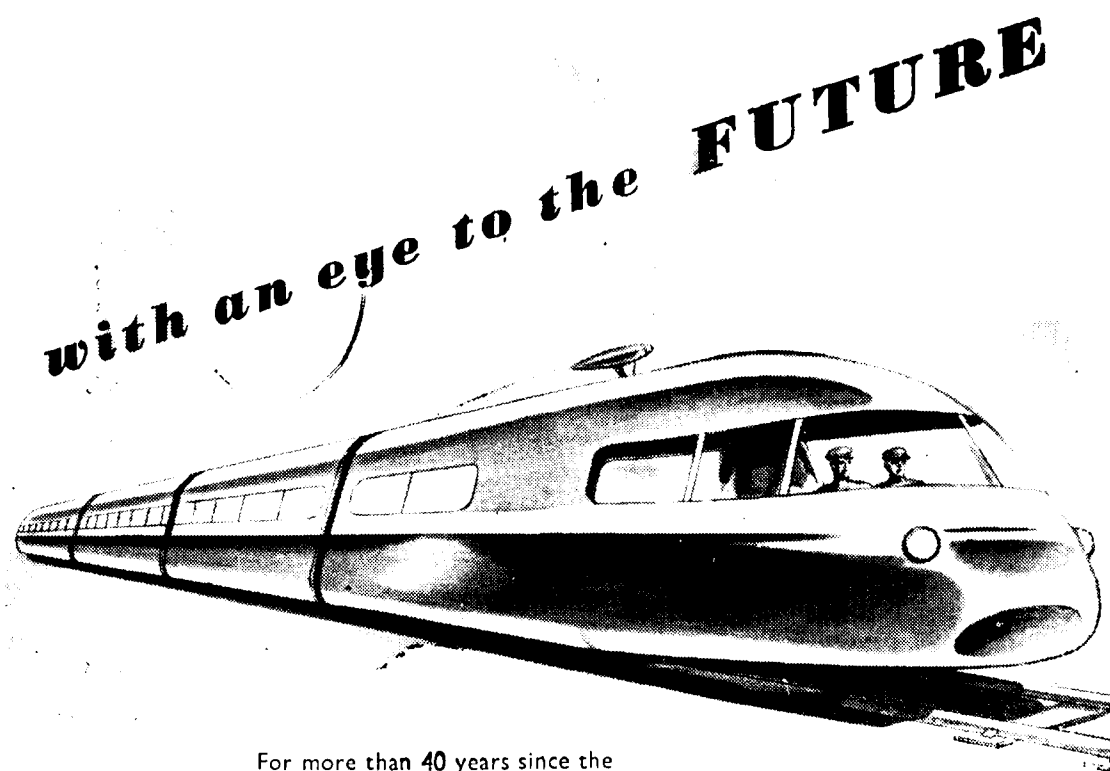
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SOUTHRAILNEWS

(Official Organ of the Southern Railway)

EDITORIAL NOTICE

VOL. II

No. II

Editor :

K. SRINIVASAN

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

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

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

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

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Railway employees drawing a salary of Rs. 200 and over, can pay the subscription through their salary bills, and others should remit the full amount by M.O. to

THE EDITOR
Southrailnews
18A Mount Road Madras 2

SOUTHERN RAILWAY

TENDER NOTICE

Quilon-Ernakulam Railway Construction—Section II—Kottayam to Mavelikara—Supply of stone jelly, sand, country-wood scantlings, planks, bamboos, etc. required for the construction of Road Over and Under Bridges.

The Chief Engineer, Southern Railway, Park Town, Madras-3, invites sealed tenders for the above work upto 13-00 hours on 2-3-1956.

Tenders should be in the prescribed form obtainable from the Chief Engineer's Office, or from the Executive Engineer's Office, Quilon-Ernakulam Railway Construction, Ernakulam South or from the Assistant Engineer's Office, Quilon-Ernakulam Railway Construction, Quilon, upto 12-00 hours on 28-2-1956 on production of a receipt from the Chief Cashier, Southern Railway, Park Town, Madras-3 or from the Station Masters, Ernakulam South or Quilon, for payment made towards the cost of tender forms at the rate of Rs. 10 per set of tender forms and Rs. 2 per spare schedule, only if available, which amounts will not be refunded.

Tender forms are not transferable.

An earnest money of Rs. 7,600 is to be paid to the Chief Cashier, Southern Railway, Park Town, Madras-3, before 12-00 hours on 28-2-1956. The security deposit for the accepted tender will be 10 per cent of the value of the Contract.

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

Income-tax Clearance Certificate, in original, should be attached to the tender; if previously sent and is current, reference to the particular tender with which it was sent should be furnished. Otherwise, fresh Income-tax Clearance Certificate should be sent.

Tenders will be opened at 11-00 hours on 3-3-1956.

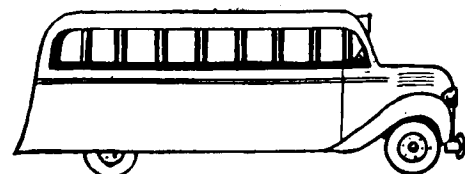
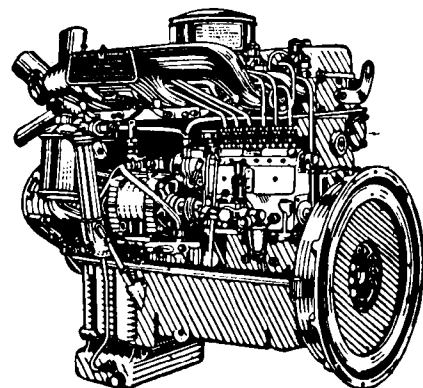
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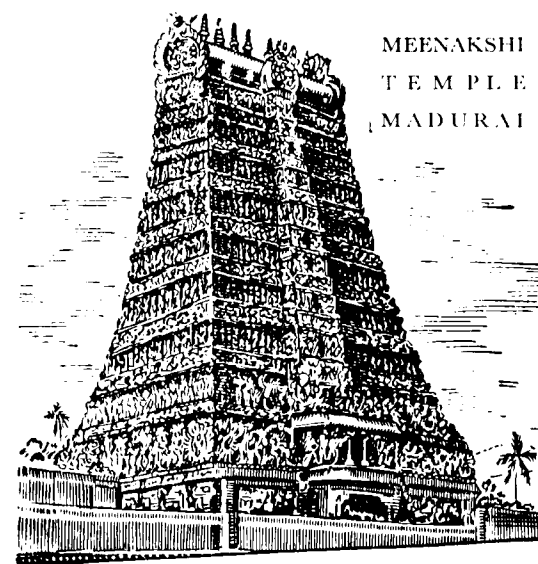


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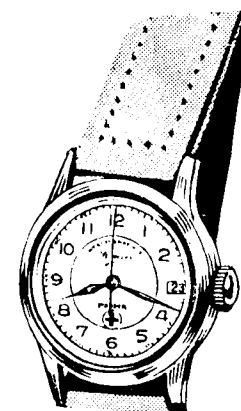


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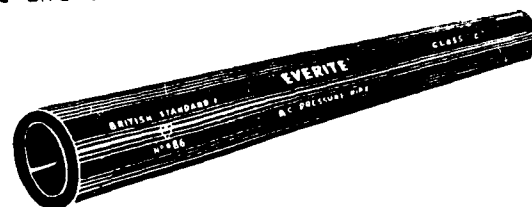
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SOUTHERN RAIL NEWS

VOL. II

FEBRUARY 1956

No. 11

Ineradicable Feeling for Reality in Railways' Second Five-Year Plan

It is understood that ten per cent improvement in operational efficiency through more intensive utilisation of rolling stock is planned by the Railway Ministry during the Second Plan period. On account of this, some saving in expenditure on purchase of fresh rolling stock is expected. The Planning Commission are understood to have allotted 900 crores to the Railways in addition to the depreciation fund estimated at Rs. 225 crores. Out of this allotment, 380 crores are for the improvement of rolling stock, Rs. 100 crores for track renewals, Rs. 80 crores for line capacity work and Rs. 63 crores for new constructions. Other items included in the Plan are construction of staff quarters and investment in Staff Welfare Fund, contribution towards its share in road transport undertakings, expansion of store depots and goods sheds and signalling.

For giving an impetus to heavy industries in the Second Five-Year Plan, the following targets have been set by the Planning Commission:

(In millions of tons)

	Existing movement	Proposed movement
Coal	... 35	55
Steel, including raw products	... 9	34
Cement	... 5	12
Others	... 55	81
	104	182

The Plan, therefore, envisages a phenomenal increase in the movement potential in five years.

Coal traffic alone will increase by 20 million tons which will boost up the daily loading by 2,500 wagons.

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

(Output in millions of tons)

	Existing	Proposed
Jharia	... 13.19	13.69
Raniganj	... 12.22	18.50
Karanpara	... 0.44	6.00
Korba	...	...
Central India	... 2.31	5.81
Singareni	... 1.43	2.50

As pointed out by Sri K. B. Mathur, Member, Transportation, Railway Board, "In order to meet a large-scale demand besides the development of the existing mines, several new sources will have to be tapped, involving considerable development of railway facilities and building of extensive yards at the new steel works at Rourkela, Bhilai and Durgapur. Cement is another industry in which large-scale expansion is contemplated."

"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."

India's available resources for the public sector is Rs. 2,400 crores. Another Rs. 2,400 crores will be made available by foreign aid, deficit financing currency notes etc. The private sector will absorb 2,300 crores. 1,125 crores (900 plus 225 for depreciation fund) is more than 2½ times the allotment for Railways for the first plan. National interests demand that Railways should manage with 1,125 crores

the highest amount that can be allotted from the Public Sector resources of the Second Five-Year Plan. Priorities have to be carefully planned. One has to cut his coat according to the cloth.

If the Railways are lucky enough to get Rs. 350 crores more, it would facilitate the construction of more new lines. The ideal is always at variance with the practical. We aspired for 1,480 crores. We obtained 1,125 crores. "Men must pursue things in the present and leave the future to Divine Providence." As pointed out by the Chairman, Railway Board, in the General Managers' Conference held in New Delhi during the first week of February 1956, it is necessary that the Railways should plan their work in such a manner that any additional funds made available by the Planning Commission in the second half of the Plan could be effectively utilised.

In order to make the optimum use of the available resources, he commended to the Railways eternal vigilance, maximum economy and the highest efficiency.

Shri Lal Bahadur Shastri, Union Minister for Railways and Transport addressing a Press Conference in the Central Railway Administrative Offices at Secunderabad on 30-12-1955. To his left is Shri M. N. Chakravarti, G. M., Central Railway



RAILWAY SECOND FIVE-YEAR PLAN—ESSENTIAL FOR TRANSPORT TO KEEP AHEAD OF DEMAND

"The Planning Commission has a difficult task in matching overall resources of the country with the demands of various States and Ministries, but I would submit that like the production of steel, coal, electricity, irrigation etc., the generation of adequate railway transport is as important and must, along with them, receive topmost priority," said Shri G. Pande, Chairman, Railway Board, in the course of his address at the Annual General Meeting of the Central India Centre of the Institution of Engineers (India), held at New Delhi on December 24, 1955. Shri Pande has been elected as the chairman of the Institution's Central India Centre for the year.

Shri Pande said that there was much uninformed criticism of the Railway Second Five-Year Plan. "We have had serious difficulties in the past, most of them caused by the last war and followed by inadequate resources of materials, equipment and money for our rehabilitation. We are yet far from having rehabilitated ourselves and soon the impact of the vast developments envisaged in the Second Plan will be on us. I am afraid it will seriously hamper our national development if transport facilities are allowed to continue to lag behind the demand."

Railways in India and Abroad

Continuing, Shri Pande said : "How inadequate railway facilities are in our country will be apparent from a comparison with some other advanced

countries of the world. Per 1,000 square mile of area we have only 27 route miles of railways, as compared to 74 in U.S.A., 204 in U.K., 62 in Canada, 120 in France and 87 in Japan.

"Again, per 100,000 population our route mileage is only 9, against 138 in U.S.A., 37 in U.K., 272 in Canada, 60 in France and 14 in Japan.

"As regards per capita passenger miles, we have a figure of 103, compared to 181 in U.S.A., 406 in U.K., 184 in Canada, 384 in France and 599 in Japan—and this is in spite of the very extensive travelling done in road vehicles in some of these countries.

"Finally, net ton miles of goods carried per capita by us are only 86, against 3,503 in U.S.A., 433 in U.K., 3,770 in Canada, 591 in France and 294 in Japan—in this respect again road haulage is so considerable in these countries.

The Railway Second Plan

"The Railway Board had prepared a Rs. 1,500-crore Plan allowing for an addition of only 3,000 route miles, which is less than 9 per cent of the existing mileage ; a six per cent annual increase in passenger miles ; and an overall increase in goods transport of 51 per cent which after allowing for transport requirements, of steel, coal and cement, left 25 per cent only for other general goods. An annual increase of five per cent for the last category was thought to be a modest provision.

"The main point which I should like to emphasise is that we are so under-developed that the railway transport capacity must be augmented considerably. In any case, railway transport must keep ahead of demand if our industries are to flourish and our standard of living is to register a substantial advance."

Whatever may be the final size of the Railway Plan, Shri Pande said, "the main responsibility for its implementation must rest on Railway engineers and I have no doubt that they will rise to the occasion and, working shoulder to shoulder with their comrades in other spheres, ensure the successful implementation of the new Plan".

Appeal to Engineers

Referring to the difficulties which faced the Planning Commission in matching the country's resources with the demands which were being made, Shri Pande said that since most of the money under the Plan would be spent by engineers, they would have to devise ways and means of making one rupee do the job of two so that the available funds are most usefully employed for the overall benefit of the nation.

He said: "All plans and designs will have to be very critically examined, general charges severely restricted, every item of work most economically executed and all infructuous expenditure eliminated, with a view to effecting the maximum saving in expenditure. The most widely accepted definition of an engineer is that he should be able to do for a rupee what the layman can do for two and this conception has to be justified in practical working by all of us."

TRANSPORT NEEDS OF SECOND PLAN—LIMITATIONS EXPLAINED BY RAILWAY MINISTER

The Railway Minister, Shri Lal Bahadur Shastri, disclosed at Hyderabad on December 30, 1955, that the Planning Commission had made a provisional allotment of Rs. 1,125 crores

for the Railway Second Five-Year Plan, as against the sum of Rs. 1,480 crores asked for by the Railway Ministry.

The Railway Minister said that the reduced provision would mean the continuation of transport bottlenecks, no new line construction for the development of backward areas, and no relief in overcrowding in trains, which might even be accentuated.

Shri Lal Bahadur Shastri, who was delivering his inaugural address at the Annual Conference of the Indian Commerce Association at Hyderabad, said that transport was an important and vital part of the second Plan. "The Railways are the country's biggest carriers of traffic, both goods and passenger. Production is on the increase at a rapid pace, and there has to be a commensurate increase in the transport capacity also."

The Railway Minister also dealt with a number of other subjects including the role of industries under the second Plan, the problem of big and small industries, the private sector vis-a-vis the public sector etc.

"SEE THE RAILWAYS" TOURS TO BE ORGANISED—STEP TO ACQUAINT CONSULTATIVE-COMMITTEE MEMBERS WITH DEVELOPMENTS

The members of the Zonal Railway Users' Consultative Committees are to be allowed facilities to tour within their zones twice a year to study developments on the Indian Railways.

The tours will be organised by the respective Zonal Railway Administrations.

These tours are expected to give the members of these committees first-hand information in regard to several matters pertaining to the Railways and facilitate discussion on various issues at committee meetings.

Similar tours will also be undertaken by the members of the National Railway Users' Consultative Council.

STEADY INCREASE IN FOREIGN TOURISTS—POST-INDEPENDENCE TRENDS

Influx of foreign visitors to India, in the post-independence period, has registered a steady increase. The period coincides with the efforts made to place Indian tourism on an organised basis.

From 20,000 in 1951, the number of foreign visitors who toured India rose to 25,448 in 1952, and touched 28,060 in 1953. The year 1954 took the figure further up with a listed 39,333.

During the first half of the current year, 20,605 foreign tourists are reported to have visited India. Tourist earnings which India secured in 1954 is estimated at Rs. 5 crores.

The foreign tourists came from about 60 countries lying as far apart as Finland and New Zealand. Earlier, the largest number of tourists had visited India during the cold months of January to March and October to December. In 1955, however, the "tourist season" has stretched itself even into the summer months.

While in 1951-53, more tourists came from Britain than from any other country, tourists from the U.S.A. scored the top place in 1954 with 9,680, against Britain's 7,919. This trend has continued in the first half of 1955.

Preferences of sightseers.—The Taj at Agra is still a big draw; so are Kashmir, Ajanta and Ellora and Banaras.

Their interests, not unoften, go beyond historic monuments, or picturesque sites. Quite a few stroll across Chandni Chowk in Delhi, or along the streets of Banaras; some are eager to see a pageant that is part of Indian culture, or drop in at a local restaurant to taste Indian food. Many display keen interest in what India has done—in the economic and social field—since independence.

NEW COMMITTEE TO OBSERVE DEVELOPMENTS IN WORKING OF RAILWAYS IN OTHER COUNTRIES

A three-man standing committee has been set up under the Ministry of Railways to keep in touch with new developments in the working of the railways in other countries.

The committee will also be engaged in a continuous study of the changing needs within the country itself in relation to railway working, and think out problems and their solutions and place them before the Railway Board.

The Director of the Railway Board's Efficiency Bureau will be the committee's chairman, its two other members being the Railway Board's Economic Adviser and the Chief Design Engineer (Carriage and Wagons) of the Central Standards Organisation of the Indian Railways.

ANTI-CORRUPTION DRIVE ON RAILWAYS

Four convictions were secured by the Special Police Establishment, Government of India, in connection with the anti-corruption drive on the Indian Railways, during the quarter ending December 1955.

The accused were a signaller, a clerk, a station master and an assistant booking clerk.

The charges related to the acceptance of illegal gratification etc. The sentences of imprisonment ranged upto six months and fines amounted upto Rs. 550. The offences were committed at Barhari, Gorakhpur, Kalahasti and Allahabad.

RAILS AND STEEL FOR INDIAN RAILWAYS

Large quantities of rails and steel for the Indian Railways will start arriving from overseas from the middle of this year, to be used in connection with the large-scale expansion works necessary for the second Five-Year Plan, it is understood.

Daily from September or October this year, about 2,000 tons of this material will have to be carried by rail from leading Indian ports to Railway workshops and production units located in different parts of the country.

At a recent meeting of the Railway Controllers of Stores with the Railway Board, it was decided to construct, at selected strategic points near the ports,

depots or transit dumps from where the imported materials can be distributed to various points.

The Railways' total requirements of steel during the second Five-Year Plan period are estimated to be over five million tons, to be procured both from indigenous and foreign sources. During 1956-57, the imports are likely to be of the order of 700,000 tons.

Mr. Sherman Cooper, U.S. Ambassador in India shaking hands with Shri O. V. Alagesan, Deputy Minister for Railways and Transport on the occasion of the presentation of the first lot of 40 Metre Gauge wagons out of 8,730 (4,365 Broad Gauge and 4,365 Metre Gauge being made available to India under the Indo-American Technical Co-operation Programme at Okha on 4th January 1956. Shri Naik Nimbalkar, Minister for Public Works, Bombay Government is at the extreme right. Shri K. P. Mushran, Member (Staff) and Shri M. Ganapati, General Manager, Western Railway can be seen in the background.



Railways in the First Plan

A Record of Achievement

G. Pande

Chairman, Railway Board

BEFORE the rail age dawned in this sub-continent in April 1853, a debate raged in England and in India on how hazardous and expensive the introduction of railways in this country could be.

Doubting Thomases of those days argued seriously whether it would be easy to wean away the Indian people from the traditional bullock cart and make them undertake the expensive rail journey, and whether it would be possible to get the merchants to load their cargo on to the goods trains.

These gloomy experts would have marvelled at their simplicity had they been with us today, and if they had known that during 1955-56 the Indian Railways hope to carry about 1,360 million passengers and 115 million tons of goods. Not only that. Since the last war the demand on account of both goods and passenger traffic has generally been in excess of what the Railways have been able to satisfactorily meet.

It was against this background of excess of demand over supply of transport that the Indian Railways commenced their First Five-Year Plan.

Multiplicity of Problems

They faced a multiplicity of problems. The previous 10 or 12 years had been years of extraordinary stress and strain, during which the system had been overworked to breaking point. A sizable portion of rolling stock and other assets had been withdrawn from service and sent overseas to theatres of war. Replacements of worn-out stock had been difficult for almost a quarter of a century due to a variety of reasons. The strain of Partition made an already bad situation much worse.

The condition of the rolling stock may help to pin-point the plight of the Railways when the Plan went into operation.

On March 31, 1951, 27 out of every 100 wagons, 30 out of every 100 locomotives and 36 out of every 100 passenger coaches on the line were "over-age", and should ordinarily have been consigned to the scrap heap. Yet, they have had to be retained in active service until replacements arrived. Such an economically large percentage of over-age stock cannot but have an adverse effect on the efficiency of railway operation.

Necessarily, therefore, the first Five-Year Plan of the Railways has been a Plan of Rehabilitation. The process of rehabilitation will be continued beyond the first Plan and is unlikely to be fully completed even by the end of the second Plan.

Many New Works

What have the Railways achieved during the Plan period? The answer may be divided under several heads.

The total money allocated to the Railways during the Plan period will not only be fully spent, but is likely to be exceeded. Thus, as against the allotment of Rs. 400 crores, the estimated expenditure is likely to be of the order of Rs. 418 crores.

Several new major works have been undertaken during the Plan period. The largest of these is the Ganga Bridge Project, a rail-cum-road project in Bihar which when completed in 1959-60 will solve the transshipment problems of East Uttar Pradesh, Bihar and North-east India.

The Integral Coach Factory went into production on October 2, 1955,

marking a major step towards making the Indian Railways self-sufficient in passenger coaches. The Factory is expected to reach the peak production of 350 coaches per year during 1959-60.

A Locomotive a Day

The Chittaranjan Locomotive Works, the construction of which started prior to the commencement of the Plan, has already turned out about 320 locomotives, well beyond the target, and a decision has been taken to raise its production within three years to 300 locomotives per annum. When this target is achieved, Chittaranjan will be turning out an average of one complete locomotive every working day.

Electrification of the Howrah-Burdwan and the Tarakeswar branch line on the Eastern Railway is another major scheme which has been taken in hand during the Plan period. This scheme, estimated to cost Rs. 11.84 crores, is the first phase of the much larger project to electrify all the Calcutta suburban lines and main lines upto Burdwan.

During the Plan period, 12 new railway lines covering about 352 miles have been completed and opened to traffic. Eleven lines covering 351 miles dismantled during the last war have been restored to traffic. Two narrow gauge lines covering 46 miles have been converted into metre gauge. Also, eight more lines covering 484 miles are at present under construction or restoration. These include the 187-mile Khandwa-Hingoli line, the largest single line construction project to be undertaken since independence.

Three lines have during the Plan period been purchased at a cost of Rs. 226 lakhs.

Passenger Amenities

In regard to amenities for passengers, the Railways have a record during the past few years of which any public utility undertaking might be proud. The standard of amenities has gone up noticeably in the third class, and the

passenger who now travels third can do so with a sense of dignity and satisfaction that he no longer belongs to the 'forgotten class'.

It is true that overcrowding in trains persists on certain sections. Elimination of overcrowding depends upon several factors like the availability of adequate line capacity, locomotives and coaches. Getting all these is a slow process, and according to present indications, we may have to put up with the discomforts of overcrowding even during the second Plan period.

We have, however, tried to make travel more pleasant in other directions.

The introduction of new integral type all-steel coaches has brought into third class travel a degree of comfort which can compare very favourably with the lowest class travel anywhere in the world.

Sleeping berths for third class passengers seemed, a few years ago, something in the realm of the dream world. Introduction of this amenity in November 1954 has, indeed, been a revolutionary step.

It is unnecessary to recount here all the other amenities which have in recent years been provided. We are watching the experiment of an all-third class corridor train which was initiated between Delhi and Howrah last October. It has also been decided to run a fast and fully air-conditioned corridor train from next October for first and third class passengers.

Increasing Pressure on Transport

What has been the operating performance of the Railways during the Plan period?

During 1950-51, the year immediately preceding the commencement of the Plan, the Indian Railways loaded 91.4 million tons of goods. Since then there has been a steady increase in loadings, year after year—a manifestation of the rising tempo of the country's

economic life and the steadily increasing pace of production under the impact of the Plan.

This has naturally been throwing continuously increasing pressure on the Indian Railways, which is reflected in the loadings as the following table will show:

Year	Originating tons (millions)	Ton miles (millions)
1951-52	96.7	28,966
1952-53	97.8	28,906
1953-54	98.1	29,436
1954-55	105.8	32,100
1955-56	115.0 (est.)	...

Role of Efficiency

How far can the Railways cope with the increased demand merely through improvement in their operating efficiency?

Undoubtedly there is room for improvement in this direction, and the Railway Board has made due allowance for increased efficiency in framing its proposals for the second Five-Year Plan. Obviously, however, such improvement has certain limitations.

A single composite index which is internationally recognised as reflecting the efficiency of wagon usage on any railway system is the figure of net ton miles per wagon day, covering as it does both the quantum of goods lifted and the distance over which these are carried. In a nutshell, this index is a measure of the average amount of work done per wagon.

Likewise, the composite index of net ton miles per day per engine in use indicates the average amount of work done per locomotive.

Wagon and Engine Usage

Against the net ton miles per wagon day index of 351 during 1938-39 on the broad gauge, the figure touched the war-time peak of 451 in 1942-43, dropped to the pre-war level of 351 during 1947-48, but has since risen steadily to 485 during 1954-55. This marks a 38 per cent increase over 1938-39 as well as 1947-48, and an

improvement of 34 points over the best performance during the war.

Similarly, on the metre gauge, during the second Plan year, 1952-53, the net ton miles per wagon day index stood at 204, which compared with the highest war-time figure of 201, and the 1938-39 figure of 147, recording an improvement of nearly 39 per cent over the pre-war figure. The figure during 1954-55 stood at 194, showing a slight fall as compared to 1952-53, due to the heavy floods which seriously dislocated traffic on the North Eastern Railway. Even this lower figure showed a 32 per cent improvement over the 1938-39 figure.

Remarkable Recovery

The remarkable recovery made by the Railways during the post-independence period is also reflected in the comparative index of engine usage. The index of net ton miles per day per engine in use during 1954-55 touched the highest point since 1938-39, both over the broad and the metre gauge systems.

On the broad gauge, from the lowest figure of 23,044 reached in 1947-48, it went up in 1954-55 to 29,345—an improvement of nearly 27 per cent. The highest war-time figure was 26,960 in 1941-42.

Similarly, on the metre gauge system, an improvement of nearly 26 per cent has been recorded over the 1948-49 "low" figure. The relevant figures are 12,382 in 1941-42 (war-time highest), 10,212 in 1948-49 and 12,858 in 1954-55.

Indian and Foreign Railways

The improvements which have been made over the best war-time performance will appear all the more significant if it is remembered that during the war a sizable portion of the traffic consisted of long-distance hauls, resulting in quicker transit. During the post-war period traffic has resumed its normal feature of a proportionately larger volume of short-distance hauls, which in its very nature cannot be

operationally as economic and efficient as transport in bulk over long distances.

Comparison of the net ton miles per wagon day index of the Indian Railways with that of some of the large foreign railway systems, although not strictly relevant against the background of differing conditions, clearly brings out the fact that, with the exception of Japan, wagon usage is the best in India—better than that of the United States, Canadian and British railway systems.

Towards Self-Sufficiency

Three important committees were appointed last year to go into certain aspects of Railway working.

The first is the Railway Equipment Committee which has been set up to recommend measures for making the country self-sufficient in regard to Railway requirements of stores to the largest extent possible. The Committee has been doing useful work and we are awaiting its report with interest.

Last year, we set up the Railway Freight Structure Enquiry Committee, which has been charged with the task of recommending a freight policy which is in the best interests of the country's developmental economy and at the same time takes into account the question of maintaining the Railways' financial stability. The Committee commenced work last October.

Another committee has been set up to recommend measures for eliminating

the present excessive overcrowding in suburban trains. This committee's report is expected shortly.

Timely Warning

The Indian Railways complete the Five-Year Plan with a sense of solid achievement in many directions.

There has been marked progress towards self-sufficiency, of which Chittaranjan and the Integral Coach Factory are two shining examples.

The standard of passenger amenities has risen all round, particularly in third class.

No effort has been spared to provide more and more transport for the country's rising production. If the demand still outpaces the supply of transport, it constitutes a timely warning to all concerned that during the second plan, a plan of large-scale industrialisation, extraordinary precautions will be necessary to ensure that the ship of planning does not founder on the rock of inadequate rail transport.

Unless the transport facilities on the Railways are considerably expanded during the second plan period, it is obvious that the present unsatisfactory situation will continue. This expansion must naturally be commensurate with the new burdens. It is needless to say that transport should always keep in step with, if not one step ahead of, increased production.



World of Railways

Arthur L. Stead

Our London Correspondent

THROUGHOUT the world of railways, tremendous changes in motive power now are taking place, with railways in the United States and Canada replacing steam locomotives by diesels. In Europe, a certain amount of dieselisation is occurring, but here in general the accent is more on electrification than dieselisation.

A leader in the conversion of steam-operated lines to electricity is progressive Holland, where most of the principal main-lines are now electrically operated. Like other European countries—and, of course, India—Holland lacks natural oil resources to provide cheap fuel for diesel working. Electric traction, on the other hand, is a pleasing and businesslike proposition in Holland and other oil-deficient lands, it being found both economical and convenient to run trains on power generated in large central plants feeding both railways and industry generally.

Although Holland is a relatively small country, the Netherlands Railways handle every year about 90,000,000 passengers and 20,000,000 tons of freight. Employees of the State Railways total 30,000, and headquarters of the system are at Utrecht, from which point main lines radiate north to Amsterdam, Haarlem and Den Helder, and to the long stretch of territory lying between the Zuider Zee and the German border; southwards to Dordrecht, Tilburg, Belgium and

Luxemburg; eastwards to Arnheim and Germany; and westwards to The Hague, Hook of Holland, Rotterdam and Flushing.

The service slogan of the Netherlands Railways is **Veilig—Vlug—Voor-deelig**, which translated becomes: "Safe-Quick-Cheap". For years, the Dutch lines have lived well up to this slogan, and in developing electric traction on a nation-wide scale, the Netherlands Railways are giving patrons even "Safer-Quicker-Cheaper" movement.

Holland is particularly suited to electric traction from the geographical point of view, the territory served being mostly low-lying and level, with the distance between towns rarely exceeding about fifteen miles. Oddly, enough, it is not the motor vehicle or the airplane, but the humble bicycle, that is the biggest competitor of the Dutch railways on the passenger side. Most of the smooth, level, highways of Holland make cycling conditions ideal, this cheap and leisurely form of travel appealing to one and all, and at week-ends and holidays the roads are packed tight with enthusiastic peddlers.

It was in the year 1908 that Holland first sampled electric traction. This was on the pioneer South Holland Electric Railway, operating between Rotterdam, The Hague and Scheveningen. Power was furnished by a railway-owned plant at 10,000 volts A.C., 25 cycles, single-phase.

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Loading bicycles at a Dutch station in readiness for a week-end club meet

In 1917, the South Holland line became part of the State owned Netherlands Railways, and after World War I further electrification was decided on, beginning with the important Amsterdam-Rotterdam section. Because of the greater suitability for traction purposes of the D.C. motor compared with the single-phase A.C., a 1,500 volt D.C. system was adopted. For economic reasons, the generating plant of the old South Holland Company was closed down, and arrangements made for securing the electric energy for railway use from the provincial and municipal stations.

The year 1927 was a red-letter one for the Dutch railways, for it saw the introduction of electric trains between Amsterdam, Haarlem and IJmuiden. During the following years, additional electric lines were opened, and by the beginning of World War II about 15 per cent of the total Dutch rail system (about 355 miles, double-track) had been electrified, roughly one-third

of the total train-miles being electrically propelled.

After 1940, Dutch electrification came to a standstill because of the German occupation. Between that year and May, 1945, when Holland was liberated by the Allies, the Germans destroyed or removed the electric installations of nearly all substations, nearly all overhead copper wire, and most of the rolling-stock including streamlined train sets.

After liberation, immediate re-electrification and further electrification was decided upon by the Netherlands Railways. This entailed the complete remodelling of train services over wide areas, resignalling, and track alterations on a major scale. Wartime damage having been made good, there were by degrees opened new electric routes in the provinces of Limburg, Brabant, Twente and Groningen-Friesland.

The Limburg electrification comprised 89 multiple track miles, equivalent to



Modern Dutch fast passenger train, headed by powerful electric locomotive, leaving Amsterdam depot for Haarlem

231 miles single track, with seven sub-stations and fourteen track-sectioning cabins. This electrification simplified immensely the movement of coal from the busy Limburg mines. The Brabant project covered 57 multiple track miles, equivalent to 144 miles of single track, with four sub-stations and nine track-sectioning cabins. This electrification facilitated connections between Limburg and Western Holland. Equivalent to 193 miles of single track, 81 multiple-track miles were involved in the

Twente electrification. Here there are ten sub-stations and twelve track-sectioning cabins. The Groningen-Friesland electrification covered 148 multiple-track miles or 341 miles single track. There are 13 sub-stations and 21 track-sectioning cabins on this route.

By June, 1952, the Netherlands Railways were operating 807 route miles (about 2,000 track miles) electrically. Since then, electric working

A fine four-car electric train of the Netherlands Railways



has by degrees being extended to cover the complete main-line network.

All the Dutch electrifications involve the use of overhead transmission, with a normal distance between sub-stations of about twelve and a half miles. To reduce the voltage drop in the overhead line and increase service reliability, two track-sectioning cabins are installed between each pair of sub-stations. From the beginning, sub-stations and track-sectioning cabins have been remotely controlled from the nearest signal box. Operating instructions from the Central Control to these boxes are given by telephones. There are four main control offices on the Dutch electrified lines—at Amsterdam, Rotterdam, Utrecht and Eindhoven respectively.

It was a tremendous task for the Dutch railways to build up a new stock of electric train-sets after World War II. Between 1945 and 1953, the Netherlands Railways built and acquired from outside contractors the following equipment: Ten electric locomotives each of 4,500 h.p. rating; fifty each of 2,650 h.p.; twenty-five each of 3,000 h.p.; and ten each of 3,800 h.p. On top of these came 99 two-car trains of 1,080 h.p. rating; 33 three-car trains of 1,080 h.p.; ninety four-car trains of 2,160 h.p.; nineteen five-car trains of 2,160 h.p.; 110 motor cars of 900 h.p.; and 107 trailer cars. That was a wonderful achievement, upon which our good Dutch friends are to be congratulated.

Electrification of the Netherlands Railways has brought in a rich return. Already, something like 300,000 tons of coal are being saved every year, and main-line passenger train speeds have popped up to a new maximum of 75 m.p.h. Competition from other forms of transport has been halted and much entirely new business brought to rails.

Because of the changeover from steam to electricity, there has been great activity in the Dutch railway workshops. The principal shops of the Netherlands Railways are located at Utrecht, Amsterdam, Rotterdam and Haarlem. The latter point, incidentally, is the headquarters of the enormous Dutch flower bulb industry, and anyone who is fortunate enough to visit Holland around April and May will be amazed to find the countryside for mile after mile one blaze of vivid tulip, hyacinth and narcissus blooms. The bulb industry shares with dairy farming in bringing in much of the income of the thrifty Dutch, and producing valuable revenue for the railways.

The whole transportation picture in Holland has been transformed following the Netherlands Railways changeover from steam to electricity, and this relatively small European land has set a fine example for the world at large in demonstrating just what a remarkable railway improvement may be achieved through electrification given the will and the determination.



Typical unattended sub-station on the Dutch electric routes near Maastricht

Indian Railway Rates Tribunal

* (8) A Resume of its Decisions

G. Runga Raju

(1954 RRT)

COMPLAINT NO. 1 OF 1953

Sri Bajrang Jute Mills Ltd.,
Guntur ... Applicant
vs.

1. The Eastern Railway,
Calcutta
2. The Southern Railway,
Madras
3. The Union of India
owning and representing
the Respondents 1 and 2
Railways

Res-
pondents

East India Commercial Co.,
Ltd., Ellore ... Intervener

Sri Bajrang Jute Mills Ltd., at Guntur, complained that jute had been obtained by them from Shalimar, Cuttack and its surroundings, Vizianagaram and around, at station-to-station rates and they were cancelled from 1948, while similar concession rates were operative for jute carried to Mills at Kanpur, amounting to undue prejudice. They also stated that the revision of the classification of raw jute from Class 2 to Class 7 (for jute, pressed) and Class 8 (for jute, unpressed) from October 1, 1948, was unreasonable. They requested that the station-to-station rates, which were cancelled, should be restored, from the various dates of their withdrawal or alternatively new reasonable station-to-station rates might be fixed, with a declaration that the change in classification of raw jute from Class 2 was unreasonable from the date of such change.

The Intervener—The East India Commercial Co. Ltd., Ellore—raised similar contentions in the grounds of

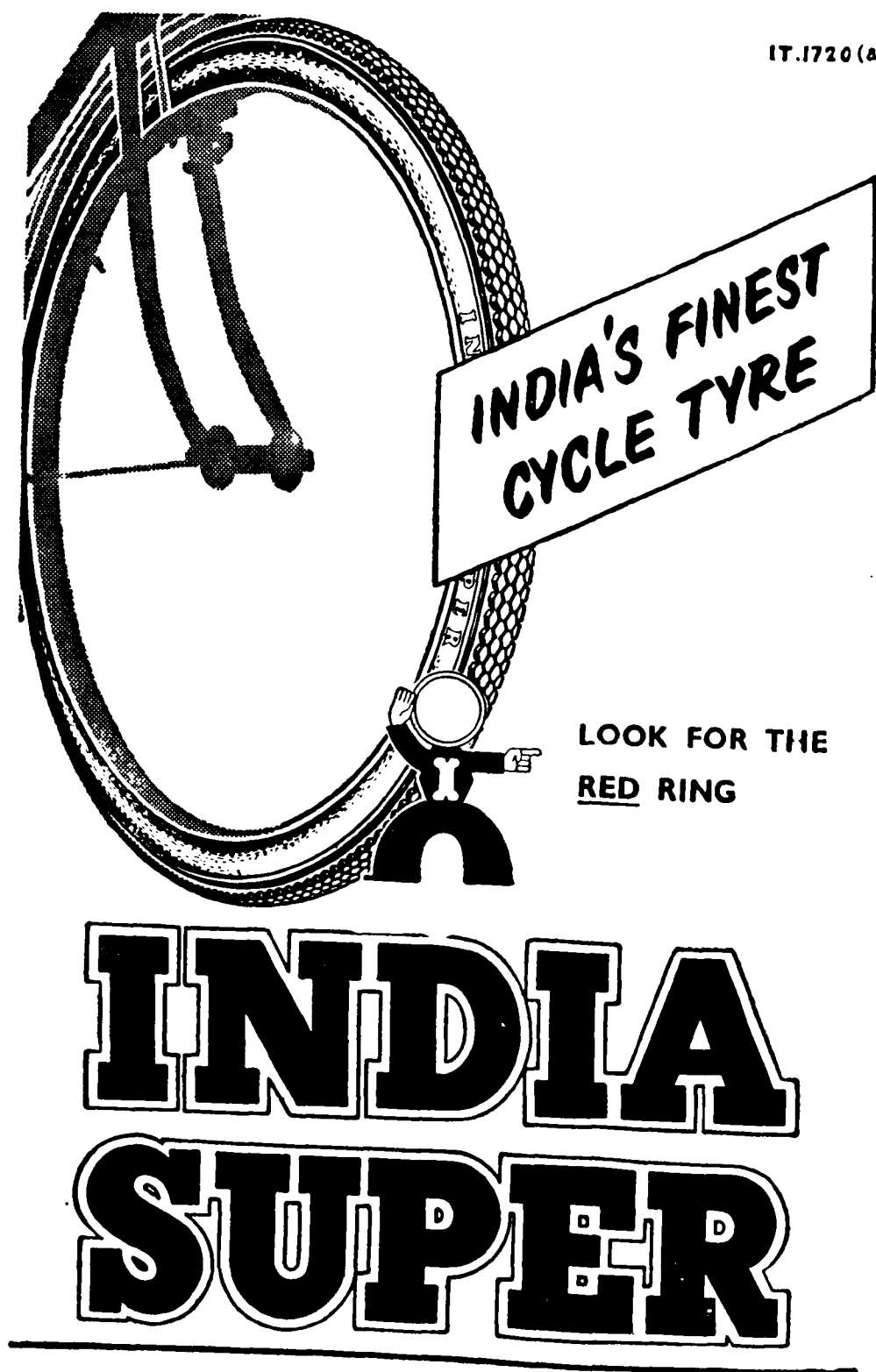
support, stating that the concessional rates were operative in 1945 and were cancelled later.

The Respondent Railways contended that rates were altered to suit the varying conditions and in doing so, they denied having shown undue preference in favour of any jute mill against any other or against the Complainant nor any guarantee was given to them that the special rates then prevalent, would be continued for any specific time. The Complainant's reference to other Mills in West Bengal, it was stated further, was irrelevant, since it was not the function of the Railways to nullify local or geographical advantages or disadvantages or to subsidise the uneconomic location of an industry. The enhancement in classification was justified in view of the increased working expenses of the Railways and that jute being a major commodity, any reduction in the classified rates would substantially affect the railway revenues and would be against public interest. The Railways averred also that the Tribunal had no jurisdiction for restoring the cancelled rates with retrospective effect.

The Complainant in his reply, repeated the allegations in his original Complaint, though the question of location and jute being a major commodity of transport, influencing railway revenue were moot points, requiring rebuttal.

After this case was filed, another case similar to it—Raigarh Jute Mills Ltd., Vs. The Eastern Railway and others (1953 RRT) was decided against the Applicants. The Respondent Railways added, therefore, a contention by an amended application, that the raising of the classification of jute from Class 2 to Classes 7 and 8 was unreasonable, as

* Previous articles appeared in April, June, July, September, October, November and December 1955 issues of 'Southrailnews'



February 1956

INDIAN RAILWAY RATES TRIBUNAL

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contended by Applicant in this case, was barred by the decision in that case, either on the principle of 'stare decisis' or on the ground that the matter was 'res judicata'.

The President took up first for consideration this plea of the Respondent Railways, as he considered that it went to the root of the Complainant's claim. In the public notice, issued in Raigarh Mills Case, there was no reference to the general increase in the classification of raw jute or to the special station-to-station rates to Guntur or any station, other than Raigarh, and the present Complainant might not have considered necessary, that he should support the claim of the former. Hence, Explanation VI to Section 11 of the code of Civil Procedure, 1908 was inapplicable and the objection on the ground of 'res judicata' was untenable. As regard the plea of 'stare decisis', it is open to the Tribunal to declare a previous decision as bad law and rule differently, provided there are sufficient reasons to do so.

Relying on certain cases, decided by the Interstate Commerce Commission of U.S.A., the President considered that 'stare decisis' did not hold good in this case, laying down, at the same time, a very salutary dictum that "Although the procedure of this tribunal is judicial in nature, its primary function is to examine the real substance of a matter, unembarrassed by considerations, that are purely technical."

As regards the Complainant's reference to existence of special rates to Kanpur, an essential element in a Complaint of undue preference or undue prejudice is for the complainant to establish that "there is competition of interest between the trade it represents and those to whom preference is alleged. In the cases of undue preference, if proved, the remedy can be either by increasing the lower rate to the level of the higher rate or by reducing the higher rate to the level of the lower rate and if a Complainant does not agree to this remedy but wants a

reduction in his rate, no charge of undue preference can be substantiated." The principal object of the Complainant is to have the classification for jute reduced or at least to have station-to-station rates to Guntur. This object cannot be achieved, even if the complaint of undue preference be upheld, since in that case the Railways would have the option of withdrawing the special rates to Kanpur and leaving the rates to Guntur untouched.

The most important issue relates to raising of the classification of raw jute from its original Class 2 to the revised Class 7 (for jute, machine-pressed) and Class 8 (for jute, unpressed). From 1928 and onwards, the general classification was Class 2 RR, when pressed and Class 3 RR and Class 2 OR, when unpressed, while the E.B. and the A.B. Railways had the exceptional class of 6 RR for both. While bulk of the traffic over the latter Railways was carried at low special rates to Calcutta, the exceptional classification was maintained, for countering river competition by the alternative rail-cum-river route and for serving as block rates, for keeping the traffic to the all-rail route. When the classification was made uniform over all the Railways in the revised rates structure, effective from October 1, 1948, the classification was raised to classes 7 and 8, taking the exception of Class 6 over the Assam Railway as the basis for enhancement. The President was of opinion that this enhancement in classification could not, however, be considered as unreasonable, which was evidenced by the fact that interested parties did not complain, even after cancellation of all special rates from June 30, 1948, which were found unnecessary, due to enhancement in steamer freight, by the River services. The Complainant has not made out a case for reduction in classification and unless the new tariff rates are shown to be unreasonable, it would be unreasonable to reduce them at the instance of the present Complainant, so as to put the Railways to an enormous loss of revenue in the area, where 90 per cent of the Jute is carried. The

reduction in the present level of classification is not called for.

The next point for consideration was whether any new station-to-station rates should now be ordered. The mills were closed for sometime, but when they were reopened and the present owners took over the management, they did so in the honest belief that special rates for transport of jute from the producing areas would be available. And concessional rates were granted as soon as the mills began working. But their cancellation later and the high level of tariff rates "Have hit hard those factories, which are far away from the area of production of raw materials". "Carriers are not obliged to disregard distance and natural advantages in order to bring

about a commercial equality. Giving due consideration to all these well-settled principles and the circumstances in this case," the President stated, "I still think that the sudden and steep increase in the freight rates is resulting in great injustice to the factories far away from the source of raw materials." Even when raw jute was indexed to Class 2, the Guntur Mill had the concession rate of Re. 1-10-4 per maund from Shalimar to Guntur (782 miles) as against the tariff rate of Rs. 2-0-7 per maund. After the cancellation of the special rates, which were operative till the end of March 1951, the tariff rate at Class 7 shot up to Rs. 3-1-1 per maund. The increase from Re. 1-10-4 to Rs. 3-1-1 per maund is undoubtedly very steep. While the general

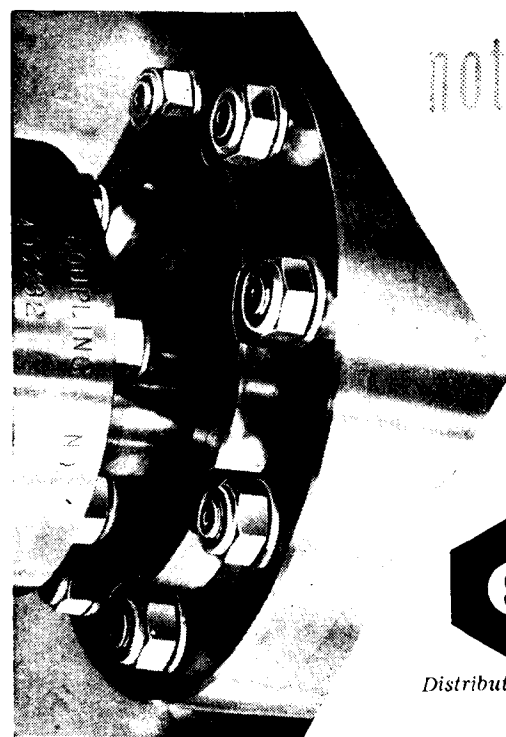
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classification cannot be held to be unreasonable, the position of movement, involving leads longer than 499 miles, deserves to be specially examined in each individual case and where necessary, relief may be given by way of station-to-station rates. Taking the difference of As. 7.3 between the special rate of Re. 1-10-4 per maund and the revised class 2 rate of Rs. 2-1-7 per maund, the President considered that the new special rate should be As. 7.3 less than the existing tariff rate of Rs. 3-0-1 per maund or Rs. 2-9-10 per maund, which was very nearly the present class 5 rate and about 12½ per cent less than the rate at Class 7. He ordered that other special rates from Jaipur Road, Byree, Cuttack, Khurda Road, Dhanmandal, Bhadrak and Sambalpur to Guntur should be quoted on the same basis, i.e. 12½ per cent less than the existing tariff rate, from the date of the order.

As regards the Intervener, the President held that specific relief could not be granted to him, but he expected that the Respondent Railways would grant relief, of their own accord, on the same lines as was granted to the Complainant in this case "without driving the Intervener to move this Tribunal to grant" it.

Another Member agreed with the President, that there is no need to alter the classification and that special rates as ordered by him would meet the ends of justice.

The second Member dissented and held that the classification should be reduced to Class 5 (jute, pressed) and Class 6 (jute, unpressed).

The majority view prevailed; but the grounds on which this Member pleaded for reduction in classification were curious. The revision was made in October 1948 and the level of railway freight adjusted itself by 1954, to the varying price levels and economics of jute trade, when this complaint was considered by the Railway Rates Tribunal. There was no demand from the trade, in the producing centres for

reduction in the classification for jute. It is, therefore, academical to argue, as he has done, that the classification for jute should have been fixed in 1948, taking the normal lower classification, prevailing before the revision and not on the higher exceptional rates, adopted by certain Railways, for their own advantage. The relief claimed by the Applicant is between specific points and if a reduction in the classification be made for that purpose over the zonal Railways generally, it will amount to gratuitous relief to the jute trade, in general and certain loss of revenue to carrying Railways, as in the case of groundnuts, without shells, for which the classification was lowered in 1950, as indicated below:

This case is of extraordinary interest in more than one respect. The President has made certain weighty observations shown in bold type above, as also one of the Members, on the unreasonableness of raising the classification for jute, which affords grounds for review of the previous decisions of the Tribunal in certain cases, as indicated below:

I. COMPLAINT No. 1 OF 1950

Messrs. Modi Food Products Co., Ltd.

vs.

Great Indian Peninsula and other Railways.

The Applicants asked first for restoration of the station-to-station rates applicable to Modinagar for groundnuts (without shells), which were cancelled by the Railways concerned from October 1, 1948 and subsequently, they amended the Plaint and prayed for revision of classification to the lower level of oil-seeds.

The Tribunal agreed to lowering the classification, by which the Applicants got the relief; but the entire groundnut trade which had, thereby a wind-fall, had gratuitous relief unasked, resulting in loss of revenue to the Railways. The Ministry for Railways carried out the orders of the Tribunal, from October 1, 1951.

The President has now observed in the present case that "while the general classification cannot be held to be unreasonable, the position of movement involving leads longer than 499 miles deserves to be specially examined in each individual case and where necessary, relief may be given by way of station-to-station rates".

If this dictum be now applied to Modinagar, the Railways concerned may quote special rates from specific points, on merits, without strictly adhering to the distance limit, for avoiding the unwanted results of reducing the classification. Groundnuts, without shells, can, therefore, be lifted to the level in force prior to October 1, 1951. It is now for the Ministry for Railways to move in the matter to prevent further loss of revenue on the movement of groundnuts, without shells, in general.

2. COMPLAINT NO. 5 OF 1952 (1953 RRT)

Raigarh Jute Mills Ltd., Raigarh

vs.

Eastern Railway, Etc.

The facts of the case of Raigarh Mills were more or less similar to the present case; but owing to the stress laid more on 'Law' than on 'fact' in that case, the Applicants lost it. One of the Members of the Tribunal pertinently observes in his judgment in the present case as follows:

"... on issues of mere fact, inclusive of reasonableness of particular freight rates, the door to further investigation and review shall never be treated as closed by reason of findings recorded in an earlier case", relying on the report of the Interstate Commerce Commission in

Case No. 22752—Armour & Co. vs. Atchison—"In the light of these principles, we have to consider whether we are justified in departing from the finding regarding classification of jute recorded expressly or by implication in the Raigarh case." ... "In the Raigarh case, the fact that the E.B. and A.B. Railways had in fact not been able to maintain the published exceptional class rate does not appear to have been brought to the notice of the Tribunal." It is, therefore, open to the Raigarh Mills to move the Tribunal again. Alternatively, the present South-Eastern Railway may reconsider the position.

3. Cancellation of station-to-station rates to Kanpur

Apparently, as the result of the proceedings in Raigarh case, in which the Applicants contended that the existence of the special rates to Kanpur amounted to undue preference, these rates were cancelled from December 1954. In the present case also, a casual reference was made to them. It is open to the Mills at Kanpur to demand restitution of the special rates, on the ground of long distance from the jute growing areas and also unreasonableness of the revised classification.

Before closing, we may point out that the President in considering the long distance limit, fixed it beyond 499 miles and cited Rule 9 in Chapter VIII-A in the Goods Tariff in support of his view. This rule has reference to explanations of symbols used in that publication and the differential rule has the symbol "D", followed by a figure. This figure is 576 miles, taken for illustration and it has no significance beyond it. Any figure will serve the purpose.

(To be continued)



The Shrine of Bom Jesus

Nora Secco de Sousa

WITH St. Francis Xavier and the Shrine of Bom Jesus, Goa is a profoundly Catholic country with many imposing churches, picturesque chapels and interesting shrines dotting the landscape, but to the visiting tourist, with the questing mind and eye, it is Old Goa—that holy city steeped in historical and traditional grandeur of which only half ruined convents and cathedrals, mighty fragments of fallen greatness remain as eloquent witnesses of a glorious past—that will most grip. Presiding over this collection of ancient, decadent splendour, and guarding it as it were, is the notable Church of Bom Jesus which enjoys world-wide renown as being the repository where is placed the magnificent tomb containing the sacred body of St. Francis Xavier, to which yearly flock millions of pilgrims from all parts of the globe.

The Church of Bom Jesus stands on what in Mohammedan times was known as the 'Terreiro dos Gallos' from the fact that people were here entertained with cock-fights, and is considered one of the most stately buildings that were raised in Asia by the Jesuits. Albert de Mandelslo who saw it said, "The structure is vast and magnificent, and the ornaments are so suitable to the greatness thereof, that it were not easy to imagine anything more noble". This statement has been corroborated by several other noted travellers. The church was built out of the funds bequeathed for the purpose by the Captain of Cochin and Ormuz, Dom Jeronimo Mascarenhas, who died in 1593 and is buried in it near the northern side door, where a fine bronze cenotaph contains his remains and tells of some of his fame and glory. The facade of Bom Jesus looking towards the west is an elaborate piece of workmanship, and by its grandeur, no less than by the exquisite combination of the Doric, Corinthian, and Composite styles in architecture, excites the admiration of

the spectator. The interior, built in the Mosaico-Corinthian style, is remarkable for its engaging simplicity. The body of the church is spacious, and has underneath the choir, on the left side, an altar on which is placed a glass case containing the relics of the Martyr St. Pauline, arranged in the form of a human body. In the transept there are two altars and two chapels, the one on the north being dedicated to St. Francis Borgia, the Patron Saint of Portugal and its Dependencies; while opposite to it, towards the south, lies the chapel occupied by the splendid saroophagus of St. Francis Xavier. The main Altar is dedicated to the Infant Jesus, from Whom the Church gets its name. This Statue is small but by way of contrast there stands in the centre of the Altar a colossal image of St. Ignatius of Loyola, the Founder of the Society of Jesus, in a dignified and awe-inspiring attitude. The vestry of Bom Jesus itself is more valuable than half a dozen cathedrals. Lined on all sides with great cabinets of sandalwood elaborately inlaid with ebony and with gold fittings, the lofty vaulted room conveys the impression of vast wealth, great beauty and ancient sanctity. In the centre is a magnificent altar with a fine image of St. Francis Xavier. Inside is a rich gold monstrance containing a portion of the phalange of the third toe of the right foot of the Saint which fell off at the Exposition of 1859. The vestry was built at the expense of Senator Baltazar de Veiga, who died in 1659 and lies buried before the altar in the vestry.

Remarkable as are the chapels, altars, and vestry of Bom Jesus for their beauty and decoration, yet, when compared with the sanctuary and the magnificent mausoleum which enshrines the remains of the Apostle of the Indies, they dwindle into insignificance. The entrance to the Chapel of St. Francis Xavier is by three doors, looking to the east, west and south

respectively; over the last door is hung a beautiful picture which is said to be a faithful likeness of the Saint. On one of the altars surrounding the tomb is a large four feet high silver statue of St. Francis with a golden diadem set with precious stones upon his head, and carrying a Crucifix in his right hand and a staff in the left. This statue made in 1670, was the gift of a pious Genoese lady who had great devotion to the Saint. The interior of the chapel is richly gilt and embellished with twenty-seven choice pictures representing the life and miracles of the Apostle. There were also at one time in this chapel twelve large silver lamps, which were kept burning day and night. The beautiful casket enclosing the coffin of St. Francis is undeniably a marvellous example of the Florentine jeweller's finest art, and was the gift of the Grand Duke Ferdinand II of Tuscany in return for the pillow on which the head of the Saint had reposed for many years after his death and presented to him by the Provincial General of the Jesuits.

This superb shrine is most intricately and elaborately carved with a perfection of finish and exquisite design that leave it without a rival in the world. Of bronze decorated with beautifully wrought silver and gold ornamentation it is in deep relief, every figure standing out sharply and clearly. It was once covered with precious stones but these have long since disappeared. Several panels around its sides depict incidents from the life of St. Francis. The whole coffin rests on a pedestal of rich marble of variegated colours and consisting of three steps or stages. The first or lowest stage is of jasper. Its bottom is of reddish and purple colours marked with white stripes, and the borders are of white stone with yellow stripes. The flourishes, festoons, arabesques and various other reliefs with which it is embellished, being of the finest Carrara alabaster. The second stage is a regular quadrangle also made of the finest jasper stone; its base is of greenish colour variegated with white, black, and ash-coloured

spots; its borders and friezes and the frames of its plates are of yellow jasper striped with white and black, and of a polish equalling the transparency of glass. The third and the highest stage is exquisitely wrought. It is surrounded by a beautiful railing of red jasper marked with white spots and adorned with pretty figures of angels. The inside of the coffin is covered with yellow damask studded with 124 precious stones cut in the shape of stars. From its top there used to hang in two rows by golden chains six tassels of amethyst; several other valuable ornaments which formerly used to adorn the coffin have been sacrilegiously abstracted. The sacred body of the Saint is clad in the richest vestments, elegantly embroidered and studded with large and valuable pearls, the gift of Dona Maria Sophia, wife of Dom Pedro II, King of Portugal, made about the year 1693. The head is uncovered, the barret of the Saint being sent to the above-mentioned queen, who, to secure his intercession, placed it on her head at the time of her confinement. The right arm of the Saint is wanting as in November 1614 it was cut off by order of His Holiness The Pope and sent to Rome; two of the toes of the right foot are also missing, one of these being bitten off when being kissed in 1554 by a Portuguese lady called Dona Isabel de Carom, who was anxious to possess a relic of the Saint.

The body of the Saint was formerly very frequently exposed for public veneration by the Jesuits, who had charge of it but the practice was stopped due to the eagerness of the people to possess some relic of the Saint, which could not fail to injure the body. Although four centuries have elapsed since the death of St. Francis Xavier, his body except for being slightly shrunk in length has been testified by a board of eminent medical men as being in a state of perfect preservation. The previous exposition was held in 1930 and on December 3rd this year, the coffin will be unlocked again for the last time by three

keys which are in the keeping of the Governor-General of Goa, the Archbishop, and the Administrator of the building.

Attached to the Church of Bom Jesus is a great Convent which was formerly the professed house of the Jesuits in India. It is a huge and impressive building with three storied floors, hundreds of rooms, spacious galleries and half a dozen noble halls. Originally built and occupied by the Jesuits, the House dates from 1585. It was handed over to the Lazarists who later instituted a seminary, but this was suppressed in 1775 since when the house and church have been administered by a Canon. There is a Museum of St. Francis Xavier here, where are kept several precious articles and relics once the property of the Saint. In the collection is also to be seen the Missal of the Inquisition and various other interesting objects of art and antiquity.

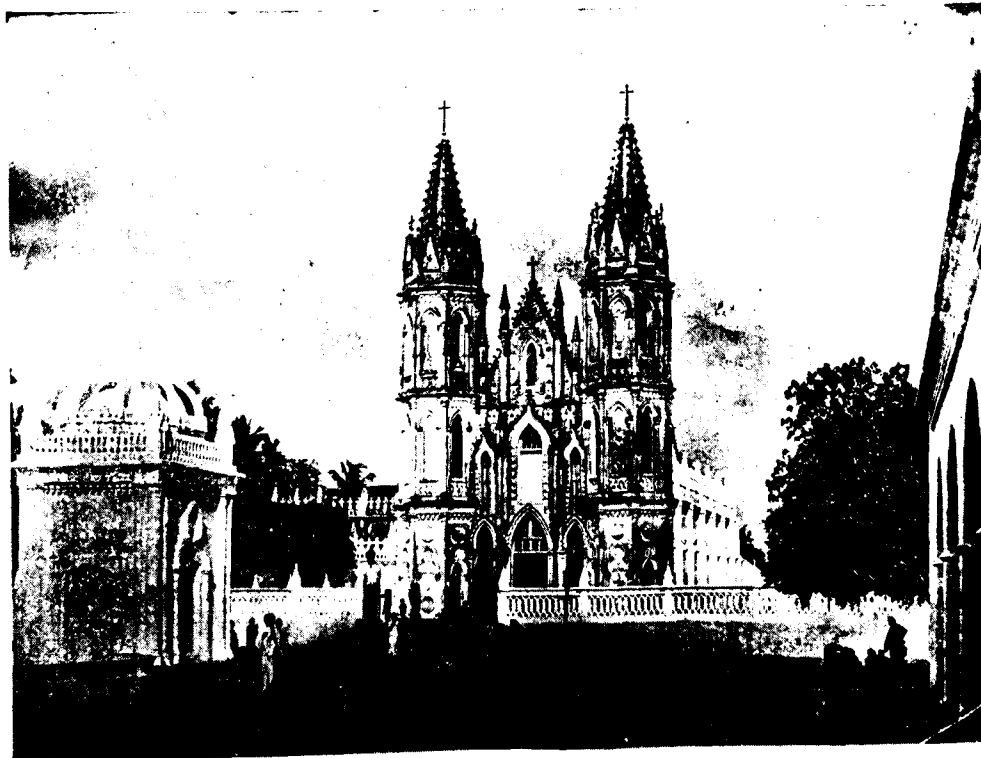
A short sketch of the life and mission of the great Evangelist of the East, will now not be out of place. Francisco de Xavier born on April 7, 1506 at his mother's castle of Xavier, was the youngest son of a very large and noble family. His father Juan de Jasso was the Privy Councillor to Jean d'Albert, King of Navarre, while his mother, Maria de Azpilcueta Xavier was sole heiress of two great Navarrese families. Francis was a model child possessing high and lofty qualities of mind and character, which made him beloved of all. He was also a keen scholar and we find him at the age of 18 in the University of Paris distinguishing himself with a brilliant career. He took his degree as Master of Arts in 1530, and then lectured for some time on Aristotelian philosophy at the College de Beauvais. It was his meeting with Ignatius Loyola that changed the whole course of Francis' life about this time, and in 1533 he was among the company of seven, who formed the Society of Jesus. From then on began the work of the great Apostle of the Indies. He was ordained in Venice on June 24, 1537 and afterwards visited

Rome, Portugal, Mozambique, Goa, the Fishery Coast, Ceylon, Meliapur, Malacca, Amboyna, the Moluccas and other isles of the Malay Archipelago, Japan and Singapore where he finally was seized with an attack of fever on the island of San Chan, and died on the 3rd December 1552. The perils and adventures Francis met with throughout his travels and mission were neither few nor trifling, but he braved them all. It was a life of very great hardships, courted and even enhanced by his heroic spirit of mortification, and his ingenious love for poverty and humiliation. It was a life of incessant labour, toilsome service in waiting on the sick, dressing the wounds of the lepers, visiting prisoners, instructing the ignorant and the children, burying the dead, settling disputes and solving difficulties, building churches, converting infidels, organising defences against pirates and marauders, and in general ministering both to the spiritual as well as material welfare of others, but every pain and fatigue was sweetened by the intense charity which animated every action of his. It was a life of great solitude in the midst of crowds, and a life beset by frequent risks and deadly hostility, but it was made splendid and luminous to the people among whom Francis moved, by the habitual exercise of a multitude of miracles and the 'gift of tongues' by which men of different languages understood him when he spoke at the same time, each in their own dialect and were converted.

When St. Francis died almost deserted and after suffering great privations on the island of San Chan in Singapore, his body was put into a coffin and covered with quicklime before it was buried, so that the flesh might be consumed for the bones to be taken to India. Four months later when the coffin was opened for an examination by the Portuguese, the body was found entire, fresh, the veins full of blood and even the vestments unhurt. On the 15th March, 1553 the body of Francis was removed to Goa where it was

solemnly interred in the Church of St. Paul and in 1655 to its present resting place, the Church of Bom Jesus which formerly belonged to the religious of the society which Francis loved so much. In the East St. Francis Xavier still remains four centuries after his death, a magnificent example and powerful force of the incorrupt faith and religion which he spread with such fervour. He is undoubtedly the greatest

of Christian Missionaries, as the work which he accomplished was colossal, having to his credit 700,000 conversions in less than ten years. Supreme as an organizer, he also possessed a singularly attractive and charming personality, which won him the esteem and admiration even of his enemies. To Catholics in general and Goans in particular, his body will ever remain the object of the greatest veneration.



The Church of 'Our Lady of Health' Velanganni

ANNUAL INSPECTIONS

(Continued from page 32)

where defects are found either in systems of working or in the mechanical lay-outs, details are taken for remedial action.

When the annual inspection has been completed, each departmental head

prepares a note on his observations, and these are then co-ordinated by the Chief Engineer, so that a detailed directive can be prepared and sent out to the divisional and district officers, who will then tackle the items that require remedial action to be taken.

Annual Inspections

----- 'Oprail' -----

TO maintain a good standard of efficiency in all departments of railway working, part of the day-to-day job of Officers and Inspectors is to do routine checks at stations or on sections within their respective jurisdictions in divisions or districts. But apart from these routine inspections, it is usually the practice to have what is known as an 'annual' inspection of districts or divisions by the General Manager and other Heads of Departments, accompanied by the local divisional or district officers, and certain essential supervisory staff. How is this annual inspection done?

About a month before the inspection is due to take place, the Chief Engineer at headquarters issues to all concerned a detailed programme of the tour over the division or district. This programme contains detailed information of the dates on which certain stations, and sections of the line are to be inspected, including track mileages, the type of permanent way laid down on the section, bridges, structures etc.

As soon as the local divisional or district authorities receives this programme, Officers and supervisory staff get on with the job of smartening up whatever they are directly responsible for, so that they can put up a good show when the expert and gimlet eyes of the departmental Chiefs come around.

The Operating Department at headquarters makes all arrangements for locomotive power, coaching stock and a detailed time table for the Inspection Special. This train normally runs on fast timings until it enters the border station of the section to be inspected. It is then that the real and concentrated inspection commences, usually under the direction of the Chief Engineer.

Before we go on to see what happens during the inspection, a brief description must be given of the most important coach on the Inspection special. This coach is known as the

Inspection Car, and is attached to the rear end of the train, behind the guard's brake-van, with the observation platform always trailing. In the main compartment of the Inspection car is a large table with seats around it, on which track and structural plans can be rolled out and examined by the departmental Chiefs when required. This car is also equipped with a speed indicator, the needle of which tells at once how many miles an hour the train is moving; an electrical device by which signals can be given to the driver of the special while on the run, to increase or decrease speed, go slow, or come to a dead stop. All the high-ranking railway officers travel in this car while the train is on the move during daylight hours, each departmental Chief being on the alert for defects concerning his own department.

The Inspection special moves off, and the inspection has now started. Each officer has before him a copy of the detailed programme on the inspection car table. The Engineering and Operating Chiefs are watching the speed indicator with interest. The maximum permissible speed over that particular section of the line may be fifty miles an hour. The Chief Engineer may then signal to the driver to go above that speed for a few miles. This is when his expert knowledge and experience comes into action. How does the train behave while running at more than the maximum permissible speed? Can the track take it with absolute safety, for after all the safety factor comes first in all railway operation? If it can, then a note is made, so that the possibility of boosting up the maximum permissible speed of all trains can be tackled later. The Operating Chief also makes his notes, as it is his department's job to frame the time-table.

On the other hand, even at the maximum permissible speed, or less, the train may be reacting queerly.

Why? Is there anything wrong with the track? The signal is passed on to the driver—Stop. The Chief Engineer, and the local officers and Inspectors of his department now get off the train, and with rail gauges and other instruments, make a detailed inspection of the permanent way, and the land on which it is laid. Here again, long experience and expert knowledge come into play. Some defect is found, and a detailed note is made immediately so that the track defects can be rectified as quickly as possible.

What happens on bridge structures? One may have been reconditioned recently. The inspection train is brought to a stand near the bridge, and down go the officers and inspectors to make a thorough examination. Bridge sleepers, gauge, paint work, girders, bolts, cross levels: in fact, every little item that goes to make a bridge absolutely safe to carry more than a thousand tons at speed, is meticulously checked up, and notes taken where defects are found, for prompt remedial action to be taken.

While the special is on the run, it is the permanent way and bridge structures that everyone, and especially the Engineers, must concentrate on. Speed with safety is the object, but where necessary, speed must be sacrificed for safety. The Operating men will be on the look-out for signal visibility as the train approaches one, as faulty visibility not only retards efficient train operation, but may result in a serious accident.

When the train is scheduled for a long halt at a large station, all the inspecting officers go on a tour of concentrated inspection. The yard, station offices, locomotive shed, carriage and wagon depots, booking and parcel offices, goods sheds, etc. are all checked. Each departmental head takes a special interest in those aspects of the station which concern his department. The Operating Officers will watch out for defects in yard and shunting move-

ments, the Commercial Head is on the alert for booking arrangements, working of goods sheds, catering facilities, etc. The Medical Chief will probe into the sanitation and cleanliness of station premises, and also check the kitchen arrangements of refreshment rooms to ensure that they are being run on hygienic lines.

Next a tour may be made of the railway staff colony. Sanitation, cleanliness, hospital and medical facilities, supply of water and lighting arrangements are checked to see that the staff are well-cared for, so that they have little or no grievances.

A locomotive running shed with a large concentration of engines usually receives special attention. Coaling, fitting, machine shop, stores, bhar line arrangements are all thoroughly checked. Some little operation here and there may be taking too long, and methods of improvement are discussed. This is important, as it is vital that locomotives are in and out from the running sheds on to their trains in the least possible time. A delay to an engine in the shed will mean a late start to a train, and thus retard all-round operating efficiency.

A similar type of check is made at carriage and wagon depots, where 'running' repairs are usually done to coaches and wagons that are 'damaged' and taken off trains en route from forwarding to destination stations. After all, a coach or a wagon in the 'sick' line for repairs is one that is not earning revenue; so here again, every operation is scrutinised to ensure that repairs are done expeditiously and the rolling stock back in service.

The Chief Signal Engineer, his local officers and inspectors, while at stations, will inspect all yard and station cabins, signalling arrangements, as well as block and telephonic equipment. Everyone of these items play a vital part in efficient railway operation, and

(Continued on page 30)

The Moscow Metro

One of World's Most Modern Underground Systems

M. G. Lall

MOSCOW has one of the most modern underground railway systems in the world.

It provides a cheap, fast and efficient means of transport to the citizens of Moscow and helps considerably in easing congestion on the roads. Over two and a half million passengers use the underground railway every day.

The Metro—as the underground railway of Moscow is called—comprises altogether of four different sections.

The first section of six miles was opened in 1935 and since then the total mileage has increased to over 40.

The Russians take great pride in the fact that nearly 8 miles of this Railway was constructed during the Second World War when Moscow was in a state of siege.

In addition to a circular railway of approximately 14 miles, there are three radial lines extending in three different directions to a maximum of approximately 10 miles from the centre. Double line track has been laid in tunnels which are approximately 18 feet in diameter.

These tracks cross each other at different levels, but underground connections have been provided at intersecting points through which passengers wanting to change from one line to another can travel without coming out on the surface.

Third Rail System

The Russians have adopted the third rail system for working their underground railway. Alternating current at 10,000 volts is carried underground and is converted there into direct current at 820 volts for electric traction. Each coach is fitted with a 320 KW motor mounted under the frame. The working of these motors can be synchronised by unified controls at either end of the train.

The coaches are built to seat 52 passengers, but at peak hours they can carry as many as 150 passengers.

Usually six coaches are connected together to form a train, but the number can be increased or reduced to suit conditions of traffic.

The trains attain speeds of the order of 35 to 40 miles per hour and provide very comfortable running.

Underground Stations

There are altogether 40 stations on the underground railway each having a separate architecture.

These stations are very elaborately designed and are liberally equipped with statues, frescos and paintings depicting some aspects of the 1917 revolution. They are gorgeously lighted with chandeliers and have large, spacious platforms and wide passages.

They have an excellent system of ventilation which circulates fresh air without creating a draught. During winter the stations are centrally heated and it is claimed that the system in use on the Metro is very modern and ensures a uniform temperature at all places.

The stations are kept spotlessly clean and it is very noticeable that the passengers take great care to see that they are maintained in this condition.

Smoking is not allowed underground and no one seems to resent it as it keeps the place clean.

Lavatories are conspicuous by their absence, and no one seems to miss them.

UNIFORM FARES

There is a uniform charge of 50 Kopecs per passenger equivalent to about nine annas at the present rate

of exchange. This enables a passenger to travel from any station to any station on the underground.

Tickets are issued either by automatic machines or at sale counters.

There are escalators for the convenience of passengers going down or coming up and they help considerably in relieving overcrowding at stations.

It is reported that the underground railway is running at a profit and some sections had already paid for themselves.

REPAIR FACILITIES

Each section has its own repair depot located on the surface at the end of the line. Each rake is examined carefully at the terminal station after six hours' work.

After every three days the rakes are sent to the depot for attention to electrical equipment, brake gearing, and wheels. This examination usually takes about one and a half hours.

Light repairs are carried out after every three months when the rakes remain in the depot for eight hours.

Heavy repairs are undertaken after one year or when the rakes have been in service for nearly 100,000 miles. For this the rakes remain in depot for six days.

General overhaul is undertaken after every two years or approximately 200,000 miles. The time taken for general overhaul is 14 days.

DAILY CLEANING

Coaches are cleaned every night when the intensity of service is reduced.

The exterior is cleaned by mechanically worked roller brushes, with soap and hot water sprayed from the top. An entire train can be cleaned by this means in the course of about 15 to 20 minutes.

The interior of the coaches is swept by hand and the whole rake is ready for service again within half an hour of its arrival in the washing sidings.

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Public Relations and Audio Visual Education Aids

K. Srinivasan

THERE are various kinds of Aids used in the Public Relations work and Publicity, ranging from posters, broad-sheets, slides, projectors, radios, motion pictures, tape recorders etc. For example, take Loud Speakers and Radios. The listeners will soon tire of any form of methodical teaching—if teaching is attempted through this Audio Aid. It is difficult to hold the interest of the audience in such circumstances, and therefore, we may have to introduce a Visual Aid also, such as a 16 mm. projector to sustain the interest of the people. In the case of a listener, who follows talk solely with his ears, whose sensorial activities are constantly distracted by innumerable interruptions in the surroundings, and thus gets tired of wireless talks presented in a didactic form. Such talk should attempt at stimulating an intellectual curiosity. Broadcasting has to take into account both the participants in that type of human utterances, the speaker and the listener. It should take into account the interest and appeal to the listener. It is of great importance to select the Visual Aids in a judicious manner, so that the ideas and facts which are required to reach the pupil in the school or the people at large at a public place reach them without the fact losing their significance or bearing. Whatever we attempt at Railway stations, broadcast or shows, should have instructional and entertainment value. Incidentally, such Audio Visual Aids may be of assistance in our social education campaigns. Such Aids should bring relief to the worries and fatigue of the passengers waiting and also apprise them of the amenities and facilities railway has given and if possible give an account of the achievements of the Railway. Light music alternating with monologues and anecdotes may be of interest.

In social education where the object is to counteract the tendency of splitting the community into isolated groups, in the educational hierarchy, audio visual aids are of immense assistance to impart to all those who have grown up, a minimum standard of education covering every aspect of life. This education should include anything that should pertain to skill and will widen one's mental horizon and feed his emotions.

Visual Aid is only an Aid to the sound understanding of a subject through a degree of correctness which is not possible through the spoken word alone. The purpose of Visual Aids can be discussed under five heads:—

1. As a direct source of information ;
2. For developing concepts ;
3. For promoting thought ;
4. For creating interests ;

5. For overcoming instructor deficiencies : Visual Aids can be discussed under two heads—internal and external.

(i) **Internal.**—These Aids can be included in railway schools and technical schools as an aid to the pupils in the understanding of various subjects which are taught. In Railway colonies, the visual aids can be utilised for creating a civic consciousness amongst the staff and their children.

(ii) **External side.**—Such Aids can be utilised for success of social education campaigns. In schools and railway colonies, such Audio Visual Aids may be utilised for providing conditions favourable to effective teaching. In the railway colonies such aids will be welcomed as a primary factor for inculcating in the staff a spirit of civic sense. On Railway platforms and in trains, such aids will

provide a synthetic process by which a majority of our people who have not had their early education will be able to participate and will be benefited. They will be able to appreciate the changes that are taking place all round them, such as the Planning Commission, Schemes, Community Projects, Railway facilities and amenities that have been provided, the achievements of railways and how the nation is progressing.

These aids to social education can be classified under three heads:—

- (i) Broadcasting,
- (ii) Cinemas,
- (iii) Posters, charts, slides and folders.

(i) **Broadcasting, or public address media.**—The theme under this head in social education will depend upon the habits of the people. Spitting all over the place, eating exposed food, making the surroundings dirty, foot-board travelling etc., may provide necessary themes. The broadcast may be made over a tape recorder. Radio sets can be installed at stations and whenever there is an interesting programme, the radio can be used to broadcast such programme over the amplifiers installed on platforms.

(ii) **Cinemas.**—Public address may carry us far enough in social education because after some time, public address may become uninteresting and tedious for the listener. Therefore, this has to be supplemented and made interesting and instructive with visual aids, such as motion pictures etc. Thus the motion pictures may be used as an adjunct to broadcasting. Experiments in other countries reveal that the documentary shows have been received well by the public and especially for the passenger who is waiting for the train, it has proved to be very instructive and interesting. Railway stations and trains offer a good venue for experimenting on social education schemes, as large audiences are always available at stations and in trains. Besides, documentary films

showing the progress we are making under the various national plans will be not only interesting but instructive.

(iii) **Posters, charts, slides and folders.**—Selected posters, charts and folders can be displayed at selected places on the platforms. These will provide a good media for educating the public in matters relating to the theme dealt with in them.

The Railway Board Three-Man Delegation, which went to Russia, headed by Shri S. S. Vasisht, in its report, said that Soviet Russia and German Railways had made considerable progress in giving Social Education to passengers. The passenger trains on the Soviet Railways have radio receivers in each compartment connected with a radio room on the train. The radio is utilised to educate passengers in safety methods and general civic responsibilities. On the German Railways, cinema also has been provided at large stations where films are shown free of charge to bonafide passengers.

Oral publicity should come first. Loudspeaker announcements in English and in Regional languages should be couched semi-humorously with a touch of sarcasm. The use of tape recorders or gramophone records should be considered to keep up an even performance. While the need for social education among passengers is apparent, there is also need for educating Railwaymen on this subject. It is the responsibility of the railway staff to see that cleanliness is maintained in carriages, platforms and railway premises. While expecting passengers to discourage hawkers and beggars coming into the platform the Railwaymen should also see that they do not allow them into the station and if they are found, suitable action should be taken to deal with them.

As for printed publicity in the form of posters, handbills, folders, etc., oral

(Continued on page 38)

The Journalist

(Purely an imaginary piece; no resemblance or reference is meant to any person living or dead)

T. A. Kuruvilla

P.R.O.'s Office, Madras

It was just three years ago that our Company decided to have a magazine as its house-organ and when the proposal was first mooted out, naturally, we all thought that Mr. Venkataraman, a colleague working in the Despatch Section will be closely associated with its production if not actually put in charge of the Editorial Chair.

Mr. Venkataraman's claim to journalism and editorship was well-known to every one in the office. He was, 'Prior to selling his soul for pittance in an office' to quote his own words, reported to be the Asst. Editor of an influential journal in his native town and in this capacity he had to write even fiery Editorials in the absence of his Chief. And lo! As fate would have it, one of his outright criticisms of the Government policy landed his Paper in libel action and heavy fine. Unable to carry on further, the Paper closed down and Mr. Venkataraman bid good-bye to journalism with the strong conviction that there is no place for truth and righteousness in this wicked world.

These pieces of biography about him were made known through his mouth only and we all had to hear it one time or other.

Mr. Venkataraman believed that he was a genius and always felt that his talents were wasted in the Despatch Section. This was an opportunity to exercise his faculties and show his fellow-workers how they had underrated him. Perhaps, he was the type of person Gray had in mind when he wrote the lines "Full many a gem of purest ray serene..."

The journal was started and as fate willed our Asst. Manager was himself

put as its Editor. He was a hard nut to crack and as no solid proof of Mr. Venkataraman's past experience in the Editorial Chambers was forthcoming, he was not even taken on in the Magazine Section.

Undaunted, Mr. Venkataraman sent in contributions to the journal. But the new Editor, inexperienced as he was, did not find favour with his writing and rejected them. What an irony of fate! One who had scrutinised, certified or rejected hundreds of contributions from others had to face the humiliation of his composition being rejected by a petty upstart of an Editor of a monthly publication of limited circulation. So goes the world.

Two years went by and submission and rejection were a routine affair by now. Then suddenly things changed. Our Asst. Manager was transferred to the Bombay Office as Manager and the Office Superintendent was promoted as Asst. Manager and Editor. The very same month an article of Mr. Venkataraman's appeared in the journal and we all read it with interest and appreciated the excellence of the theme, the able handling and his deep insight into human nature. After all, he had real stuff and his contributions were rejected by our Ex-Editor out of malice or ignorance. From that issue onwards Mr. Venkataraman's article is a regular feature in our magazine and one of the few which are widely read and appreciated. And they were all excellent though one could notice some loose construction or improper usage or some Latin and French phrases misplaced, if one was very critical. Mr. Venkataraman became our Hero now. He had a flair for journalism. Nay, he was a born journalist. Had he said that he edited the 'Statesman'

during the difficult years of the 'Quit India Campaign' we would have believed it now.

* * *

It was last Sunday that I happened to walk along the Marina. On the pavement was an old man with some second-hand books for sale. As is my wont—I had always a fascination for old books—I stopped by him and casually glanced at the titles. Presently an old shabby volume caught my attention. I opened the book and scanned through the page. My indifferent eye took in one sentence and I had a strange notion that I was familiar with it. This stimulated my interest and I read the page with attention. And there it was in black and white! Mr. Venkataraman's article in the previous month's issue had been reproduced there in that old volume word by word. Not word by word—the author or whoever it was that wrote it (the book had no beginning or end, the pages having been eaten away by ants) had used some antique words in place of the modern ones used by Mr. Venkataraman.

I turned to the previous pages and there they were! Almost all the articles which appeared in our magazine. Suddenly, I got an urge to possess the book. I should expose the Journalist and show my friends that after all the 'Assistant Editor Story' was a big hoax.

I bargained with the old man and finally he agreed to sell it to me for Rs. 4. I hurried to my house with the book and checked it with the copies of the magazine with me. Yes! They were all there excepting the first three articles where the pages were missing.

I pondered over the matter. I didn't have proper sleep. The next morning I went to Office late. Somehow, I was very nervous and irritable. Mr. Venkataraman greeted me with his usual sonorous voice. I just nodded to him and went straight to my seat. I could not look him in the face. I could not concentrate. I was very gloomy and silent.

From my seat, I occasionally watched Mr. Venkataraman at his desk. He was calm and stoical. He was addressing the envelopes and handing them over to the Peon for affixing stamps. He was unperturbed. Little did he know about the Atom Bomb I was holding which would smatter his prestige and reputation. Poor man! If I exposed him, his ego would be wounded. Besides, he was getting a small sum for his contributions and he was a needy man. No! I would not do that. No! No!

I rushed home without even taking permission from our Superintendent. I took the volume, tore it into a hundred bits and set fire to the whole heap. . . . lighted a cigarette, took a deep puff and heaved a sigh.

PUBLIC RELATIONS AND AUDIO VISUAL EDUCATION AIDS

(Continued from page 36)

publicity and film publicity have to be watched for some time before deciding on printed publicity which has to be carefully planned and executed.

The Railways can introduce with advantage such aids as charts, models, film strips etc. in their workshops and technical schools to train their technical staff.

These aids can be utilised in railway colonies for creating a greater civic sense. To begin with, we may only require a mobile van which can go round the colonies showing documentary films on subjects such as (1) child welfare, (2) house-keeping, (3) cleanliness, (4) safety first, (5) how to become a home doctor, (6) civic sense, etc.

Centralized Traffic Control— Description of Control Panel

T. S. Parthasarathy

Deputy Chief Optg. Supdt (Coaching)

THE illustration reproduced in this article represents a typical arrangement of the panel of the control machine and the following description has been set out, as far as possible, in non-technical terms and no attempt has been made to describe the internal functioning of the apparatus.

An illuminated track diagram is mounted at the top and shows the relative position of signals, points and track circuits together with their reference numbers. Single or, in some cases, duplicate red lamps are illuminated to indicate that the associated track circuit is occupied as on ordinary "normally dark" illuminated diagrams. The horizontal row of thumb switches immediately below the illuminated diagram is for the control of points and have two operating positions—to the left for points normal and to the right for points reverse. White lamps stencilled N and R placed just above each point lever indicate that the points are normal or reverse respectively; 'no light' on these lamps indicates that the points are not occupying either of their proper positions or that the point detection circuit is broken owing to the point tongue not being fully over or that the point lock is not right home.

The signal thumb switches are mounted below the point thumb switches and operate in two or three positions, the normal (signal danger) position in either case being vertical. As with the point thumb switches, signal indication lamps are provided above each signal thumb switch; when the red indication lamp is illuminated it is an indication that signals controlled by the thumb switch are exhibiting the stop aspect. If either the L or R indication lamp (which may be green or yellow accord-

ing to individual circumstances) is illuminated, it is an indication that one of the L or R signals is displaying a proceed aspect.

The spring return push buttons below the signal thumb switches are usually employed to bring into operation a time element device in the field for the release of points, if these become approach locked. Sometime these push buttons are used for other purposes such as the control of the automatic or semi-automatic working of signals or the control of signal lamps or fog signal repeaters.

The row of spring return push buttons below the release push buttons are termed start buttons and the operation of one of these causes a control code to be transmitted to the appropriate field station. A control code thus initiated contains only "controls" determined by the thumb switches and push button located vertically above the start push button. The lamps placed at the lower right hand corner of the control panel indicate to the operator whether a control or indication code is being transmitted and are known as 'code indication lamps'. In some installations the positions of these lamps may vary from that described.

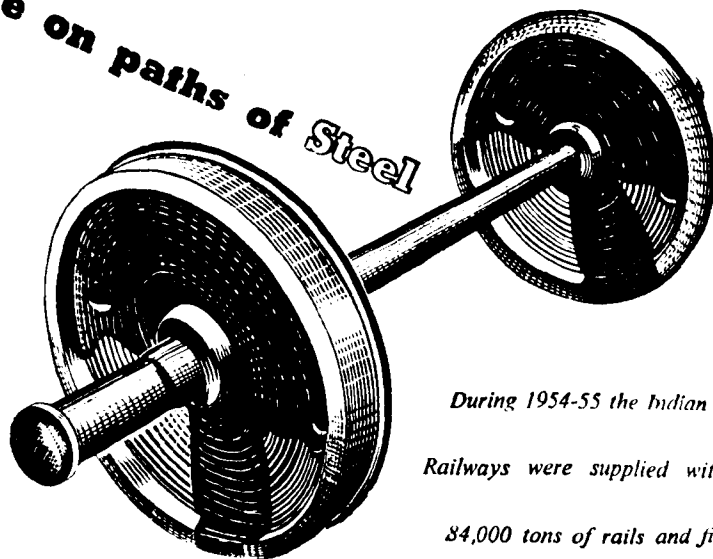
A cancel button is placed close to the code indication lamps and its function will be described in detail later.

Any of the indication lamps, thumb switches and push buttons (with the exception of the start and cancel buttons) described above can be arranged to indicate or control other apparatus in the field; for instance it is not unusual for a thumb switch in the top row to be used as a release lever for a ground frame and its



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associated lamps to indicate the position of the king lever in the ground frame.

Operation of thumb switches

All thumb switches and push buttons except the start buttons can be moved at any time without altering the apparatus in the field and it is not until the start button has been pressed that any control action can take place. The C.T.C. apparatus is arranged in unit form and each vertical row of thumb switches and push buttons is referred to as a 'panel'; thus each start button controls only the transmission of codes for the thumb switches and push button located above it.

It is important to remember that each control code started contains "controls" for each thumb switch and care should be taken before pressing the start button to see that all thumb switches above it are set to the desired positions.

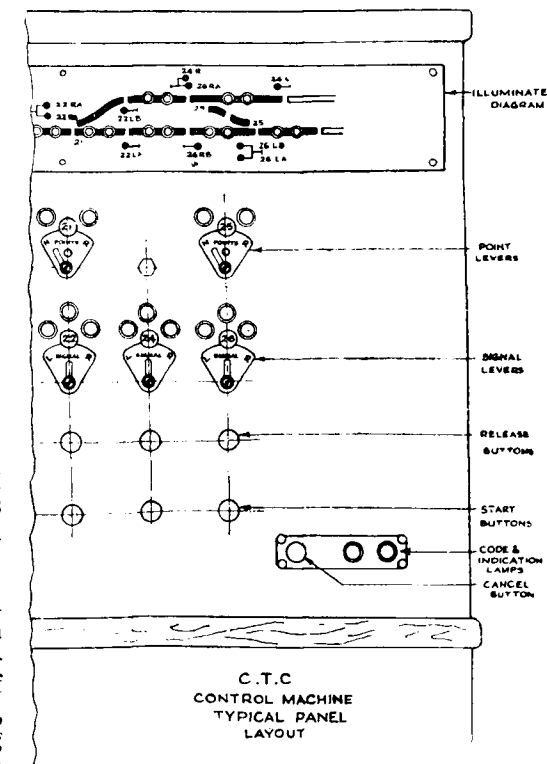
Locking

In a C.T.C. system, all mechanical locking between thumb switches is dispensed with and control code may be transmitted at any time. The equivalent of mechanical locking is however provided in the field and takes the form of special circuits which prevent conflicting routes being set and contains all the usual track locking and protection. The manner of operation of the field interlocking varies between individual installations but the following may be taken as a typical example.

Take a crossover where a signal reading over it is displaying a 'proceed' aspect. Should the signalman wish to change the position of the crossover from normal to reverse, a control code can be sent containing the appropriate elements to restore the signal and to position the points to reverse. In the field, however, reception of this code does not result in all necessary action immediately taking place, the field functional relays

being energised or de-energised to complete the required actions as soon as the necessary local interlocking and proving circuits are completed.

Reception in the field of the above code results in the signal immediately being restored to 'ON'. When the signal has been restored, local interlocking allows the points to be positioned to reverse provided of course the points are not also approach locked or the track circuit over the points is not occupied. Indication codes are automatically returned from the field following the re-positioning of each function, the office indication lamps finally agreeing with the position of the appropriate control switches showing that all controls have been delivered and executed.



Should the approach track be occupied, an approach lock will have become operative when the signal assumed the stop aspect and the points

control will not take effect. Under these conditions, the approach lock release button must be depressed and a control code started by pressing the start button at the same time. The release button must be held in during the whole period for which the control code lamp is illuminated and then released. The purpose of this release code lamp is to operate a time element release relay in the field which will be effective in unlocking the point control circuits after a predetermined period.

In some installations, a distinction is made between a "combined release" and "a separate release". If the operator puts a signal to danger when the approach track is occupied and at the same time sends a release control in the same code, the point and signal lamps will be made to "blink" as indication that the points are again free to be moved.

If, however, the signal is put to danger while the approach track is occupied and a separate release control is sent, the point and signal lamps will be extinguished until the time delay period is complete, when they will be re-illuminated automatically provided the start button has not in the meanwhile been pressed a second time. Should the start button be pressed a second time during the timed interval, the lamps will be re-illuminated and a 'blink' will occur at the end of the period.

As described above the circuit locking is usually arranged so that two separate codes must be sent to place a signal to danger and throw the points. On the other hand the locking generally permits a pair of points to be thrown and a signal to be cleared on a single control code.

Locking between points is carried out by means of suitable lock circuits in the field and it is necessary to transmit the control codes in the proper order otherwise it will be impossible to obtain the route required.

Storage

This is one of the greatest advantages of C.T.C. not possible in other systems of signalling. Should the start button be operated to transmit a control code to the field while an indication code is being sent in, the control code is stored and will be sent out immediately the line clears, without another operation of the start button. Additional storages may be made, up to the number of start buttons provided on the control machine. Furthermore, each start button may be operated in quick succession at any time and control codes will follow each other until all control storages have been run through.

In the same way storages are made in the field should the line be busy and stored indications will be sent in directly the line clears.

Should a start button be depressed to send out a control code and simultaneously an indication be initiated by the operation of a field function, say a track circuit occupied, then the control code will take preference and the indication code will be stored until the control code has been delivered. If another start button has been pressed during the transmission of the first control code, the indication code will be further stored until the second control code is completed.

Cancel

If for any reason it is desirable to cancel control codes which have been stored at the Office, operation of the cancel button will destroy all storages which have not already been transmitted.

A fault of the system may become apparent by reason of continuous code action, the code indication lamps indicating in these circumstances whether the trouble originates on an indication code or on a control code.

If the control code is at fault, code action can be stopped by pressing the cancel button. After the code has

been stopped, the individual panels can be tried one at a time in order to locate the difficulty. If the trouble is local to one particular panel, then other panels can be used as needed, independent of the defective panel.

Control codes at any time before completion can be stopped instantly by operating the cancel button, which will, of course, cancel any other stored control codes. Thus in case a code for a given set up in the field is initiated and a change of plans is desired, the code is immediately sent out upon the next operation of the start button. These operations will also cancel all other storages, which can be reinstated if desired by leaving the thumb switches as they are and pressing the start buttons of the panels concerned.

Local Control Changeover

When a request has been received by the signalman to transfer control of a switchlock or ground frame to local control, the following procedure is adopted. This operation is similar to the electrical transmission of a key in the Hepper's instrument.

The appropriate thumb switch must be turned to the "L" position and the start button pressed. The "C" light will immediately go out and the "F" light on the field apparatus will be illuminated. The field operator must now turn the king lever over to the unlocked position. This will initiate an indication code to light the "L" lamp on the control machine.

The field operator is now free to operate his equipment. The signalman cannot resume control without the co-operation of the field operator.

When the latter wishes to hand back the control to the operator he must return his king lever to the locked position which initiates an indication code. When the code is received in the control office, the "L" lamp will be extinguished and the single stroke low-tone gong will sound. The signalman must then return the thumb switch to the "C" position and press the associated start button. When this code is received in the field, the local control permission is cancelled and the switch lock or ground frame is locked.

Conclusion

The above description may be somewhat confusing to railwaymen in countries where the C.T.C. is not in force even on certain sections but once they get used to it, it is one of the simplest systems to operate. Let us suppose that C.T.C. is installed on the Pezwarda-Bitragunta section of our Railway. The operator who will be stationed at Bezwarda will, by operating the thumb switches on the machine, be able to set the road and lower the relevant signals at all stations on the section for train operation without any co-operation from the station staff. The indications in front of him on the panel show him the position of the various trains on the section and whether they have passed the points set for them. At any rate, as the entire line is track-circuited no conflicting movements can take place even if the operator turns the wrong switches and hence the system is one of the safest in the world. This is perhaps one of the reasons why even the somewhat conservative British Railways are going in for C.T.C. in their modernisation scheme.

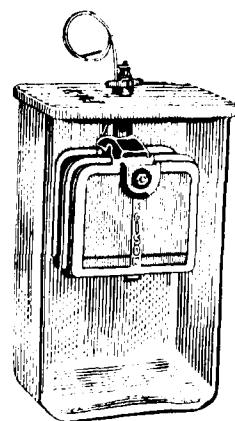


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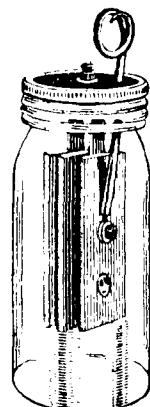
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Arthritis

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

WHAT is called by an average person as "Rheumatism" is known as "Arthritis" in medical parlance. It is one of the worst diseases that man is liable to, with a crippling effect on the patient. In that respect this disease is a worst crippler than the other dreadful diseases such as Cancer, Tuberculosis, Diabetes, etc.

Although there are varieties of diseases coming under the head Arthritis, I shall confine myself to the chronic form of this disease and they are grouped into two types (a) Rheumatoid and (b) Osteo-Arthritis. Osteo-Arthritis can hardly be called a disease as it is only the natural result of wear and tear of tissues occurring as age advances. However, as the word "Disease" is only the opposite of "ease" it may justifiably be applied to this disease also as it causes much discomfort and limitation of activity, although it does not cripple the patient altogether. Osteo-Arthritis affects the bigger joints like the knees, hips and also the spine making them knobby and painful. It is stated that signs of this disease appear in the early middle years and progresses as the age advances. The fact that the worn-out tissues cannot be restored to its original condition must be borne in mind. When the illness is diagnosed treatment should be immediately attempted to alleviate the symptoms. Of course, the disease is unresponsive to drugs. The treatment mainly consists in a well-balanced

diet with sufficient quantity of vitamins and active movements of the joints and periodical check-ups. Above all these, a calm mental outlook is necessary as otherwise a worrying mind will worsen the condition. And the patient must also be reassured that Osteo-Arthritis is after all not going to cause a total disability and such assurances would be an excellent medicine for the mind and for the patient as a whole. Nowadays treatment with short-wave diathermy (a form of physio-therapy) is tried with good results.

Rheumatoid Arthritis is the worst kind of rheumatism. It produces inflammation of the cartilage and soft tissues around the joints causing roughness and swelling of the joints. The disease tends to swell the large knuckles of the fingers. Usually it begins in the joints of the feet and toes and then spreads towards the body along the limbs affecting wrists and ankles, knees and elbows, shoulder and hips. Affected joints become swollen, stiff and very painful. The attack of the disease is accompanied by fever and disturbances such as malice, drop in weight and anæmia. This is in marked contrast with Osteo-Arthritis. The chief causes of Arthritis are infection from teeth, tonsils, etc. Poor elimination of waste products is also a cause. Exposure to inclement weather, poor circulation of the blood, faulty posture, heredity, etc. are also contributory factors. One interesting feature of Rheumatoid Arthritis is that it usually improves during pregnancy and during

an attack of jaundice. This encouraging aspect induced research workers for a greater deal of thought and investigation towards finding the beneficial influence in each of these conditions.

TREATMENT

As the cause is not yet found out for this malady, no specific form of therapy exists till date. It is by a careful and intelligent selection and combination of methods suited to the individual patient that success can be achieved. Diet rich in vitamins should be immediately given. Various orthodox treatments have been found to relieve this condition temporarily. They are the drug therapy consisting

of analgesics, iodine, gold salts, prostigmine, vaccine treatment, protein shock and a heap of others. Recently the wonder drug from the supra-renal glands called cortisone has been tried with dramatic results. But when the drug is withdrawn the disease also tends to recur again. And one can hope before long there will be a remedy—permanent cure—for Arthritis also particularly Rheumatoid Arthritis.

The incessant labour and zeal of medical scientists who have dedicated their lives for research in medicine for the benefit of mankind will surely leave no stone unturned until the triumph. So there is bright future for the Arthritic also.



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Furnishing the Home*

V. S. Shanthalakshmi

LAST time we said that the five different things that may be considered as the interior decorator's principal tools are light, colour, texture, pattern and scale. Light and colour of course we discussed. Let us now see what part texture, pattern and scale play in furnishing the house.

Texture is largely the result of light, for its effect is due to a varying surface, some parts of which reflect and some absorb light. It is possible to give variety to a colour scheme by using surface in varying degrees of texture. An instance of this would be walls with a matt finish and furnishing materials of the same colour with a smooth glossy surface: this forms a beautiful colour scheme. The different reflective value of textures is the reason why it is so difficult to dye silk and woollen materials so that they match exactly—silk reflects light and wool absorbs it. Hence some fabrics are suitable only for covers, others only for curtains and some for both. For upholstery choose a closely woven fabric and avoid 'knobby' weaves which tend to pull and catch in use. For loose covers, heavy and closely woven linen is ideal. Some firm cotton tapestries are suitable too. For curtains a softer fabric is needed to drape well. Linen should be softer and more openly woven

than for covers. There are however many border line cases where linen is sufficiently heavy to make good covers and yet will also drape well enough for curtains. Closely woven thick material (tweed—cheap varieties) are ideal for heavy curtains and upholstery, but are still expensive. The smaller the window the lighter weight the curtains can be, since the heaviest materials will not drape well in short lengths and the light ones look flimsy in long lengths.

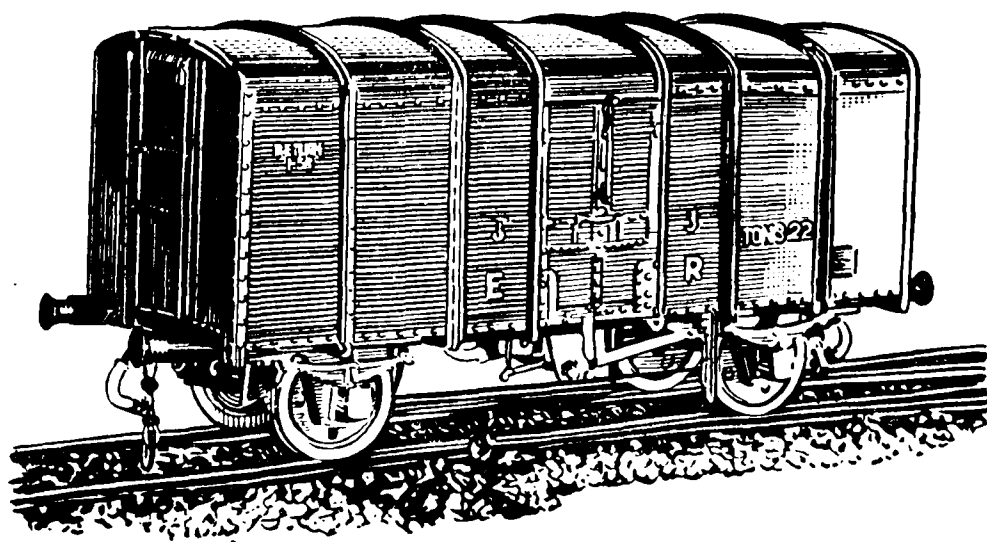
Pattern is important and fulfils a fundamental need felt by most people who find themselves depressed by too many completely plain surfaces. But it needs to be used with care and discretion. When most people speak of pattern they are apt to think only of applied patterns, such as to be found on printed wall papers or textiles, in fancy woven materials or on decorated pottery. Actually, any room, even the plainest, contains pattern even if there is not one single surface-patterned object in it. First of all comes the position of the doors, windows and fire-place, which form a pattern against the plain wall and ceiling surfaces.

Fabrics must be correctly scaled to the size of the room, windows or the piece of furniture they are to cover. A pattern that is 21 inches will look

* Continued from December 1955 issue.

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FURNISHING THE HOME

49

absurd at a window 30 inches high and eye catching designs that look perfect when draped over an 8 feet high shop stand will look very different in a 15 feet x 12 feet sitting room.

It is perfectly possible to use more than one pattern surface in a single room, but they must be carefully chosen so that they will help each other instead of creating a muddle. Generally speaking it is advisable never to use more than one very boldly patterned material in one room; the others should be much smaller and less obtrusive and they should bear some relation to the main pattern, both in style and colour.

Colour relationship does not mean that the accessory pattern must be of the same colour, although this is agreeable. They may be neutral so as to concentrate greater attention on the brighter colours of the main pattern, or they may give it dramatic effect by well chosen contrasts. But they must be chosen in relationship to each other and not assembled haphazardly just because you like each individual pattern. And where two or more patterns are used together, they should be given relief of some fairly large amounts of plain colour.

Whether you use your main pattern on wall or curtain depends entirely upon the furniture, but never, never use a bold pattern in both places at once. If your furniture is simple, a boldly patterned wall will show it to advantage; with more elaborate furniture it is generally best to concentrate your chief pattern on the curtains and to use the walls as background to the furniture. And in either case you will get a better result by covering the chairs and settee in a plain material or one which has only a slight texture in its weave.

It is generally a mistake to repeat curtain fabrics elsewhere in the rooms and there must be a careful balance between patterned and plain fabrics. This usually means flouting the convention that all upholstered pieces should match. In general, pattern should be reserved for smaller pieces. A reasonable proportion is two plain to one

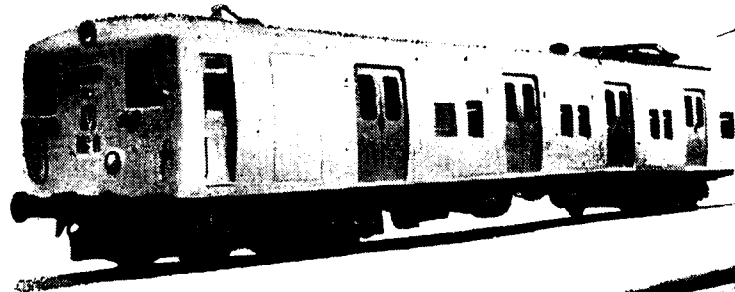
patterned piece. Two or even more patterns can be used together if carefully chosen. Sometimes the same pattern in another colour will give sufficient contrast. Or all the patterns may have a common factor. If one of the motifs of the curtain is a star, a fabric with a design of stars would be good for covers, for example.

But textures too can conflict as much as colour or patterns. The sophistication of a silk damask suitable to a room of very formal setting will clash with the homeliness of folk-weave no matter how near a match the colour. Fine silk or silk-like fabrics with a sheen are generally unhappy with the more informal textures of linen, cotton or wool. Compare the good combination of printed cotton curtains with a tufted candlewick bedspread and the unsuitable association of the same curtains with a satin like rayon quilt. Pile fabrics like velvet, on the other hand, demand the contrast of sleek damask or brocade and mix badly with printed linen or cotton.

We now come to the last tool of all: Scale. It may seem obvious, but it does need to be stressed that the scale of your furniture and of your patterned surfaces should be correct for the scale of the room in which they are to be placed. True scale of furniture is an ideal which it is not always possible to realize. The trouble most of us are faced with is the possession of furniture which is too large for the average small modern drawing room. Where this is the case try to eliminate one or two pieces and of course good arrangement of shapes will help. Never use more than one patterned surface in a room where the furniture is too big and use patterns of medium size only. Large patterns will only make the room seem still smaller and the furniture bigger, while too small patterns look quite ridiculously minute. Indeed, if you can bear it, use no patterned surfaces at all, and keep all your colours low in key. And of course, have white or pale receding coloured walls. Where both room and furniture are in good proportion to each other use patterns in scale with the furniture.

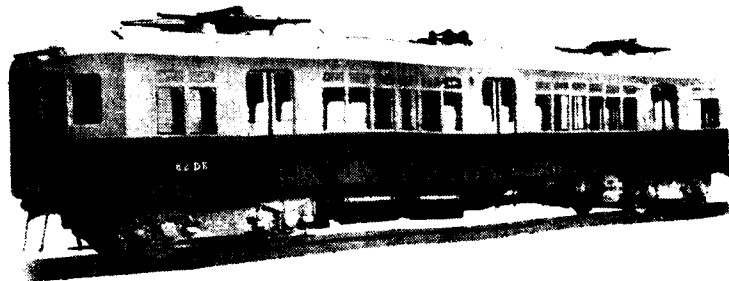
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Strange Ways and Habits of Animals

WHEN we think of animals, whether they are tame like our house dogs and cats, or wild and ferocious like lions and tigers and leopards, we perhaps do not know that they too can have sickness or diseases, or habits like men and women.

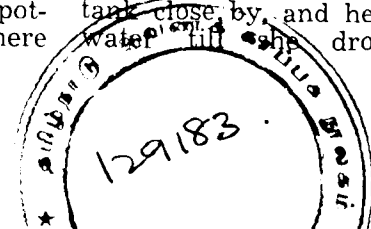
If we have a dog in the house, at some time or other he may become sick. The sickness may be somewhat like what we often get, such as a running cold in the nose, or even something much worse, like pneumonia. But what of those animals we only read about, or see very occasionally in films at the cinema, or in a zoo; or, if we happen to be living near jungle country where wild animals are fairly common sights to see? Because we do not see them so often, we do not know how much they act or suffer like us.

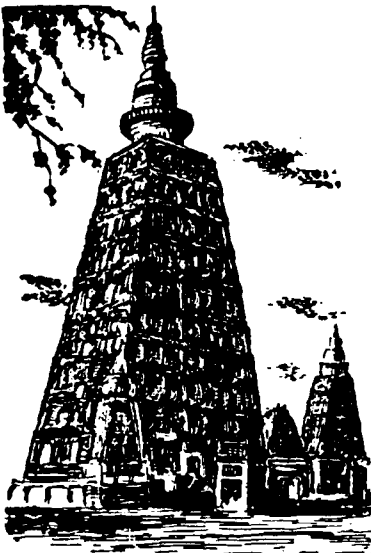
Supposing we think of the elephant. You may have seen one at a mela, or in a zoo taking people for joy-rides on its wide back, or being used in big and important processions. He looks such a calm and peaceful giant, and you know that if you got in his way and he put one of his huge feet on top of you, well, the result would be that you would be squashed flat. But this same elephant, who always seems content and happy, may one day become sad and gloomy, and you may find him leaning up against a wall and moping as if he had lost someone very dear to him. You cannot even tempt him with delicious food when he is like this. Another important thing in an elephant's life is to keep himself spotlessly clean. If he can get anywhere

near a river or tank, or even a trough of water, he will dip his long trunk in, suck up gallons of water, and give himself a grand shower bath until he feels cool, clean and fine. And did you know that elephants often get toothaches? If he went to a dentist, well, it would require quite a large pair of pincers to pull out an elephant's tooth.

Have you ever seen a rhinoceros? If you have been to a zoo, you may have seen one of these large, hard-skinned ugly animals, with a nasty-looking single horn sticking up from his snout. Well, these fellows usually have bad eye-trouble, and they should actually be wearing spectacles. But it would be a comic sight to see Mr. Rhino sporting about with a pair of large horn-rimmed glasses perched on his big snout! These animals are also very stupid. They only have to hear the slightest noise, and without being cunning about it, they must charge about all over to find out where the noise came from. It is because of this stupidity, that rhino hunters can easily get these animals within gun-range and shoot death-dealing bullets into their thick hide.

Now, let us take the bears. You may have seen one of these going around with the 'bandarwala', who has two or three monkeys, a goat and a bear. These animals are taught to dance and do tricks and are always a grand sight to watch, when they are up to their tricks. These bears sometimes act like human beings. A bear in a zoo in Germany one day got into a tearing rage with his wife, grabbed her by the throat, dragged her to a tank close by, and held her under the water till she drowned. Quite a





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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



murderous fellow, wasn't he? But he was lucky there were no bear judges and courts, otherwise he would have been tried and hanged with a rope round his throat until he too was dead.

Next, let us see what we can learn about monkeys—both large and small. Some monkeys get whooping cough and measles just as we do when we are youngsters. Some orangoutangs—a large kind of monkey—when kept captive in zoos, suddenly get very sad and want to hide and mope in corners. If you throw a blanket into his cage, he will take it up and wrap it around his body and face to hide, because they do not want to be seen by anybody, or look at anyone, when they are sad. When two baboons stare at each other, they think it is very rude, just as we do if we found someone staring too much at us. Have you seen your baby sister suck her thumb sometimes? Well, young chimpanzees do the same thing, and I am sure Mummy Chimp will tell Baby Chimp, "stop sucking your thumb, it's a bad habit".

Perhaps you may think that only old men and women grunt and snore in their sleep. But if you were a sailor and your ship took you to those parts of the world where walruses are found, you would hear Mr. and Mrs. Walrus grunting and snoring too when sleeping. And here is a queer thing. When we hear somebody grunting and snoring and waking us up from a sleep, we want to swear and tell them to stop it. But sailors like to hear the walrus snore, as these animals make their beds on rocks sticking up out of the sea, and many a small boat has been saved from being smashed to bits on sharp spiked rocks, by the warning grunts and snores of the Walrus family.

Then there are those sly and cunning rascals, the foxes and jackals, who are always slinking about near poultry runs to grab a nice fat cockbird, hen or chicken. Oh yes, they are brave fellows when up against a harmless fowl, but they are nature's biggest

cowards, always cringing with fear. If you happen to see a jackal slinking out of a bush some evening near dusk, and just clap your hands or give a shout, he will be off like streaked lightning. You won't catch him facing up to you and saying, "I'm not scared, pal."

It is not only animals that act like human beings, some kinds of birds also have the same habits and failings. You, or some child you know, may have at some time sat down and kept on eating till you felt that you could not even lift yourself up from the chair you are sitting on. Well, those ugly nasty-looking birds, the vultures, also do this. They eat and eat and stuff themselves so much, that they cannot leave the ground when they want to fly. And there was the strange case of a bird called the bittern. This bittern in the zoo at Amsterdam in Holland, fell in love with the man who looked after his cage, to such an extent that he pushed his bittern wife out of the nest, and wanted the keeper to sit on the eggs until the bitterns were hatched!

Now take those pests we often want to trap in the house, the rats who nibble away at our food. Well, when these little rascals cannot get their way, they show temper by sitting up and biting their nails. Another kind of rat, known as the pack rat, enjoys moving things around like some girl, who is never happy until she is busy shifting furniture, or ornaments from one place to another, or rearranging a room.

The next time you visit the zoo, and if you find yourself standing outside the monkey cage, you may see one of these scamps come up to the bars and make funny faces at you. Don't shoo him away and say he is a rude fellow, because he is only doing what many a small boy or girl must have done to annoy another child.

Now you know why so many people often say, "Aren't animals like human beings?"

UNCLE TELLATALE

Our Commercial News Letter

Earnings

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

(Figures in thousands of Rupees)			
November			
	1954	1955	
Passengers	1,30.72	1,44.17	
Other Coaching	26.93	30.80	
Goods	1,65.84	1,77.61	
Sundries	9.77	11.06	
Total	3,33.26	3,63.64	

Compensation Claims

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

- (1) Number of compensation claims received during the month of November 1955 ... 4,212
- (2) Number of claims disposed of and the amount paid during the month of November 1955 ... 4,462 (Rs. 2,36,339-15-9)
- (3) Number of claims outstanding at the end of the month ... 4,169
- (4) Number of days taken to settle a claim ... 37 days

Letter to the Editor

NEW RAIL LINK IN VISALANDHRA

Sir,

The Union Minister for Railways in a recent press conference at Hyderabad has stated that top priority would be given to the construction of a Railway line between Khazipet and Nellore via Nalgonda, Nandikonda and Macherla, which project was one of the four new lines proposed by the Hyderabad Government for inclusion in the Second Five-Year Plan. The Union Deputy Minister for Railways speaking at a meeting at Madras on the 5th January said that the Railway Ministry would spend about 3.5 crores for doubling the track from Vijayawada to Gudur so as to relieve the congestion in traffic and that the Ministry has also directed the General Manager to proceed with the work immediately.

The new rail link from Khazipet to Gudur via Nalgonda, Nandikonda, Macherla and the backward and mining areas of Gudur Division is most essential. The Railway Ministry is requested to review, reconsider and re-examine the issue carefully in consultation with our elected representatives once again and order for the Traffic and Engineering Surveys of this short and direct route to Gudur without touching Nellore ; which project will be of immense help and blessing to the long neglected and backward Andhra countryside for tapping the rich natural resources and at the same time easing the transport bottleneck between North and South.

M. VENKATARAMAN
Member, Railway Passengers' Association

Gudur



RAILWAY REGIONAL MEET Championship Cup for C. D. Cleur

C. D. Cleur had no difficulty in winning the individual championship in the fourth Inter-Regional Railway athletic meet which concluded on 21-1-1956 at Perambur. The

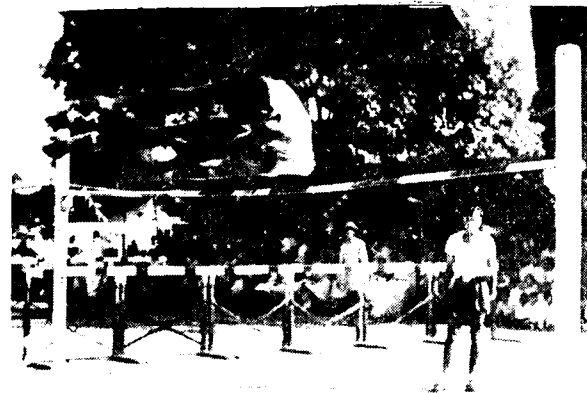
Bangalore Cup for the regional championship was annexed by the Tiruchi Region with 84 points. Mysore came second with 64. Madras secured 50 points.



Shri T. A. Joseph, GM reviewing the march-past led by the Security Force Band.



GM taking the salute



The most outstanding performance was the fine show by L. Trower, of the Tiruchi Region, who set up a new State mark in the high jump. He cleared 6 feet 1 1/2 inches, the previous best being 6 feet 7/8 inches. Besides this many meet and inter-regional railway records went by the board.

Cleur who was adjudged the best athlete in the Indian Railways athletic meet at New Delhi last year, secured 15 points to win the Captain Botman Challenge Cup (A.F.I.) for the individual championship. The other athlete who was conspicuous was the Indian sprinter Mr. Gabriel of the Mysore Region. He claimed the 100 and the 200 metres.

Smt. T. A. Joseph presenting the trophy to Shri C. D. Cleur



Long Jump



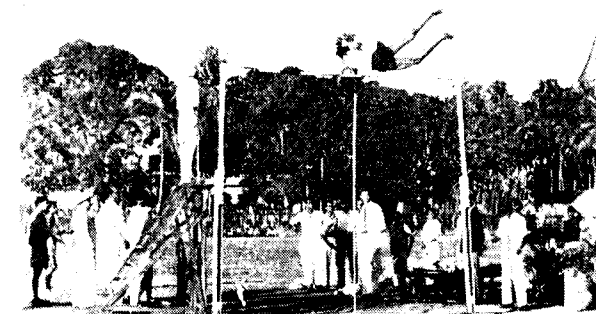
Cycle Race

The two-day meet, which commenced on Friday, concluded on 21-1-1956. There was a good crowd present to witness the meet which was well conducted. George L. Rider, the American Coach who is now in the City, was among the interested spectators. Athletes from all over the Southern Railway took part. Regional athletic meets have been held in the three regions and those who secured first and second places in the various athletic events were selected to compete in this inter-regional meet. Based on the performance of the Railway athletes at this meet, the Southern Railway team for the Inter-Railway athletic meet—to be held on February 2, 3 and 4—will be selected. As the Southern Railway team will have to leave for Delhi immediately after this meet, they will not be taking part in the Madras State meet this year.

The function began with a march-past of athletes. The Chairman of the Southern Railway Athletic Association, Mr. Ratan Lall, requested the General Manager, Mr. T. A. Joseph, to declare the meet open. Three

selected athletes advanced towards the Tribune of Honour and took the oath on behalf of the other competitors. The competitions over, Srimathi T. A. Joseph distributed the prizes.

Pole Vault



Shri T. A. Joseph, Shri N. Seshachalam, Secretary to GM and others before the Flagstaff



(More pictures overleaf)



Shri T. A. Joseph,
GM, speaking on the
occasion



Shri S. K. Mukerji,
CCS, Shri T. A.
Joseph, Shri A. R. Rao,
S.D.G.M. and others
witnessing the sports

SOUTHERN RAILWAY ATHLETIC ASSOCIATION, RAYAPURAM

The fourth Madras Regional Athletic Meet was conducted at the E. & A.I. Railway Institute Grounds, Perambur on the 16th and 17th December 1955. A vast gathering witnessed the Meet, at the Finals on 17-12-1955.

Shri B. Venkataraman, Chief Mechanical Engineer, Perambur, presided and distributed the trophies.

As many as 150 competitors participated in the Athletic Meet. New Meet records were created in Pole Vault, Hammer Throw, and 4 × 100 Metres Relay Race. The 10,000 Metres Cycling event (open to all) was also

conducted this year. Two interesting events, viz., 4 × 50 Metres Relay Race and 75 Metres Race for the benefit of ladies (staff working on the Railway) were introduced this year.

The Individual Championship Rolling Cup was awarded to Mr. K. Rosen (the holder last year) of the E & A.I. Ry. Institute, Madras Central who secured 27 points while Baskaran of I.R.I. Perambur and Prem Kumar of E & A.I. Madras Central secured 19 and 18 points respectively. The Inter-Institute championship shield was once again annexed by the E & A.I. Ry. Institute, Madras Central (last year holder) which secured 84 points whereas the 2nd place was gained by I.R.I. Perambur with 69 points.

THE SOUTHERN RAILWAY ATHLETIC ASSOCIATION TRICHINOPOLY REGION

The fourth Annual Athletic Meet of the Southern Railway Athletic Association, Trichinopoly Region, was held at the Bell Recreation Ground, Trichy Goods Yard on 5th, 6th and 7th January, 1956. The events on the final day were witnessed by a large gathering in the presence of the Chief Operating Superintendent, Southern Railway.

Madras, who presided over the Meet. The trophies were given away by Mrs. Batra.

Altogether eleven fresh records in the Region were established, outstanding among them being those of High Jump and Discus Throw which broke the standing Inter-Railway records for these items.



Mr. Ishuguro (Japanese Engineer) and
Miss Smith, winners of the visitors' race



Mr. R. D'Lassele, RI MDU, receiving the
Reynold's Individual Championship bowl



Shri Ratan Lall, C.O.P.S., addressing
the athletes



Shri P. N. Batra welcoming the President



Shri A. Ramachandran, Chive Institute, TELN
clearing 11' 5½"

ENGINEERING GANG DAY AND SPORTS AT TINNEVELLY

The first Annual Engineering Day and Sports of the Tinnevelly District were celebrated on the afternoon of 1-1-1956 at Tinnevelly Junction in the maidan opposite to the Railway Dispensary. The maidan had been gaily decorated for the occasion and the whole place presented a festive appearance. There was a large and distinguished gathering and the elite of Tinnevelly and Palamcottah including all the important public officials had gathered to witness the function. Sri R. V. Raman, I.A.S., Collector of Tirunelveli, presided. Sri S. Venkataraman, Regional Engineer, Trichinopoly, was also present and took an active part in the celebrations.

Various items of engineering sports to test the skill of trade and quickness in execution of the Gang staff and Artisans were conducted and prizes awarded to the winners and runners-up. All categories of staff (Class III or Class IV) had separate items for each.



The items included assembling of track, sleeper renewals, oiling fish-plates, cutting rails, lighting hand signal lamps, Bricklayers' race, Carpenters' race, Painters' race, Trolley race, Permanent-way Inspectors' race, Assistant Permanent-way Inspectors' race, Clerks' race, Peons' race, etc.



Staff from the various sections who took part in these events showed great enthusiasm and gave an excellent display of quickness and skill. As most of the members of the public who were present were not conversant with the Railway Engineering operations, a running commentary was given when the items were in progress.

After a 'Fancy Dress' event for Engineering staff and a Gymkhana event for the visitors, the sports concluded at 18-30 hours.

The Championship Shield presented by the Officers of the Tinnevelly Engineering District for the best

Permanent-way section as adjudged from the sports events was won by Tenmalai section.

After the events, Srimathi M. G. Nair, wife of the District Engineer, Tinnevelly, gave away the prizes to the winners and runners-up of the various events. Cash prizes awarded by the Railway Administration for the best maintained gang lengths in the two Sub-Divisions for the year 1954-55 which had been won by Gang No. 9 of Virudhunagar Section and Gang No. 2 of Tenmalai Section were also distributed at the function.

After the prize distribution, Sri S. Venkataraman, Regional Engineer, Trichinopoly, welcomed the gathering. Sri R. V. Raman, I.A.S., in his speech, congratulated the Railway staff for having conducted these novel Engineering sports which were very much appreciated by the public. Sri M. G. Nair, District Engineer, proposed a vote of thanks and also explained the significance of the Engineering Gang Day and Sports and wished that it would become a regular annual feature in the coming years.

After a 'Bharatha Natyam' performance by Kumaris Giriya and Bhagyam—children of Railway employees—and the singing of the National Anthem, the function came to a close.





BURMAH-SHELL NEWS

TO possess all the distinguished journalistic talent in one volume makes possible a new experience and a comprehensive view of this is to be found in the November 1955, Volume IV, No. 6 issue of 'Burmah-Shell News' (hailing from Bombay and edited—without fear or favour—by Mr. D. A. Jilla, the distinguished and accomplished editor who achieves an accuracy of both writing and concept that is, at times the craft's astonishment!), a magazine-anthology devoted to new and experimental writing. This issue has light to shed upon history and its making; upon psychology, ethics and education; upon politics and the transmission of our tradition. This is verily an interpretation of Dante that reaches for the contemporary universals and succeeds in a remarkable manner. The editor deals with language as a clarinetist deals with his instrument; that is, he knows the flexibility of the reed as well as he knows the precision of the keys—though his themes, sometimes, seem to be those of other Masters! This intimacy is seen throughout the Journal in the authenticity of characterisations and transcription of literary patterns. A serious and thorough-going attempt to apply recent developments in logic and scientific method to problems, such as interpretation and evaluation, in which there is an inescapable element of personal judgment is evidenced in Mr. C. M. Sankaralingam's report of Madras. An exceedingly important work of exegesis and scholarship, this report sets out to help us to under-

stand how the revival of 'cuthrat'—partly in terms of mythological or biblical allusions, a symbol of the highest reality on earth, about whom the whole of cultural experience was gathered—in the Shell X-100 Motor Oil campaign brought back to motorists their past association with this villain of the piece or the deus-ex-machina. A giant 'cuthrat' even though clothed in humour was alive awaiting to be thrown into bottomless perdition by the ail-powerful shell X-100 Motor Oil!

Rose-leaves, though admittedly an eulogy—cum—In Memoriam, is the biography of the man who was probably more important than any other (single individual) notable for sensitivity to the rapidly shifting forces in contemporary industrial society which contradict many of labour's earlier absolutes. Although primarily for their staff, this eulogy—cum—In Memoriam will be helpful to all readers of the Burmah-Shell News. Despite the undeniable fact that the article in question does not pretend to be an exhaustive examination, yet, it deals with all the major allusions and references, studies the significance of structure and form and traces the development of Mr. Rose's method (no other than that Rose of many thorns, of many petals, of many fragrances, of abiding grace and much (belly) laughter. Refreshingly frank, generous to a fault, gifted with a keen sense of humour and a fascinating story-teller, Philip Rose was one of those rare personalities who never failed to leave his impress on friends and associates. For the company he has done a pioneer's and true architect's job in

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raising the Publicity Department from its uncertain beginnings to its present respectable status and securing recognition for it as an important and essential part of the organisation. Outside too, he (Mr. Rose) has carried on—with weapons at once formidable and clean—the genuine publicity man's battle for truth, the truth about the objects of advertising, the truth about newspapers and their value, the truth about commercial art, rescuing it from the morass of propaganda and false claims with which it was surrounded.

Soon after joining his company, Mr. Rose was found out to fit in aptly with a definition of culture; the person having depth of thought, a sensitive eye for beauty and human approach. These qualities gained for him (Mr. Rose) admiration, affection and popularity. Press campaigns for the Aviation Service, Shell X-100 Motor Oil, I.C.A. and the (other) various Institutional campaigns (which were his personal contributions to Burmah-Shell publicity) will be remembered for many years to come. His introduction of 'cuthrat' corrosion, happily blended with humorous 'copy', retained the readers' interest for a considerable time and as a matter of fact, 'Mr. Corrosion' has come back (again) by popular request. His New Year Greeting advertisement portraying the Shell X-100 oil drop with an Ice Bag will be remembered by one and all for all time to come. Mr. Rose's most effective quality was Receptivity: but he (also) radiated New Ideas. Those who came in contact with him found him a kind of switch-board, a transformer. He was verily like a needle, always quivering, oscillating, responding to new impulses, throbbing at the slightest variation of current—a magnetic instrument measuring ceaselessly the tone and intensity of public impact to all efforts. But no matter how much the needle quivered and oscillated, it seldom varied far from its own true North. Of all his multifarious qualities the dominant one was probably his extreme humanity. His radiant, energetic smile stirred all

those who worked with him with confidence and hope. His methods of persuasion not merely made those who were and are in Publicity and Relationships his followers but also his partners! He led those who worked with him (and for him) by following—which was one of the most distinctive sources of his power. He lifted people above themselves—he gave them a goal!!!

Vishakapatnam looks to the future, describes the techniques that have been developed for the study of more primitive, that is to say, more easily observable civilisations. The result is bound to be, in a measure, superficial; yet it serves as a more than adequate and thoroughly exciting introduction to the subject. The need for a major port on the one thousand miles of coastline intervening between Madras and Calcutta was felt for a long time before Vishakapatnam situated midway between the two became the obvious choice. Inside the short entrance channel formed between the high bluff of the Dolphin's Nose on the south and the Town of Vishakapatnam with its small hills on the north is an extensive basin, eminently fitted for a large harbour. An early reference to Vishakapatnam's merits appears in a report submitted by a group of Engineers to the East India Company in 1858. The possibilities of development, however, were not considered in any detail till 1877 when the claims of Vishakapatnam as a major port were advocated based on its natural advantages and as the most convenient port to serve Central India.

Running across the pages one learns that the claim of Bombay Division to superiority over other Divisions is based not upon longevity—and certainly not upon senility—but upon importance and volume of trade. Modern Art by Mrs. M. Chandran makes one feel that the gravity of the problems that weigh upon us makes it inevitable that we should turn again to tradition with renewed seriousness, partly as a relief from present necessities and partly in the hope of

unravelling the secret of the great decades of achievements, from which we derive our cultural heritage. As for the Pink City of Jaipur, which has rightly been called a Dream in Stone, one has only to state that it wears the blush of everlasting beauty and that there is no other city so beautiful as this and so poignantly reminiscent of ancient and traditional India. Small wonder, then, that when the moonlight plays upon its coloured walls one stands non-plussed and flabbergasted and muses as to whether the dead would wake and re-tell their romances! The Supplement Bal Samachar is a veritable Pongal treat to the young and old: whilst the Fabulous Fabrics of India's Handloom Weavers, the luxurious brocades of Banaras heavily laden with gold and silver, the historical Dacca saris, the amazing 'badhri' from Rajasthan and the drapes from Uttar Pradesh have all given colour and character to those fortunate enough to possess them.

The Smiling Jungle of the Garo Hills is the kind of country we dream about

at the age of youthful enchantment. Powerful, indeed, is the attraction of huts raised high upon stilts in the forest Jungles. We have all, at one time or another, wanted to live like Robinson Crusoe and we have all, doubtless, felt a kindred spirit with the creatures of the dream world about whom we used to read in our early school days. This most brilliant magazine which is of the greatest interest to intellectuals everywhere not primarily political greed, land hunger, or military power, not the white man's germs or the white man's rum—is excellently got up and painstakingly documented with a quiet but incisive rebuttal. The articles summarise the most important studies on Indian civilization and the analysis include such immediate problems of business as competition, personnel management and the arbitration of conflicting interests. It is an Education in itself to free men's minds so that they can think straight and that they can know what is good and beautiful and true!

V. T. NEELAKANTAN

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1955 CHRISTMAS CELEBRATIONS AT E. & A. I. RAILWAY INSTITUTE, PERAMBUR

The Christmas celebrations at the European and Anglo-Indian Railway Institute, Perambur, were conducted on a grand scale, the programme consisting of functions throughout the week.

The programme started with the Children's Xmas Tree, Treat and Sports on Saturday the 24th December 1955. Quite a large number of children participated. A number of items of Sports was gone through for the various age groups of children. The Merry-Go-Round, Punch and Judy and Marionette shows proved a great attraction and the children enjoyed themselves immensely. Mr. L. Thomas, who was previously the Secretary of the Institute and till recently the Assistant Carriage Works Manager, presided over the function and Mrs. Thomas gave away the prizes. Mr. V. S. Ramaswami, Loco Works Manager and Chairman of the Institute, welcomed the gathering. After Tea, the children with their parents gathered inside the Institute Hall

where the Christmas Tree gaily decorated with festoons and coloured lights stood on the stage surrounded by a large and varied array of covetable toys. It was a moment of excitement for all when Santa Claus entered the Hall. The children flocked around him



and soon relieved him of almost every balloon he had. It indeed called for much patience from the children till their names were called out and they received their toys.

On the following day, there was a Grand Non-Stop Xmas Ball with two Popular Dance Bands of the City, namely Mrs. Beryl Fitzgerald and her Melody Makers and Clarie Rod and his Rythm Revellers, in attendance. The hall was packed and it undoubtedly proved to be the best show in Town. Apart from an Elimination



Dance which was based on elimination of alphabets forming the word Christmas, there was also a 'Popular Lady' competition. The most Popular Lady was Miss Bala with Miss N. French as runner-up. The Chairman Mr. V. S. Ramaswami who was present welcomed the huge gathering and wished them all a Merry Xmas Week and a Happy and Prosperous New



Year. In the course of his speech he eulogised the valuable services rendered by Mr. Thomas when he was Secretary. Mrs. Thomas distributed the prizes for the Popular Lady competition and Mrs. Menezes, wife of the Hony. Secretary, the prizes for the Elimination Dance.

On the morning of Tuesday the 27th December 1955, there was a Cricket

Match between Bachelors and Married Men. The latter had an easy victory over the other side. In the evening again there was a Fancy Dress Hockey Match between the 'Robins', a Ladies' Team and the Institute Team. This proved to be quite an interesting event as could be judged from the very large number of spectators who turned up to witness the match. As could be expected, the match was won by the Institute Team—indeed an easy victory over the fairer sex!

The Children's Fancy Dress competition was held on the evening of Wednesday the 28th. The number of children who took part was not very encouraging but the costumes worn were indeed quite original and interesting. A large gathering attended the



function. Mr. & Mrs. Sieber and Mr. & Mrs. Leemen of the Integral Coach Factory were the Judges. Mr. V. S. Ramaswami thanked the Judges for their kind assistance. He welcomed the Swiss Engineers to participate in the Institute functions in large numbers and thus keep close liaison on the social side with Southern Railway members of the Institute.

Another Big Dance was held on the 29th of December 1955. This was the Masquerade Ball with Tommy Xavier and his Dance Band in attendance. This dance though not so well attended as that on the 25th was indeed quite a nice show and afforded more space for the dancers. There was only one competition, viz. the Mask Dance. Three prizes were given away for

Lucky numbers. Mrs. E. Stevenage, wife of Mr. E. J. Stevenage, Assistant Accounts Officer, gave away the prizes.

There was a Whist Drive and Dance on the 30th which was well patronised particularly for the Tomobolo which followed the Whist. Prizes for Tomobolo were given in the shape of gifts, a very wide range of choice being made available for the prize winners to choose from.

The week's function came to a close with the **New Year's Ball** which



was held on the night of Saturday the 31st December 1955 with **Clarie Rod & his Rhythm Revellers** in attendance. The Hall was fully packed in spite of the fact that there were 3 other shows in Town. The close of the old year was symbolised by the burning of the 'Old man' just before midnight and at the stroke of 12-00 a little fairy, played by little Betty Thomas, flitted in and danced around the bonfire. This was followed by great jubilation and exchange of greetings throughout the gathering. The high-light of this Dance was the selection of 'Miss 1956' and the choice fell on Miss N. French who had previously missed being the most popular lady at the Xmas Ball. The runner-up was Miss C. Fanderlinden. Mrs. L. Thomas distributed the prizes. Prizes were also given for lucky numbers on Programmes and Carnival Caps. Mrs. M. Menezes gave away the prizes for the former and Mrs. W. Ward, wife of the Hony. Treasurer, the prizes for the latter. Mrs. Ward was responsible for decorating the Hall and her handiwork was excellent as the Hall presented a really gay and festive appearance.

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.

S. I. RAILWAY EMPLOYEES' CO-OPERATIVE CREDIT SOCIETY, LIMITED, TIRUCHIRAPALLI

The Committee of Management of the S. I. Railway Employees' Co-operative Credit Society, Limited, Tiruchirapalli, at their meeting held on 31st December 1955 have sanctioned the following grants from the Society's Common Good Fund:

(1) Rs. 500 to the Madras Cyclone Relief Fund—1955.

(2) Rs. 800 to 4 T.B. Patients (Railway employees) at Rs. 200 per head.

(3) Rs. 200 to the Amoor Co-operative Health Society for purchase of medicines and medical equipments.

OFFICERS CELEBRATE REPUBLIC DAY



The Officers of the Southern Railway celebrated the Republic Day at an impressive function got up under the auspices of the Southern Railway Officers' Association at Hotel 'Dasaprakash' on January 24. There was an 'Evening party' followed by a variety entertainment. A large gathering of Officers and their families

was present, including Shri T. A. Joseph, the General Manager. The Vice-President, Shri M. O. Chacko, presided over the function. After a welcome speech by the Honorary Secretary, Shri V. K. Sthanunathan, in which he mentioned the significance of the Republic Day, a pleasant programme of variety entertainment was gone through, including an English

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farce entitled 'The Trial', in which the following officers took part :—

Shri G. S. Parmer
Shri K. Srinivasan
Shri K. N. Chennabasappa
Shri C. V. Gopaul
Shri R. S. Amritharaj
Shri V. K. Sthanunathan
Shri B. Venkataramani
Shri T. M. Rangachari
Shri Madhava Rao
Shri B. Madhavan
Shri R. Srinivasan
Shri V. A. P. Rao
Shri S. G. Raman

There was a music recital by Shrimathi Sulochana Pattabhiraman and a few dance items by two young girls, Sudha and Rashmani.

The fuction came to a close with the singing of the National Anthem.

SOUTHERN RAILWAY BHARAT SCOUTS AND GUIDES— CENTRAL DISTRICT

In response to the appeal issued by Sri M. Ranganathan, Assistant District Commissioner (Rovers) of the district, the following groups and crews attached thereto enthusiastically went round the Railway Colonies and Railway Offices situated in and round Madras and residential quarters and made the following collections :—

Names of the Crew	Clothes	Provisions
Subash Crew, NGO Bldgs. ..	1,200	173 measures of rice and half a bag of pulses
Vivekananda and Asoka, PER ..	427	3 bags of rice
Neihait Group, PER ..	200	4 bags of rice
RPM Crew ..	47	23 measures of rice and 16 tins of multipurpose food
Servers Crew, Gooty ..	..	6 measures of rice
Indian Railway Institute Crew, AJJ ..	..	20 measures of rice

The association is thankful for the various officers and officials for their generous contribution.

These collections of 19 maunds of rice, 1 maund of pulses and 1,874 pieces of clothes are being sent to the District Collector, Tanjore District, for distribution.

METRE GAUGE COACHES

The first set of four metre gauge coaches out of 24, to be put on the Madras-Tambaram suburban section, arrived on 17-1-56 by 'S.S. Indian Endeavour'.

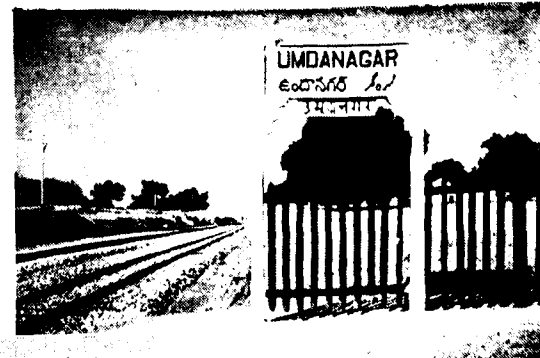
The augmenting of the existing fleet strength in the suburban section with the 24 coaches, which have been manufactured in Italy, would, it is stated, considerably ease traffic congestion in this section.

The four coaches constitute one unit. The next batch of four is also on the way, having been shipped in December last.

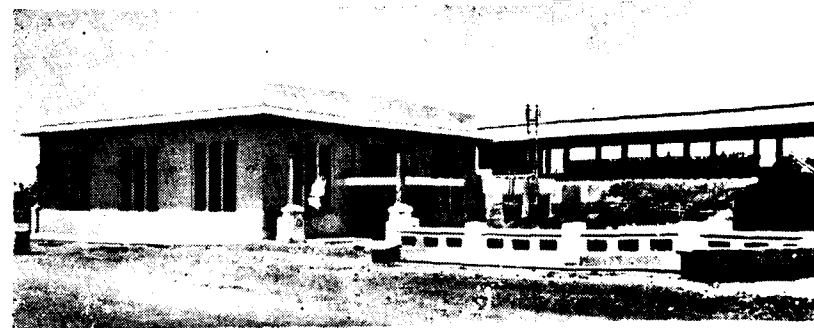


Shri R. M. Mahadevan
Chief Security Officer of the Southern Ry.
Winner of Police Medal

Concrete FOR THE RAILWAYS



Platform name-board

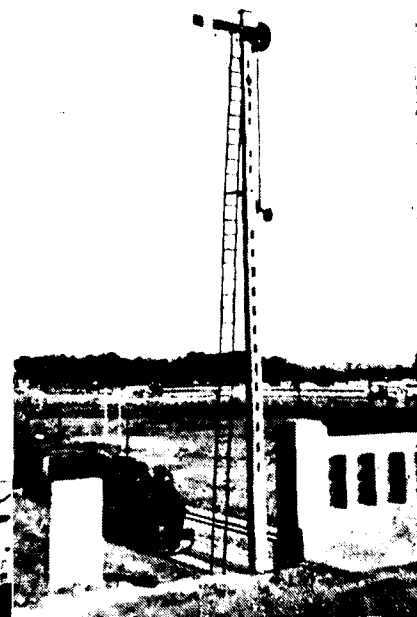
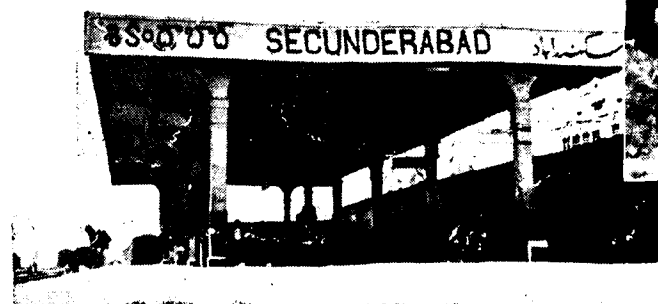


Coimbatore Railway Station

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.

The moderate first cost of concrete structures—plus their long life and low maintenance—results in true low annual-cost service.

**Build to last with
ACC CEMENT**



Precast concrete post for railway signal

Canilevered concrete roof for island platform

ACC Sales Managers:
THE CEMENT MARKETING COMPANY OF INDIA LTD.

UTAT 02-01

February 1956

S. R. NEWS

71

NANGAMBAUKAM RAILWAY STATION OPENED



Staff at Nangambaukam

Mr. N. Gopi, welcoming the gathering, pleaded for the early provision of a staircase on the western side of the station which was a crowded residential area.



The Nangambaukam Railway station was declared open on January 14, 1956. It is situated on the western side of the Loyola College. Rev. Fr. S. Arulswami, Principal, Loyola College, presided at a function held on the occasion under the auspices of the Kodambakkam Welfare Association at the station premises.

Rev. Fr. Arulswami said that they were glad that a long-felt demand of the area had been fulfilled. He expressed the hope that the station would have all the facilities available at other stations.

Mr. P. K. Madhava Menon, Regional Traffic Superintendent, Tiruchi, declared the station open.



—Photos : P. S. Vedhachalam



Mr. K. P. Balasubramaniam, General Secretary, proposed a vote of thanks.

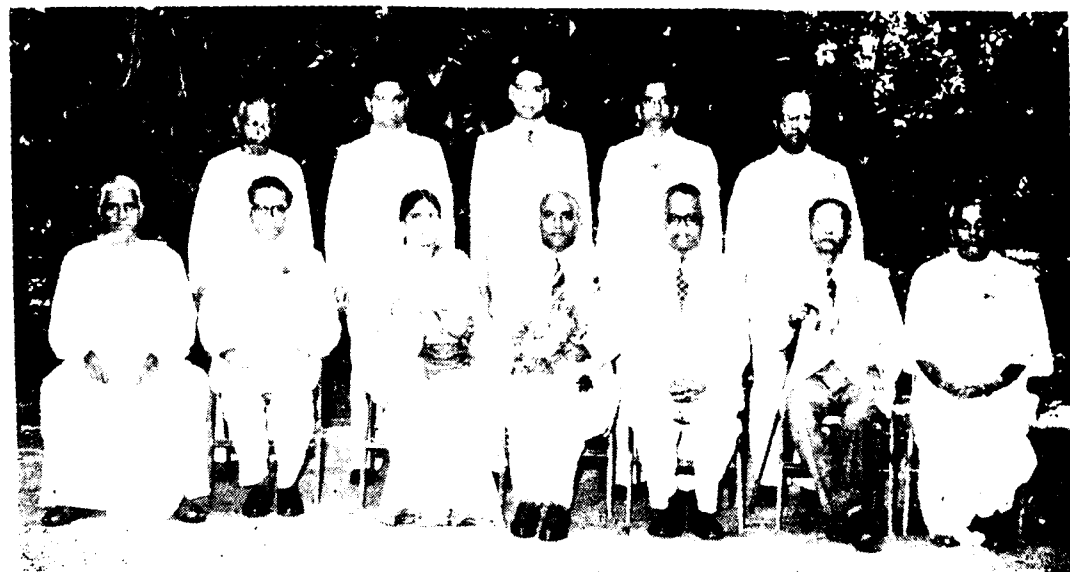
REGIONAL RAILWAY USERS' CONSULTATIVE COMMITTEE, BROAD GAUGE REGION

The members of the Regional Railway Users' Consultative Committee, Madras Region, entertained their chairman, Mr. D. B. Patel, at a luncheon at the Woodlands Hotel, Mylapore, Madras, at the conclusion of the twelfth and last meeting. After lunch, Mr. Patel was garlanded and Mrs. C. Ammanna Raja, a member of the Committee, spoke in appreciative terms of Mr. Patel. She recalled the useful work done by the Committee during its tenure of two years and thanked the chairman, on behalf of the members of the committee, for the courtesy and consideration shown

to them on all occasions. Replying, Mr. Patel thanked the members for their hearty co-operation and expressed his pleasure at the friendly atmosphere and cordiality which marked all the meetings of the Committee at which he had presided. A group photograph of the chairman and members and guests present was then taken.

Those present included Srimathi Ammanna Raja, Messrs. P. S. Subramaniam, P. Devaraja Iyer, M. Hussain, K. L. Narasimha Rau, S. Sanjeevarayanan, P. N. Sundaraswami, A. M. Kothandarama Reddiar, and C. Anna Rao (Members), Mr. D. B. Patel, (Chairman), Mr. S. Manthram (Secretary) and Mr. Varadarajan.

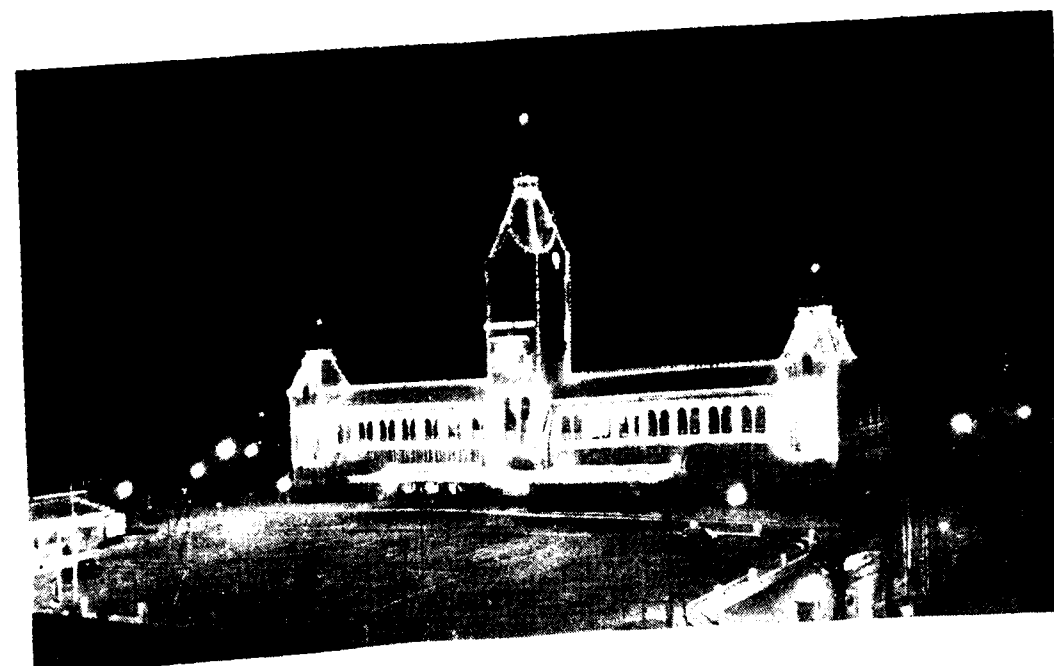
A group photo taken on the occasion



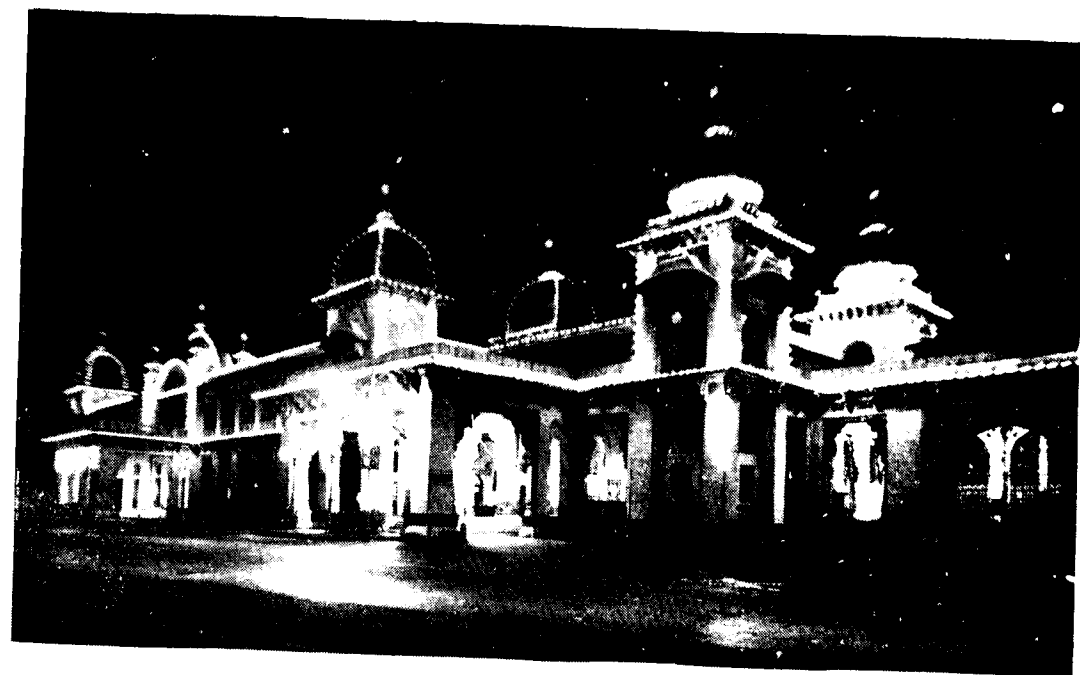
ILLUMINATIONS ON THE REPUBLIC DAY



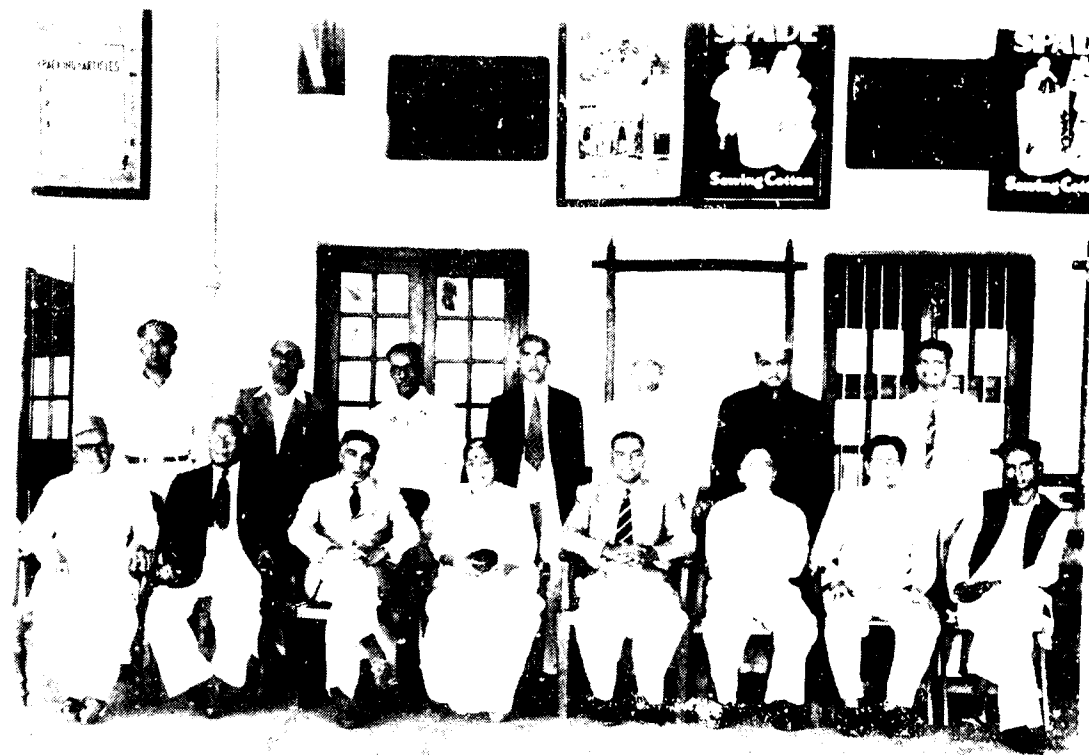
Southern Railway Headquarters Offices, Madras



Madras Central Station

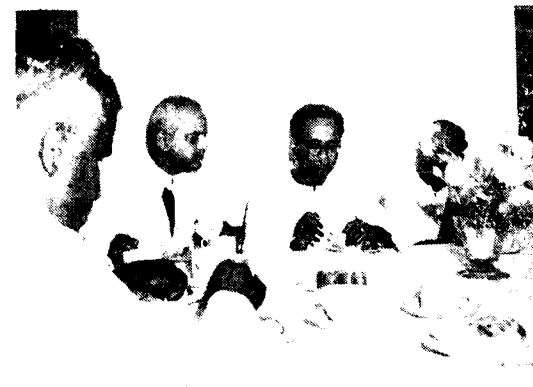


Medras Egmore Station



Group photo taken on the occasion of the last RRUCC meeting of the Mysore Region held at Tirupati on 21-12-1955

**RAILWAY AND OTHER CENTRAL GOVERNMENT EMPLOYEES PRESENT
AN ADDRESS TO SHRI O. V. ALAGESAN (11-1-56) AT TAMBARAM**



Shri A. R. Rao, the Deputy Minister and others at the Tea Table

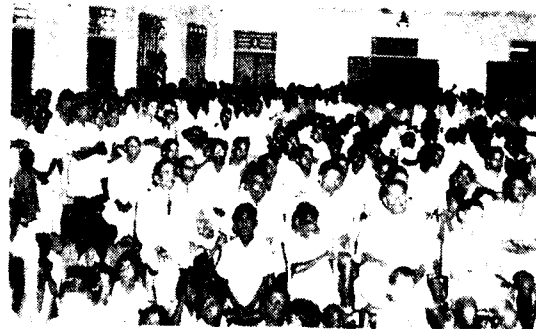


Shri O. V. Alagesan garlanded



The Deputy Minister for Railways and Transport speaking on the occasion

—Photos : P. S. Vedhachalam



[Photo : P. S. V.]
A view of the gathering at Tambaram
hearing the Deputy Minister's speech

Shri Lal Bahadur Shastri laid the Foundation-stone for the road-bridge
over **Chambal** on 23rd January 1956



Mahamakham Festival at Kumbakonam

From 16-2-1956 to 25-2-1956

MAHAMAKHAM BATHING DAY SATURDAY 25-2-1956

P. S. Vedhachalam

Publicity Inspector



Mahamakham Tank, Kumbakonam—a view

Introduction

TO know South India is a privilege, as it is the seat of ancient Dravidian civilisation which, as has been well recognised is one of the oldest to have ever flourished. South India claims recognition as it is pre-eminently a land of sacred shrines, holy rivers and imposing festivals. Religion has played a vital part in the life of the people of South India. The art and architecture which the people of this part of the country developed to a marvellous degree are best expressed in the temples which form a marked feature of the South Indian landscape. Swami Vivekananda said, "Wherever a European found a spot of more than ordinary beauty or splendour, he at once built a hotel at the place to attract tourists, while a Hindu erected a temple on the tops of

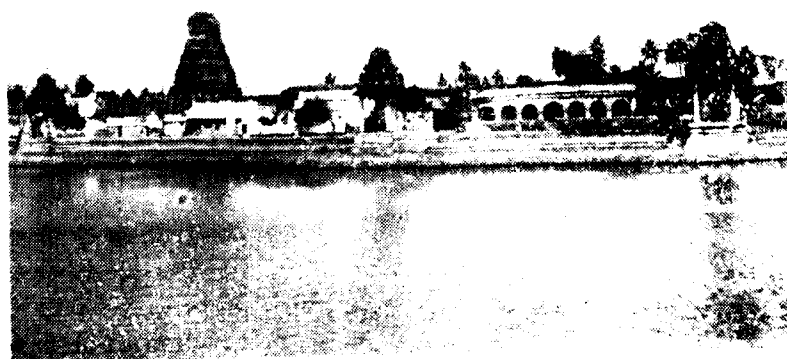
mountains and the confluence of rivers to invite pilgrims". This is indeed characteristic of the people in South India who built sacred temples not only in cities and towns but also in small and obscure places. There may be no human habitation around a small hillock, but on its top one will see an ancient temple. Very often, trade of the locality centred around temples in villages but for which there is nothing attracting attention. In short, religion accounts for the south being a vast treasure-house of art and architecture, culture, monuments and memorials of one of the oldest civilisations of the land.

Religious festivals play a prominent part in the life of the nation and they are an important aspect of South Indian domestic and social life. All Hindu festivals have an esoteric meaning.

One such festival which is at once the most magnificent and attractive to a very large number of pilgrims is the **Mahamakham Mela at Kumbakonam**, 194 miles from Madras Egmore on the Madras-Dhanushkodi Main line of the Southern Railway. This festival occurs once in twelve years and corresponds to the Kumbha Mela of North India. The origin of the Mahamakham festival affords interesting study.

The tradition of the Mahamakham Tank.—The celebrated Mahamakham festival comes off on the full-moon day in the month of Magha (known

tank at Kumbakonam (familiarly known as Mamangam Tank). The nine rivers are the Ganges, the Jumna, the Saraswati, the Narmada, the Godavari, the Cauvery, the Mahanadi, the Payoshni (Palar) and the Sarayu. Thus, the sacred Ganges goes south, it is said, intermingling with eight other holy rivers in the waters of the Mahamakham tank which becomes in consequence a centre of spiritual energy. So it is, that people travel to Kumbakonam from all parts of India and have a holy bath in the tank on the Mahamakham day which falls on February 25, 1956.



Mahamakham Tank, Kumbakonam another view

as 'Masi' in Tamil) which synchronises with the English months February-March, when the planet **Brihaspati** (Jupiter) passes on to the house of Simha (Leo). The festival mainly comprises a sanctifying bath in the Mahamakham tank at Kumbakonam, deemed to be a very important and sacred place for the celebration of the festival. When Jupiter passes the zodiacal sign of Leo, it is the sincere belief of devout Hindus that the nine sacred rivers of India or the Nava Kannikas meet in the Mahamakham

There are nine springs from wells, in the bed of the Mahamakham tank, each of which is believed to receive its water from the nine sacred rivers already mentioned. The wells, however, have been filled with sand for the safety of the bathers. The river-goddesses (Navakannikas) have their sculptural representations in the temple of God Visvanatha, built on the northern bank of the Mahamakham tank itself.

Generally, it is a river that sanctifies the Kumbha Melas of Northern India and the Pushkaram festivals of the

Andhra Desa. But a peculiarity that obtains at Kumbakonam is that, instead of a bath in the river, it is the bath in the great tank known as 'Kanya Thirtham' and 'Amritanapi' that purifies the devout pilgrims. The belief that the waters of the Holy Ganges and other rivers mix with the waters in the tank renders bathing sacred.

Just before the festival, the tank is emptied until the depth of water is reduced to about 2½ feet, a precaution very necessary, as thousands of persons enter the tank at once. During the most auspicious time for bathing, the crowd in the tank is so dense that nothing but a mass of heads is visible, and the spectacle is surely imposing and impressive.

The deities installed in the temples of Kasi Visvanatha, Kumbeswara, Someswara, Nageswara, Gautameswara, Baneswara and six more are taken in procession to the tank. The Asthadevatas of these deities have a bath in the tank after the religious rites are completed by the high priests to the accompaniment of music. That will be the signal for the expectant mass of bathers to have their bath so unrivalled for its potent charms. At this time, the level of the tank is said to rise, due to a fresh flow of water from the sacred rivers, making the bath at the moment all the more holy. The water in the tank does not, however, rise beyond the hip-level.

The Mahamakham tank is one of the prettiest in South India and its banks are adorned with 16 small temples in each of which is installed a linga or an emblem of Siva, all of them collectively called Shodasa Linga. It covers about 20 acres in area. The shrines studding it all round add considerable charm to this sacred tank, with its well-cut steps on all sides leading to the water.

The temple intimately connected with the 'Mahamakham festival' is the Siva temple dedicated to Sri Kumbeswara. This temple is the largest in the town, built by the Chola Kings of old. It contains a colonnade in front known as the dancing hall or

Natana Mandapa which is over 300 feet in length and leads on to the main Gopuram, which is 126 feet high and has attractive carvings on it.

There is epigraphical evidence that in olden days even the ruling monarchs of the land witnessed the Mahamakham festival at Kumbakonam. The celebrated king, Krishna Deva Raya of the Hindu Empire of Vijayanagar attended a Mahamakham festival in his time and made liberal gifts to the temples on that holy occasion. Govinda Dikshithar, the great Prime Minister of the Nayak kings of Tanjore, utilised the wealth obtained by means of **Tulapurushadana** (gift of the king weighing himself against gold and precious stones) in repairing the Mahamakham tank and constructing the sixteen temples on its banks, which we see today. There are inscriptions to show that the Chola King Rajarajakesarivarman (985—1013) made gifts of land for this festival. Thus it is evident that the Mahamakham tank has been held in high esteem from time immemorial, which accounts for the multitudes of pilgrims gathering for a holy bath on the Mahamakham day. There are incidents still related with religious fervour by the pilgrims of persons who have not only had relief from many bodily ailments, believed to be incurable, but also have had their varied desires in life fulfilled after a bath in this tank on the Mahamakham day. Besides, there are inscriptions to show that a lady of the Sowrashttra country was cured from what was considered an incurable ailment, that King Hehaya who was heirless for a long time was blessed with issues, that Prince Sutharma who lived in Tinnevely on the banks of the river Tambaraparni, had been conferred a boon after he had lost his children and that King Veerasarma of Kalinga whose issue was unhappily deformed became quite well formed by a bath in the Mahamakham tank on the auspicious Mahamakham day, when the Divine Shakti is said to be fully manifest.

Is it any wonder therefore that pilgrims travel in thousands from the

distant parts of the country to Kumbakonam for a holy bath in the tank and worship of the deities on its banks, on the Mahamakham day?

It is worth remembering in this connection what Swami Sivananda of Rishikesh said regarding Mahamakha snanam: "Visit the place with a receptive attitude. Go with a fixed purpose of taking the bath. Do not become distracted and restless by the enormous crowd. Do not loiter after Tamasha. Enjoyment and recreation can be had everywhere at other times. Here come with a single satsankalpa. Take the sacred bath with faith repeating the Name of God all the while. You will be immensely benefited. Visit the shrine of the Lord. Give charity. Do plenty of Japa and return with added spiritual samskaras."

The Legend of the Amrita Kumbha

The creative and the destroying aspects of the Hindu Trinity manifest as Brahma and Siva and they are connected with the history of the origin of the name of Kumbakonam, the story of which is of very great interest. According to the Hindu belief, there occurs a cosmic destruction at the end of each aeon. As the process of re-creation has to be taken on hand after the great deluge (Pralaya), Brahma, the Creator, prayed to God Siva for instruction. Siva declared that a pot made of clay, obtained from various sacred places, with Amrita (Ambrosia) in it, would be visible after the deluge, on the face of the moving waters, drift from place to place till at last it would settle in a holy spot. This sacred 'Kalasa', it is believed, reached the place near Kumbakonam, when Siva in the form of a hunter (**Kirata**) loosened an arrow at the pot and broke it. Tradition has it that he aimed the arrow from Tiruvadamardur. The missile struck the vessel at a place now known as Banadurai, within the limits of Kumbakonam. The contents of the 'Kalasa' were scattered and spread all round. This incident gave rise to the holy tank and accounts for the

existence of a number of sacred places around Kumbakonam and many shrines in Kumbakonam itself. Then Siva made a Linga out of the fragments of the pot and entered into it. This Siva Linga is known as **Adi Kumbeswara** and is in the **Kumbeswaraswami Temple**, about six furlongs to the south-west of the Mahamakham Tank and **Kasiviswanatha Temple**.

According to the Hindu mythology, the **Amrita Kumbha** which contained the nectar, the seeds of all objects in the Universe (**Srishti Beeja**), the Vedas, etc., broke, at the instance of God Siva, and gave rise to creation. Thus, mankind is stated to have appeared at the place where the modern Kumbakonam now stands. Students of research assign the first Home of Man in Central Asia, the Arctic Zone and other places. Leaving aside the fascinating stories of mythology and folklore to the Puranic scholars, we reach much safer ground when we find that people and monarchs of the land from ancient times have believed in the sanctity of bath in the waters of the Mahamakham Tank at Kumbakonam, on the Mahamakham day.

The pot (Kumbha) was seen tilted at an angle (Konam). Hence the place came to be known as Kumbakonam. There is another name for Kumbakonam viz., **Thirukudanthai** which means the same thing, and which is more in use among the orthodox Vaishnavite Hindus. This holy place is referred to as **Kudamukku** in ancient saivite literature. While the Kumbakonam was the lower half of the Kumbha, Kudavasal (meaning pot-mouth or entrance to the pot) was reputed to have been the mouth of the famous vessel. **Kuda** and **Kumbha** are of Tamil and Sanskrit origin respectively and are synonymous. A portion of the nectar is stated to have dropped out of the **Amrita-Kalasa** at a place now known as Kudavasal about 11 miles from Kumbakonam. The pot moved from Kudavasal to Kumbakonam. This accounts for the ritualistic association

between the two places. According to tradition, it is considered efficacious for a pilgrim to bathe at Kudavasal before going to Kumbakonam, for bath on the occasion of the Mahamakham Day.

Kumbakonam

Kumbakonam (Tanjore District) is one of the few surviving ancient holy cities of India. It was one of the royal capitals under the Cholas, as is evident from the relics found in the heart of the town and in the adjoining village of **Soimalligai**. It was the headquarters of the district of Tanjore, for about sixty years. Besides, it has been the centre of culture in South India. A large number of the ablest exponents of Indian art, literature and philosophy hailed from Kumbakonam or its neighbourhood. Further, the population has a very high percentage of well-educated persons, and holds in this respect, a high rank in the whole of India.

Besides its intellectual, cultural and artistic greatness, the area of Kumbakonam and its environs are plentifully watered by the river Cauvery and its branch the **Arasalar** river and the territory in and around Kumbakonam is one of the most fertile tracts of India. Its very life it owes to the river Cauvery which flows across the town. The town, like any other in the Tanjore district, is set amidst green paddy fields, plantain groves and betel gardens. In fact, the district has been known as the granary of South India.

The town, nearly 5 square miles in extent, has a population of over a lakh. The 100 year-old Government College at Kumbakonam, situated amidst picturesque surroundings on the banks of the Cauvery, has been always noted for its eminence among educational institutions in all India, having produced eminent mathematicians of whom the late Ramanujam was one. The College regatta is a very popular event and Kumbakonam is known as the 'Cambridge of South India'. There are 8 High Schools in the town, of which 5 are for boys and 3 for girls, a

Municipal School of Arts and Crafts and 16 Reading Rooms. The 300 year-old **Govinda Dikshidar Dharmasala** conducts Sanskrit and Vedic classes.

The City of Temples

The importance that Kumbakonam enjoys as the cultural centre of South India apart, it manages to preserve a great deal of its old world charm, and is widely known as 'the City of Temples'. Almost every prominent street has a shrine or two, adorning it. For, the construction of temples was one way of giving expression to the art and culture of the people in whose life religion has played a great part. Even the kings of olden days encouraged them in all the ways they could. Many temples there are in South India, but nowhere in such profusion as in the district of Tanjore. It contains nearly one-half of the number that the whole State of Madras possesses, and Kumbakonam has the largest percentage which any single town can lay claim to. The only other ancient city of note besides Kumbakonam, with a similar cluster of pagodas, is **Conjeevaram**.

The two largest temples in Kumbakonam are those of **Kumbeswara** and **Sarangapani**. The former is Saivite, connected with the Mahamakham legend and festival and the latter is Vaishnavite which is the most important of the Vishnu temples.

Sri Kumbeswara Swami Temple

Of the Siva Temples, **Kumbeswara's** is the oldest. The central 'Linga' in the temple is said to be composed of the fragments of the broken pot **Amrita-Kumbha** referred to already. The 'Linga' is covered by a 'Kalasa'. The temple is skirted on its right by a Pushkarani or sacred tank and on the left by a majestic though unfinished tower-base, popularly ascribed to the Rava rulers of the Hindu Empire of Vijayanagar. The far end of the hall has another tower which is smaller and prettier than the others. This temple is remarkable for the variety of its



Kasivisvanatha Temple and Tulapurusha Dana Mantapam,
near the Mahamakham Tank, Kumbakonam

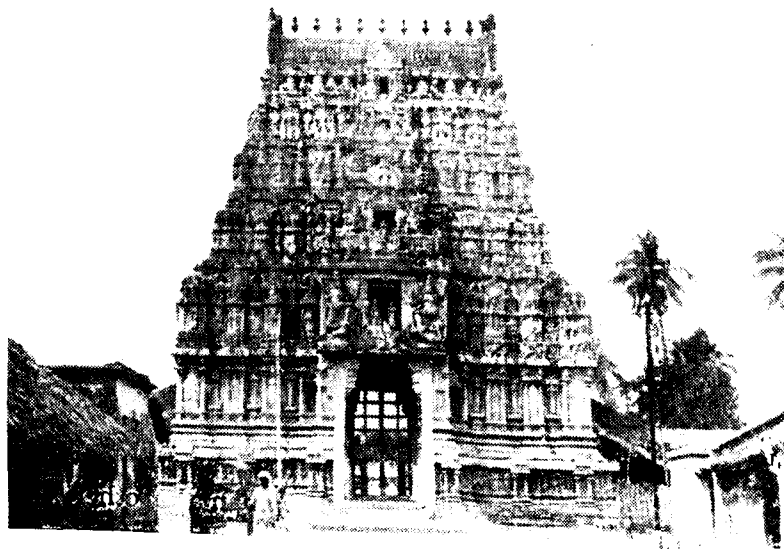
silver vahanams (conveyances for the idols) which are well worth seeing.

Sri Kasivisvanatha Temple

This temple is on the Northern bank of the Mahamakham tank. The shrine containing the nine images of the

river-goddesses already referred to, is within the Kasivisvanatha temple and much importance is attached to it. The sculptural representations of the nine nymphs differ from one another and are splendid specimens of high architectural workmanship. It is devoutly

Nageswara Temple Tower, Kumbakonam



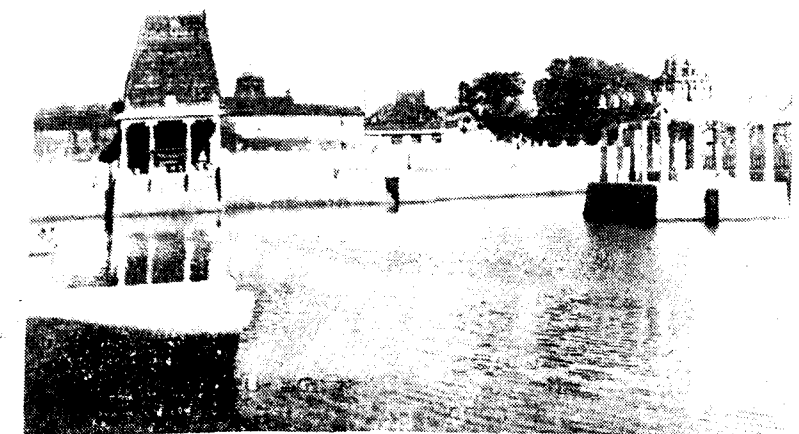
believed that the Navakannikas are highly responsive to the prayers of women; such of them as happen to be childless or are prone to afflictions of some kind conceive or get relieved as a result of the 'prarthanas' they make to these virgin goddesses. Many cases are still related of devotees who are admitted into a world rich in spiritual experience as a result of their sincere prayers in this shrine.

Every year, both during Adi Puram and Masi Makham, the deities in the temples at Kumbakonam are all brought to the Kasivisvanatha temple and the Mahamakham tank, to mark their respect.

Tulapurusha Dana Mantapam

This mantapam (pavilion) lies on the Northern bank of the Mahamakham tank and almost facing the Tower of the Kasivisvanatha temple. Tulapurusha Dana ceremony is performed near sacred tanks, holy rivers or similar sanctified places. Kings weigh themselves against their own weight in gold and precious stones, and here at Kumbakonam the treasure was used for the construction of the temples on the banks of the Mahamakham tank, as has already been mentioned.

Sarangapani Temple with the Pothamarai Tank in the foreground, Kumbakonam



Sri Nageswara Temple

Within about ten minutes' walk from the Mahamakham tank, there is an important temple dedicated to Nageswara, which is so constructed that the Sun miraculously sheds his light for three days in the year on the Central Linga in the temple, in the Tamil month of Chitrai (April). This temple contains a separate shrine dedicated to Surya, the Sun God—a type of shrine not usually met with anywhere. The temple contains a shrine dedicated to Sri Nataraja or Siva in His aspect as the Cosmic Dancer. The shrine of Nataraja is fashioned like a mantapam and contains a horse and chariot wheel, beautifully carved in stone. On the back of the Central shrine, there is a sculptural representation of Ardhanareswari. The other sculptures on the wall of the *sanctum sanctorum* or 'Garbagraham' are also worth seeing.

Sri Someswara Temple

This temple adjoins the Sarangapani temple, which is about two furlongs from the Nageswara temple. A principal part is assigned for the Someswara temple in the Mahamakham festival.

Sri Sarangapani Temple

Of the Vishnu temples, the one dedicated to the deity Sarangapani is the largest. This temple is in the centre of the town and its gopuram (tower) is very imposing, rising to a height of over 147 feet. The vimana consists of twelve storeys. The back view of this temple, with its five smaller gopurams and the Pothamarai tank, is particularly picturesque. The temple owes its sanctity to its association with the sage Hema Rishi, who was no other than the well-known Brigu Maharishi, connected with the popular legend of the Tirumalai shrine of Sri Venkateswara. The hermitage of the sage is said to have existed in the Pothamarai or Golden Lotus tank and he is stated to have performed severe penance here. Sri Maha Vishnu answered his prayers by appearing with 'Saranga' (Conch) in hand and he married the goddess Lakshmi who is believed to have incarnated, as the daughter of the sage. The goddess is known as Komalavalli. There is a sculptural representation in the temple, showing the descent of God Sarangapani from Heaven in a chariot, drawn by horses and elephants. A small shrine exists on the bank of the tank to the memory of the sage. The deity and the shrine have been the theme of many devotional songs sung by as many as six Alwars.

Other Vishnu Temples

Sri Ramaswami temple and Sri Chakrapani temple are worthy of mention, situated one at each end of the Bazaar Street at Kumbakonam.

Sri Ramaswami Temple

This temple which is at the southern end of the Bazaar Street, and also close to the celebrated Kumbeswara temple, is believed to have been constructed in the 16th Century by Raghunath Naick, a Naick King of Tanjore. It is stated that the king discovered the idols of Rama, Sita and some other deities in a tank in Darasuram, two miles from Kumbakonam, and installed them here. Sri Rama is represented in his coronation robes. Rama and Sita appear

seated in the midst of Bharata, Lakshmana, Sathrugna and Hanuman, while ordinarily Sri Rama is depicted in standing posture with Kothandam in his hand and Sita and Lakshman on either side.

The temple gopuram has carvings finer than any found in the other temples at Kumbakonam. The various incarnations of Vishnu and the feats of Sri Rama, as the hero of the Ramayana are beautifully sculptured on the pillars of this temple. Two fine pieces of sculpture are worthy of observation and they are Vamana-Thiruvikrama and Vishnu with his Sri Devi and Bhudevi. Each pillar is monolithic and the delicacy of execution is admirable. The story of the Ramayana is portrayed in pictures on the walls inside the temple, as well as the marriage of Parvati which are worth noting.

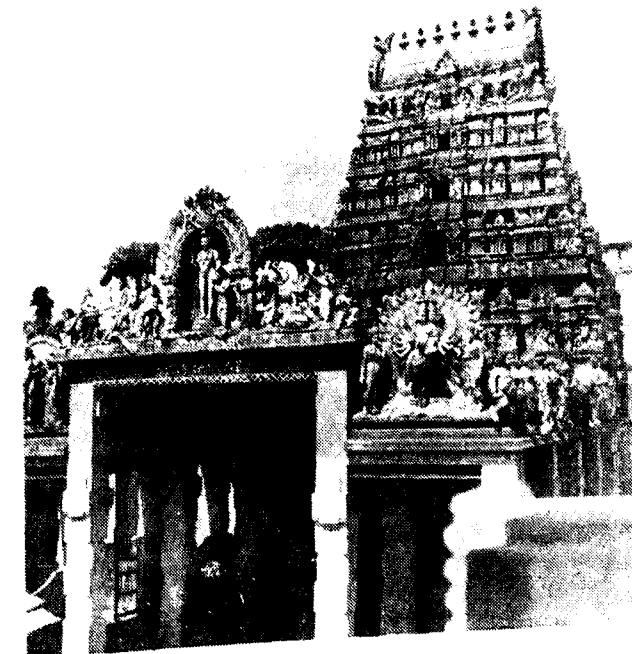
Sri Chakrapani Temple

This temple is near the River Cauvery. Lord Vishnu is represented in this temple in the form of a discus or 'Chakra' also known as 'Sudharsana'. According to the popular legend, Mahavishnu appeared as Chakrapani and humbled the pride of 'Surya' (the Sun god) who is stated to have become arrogant and who subsequently became his devotee in the temple of Nageswara, mentioned already. The Brahmotsavam festival celebrated in this temple in the month of Magha (February-March) is connected with this legend.

In this temple is found a statue of a Tanjore king holding a lamp in hand.

TEMPLES IN THE VICINITY OF KUMBAKONAM

No sketch of the temples in Kumbakonam will be complete without a reference to the many splendid shrines existing around it, such as those at Swamimalai, Tiruvalanjuli, Tiruppurambiam, Darasuram, Pattiswaram, Suryanar Koil, Tiruvadamardur, Tirubavanam, Tirunageswaram, Uppiliappan Koil, Nachiar Koil and Tirucheral, all within a



Temple at Swamimalai

radius of a few miles and easily accessible. These places, though no more than villages, were once well populated and indispensable adjuncts to the great town of Kumbakonam. The temples bear in their own way an eloquent testimony to the extraordinary skill of a race of exquisite builders for which South India has been famous.

Swamimalai

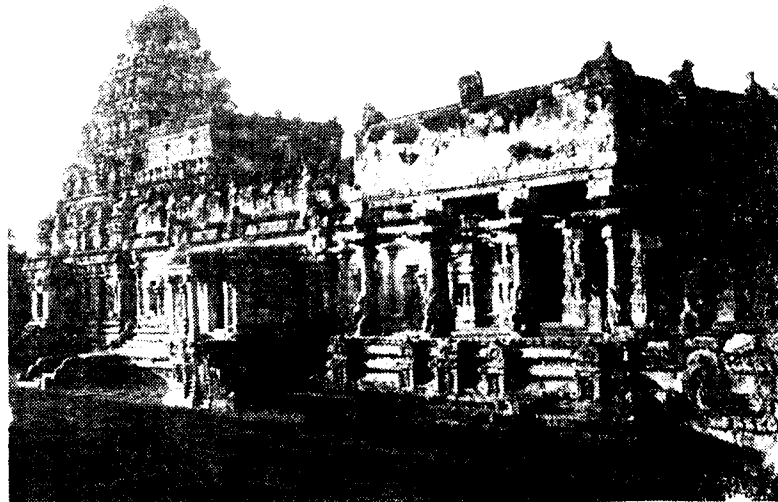
Swamimalai, west of Kumbakonam, has a famous shrine on a hillock. This shrine is one of the six principal shrines dedicated to Lord Subramanya, the five others being Tiruparankundram and Alagarkoil near Madurai, Tiruchendur, Palni and Tiruttani. The puranic version is that God Siva gave an opportunity to Subramanya to explain the significance of **Pranava Mantra** and there is a sculptural representation of this incident in the temple. To commemorate this event, the central shrine of Lord Subramanya is situated on the top of the hillock, while in the same temple, the shrine of Siva is placed

below, indicating the position in which the master and disciple stand.

The temple is about a mile from the Swamimalai Railway station, about four miles from Kumbakonam.

Tiruvalanjuli

The temple at this place is on the bank of the river Cauvery and it can be seen on the way to Swamimalai Temple, a few furlongs from the Railway station and it is dedicated to Kaparidiswara and the goddess Brihannayagi. According to the Puranic version, the sage Herander was responsible for bringing the river Cauvery to the Chola country from the nether world. Much sanctity is attached to the shrine of god Vinayaka, in this place. The perforated stone window in front of the shrine of Vinayaka, is believed to be one of the best specimens of architecture in South India. Indra, the chief of the **Devas**, is stated to worship the deity Vinayaka in this shrine on the **Vinayachaturti** day.



Central shrine of the Temple, Darasuram near Kumbakonam

Tiruppurambiam

Tiruppurambiam, six miles from Kumbakonam, has a very ancient shrine. Siva is said to have appeared in the form of Dakshinamurthi and granted salvation to a Harijan devotee. Adityeswara was originally the name of the presiding deity in this temple, but later on it was changed into Sakshiswara because he appeared as a witness for a girl of the Chetti caste. This place is also historically important, since it was the scene of a famous battle between the Ganga king Prithivipati I and Varaguna Pandya.

Darasuram

The Airavateswara temple of Darasuram, two miles to the South-west of Kumbakonam, is one of the best monuments of Dravidian architecture and abounds in beautiful sculptures and carvings. There is a Puranic version that the deity relieved Yama, the god of death from a Rishi's curse. The temple tank has a supply of fresh water from the river Cauvery. This temple is built after the model of the temple at Tirubuvanam and both of them have been modelled on the plan of the Brihadeswara temple at Tanjore.

Pattiswaram

This sacred place is at a distance of four miles, in the south-west of Kumbakonam. It is called Pattiswaram



Image near the entrance to the sanctum sanctorum, Darasuram Temple

because the holy cow Patti, a descendant of Kamadenu, is stated to have worshipped the deity in the temple at this place. In the temple of **Saktimuttam** near Pattiswaram, there are some beautiful carvings, one representing the Goddess performing penance and the other showing her as embracing the Linga.

The famous Prime Minister of the Nayak kings of Tanjore, Govinda Dikshadar lived here during the latter part of his life.

There is a Durga shrine within the central temple in Pattiswaram, held in great sanctity and the goddess is believed to be highly responsive to the prayers of devotees.

Suryanar Koil

This is the only place where the image of the Sun is worshipped. It is believed that the Chola King Kulothunga I who built the shrine borrowed this feature from the kings of Kanauj who were sun-worshippers.

Tiruvadamarudur

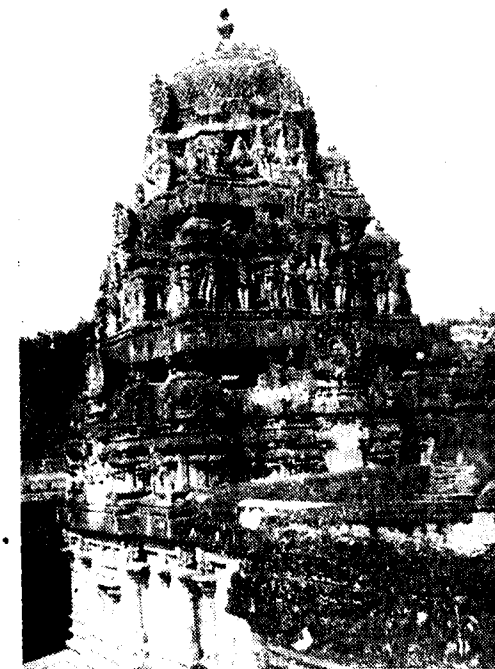
There is a Railway station serving this sacred place, which is about five miles by the bus route from Kumbakonam. It is spelt in ancient books as **Thiruvudaimarudur**. The river Cauvery passes through this place. The village is also called **Madhyarjunam**. The presiding deity is **Mahalinga**, and the goddess is known as Erihatkuchambha. People suffering from mental disorders visit this place for relief. The local tradition says that a Chola king who was haunted by a ghost got rid of it at the gate, while entering the sacred precincts of this temple and reaching Tirubuvanam, a mile on the west. King Varaguna Pandya of Madura was also exorcised of a ghost by a visit to this sacred place.

The famous Tamil saint Pattinathar stayed in Tiruvudaimarudur with Bathruhari, and there is a sculptural representation of the saint on the right side of the outer eastern tower.

Tirubuvanam

Tirubuvanam is between Kumbakonam and Tiruvudaimarudur about a mile from the latter place. The deity in the temple is named Kampahareswara because a certain king is said to have been cured of Kampa (nervous shaking). This temple is built on the model of the Tanjore and Darasuram temples. The pillars in the mahamantapam of the main shrine and those in the Saraba temple are all of the Pallava style of architecture. Around the main shrine, on the basement portion facing the prakaram, the story of the great epic Ramayana and other stories are depicted in beautiful stone carvings. The shrine of Sarabamurthy is within the precincts of the main shrine. Saraba is a unique figure, neither man nor bird nor any other of the living variety. When Narasimhamurthy became ferocious after Hiranyasamharam, Sri Kampa is stated to have come out in the form of Saraba and subdued the ferocity of Narasimhamurthy. The figure of Saraba is not found

Shrine at Tirubuvanam via Kumbakonam



anywhere else and it is a great work of art and skill, appreciated invariably by all who visit this shrine. The two images standing on either side of the entrance to the **sanctum sanctorum** of the Saraba shrine, like Dwarasakti, are wonderful specimens of sculpture. The feminine grace in all its glory is noticeable in these two figures.

The temple at Tirubuvanam is worth visiting for its architectural beauty and sculptural eminence.

Kulothunga III is stated to have built this temple. Another temple at Darasuram referred to already is said to have been constructed by him, on the same model. Two other temples of this type of construction, one at Tanjore (the Brihadeswara Temple) and another at Gangaikondacholapuram were built by his predecessors, Raja Raja the Great, and his son Rajendra Chola or Gangaikonda Chola, in the 10th and 11th centuries.

The temple at Tirubuvanam is very well maintained by the Dharmapuram Adhinam.

Tirunageswaram

About four miles to the east of Kumbakonam, is Tirunageswaram.

This place is served by a Railway station of the same name, and is next to Kumbakonam. This was the place where Sekkilar, the author of the 'Periya-Puranam', a masterpiece of Tamil literature lived, and his statue is found in the temple here. He was the Minister of Kulothunga Chola II.

Tirunageswaram derives its name from the legend that the serpent Adi Sesha worshipped God Siva here and the locality is identified with Champakaranya.

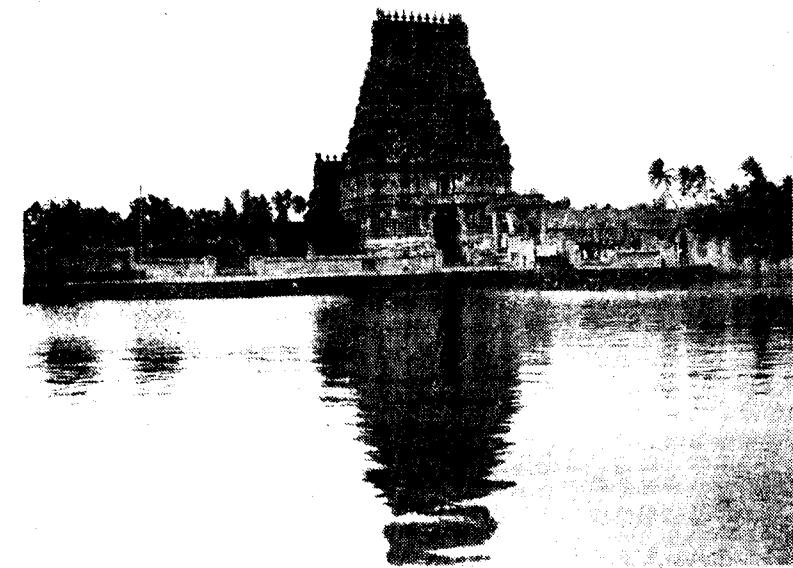
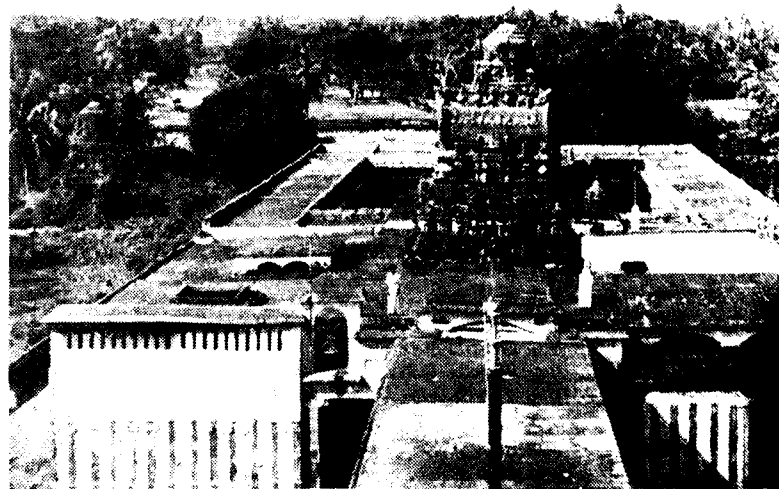
The figures of **Sankanidhi** and **Padmanidhi** may also be seen in the temple.

Uppiliappan Koil

Pilgrims alight at Tirunageswaram Railway station to proceed to Uppiliappan Koil, about 2 miles away. The place is about 3 miles to the east of Kumbakonam and lies on the Bus route also.

According to the local legend, Lakshmi is said to have been born under a Tulasi plant in the locality and brought up by a sage. Vishnu appeared here and married her. Saltless food is offered to the deity in the temple here which is in keeping with

Uppiliappan Koil via Tirunageswaram Rv. Station



Temple and Tank, Tiruchurai, via Kumbakonam

the saltless food served by her to the husband. This incident accounts for the place being known as 'Uppiliappan' while its correct name should be 'Opoiliappan', meaning 'the Lord without an equal'. This sacred place serves as 'Holy Tirupati' for the Chola country and so is known as 'Thiruvinnagar'.

Nachiar Koil and Thiruchurai

There are two neighbouring shrines of considerable importance which have to be covered by the bus route. Of these, one is Nachiar Koil, 6 miles from Kumbakonam and the other is Thiruchurai, at a distance of about 3 miles from Nachiar Koil. Both the shrines have each a sacred tank

adjacent to them and present a picturesque appearance.

Nachiar Koil is also known as Thirunaraiyur. According to the legend, a Chola king is stated to have had considerable benefit after the construction of a shrine at this place. The deity in this temple is known as Purushothaman and the goddess as Vanjulavalli. The temple has been sanctified further by Sri Thirumangai Alwar who has composed 100 songs in praise of this shrine.

The other vaishnavite shrine at Thiruchurai is also visited by pilgrims. The deity is known as Sri Saranatha Perumal and the goddess worshipped is Sri Saranayagi.



(All photos in this Article by Author)



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FIG. 2542

First Children's Holiday Camp—Mysore

G. B. Ambrose

Senior Labour Welfare Inspector (Scouts)

The year 1956 marked an important event in the History of the Southern Railway. The reports of the Railway Officers who visited Russia in 1954, referred to the Organisation of the Ministry of Communications of Russia pertaining to Children's Camps for the benefit of Railwaymen's Children. Such camps were organised in North-Eastern and Northern Railways and the Board considered it to be a good idea to be copied by other Railways. The Deputy General Manager ordered that similar camps should be arranged on this Railway as part of the Welfare programme and a Notification was issued in the weekly Gazette calling for applications from intending parents to take advantage of the proposed camp by sending their children.

The response to the notification was encouraging and 105 children volunteered to take part in the camp. The camp was estimated to cost about Rs. 20 per child, but the children were charged only Rs. 10 per head, the balance being met from grants by the Staff Benefit Funds. Mysore was selected as the venue for the camp in view of the Sculptural and Architectural importance of the place with its wonderful ornate Shrines, picturesque Waterfalls, the Natural Scenery and Educational Institutions found in abundance in and around the city.

Camp guides started picking up children from their home stations. The enthusiasm evinced by the 75 children that met at Madras found no bounds, when on the night of 14th January they were seen off by Sri R. Nagarajan, Personnel Officer (Labour) and Sri E. S. Kalyanaraman, Asst. Personnel Officer (Labour). The children with the Camp Staff were conveniently accommodated in the Bangalore Passenger, which left Madras Central at 21-05 hours. Two small contingents of children joined the main party both at Jalarpet and Bangalore bringing the total number of children to 86. The children were served with the bed coffee at Jalarpet, breakfast at Bangarapet and lunch at Bangalore. At Bangarapet Sri M. A. Uthappa, Dist. Traffic Supdt. and Sri S. Chaudhury, Dist. Engineer, cheered the children. The table land of Mysore with its plains, valleys and mountains, green fields arranged like galleries and the net work of canals presented a picturesque sight throughout the journey from Bangalore to Mysore. The party arrived Mysore in the evening where all the Regional and Dist. Officers at Mysore who formed the Reception Committee for the camp with Sri M. Cheluve Urs, Regional Mechanical Engineer as President and Sri M. M. Nathaniel, Regional Personnel Officer as Secretary received the children and they were entertained at tea in the station premises, sponsored by the management of the Mysore Regional Staff Co-operative Canteen.

The children were then taken to Mysore South where they were received by the Officers of the Mysore South Workshops, viz. Works Manager, Asst. Works Manager and A.P.O. and led to the palatial buildings (Old Loco Supdt. Office) which was tastefully decorated with flags and festoons. This proved an ideal abode as the children could have the enchanting view of the Lalitha Mahal, Chamundi Hills, The Rajendra Palace and Chamundeswari Temple which presented a panoramic view in the night when they were profusely lighted.

The camp started with a rich dinner tastefully prepared and served under the personal supervision of Sri G. Krishnamurthy, Asst. Personal Officer (Shops). The lights went off at 21-30 hours.

6TH JANUARY 1956 :

On the 6th at dawn after bed coffee the children were given hot bath. The camp under the charge of Sri Geo. B. Ambrose, Senior Labour Welfare Inspector, as Camp Commandant with Sri R. M. Swamy as his Deputy was divided into four groups under Group Leaders Sarva Shree M. J. Veeraraghavalu, M. Ranganathan, D. J. Samuel and V. Vaithilingam assisted by Messrs. Joshua May, C. B. Umapathy and V. John. Each Group was again sub-divided into three sections each under a Boy Leader thus ensuring closer and personal care to children.

All the above leaders together with Sri R. S. Satyanathan, J.L.W.I. helped escorting children from and to their home stations before and after the camp. Sarva Shree Nanjundiah and Vittal Rao, A.L.W.I.'s, Mysore and Mysore South rendered useful service as Camp Guides.

After breakfast, the Union Flag was hoisted by Sri Venkatasami, Works Manager, Mysore South followed by a review of the Campers which ended in the singing of the National Anthem. Special buses carried the children for sight-seeing to Jagannathan Palace, Chamarajendra Technical Institute and the Zoo and brought them back for lunch at 13-00 hours. After a short nap and tea, again the Campers started off by buses to see Lalitha Mahal and Chamundi Hills. The journey in the special buses was enjoyed by the children singing and raising slogans of praise of the camp which not only expressed the joy of the children but also helped to popularise the camp among the public and the Railway Staff of the area. The party returned for dinner at 20-00 hours.

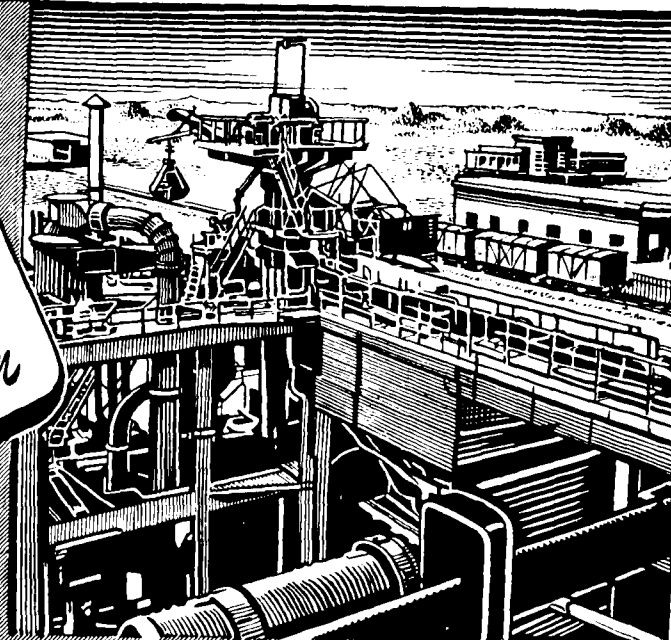
7TH JANUARY 1956 :

On the 7th January immediately after the morning parade, children played games group-wise under the instructions of the Group Leaders. Lunch was arranged early to enable the children to go out for sight-seeing. Special buses carrying the children at 11-00 hours drove straight to Somanathapuram and visited the temple of Chennakesava an elaborately carved structure and then drove to the Hydro-electric works at Sivasamudram. The children took a joyful ride on the electrically propelled trolley down the 50 feet slope and also got a rough idea of the various stages of the production of Electricity as lucidly explained and demonstrated by the staff. The party after tea next visited the Falls where the river Cauvery branches off into two streams making a descent of 200 feet. The Falls with the background of a delightful forest scenery was quite impressive. Party returned for dinner at about 20-30 hours.

8TH JANUARY 1956 :

The next day, 8th January, after the usual parade, special buses took the party to the Maharaja's Palace, an imposing structure. From the base to the top the surface is adorned with sculptures of the best Indian Style. The highly decorated Durbar Hall with its brilliant paintings, The Ratna Simhasana and the wonderful

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FIRST CHILDREN'S HOLIDAY CAMP AT MYSORE
 6th to 9th January 1956

- | | |
|---|---------------------------------------|
| 1. Camp Staff. | 10. Coming out from camp building. |
| 2. St. George's group. | 11. Spending time in the train. |
| 3. Asoka group. | 12. Flag hoisting by W.M., MYS. |
| 4. Netaji group. | 13. Kind enquiries by W.M., MYS. |
| 5. Subash group. | 14. Officers and children at tea. |
| 6. Send off by P.O.(L) at MAS on 4-1-56. | 15. Group games at the camp building. |
| 7. On the way to Mysore. | 16. 'SR' formed by children. |
| 8. Ready to move to their camp at Mysore. | 17. Visit to Jagannathan Art Palace. |
| 9. Preparing for bath. | 18. Visit to the zoo. |





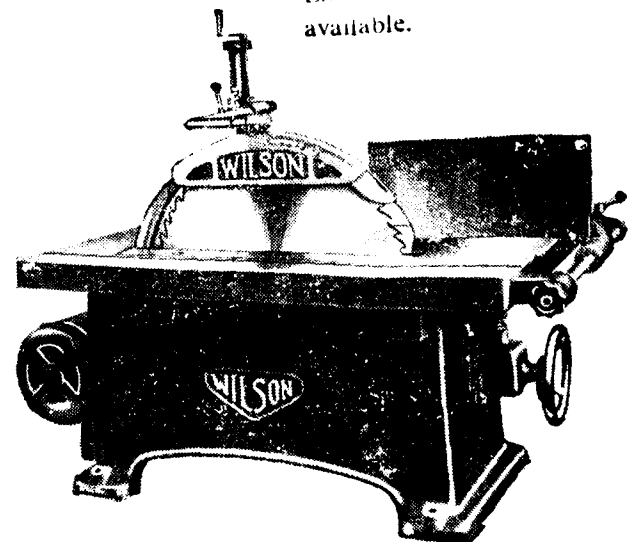
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life-like a statue of the Late Highness Sri Krishna Rajendra Wadiyar Bahadur, created an indelible impression in the minds of the children. The children were then allowed an hour free time in the big bazaar to make purchases of gifts to carry home. In the afternoon the children were taken to the famous town of Srirangapatam visiting on the way the Cathedral of Saint Philomena one of the biggest churches in South India. In the Historic Town Srirangapatam the Capital of Tippu Sultan, the campers visited Gummej, Water Works, the Dungeon where Tippu Sultan is stated to have imprisoned some British Officers, Ranganathaswamy's Temple and Daria Doulat, the Summer Palace of Tippu. After tea the buses drove to Krishnarajasagar Dam and to Brindavan Gardens situated at the foot of the Dam with its attractive gardens and exquisite fountains, well arranged flower beds and silvery cascades rendered even more enchanting when the rows of lights sent out their illuminations in the nights making the visitors feel they were really in a fairy land. The party returned at about 20-45 hours.

9TH JANUARY 1956 :

The visit on the morning of 9th to the Sandalwood Factory and the Silk Factory was of very great educational value to the children.

The closing function in the afternoon with garden games for the visitors, games for the children and the camp fire attracted a huge crowd of local residents. All Regional Officers from Mysore and Mysore South with their families visited and had tea with the children on the occasion. Sri M. Cheluve Urs presided over the function and opened the camp Fire. He spoke on the usefulness of the camp in training children for good citizenship and exhorted them to realise they were the Hope of the Nation and should therefore, train themselves mentally and physically and learn to work and play together. Sri E. S. Kalyanaraman, A.P.O. (Labour) who had come from Madras to visit the camp proposed a vote of thanks. In this connection three silver Medals were presented to the children of the Camp as follows :

1. Works Manager's Medal to Master *For best discipline.*
Caroll of Golden Rock.
2. Asst. Works Manager's Medal to *For clean and smart turn*
Master Natarajan of Golden Rock. *out.*
3. Asst. Labour Welfare Inspector's *For best observant child.*
(Mysore South) Medal to Master
Dandapani of Tambaram.

The garden games were won by Mrs. Nathaniel, wife of R.P.O. Mysore, coming first and Mrs. Krishnamurthy, wife of A.P.O. (Shops) coming second and Mrs. Padmanabhan, wife of R.T.S. Mysore, coming third.

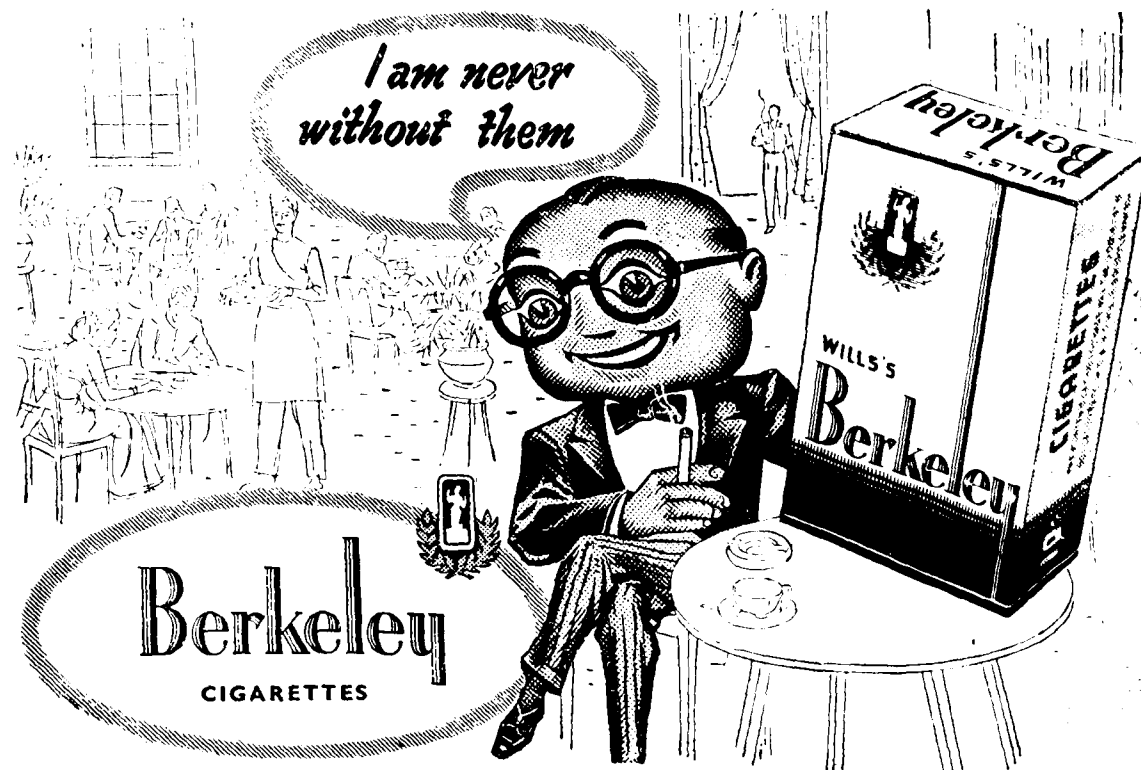
The camp was concluded with an excellent dramatic performance by the Dramatic Branch of the Mysore South Railway Institute.

The Party left Mysore on the night of 9th January 1956, when they were seen off by Sarva Shree E. S. Kalyanaraman, A.P.O. (Labour), G. Krishnamurthy, A.P.O. (Shops) and Srimathi Krishnamurthy who distributed oranges to the children

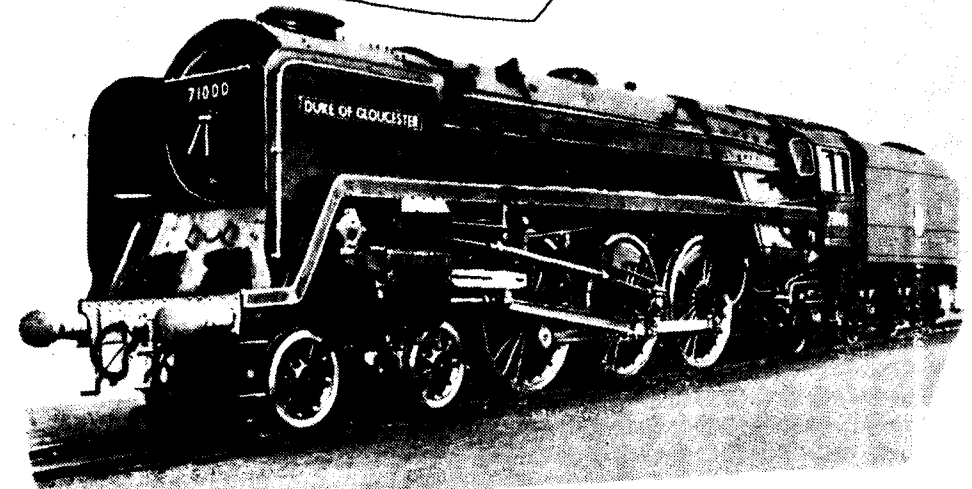
in the train. From the tenth morning at Bangalore, the guides nominated for the purpose took over the respective children that they had brought to the camp for handing over to the parents at various destinations. The main party arrived at Madras by No. 316 Passenger on 10th January 1956.

The Officers and the Staff of Mysore and Mysore South who spared no pains to make this camp a complete success deserve all thanks. Mess arrangements at Mysore South was undertaken by the Workshop Canteen to the extreme satisfaction of all the campers. Sri G. Krishnamurthy, A.P.O. with his parental care in looking to the minutest details of mess arrangements and providing hot water for bathing and Srimathi Krishnamurthy's maternal love and concern for the children have earned the well deserved affection of the children.

Thanks to the excellent arrangements made and co-operation of all staff officers and subordinates, the children maintained perfect health and were quite at home.



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TENDER NOTICE

The Regional Engineer, Southern Railway, Trichinopoly, invites SEPARATE SEALED TENDERS for each of the following works to reach him not later than 12-00 noon on 24th February, 1956.

S. No.	District	Name of Work	Total approximate value of the Contract Rs.	Earnest money to be paid Rs.
1	Villupuram	Construction of 12 units of Type I quarters (3 blocks of 4 units each) at Chingleput	23,397	1,170
2	..	Construction of Staff quarters 11 units Type I at Tambaram instead of at Madras Egmore	18,017	905
3	..	Construction of Type II quarters 8 blocks of 2 units each at Tambaram	49,148	2,460
4	..	Proposed raising and sheltering of island platform at Acharapakkam	11,991	600
5	Madura	Construction of Staff quarters 8 units Type II and 1 unit Type III at Madura during 55-56 (Storeyed quarters)	48,297	2,465

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. 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 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 23rd February, 1956.

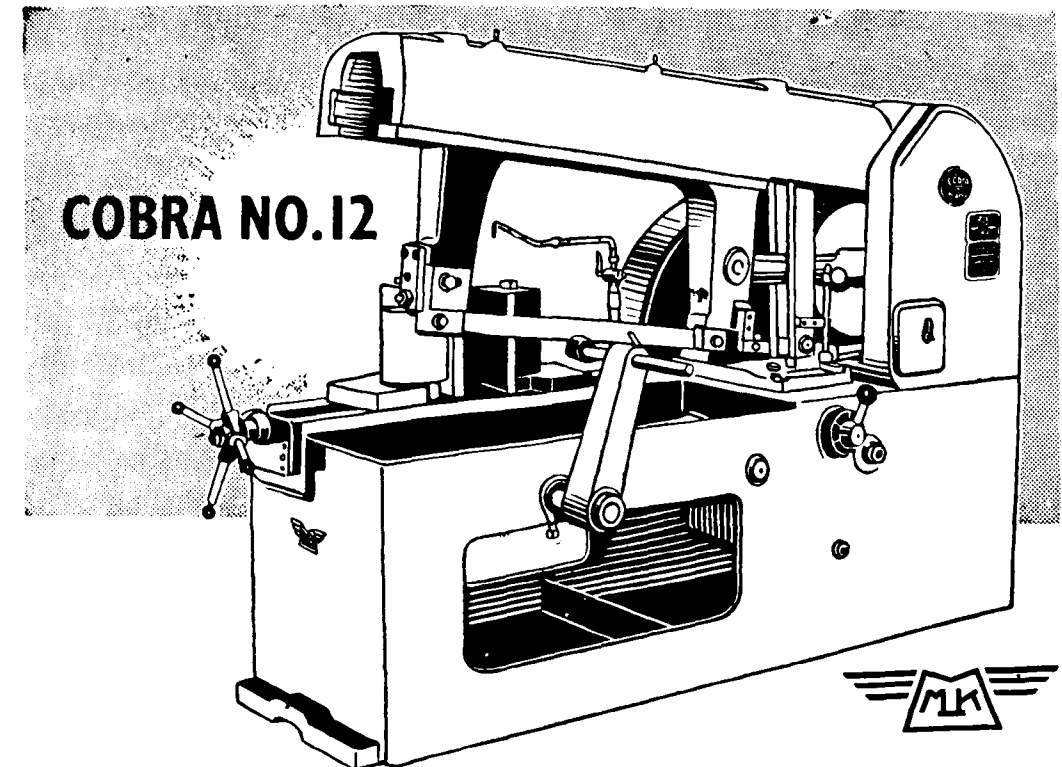
4. Earnest money as above should be paid to the Chief Cashier, Madras-3, or the Regional Accounts Officer, Trichinopoly or Mysore, not later than 12-00 hours on 21st February, 1956 and the receipt submitted along with the Tender. No cheque or Demand Draft, etc., should be attached to the Tender.

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 24th February, 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.



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1. Sealed Tenders are invited in this office upto 3 p.m. on 27-2-1956 for the supply of Copper rods annealed soft rolled 1.3 4" dia. to IRS N. 17 or IS 288 51 to the District Controller of Stores, Hubli.

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

3. Tender forms will not be supplied against applications received in this office after 12 noon on 15-2-1956.

4. A tender deposit of Rs. 500 as earnest money should be paid in advance to the Paymaster and Cashier, Southern Railway, Park Town, Madras-3 on or before 12 noon on 24-2-1956 and the receipt for the same be sent along with the tender. No interest will be allowed on this amount.

5. Besides the earnest money referred to in para 4 above 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 security deposit.

6. Tenderers are required to submit Income-tax Clearance Certificates in Original along with their tender without which the tender will not be considered. The tenderer, if his income is not taxable and who has not been assessed any income-tax previously must produce no tax due certificate obtained from the Income-tax Authorities along with the tender. As the materials are most urgently required only firms with immediate stocks need tender.

Office of the Controller of Stores,
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1. Sealed Tenders are invited in this office upto 3 p.m. on 20-2-1956 for the supply of Copper rods annealed soft rolled 2 inches dia. to IRS N 17 or IS 288-51 required by the District Controller of Stores, Hubli.

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

3. Tender forms will not be supplied against applications received in this office after 12 noon on 16-2-1956.

4. A tender deposit of Rs. 500 as earnest money should be paid in advance to the Chief Cashier, Southern Railway, Park Town, Madras-3 on or before 12 noon on 17-2-1956 and the receipt for the same must be sent along with the tender. No interest will be allowed on this amount.

5. Besides the earnest money referred to in para 4 above 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 security deposit.

6. Tenderers are required to submit Income-tax Clearance Certificates in Original along with their tender without which the tender will not be considered. The tenderer, if his income is not taxable and who has not been assessed any income-tax previously must produce no tax due certificate obtained from the Income-tax Authorities along with the tender. As the materials are most urgently required only firms with immediate stocks need tender.

7. The tenders will be opened at 3 p.m. on 21-2-1956 at the office of the Controller of Stores, Southern Railway, Perambur, Ayanavaram post, Madras-23.

Office of the Controller of Stores,
Southern Railway,
Ayanavaram P.O., Madras-23.

CONTROLLER OF STORES



SOUTHERN RAILWAY & INTEGRAL COACH FACTORY

SHOW ROOM
OF
IMPORTED RAILWAY EQUIPMENT
(Near Carriage Works Railway Station, Perambur)

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

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

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

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

Telephone No. 61653.

CONTROLLER OF STORES,
SOUTHERN RAILWAY, MADRAS-23

EASTERN RAILWAYMEN'S CO-OPERATIVE LIFE INSURANCE SOCIETY LIMITED CHAKRADHARPUR

RAILWAY WORKERS

The Second Five-Year Plan is already afoot for making our Country prosperous and keeping it in par with other Countries of the World.

As a Railway Employee, it is our primary duty to assist the 'Nation' and forge the plans successfully. With meagre salaries we cannot contribute to our National Assets. We can only assist our Country through Co-operative method.

The Eastern Railwaymen's Co-operative Life Insurance Society Ltd. Chakradharpur, which is working for the betterment of the Railway Workers by encouraging the habit of thrift by having the Premium of the Society recovered through the Pay Bills of **all the Railway Workers**, has already contributed to the Nation by way of Investments in Government Securities, substantially. This proud achievement is only due to your co-operation.

Small savings towards premium in the long run will give every Employee a round figure at the time of maturity or at earlier death to the dependants.

SAVE — THRIVE — PROSPER
through yourself, the Nation, by joining the

EASTERN RAILWAYMEN'S CO-OPERATIVE LIFE INSURANCE
SOCIETY LTD., CHAKRADHARPUR

the Premiums of which will be recovered through the salaries of All Railway Employees.

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Life Fund	...	...	over Rs. 53 Lakhs
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KUMBAKONAM AND ENVIRONS WITH SPECIAL
TRAIN TIMINGS

*

A MEMENTO— MAHAMAKHAM 1956

*

PUBLISHED BY STATION STAFF, KUMBAKONAM
COMING OUT ON 16th FEBRUARY 1956

SOUTHERN RAILWAY TENDER NOTICE

**Quilon-Ernakulam Railway Construction—Section II—Kottayam to Mavelikara—
Construction of Bridge No. 312 at ch. 299640 over Varatar River and Bridge
No. 310 at ch. 296073 over Kayika Thodu**

The Chief Engineer, Southern Railway, Park Town, Madras-3, invites sealed tenders for the above works upto 13-00 hours on 8-3-1956.

Tenders should be in the prescribed form obtainable from the Chief Engineer's Office or from the Executive Engineer's Office, Quilon-Ernakulam Railway Construction, Ernakulam South or from the Assistant Engineer's Office, Quilon-Ernakulam Railway Construction, Quilon upto 12-00 hours on 6-3-1956 on production of a receipt from the Chief Cashier, Southern Railway, Park Town, Madras-3 or from the Station Masters, Ernakulam South or Quilon for payment made towards the cost of tender forms at the rate of Rs. 10 per set of tender forms and Rs. 2 per spare Schedule, only if available, which amounts will not be refunded.

Tender forms are not transferable.

An earnest money of Rs. 10,900 is to be paid to the Chief Cashier, Southern Railway, Park Town, Madras-3 before 12-00 hours on 6-3-1956. The Security Deposit for the accepted tender will be 10 per cent of the value of the contract.

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

Income-tax Clearance Certificate, in original, should be attached to the tender ; if previously sent and is current, reference to the particular tender with which it was sent should be furnished. Otherwise, fresh Income-tax Clearance Certificate should be sent.

Tenders will be opened at 11-00 hours on 9-3-1956.

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

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 Monday the 5th March 1956.

S. No.	District	Name of Work	Total approximate value of the Contract	Earnest money to be paid	Cost of tender form.
			Rs.	Rs.	Rs.
1	Guntakal	Tadepalli—Improvements to tranship facilities— Proposed shed for dumping goods etc. ...	1,05,700	5,285	10
2	Guntakal	Proposed BG and MG coal tranship platform at Guntur ...	44,900	2,245	10
3	Guntakal	Dharmavaram Proposed remodelling of the yard ...	1,57,500	7,875	10

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, 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 Wednesday, the 29th February 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 Thursday the 1st March, 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 Tuesday the 6th March 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.

NOTICE

Sealed Tenders are invited and will be received by the undersigned upto 3 p.m. on 21-2-1956 for the supply of a new 3 ton Motor Lorry complete with chassis, driver's cab and body, required at Perambur. Detailed specification of the lorry offered with a fully dimensioned sketch of the body together with a list of tools should accompany the Tender.

Tenders should be submitted in sealed covers by Registered Post addressed to the Controller of Stores, Southern Railway, Madras-23, and should be superscribed "Tender No. NS/1/EC2/316—due date 21-2-1956".

Tenderers should submit current Income-tax clearance certificate in original, if not already done, along with their Tenders without which offers will not be considered.

Tenders will be opened on 22-2-1956 and should be valid for full 30 days from the date of opening.

Madras-23
28th January, 1956

CONTROLLER OF STORES

SOUTHERN RAILWAY

TENDER NOTICE

Sealed tenders are invited in this office for the supply of 15 tons of Oil Coconut pure to I.S. Specification No. 542-1954 to the District Controller of Stores, Negapatam upto 3 p.m. on 29-2-1956 and opened at 3 p.m. on the 1st March 1956 at the Office of the Controller of Stores, Ayanavaram, Madras-23.

Tenders should be submitted in the prescribed form obtainable from the Controller of Stores, Madras-23, from 10-30 a.m. to 3 p.m. on week days and from 10-30 a.m. to 12 noon on Saturdays, on payment of Rs. 5 per copy in cash or by Money Order which is not refundable, with full name and address of remitter. Remittance by Postal Order or by any other means will not be accepted. Tender forms will not be sent by V.P.P. and they are not transferable.

Tender forms will not be supplied after 2 p.m. on 28-2-1956.

OFFICE OF THE CONTROLLER OF STORES,
SOUTHERN RAILWAY, AYANAVARAM P.O.,
MADRAS-23

CONTROLLER OF STORES

SOUTHERN RAILWAY

TENDER NOTICE

Quilon-Ernakulam Railway—Section II—Kottayam to Mavelikara Supply of stone jelly, rubble, sand, etc. for construction of 3-30'-0" span girder bridge No. 302 over Mintalavayal Channel at Ch: 286648 and 3-40'-0" span girder bridge No. 313 over Parayankuzhi Thodu at Ch: 300814.

The Chief Engineer, Southern Railway, Park Town, Madras-3, invites sealed tenders for the above work upto 13-00 hours on 2-3-1956.

Tenders should be in the prescribed form obtainable from the Chief Engineer's Office, or from the Executive Engineer's Office, Quilon-Ernakulam Railway Construction, Ernakulam South or from the Assistant Engineer's Office, Quilon-Ernakulam Railway Construction, Quilon, upto 12-00 hours on 28-2-1956 on production of a receipt from the Chief Cashier, Southern Railway, Park Town, Madras-3 or from the Station Masters, Ernakulam South or Quilon, for payment made towards the cost of tender forms at the rate of Rs. 10 per set of tender forms and Rs. 2 per spare schedule, only if available, which amounts will not be refunded.

Tender forms are not transferable.

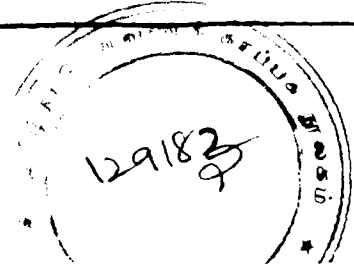
An earnest money of Rs. 3,350 is to be paid to the Chief Cashier, Southern Railway, Park Town, Madras-3, before 12-00 hours on 28-2-1956. The security deposit for the accepted tender will be 10 per cent of the value of the Contract.

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

Income-tax Clearance Certificate, in original, should be attached to the tender; if previously sent and is current, reference to the particular tender with which it was sent should be furnished. Otherwise, fresh Income-tax Clearance Certificate should be sent.

Tenders will be opened at 11-00 hours on 3-3-1956.

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



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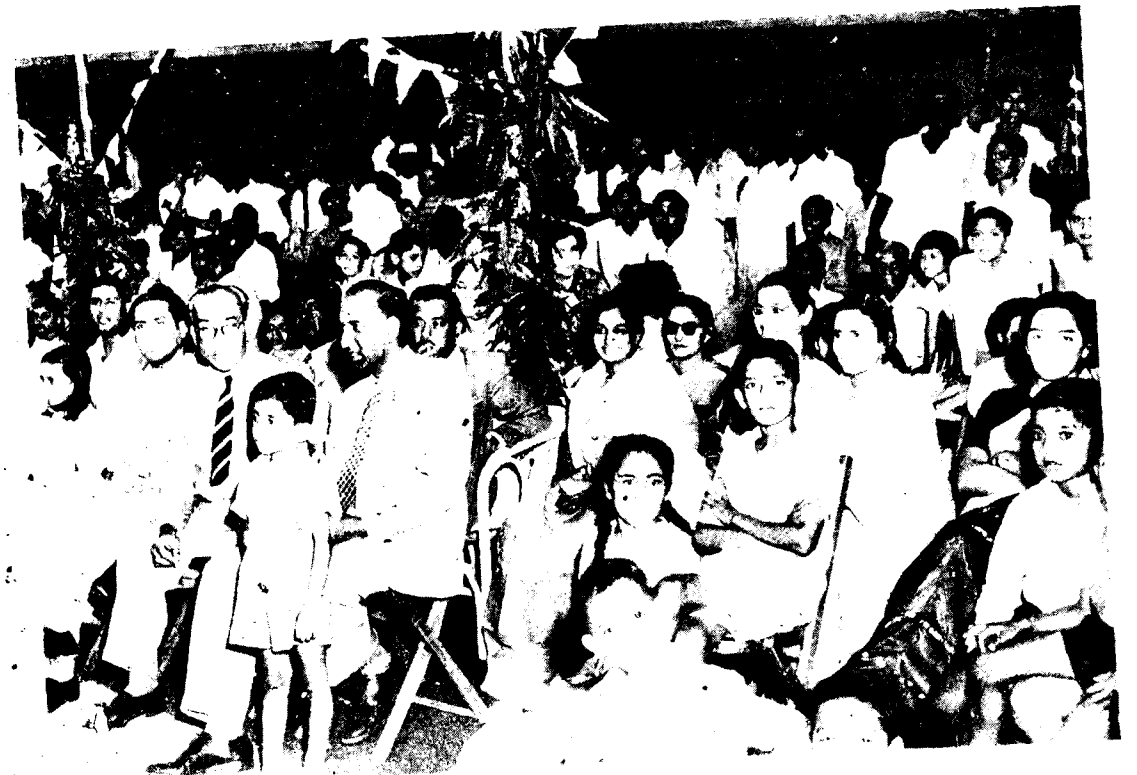
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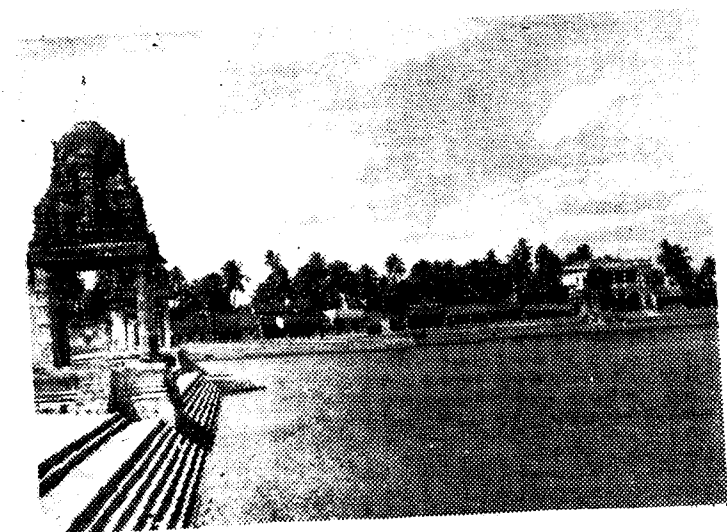
Finance House, Pattulos Road, Post Bag 5251, MADRAS-2.
Post Box 4763, KARACHI - Post Box 185, LAHORE.

Delhi Representative:

Mr. P. S. Pruthi, 14 3, Block 4, Uttari Marg, NEW DELHI-5.



A group of ladies and gentlemen witnessing the Southern Railway Inter Regional Athletic Meet held at Perambur on 20th and 21st January 1956
(See page 55)



(Photo: P. S. Vedhachalam)

A view of the Mahamakham Tank, Kumbakonam

RADIAL DRILLING MACHINES

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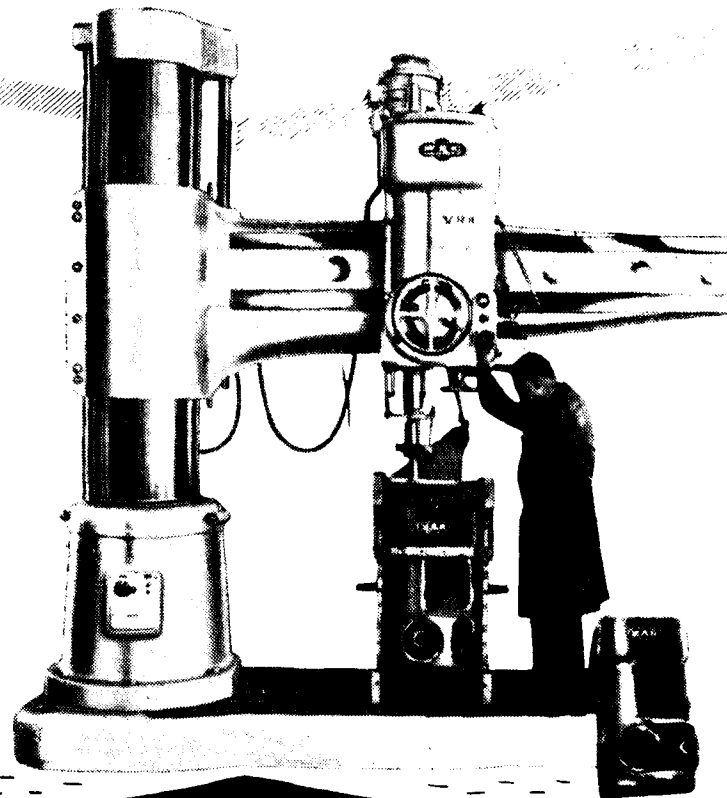
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