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Southrailnews



Voil. II

No. 12

May 1956

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The great bathing festival in South India—Mahamakham at Kumbakonam (25-2-56)



SOUTHERAILNEWS

PUBLISHED BY THE SOUTHERN RAILWAY

VOL. II

MARCH 1956

NO. 12

SOUTHERN RAILWAY

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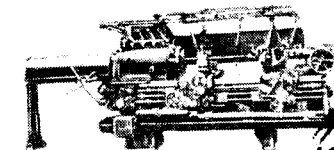
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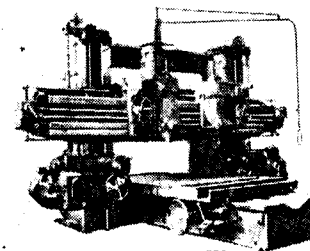
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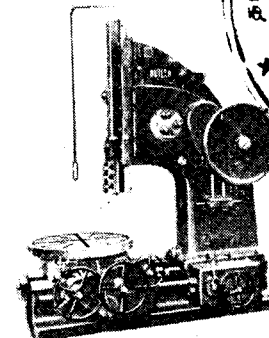
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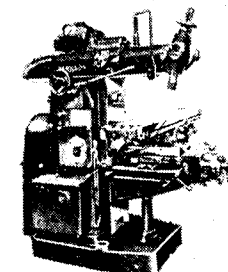
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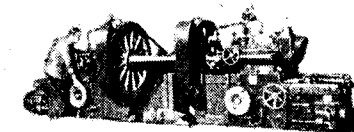
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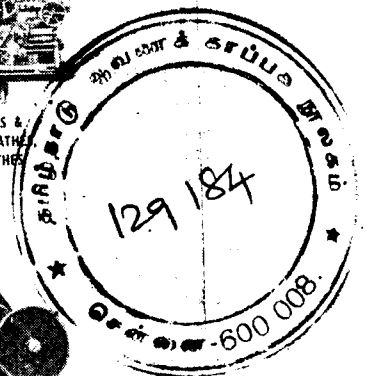
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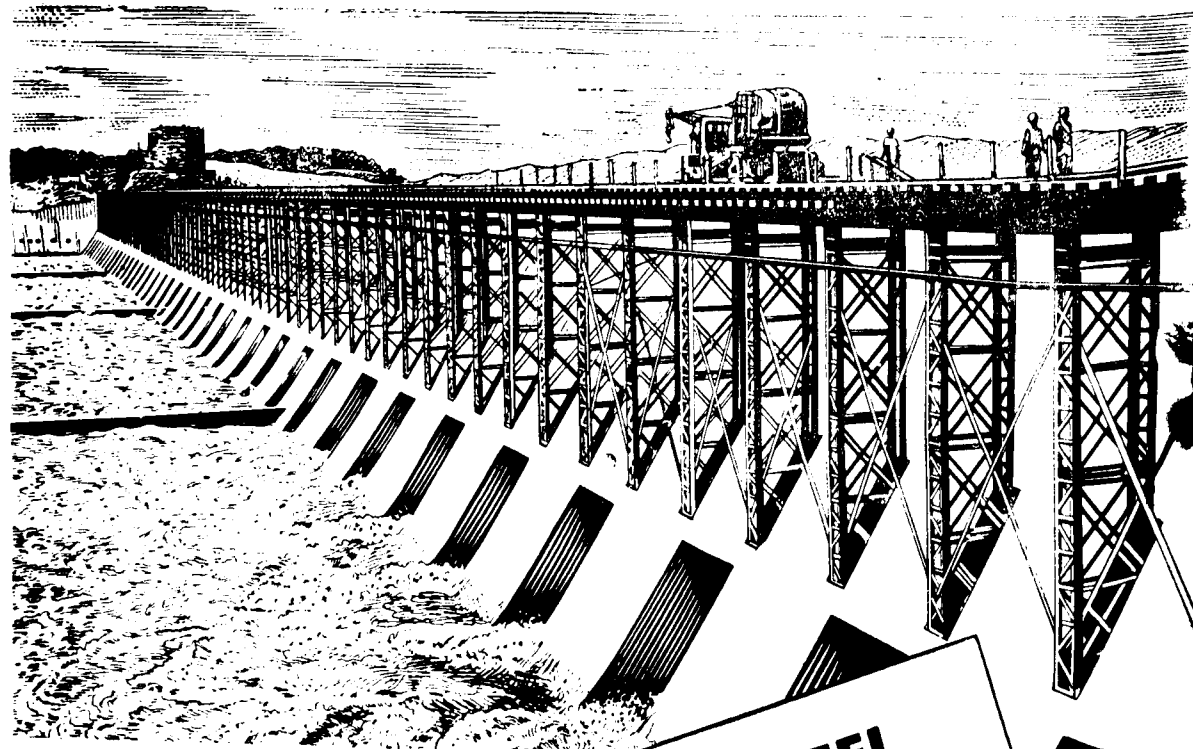
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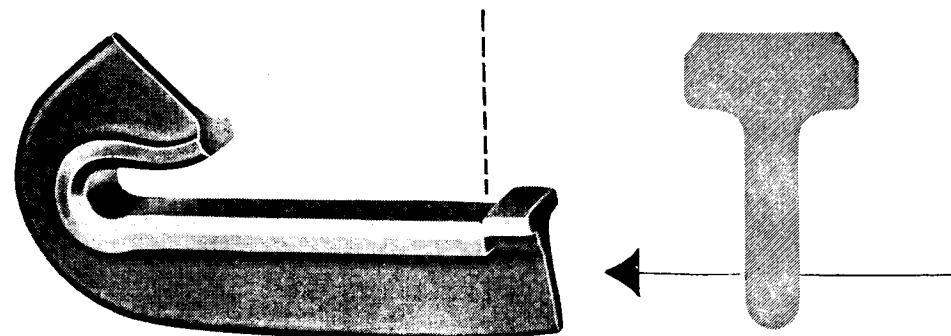
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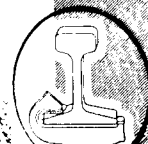
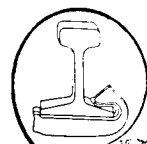
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No. 12

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K. SRINIVASAN

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

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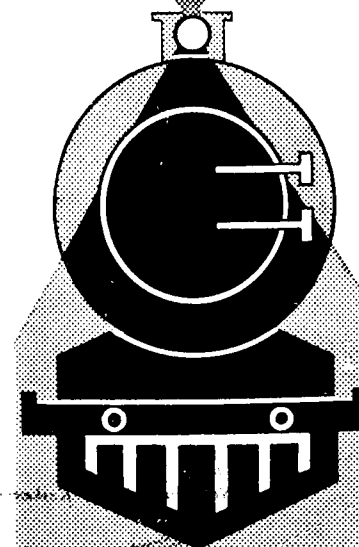
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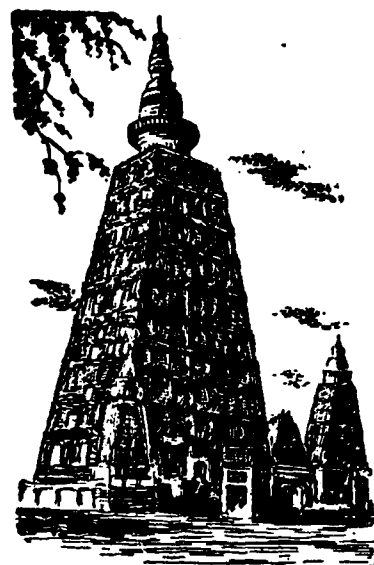
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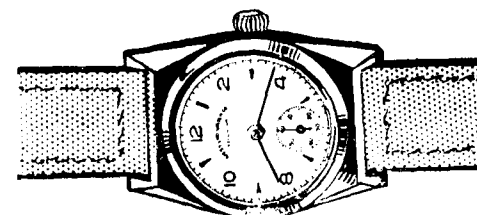
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[Picture on the Cover Page—Photo by
P. S. Vedhachalam, Publicity Inspector]

SOUTHERN RAIL NEWS

VOL. 11

MARCH 1956

No. 12

Railway Minister's Budget Speech

THE Railway Minister has wisely exempted from the surcharge foodgrains and pulses, manure, Khadi, newspapers, newsprint and books. The Minister's proposal to institute a new express goods service is a welcome move at a time when essential goods are often held up for unduly long periods. It is encouraging to learn that the problem of wagon shortage is being vigorously tackled and that concentrated attention is being given to the twin task of increasing rolling stock and expanding line capacity.

The recently set up Efficiency Bureau of the railway has to make a continuous study of how best the operation of the railways can be kept up at the maximum pitch of efficiency.

Since financial soundness should be the first consideration, the public should feel gratified that gross traffic receipts, net revenues dividend to general revenues and net surplus have all shown a steady increase. Even more important is the fact that the contribution to the Depreciation Fund is to be increased from Rs. 30 to 45 crores as from the current year and that the Development and Reserve Funds are well maintained. A surplus of Rs. 22.99 crores on top of the increases in the contributions to Depreciation and general reserves could hardly be possible without increase in freight rates, particularly as the railways have to find Rs. 375 crores out of the allotment to them of Rs. 1,125 crores under the Second Plan. And considering its low incidence and the carefully provided exceptions, the surcharge of one anna per rupee cannot be grudged. The public has ample compensation in the assurance of financial soundness and further speedy development.

On an over-all assessment of the possible increase in traffic the Railway Ministry had prepared plans for a total outlay of Rs. 1,400 crores, which the Planning Commission has cut down to Rs. 1,125 crores. Whether or not this cut would seriously affect the Railways' ability to play their part under the Second Plan, which in the opinion of sober critics is on the high side, the share allotted to the Railways is not certainly small. That nearly a fourth of the planned public expenditure on development in 1956-60 is to be spent on expanding and improving the Railways is a recognition of their strategic importance in a developing economy.

While the cut is understandable in view of the many other demands on the available resources, the importance of transport for the success of the Plan is such that one has to consider seriously the practical effect of this reduction. Mr. Shastri admits that, while the additional traffic on account of the new steel units and coal and cement will be met in full, the margin left for increases in trade and output in other sectors will be 'meagre'.

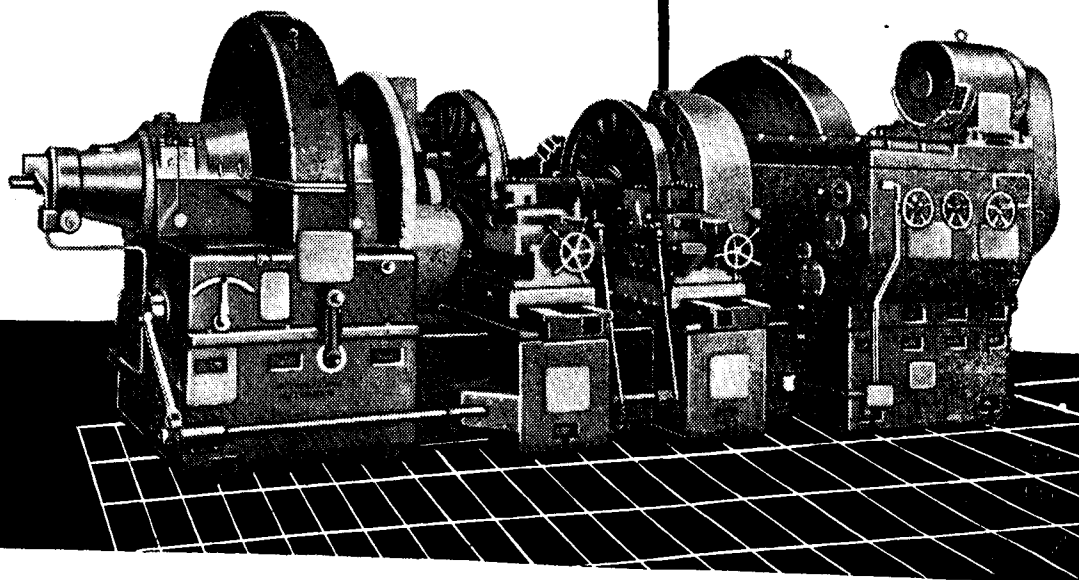
After the cut in their allotment under the Plan the railways have concentrated on schemes which will increase the turn-round is a fact which deserves special note. The railway passenger too has been afforded some compensation for the somewhat bleak outlook in regard to overcrowding. The concessions announced in the budget will give much needed relief; and with the steady increase in amenities, the average citizen might well feel that he too derives some personal benefit from the railways, besides the big part they play in planned development.

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Mahamakham Festival

The pageantry of Indian Festivals is a part of the life of our masses. The outward grandeur of elephants bedecked with palanquins and processions with religious idols are a reflection of the inward grandeur of the soul of man. The human government of man has got formalities in celebrating state occasions pertaining to secular government. It is said that the inner government of God is akin to the outward government of administration by man.

The Mahamakham Festival was celebrated this year with great pomp and splendour. Generally the festival comes once in 12 years during Makha Nakshatra when Jupiter is in Leo. Last Mahamakham was in 1945. One year back people were expecting that Mahamakham would come in 1957. While examining the position of Jupiter, it was found out that he came to Leo this year and Mahamakham had to be celebrated.

In 1945, due to austerity standards (being war time) the festival was not attended by a very large number of pilgrims. In 1933 Mahamakham was celebrated as an important festival. Railway transport was arranged by the ex-S.I. authorities. The facilities and amenities given this time and also the number of passengers inward and outward have been more than in 1933 and any other previous Mahamakham.

Due to the elaborate arrangements made by the Railway the heavy rush was not felt very much besides, the Police arrangements for regulating the traffic were quite adequate. The arrangements made by the Municipality at Kumbakonam were equally good with the result that though more than one million pilgrims visited Kumbakonam on the Mahamakham day things went off smoothly and the public and the Press were satisfied with the arrangements made everywhere in connection with the Mahamakham festival.

The next Mahamakham festival is likely to come off 13 years later, i.e., in 1969.

The sanctity attaches to it once in twelve years though in point of calculation this time the festival was celebrated a year in advance as the function has to be fixed according to astrological forecast.

When one sees with what pomp and splendour and pageantry the festival was celebrated he feels that in olden times that Kumbakonam was a pre-eminently religious town, where religion was an all-embracing heavenly canopy permeating all the walks of life and people walked with heaven's splendour over their heads and hell's darkness beneath their feet.



STEEL AND CEMENT SHORTAGES HOLDING UP WORK RAILWAY GENERAL MANAGERS REVIEW SITUATION

Supply of steel, cement, timber and other materials for Railway requirements during the second Five-Year Plan period were discussed at some length at a three-day meeting which opened in New Delhi on 2-2-56 between the Railway Board and the General Managers of the Indian Railways. Sri G. Pande, Chairman of the Railway Board, presided.

Among those present at the meeting were the Railway Minister, Sri Lal Bahadur Shastri, the Deputy Railway Minister Sri O. V. Alagesan, Members of the Railway Board, General Managers of the seven Zonal Railways, the Chittaranjan Locomotive Works and the Ganga Bridge Project, and the Chief Administrative Officer, Integral Coach Factory, Perambur.

All the General Managers expressed concern at the serious hold-ups and bottle-necks that were being caused in many spheres of Railway working and development as a result of deficiencies in the supply of steel and cement and, in some cases, timber. It was a common experience, they said, that even after the demands made by the Railways for steel were accepted, there were heavy shortfalls in actual supply. In regard to cement, often the Railways' demands were cut down, but even the reduced supplies were not forthcoming.

The meeting discussed arrangements for adequate storage and speedy movement of imported steel for Railway requirements which was expected to be received during the first year of the Second Five-Year Plan.

RAILWAY WEEK IN APRIL

A proposal for the observance of a Railway Week in April every year is under the consideration of the Railway Board, it is learnt.

It was in the month of April, 102 years ago, that the first train ran in India.

The proposal is believed to have been discussed by the General Managers of the Railways at their recent meeting. Details still remain to be worked out.

The General Managers also considered certain recommendations of the Railway Corruption Enquiry Committee, and discussed how the existing machinery on each Railway should be strengthened to deal with the problem of corruption, with particular reference to its preventive side.

TRAINING PERSONNEL FOR RAILWAYS' SECOND PLAN

The problems of large-scale recruitment and training of personnel for the Indian Railways' requirements in connection with the Second Five-Year Plan were also discussed at the Conference of General Managers of Indian Railways. Under the chairmanship of Sri G. Pande, Chairman of the Railway Board.

The Conference heard an account of the steps which the Railway Board as well as the various Railway Administrations had already taken to recruit officers and other staff. As difficulty was being experienced in filling supervisory and other posts due to the non-availability of suitable recruits, it was

felt that the Railways' requirements should be met to a greater extent through promotion from lower grades and re-employment of retired persons. A suggestion was also made that promising boys in colleges should be 'caught young' and drafted into railway service after suitable training.

It was generally felt that even after recent expansion the existing facilities for training on the Railways were most inadequate. The Conference, therefore, came to the conclusion that further steps should be taken urgently to expand railway training schools and centres which were already functioning, and to open as many new ones as were found necessary. In this respect, wherever feasible, different Railway Administrations could collaborate among themselves with mutual advantage.

Refresher courses for staff already in employment, it was further decided, should be intensified and their number increased, so that staff in all categories could pass through these refresher courses quickly, resulting in the raising of the general standard of performance.

HINDI ON THE RAILWAYS— MORE POSITIVE STEPS CALLED FOR

The Conference of General Managers of Indian Railways, discussed the progress which had been made in the introduction of Hindi on the Railways.

While several steps in this direction had already been taken, the Conference felt that it was necessary to take more positive action early in order to step up the tempo.

The Conference reviewed the operational results which had already been achieved, and discussed at great length plans for realising the higher efficiency targets which had been laid down by the Railway Board for the Second Five-Year Plan period.

It was felt that improvements should be secured, among other things, through more intensive usage of rolling stock, reduction in the time

taken on repair and overhaul of rolling stock, increase in the output of workshops, scheduling and higher speeds for goods trains, better working at junctions, terminal and transshipment points, greater punctuality of passenger trains, etc.

AVAILABILITY OF STEEL

The Financial Commissioner for Railways, referring to the large financial outlay envisaged under the Railways' Second Five-Year Plan, stressed the importance of economy, avoidance of waste, and proper financial scrutiny in order to achieve the maximum results from the funds that were available.

The General Managers reported that their plans for the satisfactory execution of works programmes under the Second Five-Year Plan were ready, but they stressed the importance of the timely availability of key materials like steel.

The General Managers were requested to reorganise their machinery for the compilation of statistics, as the availability of accurate statistical data with the minimum of time lag was essential to proper and timely control over current operational performance.

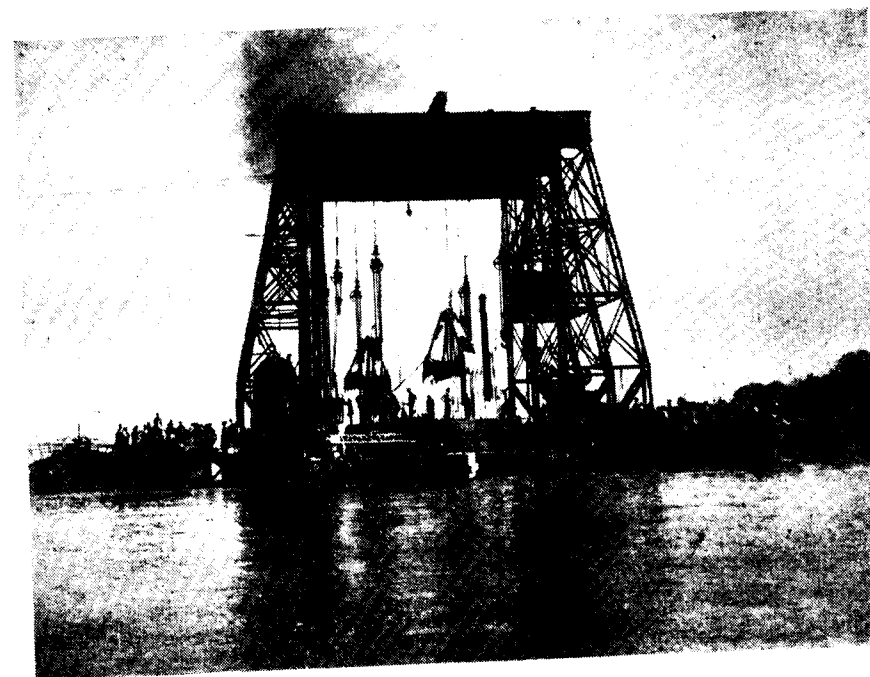
The Railways were advised to make the maximum use of the research facilities which are available at the Railway Research and Testing Centre at Lucknow.

ADDITIONAL OUT-AGENCIES

The Railway Board is understood to have accepted the need for opening a number of additional railway out-agencies, in order to ensure the maximum rail-cum-road co-ordination and to provide increased facilities to the travelling public.

Out-agencies are offices opened in places situated off the railway lines, to facilitate the through booking of traffic to or from such places in the interior in conjunction with the Railways.

Contractors who include nationalised road transport undertakings, are



President Rajendra Prasad laid the foundation stone of the Ganga Bridge on 25th February, 1956. Above : 43 feet high caisson weighing 300 tons laid for pier No. 2. Sinking is in progress. Below : Crushing plant with a capacity of 90 tons per hour for manufacturing aggregate for the foundations of the Ganga Bridge



appointed to work these out-agencies. These contractors arrange to book outward traffic from the out-agency to destination stations, and also carry inward through traffic from the nearest railway station to the out-agency, where delivery is arranged.

There are at present about 200 railway out-agencies, the largest number being in the Southern Railway region. Proposals are believed to be under consideration for the opening of another 25 to 30 out-agencies.

DIVISIONAL SYSTEM ON INDIAN RAILWAYS ACHIEVING GREATER EFFICIENCY

The Railway Board has decided to pursue vigorously the question of introducing the divisional system of administration on the Indian Railways, wherever it does not at present exist.

At present in force only on the Eastern and the Northern Railways, the divisional system has in practice been found to be conducive to greater efficiency and better co-ordination at all levels than the other prevailing systems, known as the regional and district systems.

In the Railway Board Office, the post of Secretary has been upgraded to the same level as in 1951, with powers of co-ordination and over-all administrative supervision. Sri D. C. Baijal, Director, Efficiency Bureau, has taken over as the new Secretary.

GREATER EMPHASIS ON STAFF WELFARE IN RAILWAYS CULTIVATING INDIVIDUAL GOODWILL FOR PLAN'S SUCCESS

A new orientation is to be given to the railway personnel organisations throughout the country, with greater emphasis on staff welfare measures as distinguished from mere establishment matters.

This re-orientation of approach to the staff has been decided upon by the Railway Board in the belief that during the Second Five-Year Plan period the

best possible results from individual members of the railway staff can be obtained only by winning their personal goodwill.

In a directive issued to the various Railway Administrations, the Railway Board has suggested the allotment of a whole-time officer for personnel work in each Railway district, which is the smallest unit of Railway Administration.

In the selection of personnel officers, the railways have been advised to pick only persons who have a flair for this type of work, a thorough knowledge of rules and regulations, and a sympathetic nature. These officers should be asked to tour frequently and, as far as possible, to settle staff grievances on the spot, with warm human interest in the welfare of the individuals who approach them for assistance or advice.

The Railway Board's directive is based on certain recommendations made by the Railway Corruption Enquiry Committee.

LIVING IN INDIA GUIDE TO FOREIGN STUDENTS

A general idea of India and her people, which will help foreign visitors, particularly students, to get an insight into Indian life, is contained in a brochure entitled 'Living in India' brought out by the Union Ministry of Education.

The brochure, which is illustrated, is intended to acquaint foreigners with the food habits, modes of dress, important festivals and cultural and literary activities of the people of India. It gives useful information about the social life in colleges and other educational institutions, postal system, railways and transport, cost of living and currency in the country. A map showing places of historical importance and a bibliography are also appended to it.

Though the book is primarily intended to serve as a guide for overseas students, it will also prove useful to the tourists visiting this country.

'GHOST' INDENTS FOR WAGONS SURPRISE CHECK REVEALS INFLATED DEMANDS

The South-Eastern Railway authorities in a recent surprise check discovered nearly 1,000 'ghost' indents for goods wagons registered by the trade in a small section of the railway.

In the area served by the Raipur-Dhamtari section of the Railway, outstanding registrations for wagons suddenly went up by over 60 per cent in a 10-day period ending December 31, last.

Suspecting deliberate inflation in the demand for wagons, the Railway authorities decided to call the trade's bluff. Concentrated heavy allotment of wagons was made to satisfy this demand.

The result: all the wagons offered were not taken up by the trade. Nearly 1,000 inflated indents were cancelled. The registration fee paid by indentors with each indent was forfeited.

Speculative interests in different parts of the country frequently register

bogus indents for wagons, far beyond their genuine needs, in the hope that by thus depriving possible rivals of available wagons, they could manipulate prices of commodities to their advantage.

NEW RAILWAY BRIDGE OVER GANDAK RIVER—Rs. 1.93-CRORE PROJECT SANCTIONED

The construction of a new railway bridge with a double line over the Gandak river, in Bihar, has been sanctioned by the Railway Board at an estimated cost of Rs. 1,93,00,000.

The new bridge will be constructed about 250 feet upstream of the existing Gandak bridge, between Sonapur and Hajipur stations.

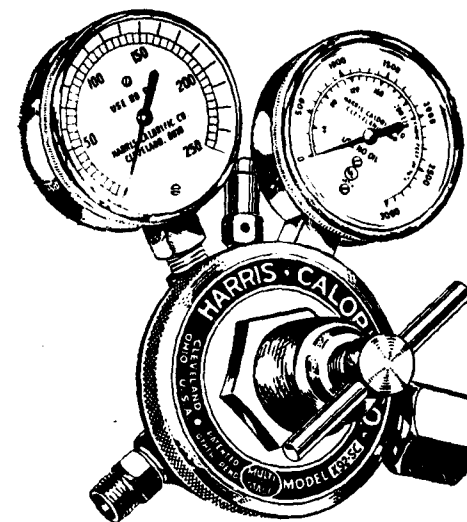
The existing bridge has weak girders and is not capable of taking the latest standard locomotives at the present maximum permissible speeds. Also, the existing single line between these two stations is proving a very serious transport bottleneck.

The North-Eastern Railway will be in charge of the project.



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World of Railways

Arthur L. Stead

Our London Correspondent

RAILWAYS the world over are today standardising their equipment and working methods to secure increased economy and efficiency. In one respect at least, however, marked individuality continues to be displayed by railways throughout the five continents. This is in the track dimensions favoured in the various lands, which actually vary from 5 ft. 6 in. down to 1 ft. 3 in.

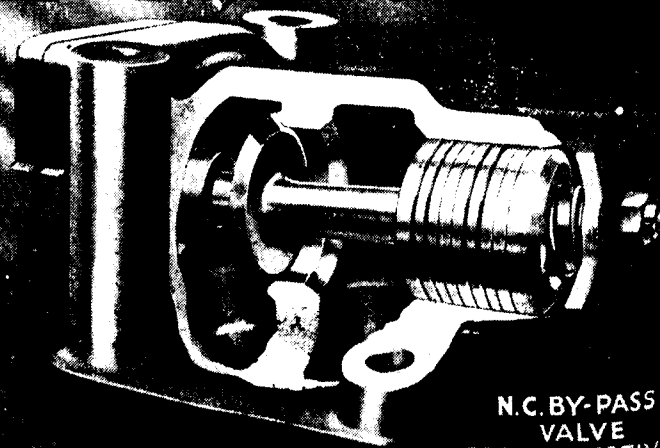
India, of course, with its "broad" railway gauge of 5 ft. 6 in., is one of the many countries which throughout the years have retained their individuality in this respect, and in point of fact there still remain railways in every continent operating systems of other than so-styled "standard" gauge (4 ft. 8½ in.) these "non-standard" lines comprising about thirty per cent of the world's rail mileage.

New Zealand is one of the many countries favouring a track gauge of 3' 6". This picture (by courtesy of N. Z. Railways) shows a heavy freight train at Arthur Pass, in the South Island



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Mechanical laying of pre-assembled 4' 8½" gauge track on the Western Region of British Railways

When the "Iron Way" had its birth in Britain, the gauge of the pioneer lines was fixed by George Stephenson at 4 ft. 8½ in. Just why this somewhat odd dimension was decided upon is something of a mystery. It would seem that Stephenson was influenced in his gauge decision by the fact that 4 ft. 8½ in. was the distance between the ancient Roman stoneways, which may still be seen here and there in the North of England. Another idea is that Stephenson regarded the distance between the wheels of the farm carts of his day—which happened to be 4 ft. 8½ in.—as a suitable gauge for his railway. Probably the real truth is that the pioneer locomotives were built with wheel tracks of 4 ft. 8½ in. so that they could operate over the iron plateways which were already constructed in the mining region of Northumberland and Durham. Thus, in most haphazard fashion, the somewhat uncomfortable gauge of 4 ft. 8½ in. came into being.

While Britain built her northern railways to the 4 ft. 8½ in. dimension, the country had at one time an important competing track gauge in the 7 ft. dimension favoured by the Great Western Railway, running between London and Devon and

Cornwall. Because all the other British systems were built to the 4 ft. 8½ in. gauge, however, the Great Western had, in the end, to change over to that dimension in the interests of exchange working, the final conversion taking place in 1892.

In that land of "big railroading", the United States of America, the very first steam locomotive utilised was the British-built "America", which reached New York in 1829. Coming from the Stephenson workshops, the "America" was built to run on a 4 ft. 8½ in. track, and in 1830—when the pioneer Baltimore and Ohio Railroad was opened—the promoters naturally followed the British example and fixed their track gauge at 4 ft. 8½ in. As in England, there were many early breakaways in the U.S.A. from the 4 ft. 8½ in. "standard" gauge, but by 1886 all the principal American lines had adopted the 4 ft. 8½ in. dimension.

Next to the United States, the biggest user of the 4 ft. 8½ in. gauge in the American Continent is Canada, with approximately 40,000 miles of "standard" gauge line. In the Argentine, there are about 2,500 miles of "standard" gauge track, in Uruguay approximately 2,000 miles, and in Peru 1,500 miles.

The continent of Europe generally favours the 4 ft. 8½ in. gauge, and this permits of through working between the different systems. Principal European systems of 4 ft. 8½ in. gauge include Britain, 51,000 miles; Austria, 10,000 miles; Belgium, 3,100 miles; Czechoslovakia, 8,500 miles; Denmark, 400 miles; France, 28,000 miles; Germany, 40,000 miles; Holland, 3,000 miles; Hungary, 11,000 miles; Italy, 2,000 miles; Norway, 1,500 miles; Poland, 10,000 miles; Roumania, 9,000 miles and Switzerland, 4,000 miles.

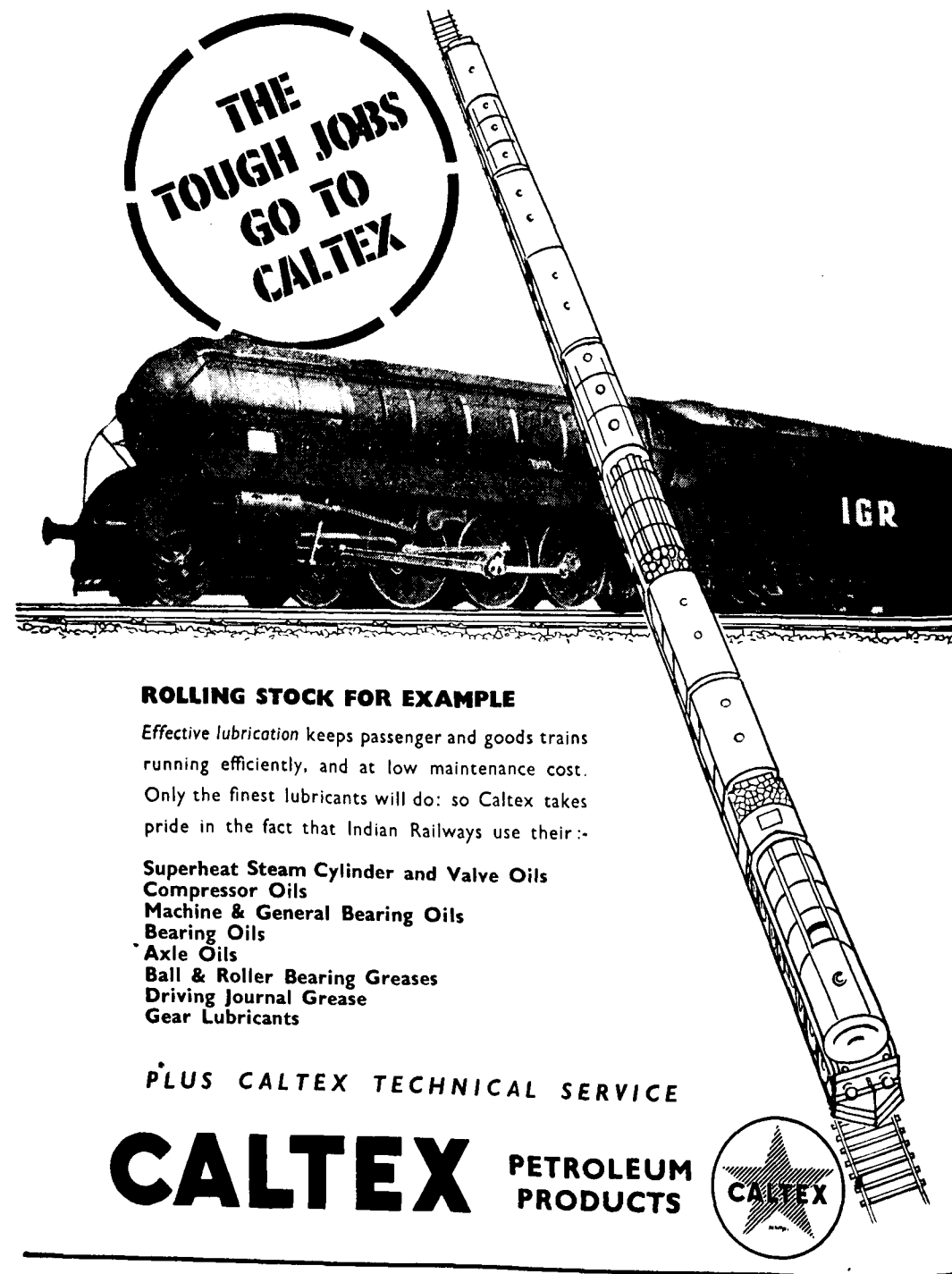
Railways of 4 ft. 8½ in. track gauge actually are found in fifty or more countries of the world. The metre (approximately 3 ft. 3 in.) gauge comes next in popularity, this gauge embracing about ten per cent of the world's rail trackage. Brazil is a leader in favouring the metre gauge, operating about 19,000 miles of line to this dimension. India comes second, followed by the Argentine, France, Spain and Belgium. Altogether, there are in use throughout the globe about 1,000 miles of metre gauge railway.

The 3 ft. 6 in. gauge has proved immensely popular in many lands, there being about 50,000 miles of 3 ft. 6 in. railway scattered throughout forty-odd countries. This gauge is favoured in lands as far apart as New Zealand and Newfoundland, South Africa and Japan.

South Africa has about 9,500 miles of 3 ft. 6 in. railway. In Australia, there are about 6,000 miles of 3 ft. 6 in. railway in Queensland; 3,500 miles in Western Australia; 1,200 miles in South Australia and 800 miles in Tasmania. Australia, of course, is the classic example of "how NOT to do it" in the selection of railway gauges. There might have been reasons which appeared sound to the pioneers of the Australian lines which led to each State originally setting up its own distinctive rail gauge, but today Australia realises only too well how unfortunate was the multi-gauge plan which resulted in Queensland, South and Western Australia adopting the 3 ft. 6 in. track dimension; Victoria the 5 ft. 3 in. gauge and New South

The Railways of the Irish Republic (Eire) are built to a track gauge of 5' 3". Here we see a typical country station on this system—Farranaleen—with the broad-gauge tracks alongside the beflowered station platform





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Wales 4 ft. 8½ in. tracks. Today, Australia is busy converting all her railways to the 4 ft. 8½ in. "standard" as fast as finance will permit.

The fourth most favoured dimension for railway tracks is 5 ft. The bulk of the 5 ft. track is in Russia (approximately 64,000 miles). Russia's pioneer lines were actually built to a gauge of 6 ft., but very quickly the 5 ft. dimension was adopted in preference. China, also, has some 2,500 miles of 5 ft. gauge railway, and Finland 2,660 miles.

In the fifth most important gauge group—railway built to a track dimension of 5 ft. 6 in.—we have, of course, the far-flung systems of India and Pakistan. Throughout the world, there are about 33,500 miles of 5 ft. 6 in. gauge railway, and India and Pakistan supply much more than half of this mileage. The unusually roomy passenger carriages found in India are possible because of the liberal track gauge, and with a hot climate predominating this is a most useful thing. Outside India and Pakistan, other countries where the 5 ft. 6 in. gauge is successfully operated include the Argentine (15,000 miles) and Chile (100 miles).

There is no track gauge other than those already mentioned which reaches a world mileage of over 10,000. The nearest approach to this figure is the 5ft. 3 in. gauge, favoured by Ireland and Victoria (Australia), as well as (in part) by India, South Africa, Chile and Sierra Leone (Africa).

Below the gauge of 2 ft. 6 in., there are numbers of railways, grading down to the smallest dimension favoured by any public railway the 1 ft. 3 in. track of the Ravenglass and Eskdale line, in Cumberland, England. Although ranking as very small fry as compared with their big brothers, these narrow-gauge lines perform excellent work in their own limited sphere, and often provide much-appreciated transport in areas where standard-gauge construction would be impossible and highways are lacking.

The Ravenglass and Eskdale was originally a 3 ft. gauge line, but later was converted to 1 ft. 3 in. A somewhat similar light railway is the Romney, Hythe and Dymchurch line, on the English Channel Coast, which your Correspondent recently described in detail in these pages.

An odd feature of the gauge problem is the operation in some countries of railways of mixed track dimensions. This arrangement is employed where it is desired to move trains formed of stock of one gauge over a line originally built for a different gauge. An early example of this practice was found on the Great Western Railway of England, where about 272 miles of "mixed" gauge lines were once operated. In South America, there are a number of mixed gauge systems, one of the most notable being the 60-mile section from Antofagasta to Banquedano, on the Antofagasta (Chile) and Bolivia Railway.

Originally built to a track gauge of 2 ft. 6 in., this section was provided with a third rail in order to permit the passage thereover of the metric gauge stock of the Chilean Longitudinal Railway. By resorting to a system of flexible couplings, the movement of trains formed of vehicles of both gauges is successfully accomplished. This third rail arrangement has a variation in certain countries, where a pair of rails of a narrow-gauge track is laid within a pair of broad gauge rails. France and Belgium often utilise these dual gauges, and no operating difficulties are experienced as the drawbar pull is central to all vehicles.

It is worth noting that, although the bulk of the early English railways were built to a track gauge of 4 ft. 8½ in., a few of the pioneer systems did not conform to this standard. The very first railway for which Government sanction was secured in England—the Surrey Iron Railway—was of 4 ft. gauge. Early lines like the Midland Counties; York and North Midland; Manchester and

Leeds; and Hull and Selby had a track gauge of 4 ft. 9 in. A gauge of 5 ft. was favoured by the builders of the Northern and Eastern, and Eastern Counties Railways, while 5 ft. 0½ in. was the original gauge of the Blackwall Railway, London.

Many Scottish lines were first constructed to a gauge of 4 ft. 6 in. this presumably being the Scottish engineers' idea of an economy! Among these 4 ft. 6 in. lines were the Paisley and Renfrew; the Edinburgh and Dalkeith; and the Glasgow and Garnkirk systems. The Dundee and Newtyle line was built to a gauge of 4 ft. 6½ in. while 5 ft. 6 in. was favoured by the Dundee and Forfar Railway. In Ireland, the Ulster Railway was actually originally built to a gauge of 6 ft. 2 in. No such wide

gauge today exists throughout the whole world of railways.

In general, most of the railway gauges of 3 ft. 6 in. and over appear to serve their respective countries very well indeed. Of course, in theory, it would be a good thing if main-line railways throughout the world could conform to a common track dimension, as this makes for easy interchange of vehicles and complete trains. In practice, however, conversion of all lines to the 4 ft. 8½ in. gauge would be impossible from the viewpoint of the cost involved, and believing that in the railway world—as in other forms of human activity—"variety is the spice of life", we admittedly are not particularly anxious to see wholesale standardisation of this kind effected.

The giant metal lamp (Kuthuvilakku) measuring nearly 65 feet in height in front of Sri Nanjundeswar Temple at Kadri in Mangalore

(Photo: D. Annaji Rao)



Diamond Cuts Diamond

'Penn'

It takes all one has to get the better of a Marwari," said Dixon. "By Gad! but they're shrewd devils!"

Dixon was a retired Commissioner of the Indian Civil Service, and had been relating some of his experiences in India to a small group of his cronies at the Club one evening; and after assessing the relative merits and demerits of the standard of moral excellence among Indian businessmen, he had reached the conclusion that the Marwari came out head and shoulders above his national compatriots. "Palmaan qui meruit ferat!"

"Yes," he affirmed, "Of all the lousy, grasping rascals who would do their own grandmothers down for a farthing, the Marwari occupies an unique position of his own!"

Forsythe packed his pipe with methodical care. "You're quite right, Dixon," he declared. "But I know of a classic case where the shrewd Marwari actively assisted in his own discomfiture. If ever a man was beaten by his own suspicious nature, that man was Ram Lakhan Dass!"

"You mean the Ram Lakhan Dass of Calcutta?" exclaimed Dixon; "If he's the man you're talking of, I should welcome the chance of shaking the hand of the man who worsted him: good old R.L.D. certainly out-Marwaried the Marwariest of Marwaries."

Forsythe silently extended his hand to receive the proffered congratulation. Dixon stared at him unbelievably. And well might he be incredulous, because Forsythe looked what he was,—the absolute soul of honest integrity. Everyone knew he had a queer code of his own, a whimsical and quixotic streak which had made many a hard-headed man shake his head in pitying indulgence; but with all that, one could be quite certain that Forsythe would act according to his code, and would be

secretly admired for whatever he did as a consequence.

His old briar drawing nicely, Forsythe began his story:

As Commissioner of Police at Calcutta, I came across all sorts and conditions of men, (said Forsythe). There was the fat, oleaginous bania who moved about in the most luxurious of cars, but whose living conditions at home (which were not open to public display), were akin to those of a pig-sty. And at the other extreme of the scale was the pitiful ragged beggar, with festering corruption all over him, whose very poverty and disease were exploited by the despicable organiser of the begging fraternity! And between these extremes was the most varied and variegated cross section of humanity imaginable.

Ram Lakhan Dass was, as Dixon will tell you, one of the richest jewellers of Calcutta. I had heard many tales of his rise to prominence, tales of the most ruthless and extortionate money-lending where the defaulter was invariably stripped of all he had, ridden over rough-shod, and cast aside into oblivion with whatever dependants he had. I also heard tales of sharp practice in his present avocation, tales which always redounded to R.L.D.'s discredit as a man, but very much to the credit of his bankbook! But he was shrewd! He sailed nearer the wind than any man I know, but was never to be caught on the wrong side of the Law. His explanations were always models of unctuous completeness. He certainly had all the answers!

One afternoon an Inspector of mine gave me a particularly pathetic story of R.L.D.'s latest enormity, in which he had forced the realisation of a paltry hundred rupees, and in doing so had driven his unfortunate debtor, who was in a desperate state of poverty, to wipe out his wife and two

small children and then to kill himself after it, as the prospect before them was one of stark destitution. Morally, it was a case of murder in the first degree: but by law he was within his rights in collecting his dues! Four human lives for one hundred rupees! But R.L.D. didn't turn a hair!

It was then that I decided to break a lance with Ram Lakhan Dass. One major coup in punching his pocket-book was all I wanted, and I set about it with great forethought and care.

The first thing was to gain R.L.D.'s confidence: and I came to the conclusion that the best way to do it was to raise a suspicion in his mind as to the integrity of one of his oldest assistants in the shop—a fellow-Marwari named Thakur Mal—by seeming to put him wise as to the machinations of the latter to 'do him down'. The Marwari is always supremely confident of himself when dealing with anyone but another Marwari; for he realises that though another Marwari is the best co-adjutor in any nefarious proposition, he is at the same time the man best qualified to organise a successful opposition. Hitherto Thakur Mal had been his greatest support: but then, if Thakur Mal were now out for his own hand, it was time that Ram Lakhan Dass looked to himself! No other scheme of campaign was likely to succeed against him.

Fortunately for my plan, it was just about then that some daring jewel robberies had been committed in Bombay, and the gang that had got away with several lakhs worth of loot from four or five beautifully organised raids, were now lying low. I therefore caused the rumour to go forth that the Police had had confidential information that the gang had left Bombay and were on their way to Calcutta. A further aid to my scheme was the fact that the smooth precision of their coups in Bombay seemed inconsistent except with the strong suspicion of 'inside' assistance from the despoiled establishments. I exploited both these circumstances to the full. My rumour

went round with commendable rapidity, and every prominent jeweller in Calcutta was on his toes. All assistants were marked men in the eyes of their employers as an automatic consequence.

I now wrote to Lucknow and summoned young Ralph Hubbard to come to me. I was quite sure that Hubbard would be one hundred per cent in favour of my plot. He was a young, devil-may-care fellow who had both the personality and the intrepid courage which I wanted in my assistant; and withal, he had the puckish sense of humour that revels in practical joking. I took him completely into my confidence, and then put it to him as to whether he was 'in' with me or not. 'My dear Uncle Dick,' he replied, 'this is just my cup of tea! Somehow I cannot take it as being a conspiracy to rob, but a mere righting of the scales that have hitherto tipped too heavily in this Marwari b—s favour! And from your great care of detail, there seems to be only the millionth chance of getting nabbed. In any case, it's too priceless an adventure to miss, so let's fall to.'

I was thrilled at his reception of the idea; and of course he realised without my telling him that should things go wrong, I would certainly pull him out of it and take the rap myself. Our mutual confidence in each other was my greatest inspiration.

The next step was to produce false credentials for Ralph. The man who has planned a big robbery does not boggle at forgery, and Hubbard was soon equipped with a carefully forged identify card, a C.I.D. badge, and a letter of introduction purporting to come from myself to Ram Lakhan Dass. The signature on the letter was the simplest of all. I signed on a separate sheet, and rubbed over the back of the paper behind the signature with a very soft lead pencil. I then went over the signature fairly heavily, using the back dressing as carbon-paper, and the faintest outlines of my

signature came out at the bottom of the letter. This was carefully traced over—a tracing whose slightly tremulous outline would leap to the eye of a professional expert, but would otherwise easily pass muster. The stage was set.

Two days later Ralph Hubbard called at R.L.D.'s Emporium and asked to be closetted privately with the Proprietor for the ostensible purpose of having certain stones valued by him. On his return, Ralph gave me a most entertaining account of the interview which resulted when he disclosed his real identity and gave over my letter. R.L.D.'s eyes opened wider and wider as he went through it, and his multiple layers of adipose were visibly agitated! The letter read—

TOP SECRET

POLICE HEADQUARTERS
LAL BAZAAR
CALCUTTA

DEAR MR. RAM LAKHAN DASS,

This is to introduce Mr. Frank Shepherd, one of our most trusted C.I.D. men, to you.

You are no doubt aware that a gang of jewel thieves who have recently operated with marked success in Bombay, are now known to have come to Calcutta.

For your very private information, I venture to advise you that their *modus operandi* is to obtain the assistance of someone working within the establishment that they intend to burgle. We have strong reason for suspecting that one of your assistants named Thakur Mal has been approached by members of the gang. If he has not himself brought this to your notice, you will agree that his reticence is obviously suspicious.

Mr. Shepherd will acquaint you with the details of the case, and will put you abreast with certain precautionary measures evolved by me, in which your co-operation would prove invaluable.

You may place full confidence in Mr. Shepherd's discretion. He has instructions to report back to me direct.

Yours truly,
F. R. FORSYTHE
Commissioner of Police

The bait worked admirably. Thakur Mal had obviously not spoken to R.L.D. for the very simple reason that he had nothing to speak about! But R.L.D.'s suspicions were immediately at white heat! Ralph persuaded him in a conspiratorial undertone that walls had ears, and that the details of his mission were best discussed somewhere where there was no chance of being overheard, and yet where his entertainment would not give cause for suspicion in Thakur Mal's mind. After all, Thakur Mal must also be on the alert, and consequently suspicious of strangers. It all went beautifully. Ralph was immediately asked to lunch at Firpo's, and with a great show of cordiality—the cordiality of the rogue that had successfully landed his fish—R.L.D. came out, congratulating him loudly on his perspicacity in judging stones, and his capacity for driving a hard bargain. Glancing at Thakur Mal who was in the shop, Ram Lakhan Dass beamed as he had often beamed before, and Thakur Mal was satisfied that a profitable deal had gone through according to schedule!

Ralph Hubbard and Ram Lakhan Dass went on to Firpo's and selected a table which was not only more or less sequestered, where they could talk privately, but also from which they commanded a view of the staircase-entrance so as to have timely warning should any of the Emporium staff come along after them.

Ralph then spun R.L.D. the story we had concocted,—a story replete with circumstantial detail, giving dates, places and times where Thakur Mal had been seen in suspicious company. And then came the denouement; namely, that police agents had also contacted Thakur Mal, posing as members of the gang, and had drawn up a plot with him for the 'burgling' of the firm. Ralph confided the details of this plot to Ram Lakhan, showing how it must certainly result in trapping Thakur Mal, and having trapped and exposed him, R.L.D. would not only be free from a most dangerous



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menace, but the rest of the staff will have had a most salutary example before them. Ram Lakhan Dass took it whole! He was all enthusiasm and co-operative zeal! He'd show that so-and-so, Thakur Mal! He was quite incoherent with outraged indignation!

Next morning the plan for the supposed undoing of Thakur Mal was put into operation. I had meanwhile enlisted the help of my sister, Cynthia, in the scheme. Her part was simple and straightforward. As instructed, she dressed herself in a beautiful costly sari, and bedecked herself with some select and manifestly expensive jewellery which she had borrowed from an Indian lady friend of her's, on the excuse of going to a fancy-dress ball. The previous evening we had also taken the loan of a sumptuous new Cadillac-sedan from the Raja of B—, who was well-known to me, and Cynthia drove off in it that morning. In due course she arrived at R.L.D.'s store, and asked to see the Proprietor. Cynthia had been minutely described to R.L.D. the previous afternoon by Ralph, and as he came out of his sanctum he immediately knew that this was the lady who would call at his place. He glanced at Thakur Mal as he passed, and the latter's absolutely wooden face was all that he expected it would be. Thakur Mal would naturally give no indication of recognizing the lady—it would give the whole game away; R.L.D. grudgingly admired his wily assistant for his cool **sang froid** while at the same time itching to pounce on him and beat him to a jelly! Cynthia gave the agreed story that her husband's nephew—(her husband being a Dr. Bansal, a very prominent Calcutta physician who was known to have married an European wife)—was soon to be married, and she wanted some really expensive jewellery to give him and his prospective bride. R.L.D. was most attentive and helpful, and as luck would have it, Thakur Mal, scenting something really good in the way of a customer, was even more than usually assiduous in bringing forward

the loveliest and the best that the store could provide. His innocent zeal put the coping-stone on R.L.D.'s massive suspicion! Finally Cynthia selected three gorgeous necklaces and four magnificent diamond and emerald solitaire rings—their combined value was somewhere between two and three lakhs of rupees. She then said that she would like to make the final selection in consultation with her husband, and suggested that either R.L.D. himself or one of his assistants should accompany her home. All strictly according to plan! R.L.D. offered to accompany her himself, but as we had anticipated, Thakur Mal wouldn't hear of it! What was **he** there for? Why should the master take all that trouble, (why indeed?) when he himself was perfectly capable of managing it all?! The glamorous Cynthia, and the gorgeous Cadillac, had jointly allayed Thakur Mal's mind completely, and he was all anxiety to get on with the deal. R.L.D. gave him a sidelong glance of appraisal. 'Yes', said R.L.D. to himself, 'I'm sure you can, you swine! You'll soon be back here in police custody, and my property will be back even before you! Little do you know that these are police agents! You gullible worm—I'm ashamed of you being a Marwari!'

Cynthia and Thakur Mal got into the Cadillac and moved off. She drove straight to the house of Dr. Bansal in Ballygunge, and drove in under the portico. Asking Thakur Mal to come in, she left him in the hall room, and went on through the opposite door. And then she calmly continued to go on till she emerged from the back of the house, and met us in a car a little way from the rear entrance to the premises. She had excited no remark whatsoever! It was assumed by those in front that a lady with her husband had called for a consultation: It was assumed by those at the back that a patient was taking the shortest way home—as indeed she was!

First of all, Ralph was to leave for Lucknow with the 'swag' by a train

that was booked to leave in about an hour's time. Cynthia was to change immediately, and establish an alibi at the house of a friend. And the Raja Sahib was to be advised, with the maximum apology, that his car had been stolen from in front of Hall and Anderson's fifteen minutes ago, and that the police had immediately been informed of the theft. I promised that I would move heaven and earth to recover it soon!

Meanwhile Thakur sat and waited and waited! An hour... an hour and a half... two hours! What was the woman doing? Finally he went out, and collecting a servant, he asked to see the doctor. When the doctor came out, Thakur Mal asked him whether his wife had made her selection of the jewellery yet, as he was afraid he should be getting along back.

"What on earth are you talking about?" asked the astounded doctor.

"Your wife, Sir," said Thakur Mal. "She took some jewellery from our store and brought it here to make a final selection for your nephew's wedding along with you. And I've been awaiting her return for the last two hours!"

"Good God, man!" replied the doctor, angrily, "My wife's been dead for the past two years now, and no lady has been to see me this morning!"

Thakur Mal was now seriously unnerved. "Your telephone, Sir—at once please. I must make an immediate report to the police! But

first,—let me take the number of the car. It isn't **your** car, is it, Sir?..."

"It certainly isn't mine!" affirmed the doctor.

Thakur Mal was frantic by now. He could barely articulate when giving the number of the car to the police, and was nearer disintegration than ever when he was informed that that very car had been reported as having been stolen that same morning. Soon the police arrived, and took him back to the shop. There he gave his story to an apoplectic employer—it was all I could do not to laugh when R.L.D. discovered that both he and Thakur Mal had been led up the garden path. Then I had to assume an outraged countenance myself when shown the letter purporting to have come from me! Incredible impudence! The very idea of hiding behind the Commissioner of Police himself! We would certainly do all we could to lay the thieves by the heels... I had a personal score to pay off in this case!...

But the thieves were never caught, and the jewellery was not recovered. But about six months later an anonymous donation of two-and-a-half lakhs of rupees was paid in to a deserving and well-established Calcutta charity. And Ram Lakhan Dass, like Lord Ullin, "was left lamenting!"

"Magnificent! Simply magnificent!" rhapsodised Dixon, and I am afraid we all heartily agreed with him!

Overhaul of Passenger Coaches

'Oprail'

A passenger about to undertake a journey by rail boards his compartment—first, second or third, as the case may be—and the first thing he notices is that everything in and around that particular carriage appears to be brand new. And his nose will inform him that there still lingers the pungent odour of fresh paint. The passenger's first thought is that he has stepped into a brand new coach, and this gives him quite a comforting glow of satisfaction. But he is not always right. The particular coach may not be a new one, in spite of its gleaming, fresh appearance, but one that has recently come out of the carriage workshops after having been put through a complete overhaul.

If we have been fortunate enough to have visited a carriage workshop, and looked around, we would soon find out how a coach that goes in decrepit and shabby, comes out freshened up and with the appearance of just coming out as a new coach. So, let us see how this transformation takes place.

Practically every day for the best part of a year a passenger coach, as part of a mail or express train, has been rolling thousands of miles at high speeds, in cold and fog, in mild or severe heat, in gentle drizzles, or slashing, torrential downpours of rain, with thousands of passengers wearing away the seats or berths and scraping and pounding its floorboards. After all this wear and tear, what was once a gleaming, fresh carriage, takes on the look of one that is extremely tired and shabby. It is now time that the coach is taken off 'traffic duty' and sent to the workshops for its periodical overhaul.

From the traffic yard, this coach, along with many more that are due periodical overhaul, is hitched on to a shunting loco, and pushed into what is known as the 'neutral' line at the entrance of the workshops yard. As

soon as the coach is in position, the experts, consisting of an Assistant Works Manager, a Foreman and a senior supervisor of the Train Lighting section, make a tour of inspection, noting down all defects and deficiencies. When the inspection is completed, the nature of repairs whether light, heavy, or medium, is decided. The Train Lighting supervisor and his staff—who are the electrical experts—examine all the electrical gear and fittings, and remove these while the coach is on the 'neutral' line.

The coach is now ready to be moved into what is known as the first position. As soon as this is done, a gang of workshop staff, headed by an Assistant Foreman, start stripping the coach for a more detailed examination. Side and end panels, floor-boards, ceiling, pillars, interior fittings, wherever defects or signs of bad wear and tear are noticed, are stripped, and detailed notes taken of what repairs are to be done subsequently in a later position.

The stripped coach is now moved into the second position. At this stage there will be a sudden whirr of machinery overhead. This is the warning that a giant crane is moving into position over the coach. From the crane, hang two huge, steel, claw-like arms. These descend over the coach, clamp on to the body and lift it high enough to allow the bogie trucks to be rolled out from under the body. The latter is then gently eased on to strong firm trestles.

It is in this position that the bogie trucks, containing the springs, horn-cheeks, axle-boxes, journals and wheels, which are given a meticulous examination. This check has to be thorough as the smooth and safe running of each coach depends on the efficient functioning of the bogie trucks with all their running components. The axles, journals and wheels of each coach go from here to a special

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shop section, known as the wheel shop, where the experts tackle every component part for attention and repair. It is in this position also that it sometimes becomes necessary for the body of the coach to be completely lifted from the underframe—which supports the weight of the body—as the underframe may also have developed some defect or crack, that needs thorough repairs.

Next, the body of the coach, goes to the body repair shop. Here, we will find carpenter, masons, fitters and labourers hard at work on the body of the coach, hammering, sawing, chiselling, screwing, and from one end of the coach to the other, both inside and outside, from floor to ceiling, every item of the coach body requiring repairs is completed in this section. Here too, if the internal wiring of the coach needs attention, and has been previously stripped before the first position, the coach is re-wired completely.

After complete body repairs have been finished, the coach is then moved into the Paint Shop, which is the fourth position. Here, using all up-to-date methods of paint technique, the coach is completely re-painted with the colours required for the particular portions of the coach, perhaps battleship grey, or a dull light green for the interior, or highly-polished varnish stain for the interior of upper class coaches, and the standard colour of the particular railway for the exterior, red or green usually.

When the paint work has been done, the coach moves into the fifth position. This is commonly known as the finishing section. Here all the various furnishings and fittings which are for the convenience and comfort of railway travel, are tackled. Window frames and windows are replaced, berths, lavatory fittings, mirrors, luggage racks, hat and coat hooks, tables, etc. are fitted. The coach is now almost, but not quite ready to be sent out 'traffic' again.

It is then moved into the sixth position, known as the 'movement' section, where coaches that have been given an overhaul, are marshalled and kept ready for being pushed into the final and last position.

Then one by one the passenger coaches are moved into the last position. Here the coaches are given their final check-up. In this position also the train lighting gear is replaced. The coach is now ready, and if it is to be used on important mail and express trunk line services, a senior Mechanical Engineer looks over it with an expert and critical eye. When he gives it the 'O.K.' the coach is passed fit to go out into service again.

Once again the pilot engine comes along, hooks on to a line of completed coaches, and hauls them out to 'neutral' and then to 'traffic' who allot the finished coaches to the various fast trains.

A moot question at this stage is: How long does it take to put a passenger coach through an overhaul. This obviously depends on the extent of the repairs to be tackled in each coach. If it requires a full overhaul, and all workshop conditions are normal, the process does not take much more than a month, or at the most six weeks. But within that time a shabby and tired coach, has been given a rest and freshened up.

Back to the station platform again. What appears to be a new coach is filling up with passengers headed for destinations up to a thousand miles or more. The train starts rolling, and once again for the next year that coach will do battle with human wear and tear, mechanical fatigue and all kinds of weather, until the time comes around again when it must go into the carriage workshops for another periodical overhaul, and a new lease of life. And so this process is repeated for perhaps twenty-five years or more, until the coach reaches that old-age stage, when it must be put on the retired list and sent to the scrapyard.

Tirumalirunjolai Malai—Alagar Koil

T. N. Srinivasan



Alagar Koil—The Pathinettanpadi Gopuram with Vrishabhagiri hills in the background

FAR from the madding crowd, nestled in the heart of a quiet woody glen, encircled by undulating ranges of thickly-vegetated hills, stands the ancient gorgeous sacred Vaishnavite shrine of "Sri Azhagar" or Sri Sundararaja swamy, the presiding deity of Tirumalirunjolai malai, that is, the forest-covered hills, where Tirumal (Vishnu) stays. This place is about twelve miles north-east of the city of Mathurai (Madura) and is easily accessible by road, which connects this holy spot. The shrine, which now stands in the heart of a ruined fortress, is held very sacred by the Sri Vaishnavites, as it is one of the 108 sacred Tirupathis, which the Azhwars have glorified in their melodious pasurams or hymns. The presiding deity of this temple is called **Sundararaja**—the King of charming personality and no doubt this appellation suits well as the **utsava-image** beams with an entrancing beauty, which captivates the mind of even the most unsophisti-

cated observer. As many as 128 hymns are in praise of this deity and in fact in that long list of 108 shrines considered as most worthy of veneration, this comes fourth in regard to its popularity and antiquity.

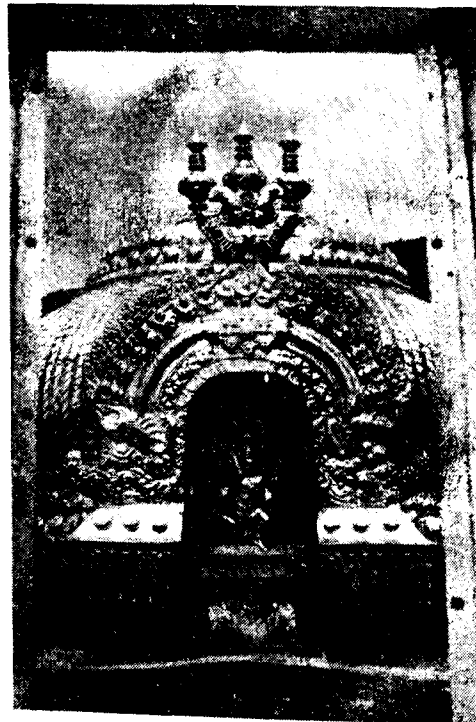
The present situation of this temple with its silent hills and green dales is most alluring to a tourist, who seeks a bit of mental solitude for a while. Especially to those who visit places like Mathurai, humming with life and commotion, a trip to Alagar Koil as it is more popularly known, is really soothing and at the same time reveals the grandeur of ancient temple-architecture.

Alagar-Koil was once a populous city, being situated in the fort of Alagapuri—the ruins of which are now seen scattered round about this place—which contained the palaces of the Pandyan rulers, who held sway over South India between the twelfth and fourteenth centuries. They enriched this temple both artistically and

materially and some of the magnificent edifices that it now contains are those done by the Pandyan artisans. The later Vijayanagar rulers and the subsequent Nayakan monarchs also had contributed much to the artistic splendour of this temple.

The hills that surround this temple bear the name **Vrishabadri** hills, which were famous even in the puranic age—for, puranas like **Vamana**, **Varaha**, **Skanda** and **Brahmanda** puranas contain long narrations about the sanctity of these hills and this temple. These episodes form the main theme of the **Sthalapurana** of this shrine which is known as "**Sri Vrishabadri Mahatmyam**". The Mahabharata, one of the two famous Ithihasas of our country, makes a reference to this place in the **Vana parva** (83rd adhyaya, 21st sloka) when the **tirtha-yatra** of the Pandava princes are described.

The Gold gilded "Somachchandi" Vimanam over the main shrine



The ancient Tamil classics like the **Silappadhikaram** of Ilangovaligal, the **Paripadal** of Ilamperuvazhudhiyar and other reputed works of the Sangam age of literature contain many references about the greatness of this place. Though it is pre-eminently a place with a temple dedicated to Vishnu, this holy spot is held equally sacred by the Saivites also, as it is one of the six **Padaiveedus** or places very dear to Skanda or Subramanya, the son of Siva; and the devotees of Muruga venerate this place calling it by the name **Pazhamudhirsolai**. Saint Arunagirinathar's famous **Thiruppugazh** has numerous references to this sacred "Solaimalai", as he calls it.

In the later epochs, Sri Sankaracharya has praised this deity in his "Sri Sundararaja Stothra", while the Vaishnavite acharya Sri Koorathazhwar has extolled Sri Azhagar in his famous "Sri Sundararajasthavam". A beautiful word-picture of this hill and temple is made in that reputed kavya "Sri Hamsa Sandesa", which is well known for its superb diction and prosody, written by Sri Vedanta Desika.

Approaching this sacred place from the main road, the most outstanding edifice that one sees even from a long distance is the tall imposing front gopuram known as the **Pathinettanpadi** gopuram. The doorway of this entrance is permanently closed and houses the shrine of the legendary hero, Mathurai Veeran, locally called as **Pathinettanpadiyan Karuppan**—the guard of the eighteen steps. Over an elevated platform with eighteen steps to mount, stands a huge image of Karuppan about 20 feet in height, who is the patron-deity of the local tribesmen known as **Kallars**, who were notorious for their brigandage, in this part of the country.

Going in through an adjacent side entrance, the great courtyard is reached in which stand many mandapams and pavilions with processional paths round about the inner prakaram. Among them the most outstanding is, the

well-wrought Gopuram known as the **Thondaiman gopuram**. In the Kalyana Mandapam which stands in front of this gopuram, said to have been constructed by the famous Tirumalai Naicker of the Nayakan rulers, there are many beautiful stone-carvings representing mythological subjects of rare and intricate workmanship in sculpture.

them are installed the famous **utsava** deity Sri Sundararaja or Sri Azhagar with his two consorts. Adjacent to them are other minor deities. Among them is one remarkable image made entirely in pure gold known as '**Sri Solaimalaikkarasar**'—the King of the Solaimalai, a piece of exquisite workmanship done in strict iconographical tradition. This temple and that of



Sri Sundararaja Swamy on horse vahanam

Beyond this is the inner prakaram of the temple and passing through many roofed pavilions of exquisite workmanship, the main shrine of Sri Sundararaja is reached. This shrine is circular in shape like the one at the famous temple of Sri Ranganatha at Srirangam and is likewise crowned by a special type of **Vimanam** known as the **Somachchanda Vimanam**, on account of the shape of Soma (the moon) and also expressing its beautiful nature like the moon. The entire **Vimanam** is covered with gold-gilded plates, which contain remarkably worked out embossed metal work with intricate designs.

The deity in the main shrine is a majestic standing figure who is given a special name 'Sri Paramaswamy', on whose either side stand His two consorts—Sri Devi and Sri Bhudevi. In front of

Sri Padmanabha are the only shrines in South India that have the proud privilege to possess such images made in pure unalloyed gold. On the right side of the main shrine is the separate temple of His consort known as Sri Sundaravalli. Besides these, there are innumerable shrines for other deities and the Azhwars and Acharyas of the Vaishnavite hierarchy.

On the northern side of the temple is the Ghat road leading to the **Vrishabadri** hills, in which there are very many holy **Thirthams** and beautiful cascades. The most popular of these is the **Nupuraganga** or **Silambaru**, which is situated at a distance of about three miles amidst enchanting mountain scenery. The waters of an underground channel, the source of which is untraceable, emerges out from a **Gomukam** and great

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sanctity is attached to these highly curative waters. Hence most of those who go to this place do not fail to take at least a bath in this sacred **Thirtha**. Every day potful of this water is brought down by the temple servants for the puja of Sri Sundararajaswamy.

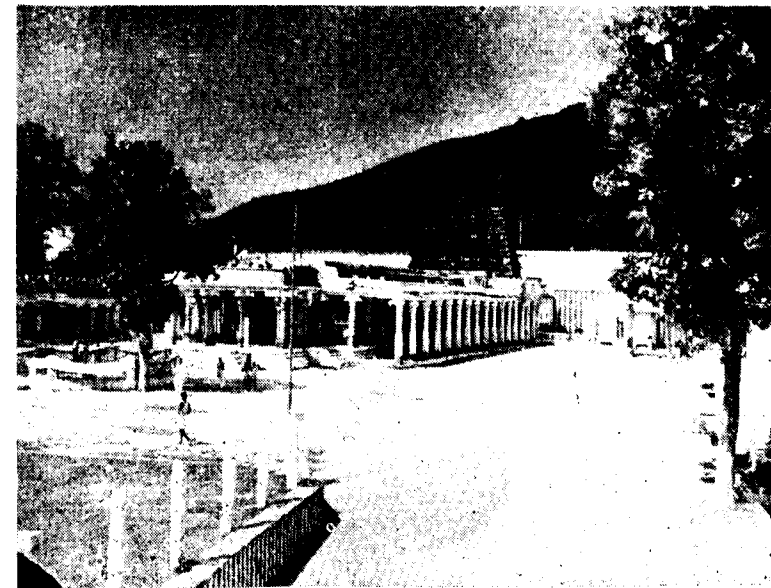
Other thirthams like that of **Periya Aruvi**, **Moongil Gavi** and many others are in these hills but being inaccessible, they are not commonly visited.

This temple is very rich and well endowed. It contains many of the ancient jewels presented by the Pandyan and Nayakan rulers and also a worthy collection of **Vahanams**. There is a small museum within the

temple precincts in which are exhibited parts of an ancient ivory palanquin and coins of repute, some of which are very rare and highly valued.

For the travellers, there are at present decent hotels inside the front enclosure and the Devasthanam also helps them by selling the **prasadams** made in the temple. Hence a visit to this famous but slightly secluded temple of great historical and architectural importance is well worth the little hardship that one may have to take. This and other temples are perhaps the only repositories of our ancient culture and form as it were a link between that glorious past and the present materialistic days.

The front Courtyard, with the famous Kalyana Mandapam and the Thondaman Gopuram



Ideas have legs and they move fast

Vyas

MY conception of a railwayman is that he is a potential canvasser for traffic, whether he be a pointsman at a wayside station or the most senior of officers. This may seem to be a far-fetched idea, but, **in reality**, it is not so, provided you have the **will to do**.

The first essential for success in this regard, is **contact between the businessman and the railwayman**. This contact may be by writing, or it may be by word of mouth. There is no alternative. You can see for yourself that such contact exists day in and day out, year in and year out, between the highest and the lowest railway officials on the one hand, and all grades of the business community, on the other. In other words, we are all not merely in a position to effect such contact, but we are actually doing so without giving it much thought.

Take the case of the station staff. They are normally in close touch with the bazaar. If they don't actually live in the city, at any rate they have numerous friends and relations there, and they should be in a position to get in touch with the business community and thus acquaint themselves with all that is going on. A word dropped here or there may give valuable information which, if followed up, may result in getting good business.

Some years ago I attended a meeting at a station where complaints were made in connection with a very important commodity. These complaints were about petty troubles in weighments, difficulties in loading, bad handling by the railway staff, and such like things—all of a very minor and simple nature. I found that the trouble was that no one took any interest in these matters and the result was that the mercantile community had a grouse against the railway saying that proper attention was not being paid to them.

I am sure many similar points will occur to every one of us and a little interest—and a lively one too—will yield a rich harvest in the matter of satisfaction all round.

It is the duty of every railwayman—and especially of those employed in the commercial department—to keep in constant touch with the merchants and find out what their troubles are. An attempt should also be made to right them on the spot if possible. If it is within your ambit to do so, by all means act immediately, if not, do not lose time in reporting to the proper authorities giving an indication of the line of action you would suggest. Please do not be content with doing this, but pursue the matter and see that orders are issued promptly so that when next you meet the same merchant he may have a word of appreciation for you. A merchant constantly finds himself up against all kinds of difficulties some of which are really nothing more than pinpricks. Still an accumulation of these may lead him to believe that the railways are not helpful to him. On the other hand, if he realises that you are honestly out to help him, you will gain his goodwill—a commodity which we badly need in plenty these days.

It will also be to your advantage if you study, apart from your railway knowledge, matters such as:

- (a) what raw materials of industry are produced in your area;
- (b) the manufacturing and other industries and their locations;
- (c) where the finished products go;
- (d) important commercial houses and the nature of their trade;
- (e) Bazaars, markets, etc., and where the supplies come from;
- (f) what types of produce are grown, where they are sent,

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IDEAS HAVE LEGS AND THEY MOVE FAST

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where markets can be found for them;

- (g) To what stations the traffic moves and why it goes to one station rather than to another.

There may be probably other items which you can think out for yourself. These are only certain indications of the lines of your knowledge which you should acquire. It may be that each one of these phases are in itself a complete study for a lifetime, but all that I mean to convey is that you should try to obtain a superficial knowledge which will stand in your good stead.

You must remember that when you are talking to a man if you know something of his work, at any rate enough to talk intelligently about it, and discuss some of his problems without committing blunders you are far more likely to gain his interest and his attention and he is far more likely to open his heart to you and talk frankly. In other words, it helps to create an atmosphere of friendship based on common knowledge and interest.

There is another point. As things stand now we are apt to be bound by rules and regulations and are inclined to forget that they have been framed according to a general policy. There are cases where at first sight the rules and regulations would appear to be too rigid. In such cases we must look upon them in the broadest sense and always give the benefit of doubt. Interpret them liberally. Do not be hidebound.

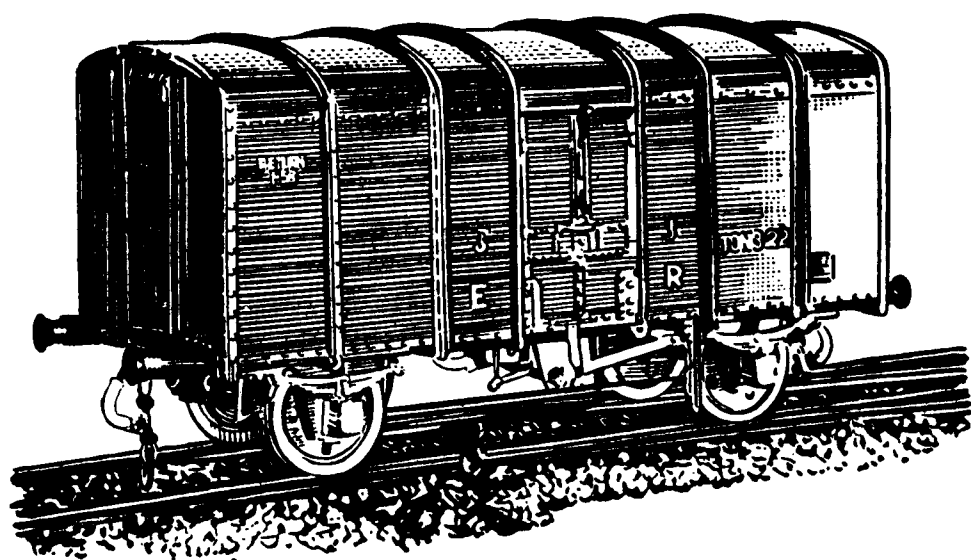
A word about ideas and suggestions. Remember that ideas have legs and they move fast, faster than the fastest locomotive. In your daily contact with the business community you will come across certain instances wherein you might think that a new idea or a suggestion might help to create more business for the railway. In such cases do not hesitate to forward your ideas and suggestions to higher quarters. There is no need to be afraid in doing so. I would even go further and say that it is your duty to do it. It is also very definitely the duty of those in senior positions to encourage this by every means in their power. Even if a suggestion is not a sound one there is no excuse for laughing at the man who has put it forward. He has done so in good faith and his keenness should not be damped or for that matter entirely arrested by misplaced criticism. He should be shown where his mistake is and encouraged to do better next time.

There is a Screening Committee on every railway which welcomes suggestion for better working of the railways. Who knows you may not be the proud winner of a monetary prize for your suggestions? The Screening Committee acts as the central clearing house for these ideas and suggestions and during the past few years have disseminated the quintessence of railwaymen's 'brain trust'. But frankly the committee's existence and activities need to be made more and more popular and every railwayman made known of it.



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Railways' Achievement in First Five-Year Plan

ACCORDING to a review of the working of the Indian Railways during the first four years of the First Five-Year Plan, several records set up by the Indian Railways under the pressure of the heavy military traffic during the Second World War have been broken under the impact of the First Five-Year Plan. The Railways' Operating efficiency index during some of the plan years touched the highest point in the past 17 years and excel the best performance during the war despite the fact that the movement of goods traffic during the war years was largely regimented and, therefore, created fewer operational problems.

The new record was set up in 1954-55 as measured by net ton miles per wagon day. It touches the figure of 485. This was 34 points more than the war-time peak figure of 451 reached in 1942-43. The figure of net ton miles per wagon day means this. It is a single determinant of the efficiency of any railway system, indicating the average work which each wagon does in a day throughout a given period.

On the Metre Gauge, it indicates efficiency crossed the highest war-time (1943-44) figure of 201, and touched 204 during 1952-53, the second Plan Year of the First Plan period.

After meeting all the charges, including the appropriation to the depreciation Fund, the net revenue on the results of working for the year amounted to Rs. 44.06 crores, out of which Rs. 34.96 crores were paid to the general revenues as dividend under the revised convention. The net surplus for the year, the whole of which was allocated to the Development Fund, amounted to Rs. 9.10 crores, as against 2.56 crores in 1953-54 and Rs. 13.19 crores in 1952-53.

The Indian Railways carried more goods and more passengers during the fourth year of the First Five-Year Plan

than in any previous year. This is disclosed in the Railway Ministry's annual report for 1954-55, which has just been published.

While goods traffic had risen only nominally by 1.4 million tons in the first three years of the first Plan, it shot up by 7.67 million tons in 1954-55, the fourth year and this rate of growth is believed to have been improved upon in the current financial year. The trend in passenger traffic has been influenced even more strikingly. It was actually dropping in the first three years of the Plan, but showed a recovery in 1954-55, which is estimated to have been kept up since then with the result that the level of passenger traffic recorded in the boom year of 1950-51 has now been crossed. The administration report records that earnings were higher in 1954-55 than in any of the previous years. The gross traffic receipts of Government railways amounted to Rs. 286.78 crores and the net revenue to Rs. 44.06 crores. The eventual balance of Rs. 9.10 crores credited to the Development Fund was a more than usually comfortable surplus and a valuable contribution from the railways to the financing of their development programme in the first Plan period.

During the year under review, loadings, i.e., wagons loaded for the public etc., excluding those on account of the railways' own service needs, averaged 10,656 per day on the broad gauge and 6,485 on the metre gauge, against 9,926 and 6,191 on the broad and metre gauges respectively over the previous year—an increase of seven per cent on broad gauge and five per cent over the metre gauge in revenue loading only.

Another indication of the overall improvement effected is afforded by net ton miles per wagon per day which rose from 441 to 483 on the broad gauge, though on the metre gauge the figure remained steady at 194. This gives an

improvement of 9.5 per cent over the broad gauge, corresponding to which the overall improvement in net ton miles carried was nine per cent and tons originating about eight per cent.

Passenger Amenities

Provision of amenities to make rail travel more comfortable continued to receive the close attention of Railway Administrations. Amenities included the provision of modern type of carriages, fans and fittings, improvements in train lighting, opening of new stations and provision of waiting rooms and halls, electrification of stations, raising of platforms, improvements in catering arrangements and better sanitation on station premises and in passenger carriages.

A landmark during the year was the abolition of distinctions in the availability of certain amenities to different classes of passengers. Thus, the use of retiring rooms and of dining and restaurant cars during meal hours was made available to all classes of passengers. Separate exits and entrances for upper classes, wherever in existence, were abolished. Another step which marked a departure was the provision of sleeping accommodation for third class passengers on complete sets of trains, three pairs on broad gauge and two pairs on metre gauge, on payment of small surcharge.

Significant Increase in Traffic

The point to be noted in this connection is between 1938-39 and 1954-55, there has been an increase of over 25.4 per cent in the tonnage of goods lifted and an increase of 46.7 per cent in the total ton miles. The percentage of increase may be more in view of the fact that the 1938-39 figures included pre-partitioned India and figures of present Pakistan railways were included in it.

The Railway Ministry will, perhaps, be the only Ministry to have spent its allocation under the First Five-Year Plan. In fact, according to the present indications, it appears that, the actual

expenditure on railways will amount to Rs. 418 crores against the original allotment of Rs. 400 crores.

Out of this total expenditure of Rs. 418 crores, about Rs. 250 crores has been spent on purchases of rolling stock and machineries.

During this period, 1,210 locomotives were purchased in place of a planned target of 641 locomotives, 21,334 wagons procured against 19,143 wagons, 45,600 wagons are expected to be manufactured against a target of 30,000 and Chittaranjan produced 70 more locomotives than the expected number of 268 during the Plan period.

Manufacture of Wagons in India

The rolling stock programme for the Second Five-Year Plan will demand annual purchases of between 25,000 and 30,000 wagons. The steel required for their construction will be from 250,000 to 300,000 tons per year.

Steel emerged as the crucial factor when expansion of railway wagon supplies was discussed between the Railway Board and the seven established manufacturers in India.

The industry, it is understood, offered to book orders for 20,000 wagons to be delivered over 1956-57, provided the requisite quantity of steel was made available to it. About 8 tons of steel are required for a metre gauge wagon and 12 tons for a broad gauge wagon.

The Railway Board have assured the fabricators to proceed with their plans for greater production.

Thanks to the Railway Board's policy of buying up every wagon that is or can be built within the country, the established manufacturers have been able to raise their output, which was only 6,000 wagons three years ago, to 12,000 wagons in 1954 and 16,000 wagons in 1955. They have plans to increase production to 20,000 wagons this year, provided the needed steel is available.

In addition to seven established wagon manufacturers, 12 other engineering firms have offered to augment

production if they are given the required steel. To the extent that steel is in short supply, orders for wagons will have to be placed with manufacturers abroad.

Reflections on Second Plan

The Second Plan aims at the development of basic and other industries, an around increase in production of both agriculture and industry, higher per capita national income, creation of new employment opportunities, development of agriculture and the country side through community projects and, last but not the least, expanded transport availability.

In the Second Plan, heavy industries have received more attention than in the First Plan when attention was concentrated on agriculture and small industries. Steel has been given high priority because shortage of steel will assume serious proportions. Insufficiency of steel will hamper the development around in industry including the railways.

The railways are 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. This the Railway Minister pointed out in his address at the annual conference of the Indian Commerce Association at Hyderabad, on December 30, 1955. The original plan was drawn up on the basis of targets of industrial and agricultural production indicated in the Plan frame.

What reduced provision means for Railways—Second Plan

As against the original Railway Plan of Rs. 1,480 crores, the allotment made by the Planning Commission is of the order of Rs. 1,125 crores. The additional goods traffic which the railways will now be able to carry will be of the order of 42 million tons, as against 61 million tons originally planned for. This means an increase of about 33 per cent, instead of 51 per cent, over the tonnage expected to be carried

during 1955-56. When it is remembered that the extra tonnage of steel, coal and cement traffic alone is about 43 million tons, the inadequacy of the reduced provision will be apparent.

Drastic cuts will have to be applied in other directions, as well. For instance, in regard to passenger traffic only a 3 per cent annual increase in traffic will be allowed for, instead of 6 per cent as originally planned. This is expected to provide for the additional traffic likely to be generated, but will bring no relief in overcrowding, which may even be accentuated.

The length of the lines to be doubled will have to be cut down and some of the projects designed to increase line capacity will have to be held up.

Instead of 2,347 miles of doublings and 648 miles of conversions proposed, only 1,600 miles of doublings and 256 miles of conversions will now be possible. This means the continuation of bottlenecks at various points.

As against 3,000 miles of new lines contemplated, only 850 miles will now be possible and these too, will be needed wholly for the railways' own operational needs and for the additional coal and steel traffic.

REAPPRAISAL OF RAILWAYS' REQUIREMENTS

According to the 20th Report of the Estimates Committee on the Ministry of Railways, presented in Lok Sabha, a substantial percentage of overaged rolling stock and track needed renewal. The Indian Railways will, therefore, have to make a supreme effort to complete the process of rehabilitation expeditiously. They will have to plan on a sufficiently large scale to improve their equipment and facilities in an adequate measure to enable them to discharge their functions properly. The rehabilitation programme of the railways for rolling stock and track under the present allotment was considered quite satisfactory. The ratio of overaged rolling stock to the total stock in line would also be reduced considerably.

The Railway Minister, Shri Lal Bahadur Shastri, disclosed on December 30, 1955, that "The original Railway Plan was drawn up on the basis of targets of industrial and agricultural production and other general development which were indicated in the Plan frame itself".

"As against the original Railway Plan of Rs. 1,480 crores, the provisional allotment made by the Planning Commission is of the order of Rs. 1,125 crores. The additional goods traffic which the railways will now be able to carry will be of the order of 42 million tons, as against 61 million tons originally planned for. This means an increase of about 33 per cent, instead of 51 per cent, over the tonnage expected to be carried during 1955-56. When it is remembered that the extra tonnage of steel, coal and cement traffic alone is about 43 million tons, the inadequacy of the reduced provision will be apparent."

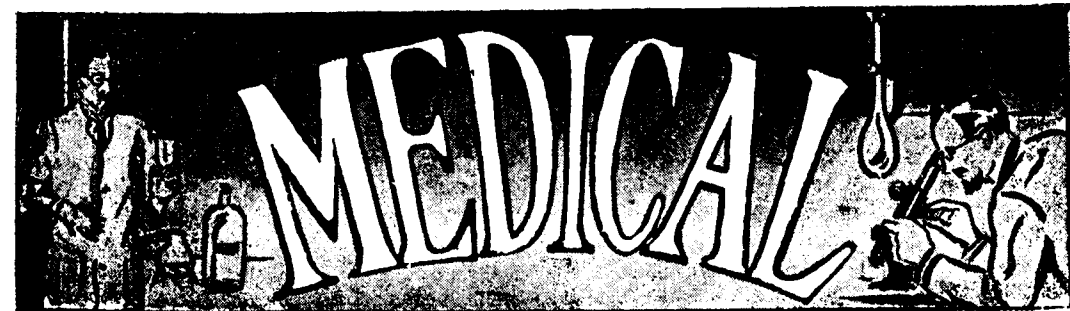
Additional coaching stock and other facilities were necessary to introduce more trains to relieve overcrowding. In view of the progressive increase in coal and goods loading, the availability of rail transport was totally inadequate. Additional wagons and increased capacity in the shape of expansion of marshalling yards, terminal yards, the break of gauge points and increased capacity on the various sections to carry more trains were urgently necessary to cope with the situation.

It is urged, for increase of allotment of steel to railways, provisions of more funds to produce extra transport for general goods and for track renewals. The railways had something like 7,300 miles of track renewal in arrears. If 5,000 miles or so of track renewals, falling due in the Second Plan period, were added to this, the total would be about 12,000 miles. According to the present programme, the railways would be able to renew only 8,000 miles leaving about 4,000 miles of arrears in track renewals by the end of the Second Plan.

The necessity for the adequate expansion of railway facilities both for passenger and goods transport was fully appreciated but in the allocation of funds to the railways, the Planning Commission also had to keep in view the difficult problem of foreign exchange and the uncertainties of steel supplies apart from the claims of other sectors on the available financial resources. The Commission had proposed an outlay of Rs. 900 crores for the railways in addition to Rs. 225 crores which would be available from the Depreciation Reserve Fund in the Plan period. In regard to passenger traffic, the 15 per cent increase in the passenger miles carried during the Plan period might not give much relief to the existing state of overcrowding. But, it was hoped that a certain number of replaced coaches and passenger locomotives might be found in a sufficiently serviceable condition to be retained in service to add to the facilities for dealing with the increased passenger traffic within the available resources.

As far as the first year of the Second Five-Year Plan was concerned, the railways had been practically allowed all that they required and that in the next two years also it would be possible to make adequate provision for the Railways' Plan in accordance with the expanding needs. The Planning Commission has given the assurance that the Commission would make periodical appraisals of the transport requirements during the working of the Second Five-Year Plan and take steps to ensure that the progress of the Plan was not impeded by inadequacy of rail transport.

As the panorama has unfolded over the past several months both the Planning Commission and the Railway Ministry have come to recognise with mounting conviction and a sense of urgency that augmenting financial allocation to the Railway Ministry on the largest possible scale is to an increasing degree, an essential ingredient in the Second Five-Year Plan.



Jaundice

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

WE all know that there was an outbreak of jaundice in Delhi in the form of an epidemic due to contamination of water-supply. This was as a result of sullage from a nulla being accidentally sucked into the water pumps and caused the outbreak of the epidemic as announced by the Union Health Ministry. Promptly a team of experts were sent to Delhi to study on the spot the disease, from the Virus Research Centre, Poona, in collaboration with the State Hospitals in Delhi. In this article let us try to know what are the causes of this malady, what prevention we can take, and what will be the line of treatment we can adopt once we fall a victim unknowingly.

Jaundice is a condition caused by excessive bilirubin in the blood which manifests itself clinically by yellow colouration of the conjunctiva and skin. This condition may be brought about by diseases with varied ætiological factors and I shall pen here to the commonest type 'Catarrhal Jaundice'. It is popularly called 'Manjakamalai' in Tamil, 'Peeliya' in Hindi and 'Patchakamarlu' in Telugu spoken areas. It is also called Infective Hepatitis and the substitution of this title for Catarrhal Jaundice is perhaps the most striking example of a complete change of view about a common disease that occurred since medicine became a science instead of a superstition. I may add here that the treatment in South India in very many

places is more spiritual and eliminating the evil from the body by 'mantrams'. I do not wish to offer any remarks about this line of treatment, but I can only say that if this disease is not taken proper care of, it is sure to end the patient fatally, as it happened for a few cases in Delhi.

It is considered now that the disease is a virus infection of the liver substance.

SYMPTOMS

Sudden and complete loss of appetite accompanied by fever, tendency to vomit (nausea) and abdominal discomfort often like a girdle pain. "It feels tight all round here", says the patient putting his hand on the front of the lower ribs. The fever ranges from 100° to 102° F. We see therefore that unexplained fever with abdominal discomfort and loss of appetite may result in jaundice. This phase is a first stage and lasts for about five days. Then the patient both turns yellow and feels much better. The fever disappears and the appetite partly returns. The stools are pale and urine dark. This lasts about three weeks and this is the second stage of the disease. The patient loses weight considerably. During recovery which is the third stage, the stools turn brown, the jaundice fades and the patient feels progressively better. The appetite may be voracious and I remember a few years ago, one of my doctor friends who got this disease

had his appetite returned with embarrassing vigour that he had five helpings of chicken in a city hotel to the great delight of the manager! There is convincing evidence to show that the disease is most infectious in the early days and infectivity probably disappears when jaundice appears. The infection can be carried from the stools and also from the patient's blood in the early stages. It can be transmitted also by droplet infection.

Treatment.—Please send for a qualified doctor when you get the symptoms mentioned above and don't take risks

in spiritual treatment. The patient should be kept completely in bed till the jaundice disappears. Intake of fats may be reduced. Plenty of glucose and adequate fluid intake are essential. With the recent advances in medicine, parental vitamins, particularly vitamin, K, Aureomycin, Cortisone, Glutamic Acid and Methionine are all given with proper advice and directions given by a qualified doctor to achieve complete cure. During convalescence, avoidance of chilling is important and alcohol should be forbidden. Let us all prevent this disease by not falling a victim to it!!

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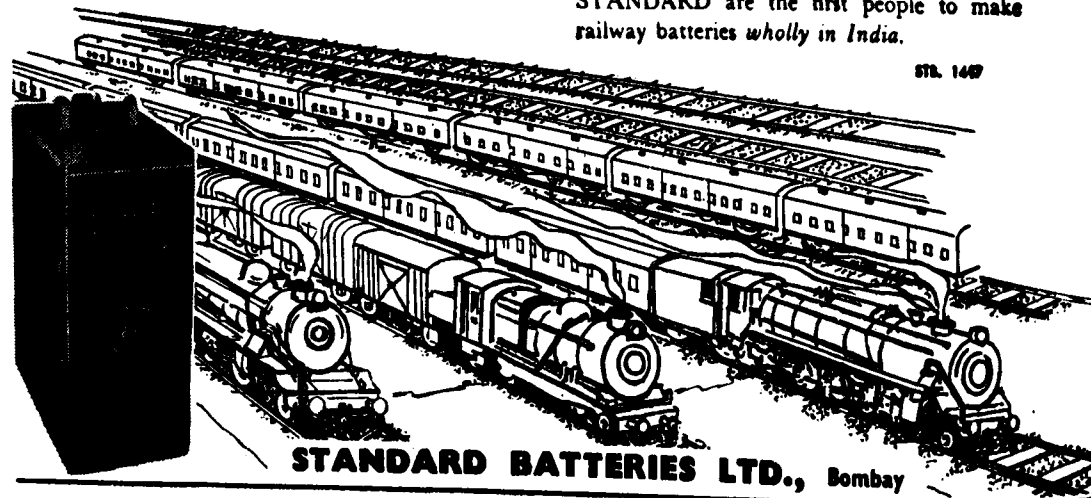
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Teeth

V. S. Shanthalakshmi

QUITE often people are prone to pay less attention to teeth during the course of their beauty treatment than they do to any other part of the face. Perhaps the fact that they are inside the mouth, hidden and covered by lips, encourages them to do so. But you should not forget that when you smile or laugh they are exposed and then unhealthy and imperfect ones are quite unsightly and contribute quite an amount in detracting from the beauty of the face. Have you not heard the expression 'radiant smile'? Well, how can a smile be radiant unless the teeth are pearly, white and sparkling?

Imperfect and dirty teeth are inefficient and in addition to being unsightly, may harbour foci of infection which profoundly impair health. The extent to which diet can supplement the skill of the dentist is a much debated question and there is still a great deal to be learnt about it. In recent years however numerous investigations have been reported which indicate that proper attention to diet may reduce the number and severity of dental imperfections. Consideration must be given to the development of the teeth, prevention of caries, preservation of periodontal tissue and the prevention of bone atrophy under artificial dentures.

It is desirable that every tooth be perfectly formed when it erupts, but exceptions are so common that perfect teeth or even nearly perfect teeth excite extreme admiration. Tooth development is affected by such factors as heredity tendencies, disorders of metabolism, endocrine imbalance, and infectious diseases. Many observers think that diet is of greater importance than is generally believed. Too often the body is expected to construct perfect teeth with an insufficient supply of calcium, phosphorous, vitamin D, and other minerals.

To be of the greatest possible value in the formation of teeth, fortification of the diet should be begun prenatally. Obviously, attention must be given to the diet of the prospective mother. Since deciduous teeth begin to classify about the seventeenth foetal week, protection of these teeth by diet may well be begun previous to that time. During lactation protective foods in the mother's diet are still capable of affecting tooth formation of the infant. Thereafter the child's diet must be regulated.

There is no need to bore you with a long technical description of the chemical composition and structure of various types of teeth. It is enough to know that the tooth consists of the

crown which is visible and the root which is buried in the jaw. The outside of the crown is covered with enamel which becomes very thin when it nears the gum. Underneath the enamel is the dentine and in the centre is the pulp, which we usually think of as the nerve. This consists of minute veins, arteries, nerves, and lymphatics. The tooth gets its greatest amount of nourishment from the pulp.

There are four stages of dental decay. With the first the enamel alone is affected and the hole may be very tiny. With the second stage, the dentine is affected and you will probably have toothache. When the third stage is reached, the pulp is involved and the pain will be much worse. At the fourth stage, the nerve has died and the contents of the root canal have become septic and an abscess will form. Dental infection may be open or closed. Open infection means that there is free drainage into the mouth; pyorrhoea can be labelled in this way. Closed infection means that there is no outside drainage and the poison is being absorbed into the blood-stream. This will happen in the case of a chronic abscess at the base of the tooth. The poison may be carried to other parts of the body and is likely to set up a rheumatic infection.

The symptoms of pyorrhoea are tender, unhealthy-looking gums which bleed easily and may swell. When the pyorrhoea is allowed to develop, the teeth will become loose in the sockets. If you have the slightest sign of 'pink toothbrush' or if the gums feel tender, make an appointment with your dentist and make it as quickly as possible.

It is reported that highly gratifying results in the prevention of dental decay have been obtained by the elimination of sugar and starch from the diet. In some persons the withholding of sugar alone will suffice, but in others it is necessary to reduce the starch as well. Frequent use of the toothbrush is helpful and desirable. Dental

authorities tell us that the toothbrush should be composed of unevenly shaped bristles of medium hardness and superior quality. There is a right and a wrong way to brush the teeth. The wrong way is to brush across, as this is apt to irritate the gums and fail to remove portions of food from between the teeth. The right way is to brush up and downwards from the gums.

Never use a mouth wash containing a strong disinfectant. Glyco-thymeline which you can get from any chemist, is very soothing. The safest disinfectant is simply salt and water; a coffee-spoonful of kitchen salt to a tumbler of warm water. It is good to gargle to your mouth at least twice a day. Massage your gums with your thumb and forefinger. This helps to keep them firm and healthy. At the first sign of 'pink toothbrush', soreness or softness of the gums take action immediately.

About 90 per cent of the enamel and approximately 47 per cent of the dentine of the teeth are composed of calcium phosphate. It is generally agreed that Vitamin D is of great importance in bringing about calcium and phosphorus retention. A deficiency of calcium, phosphorus, and vitamin D can limit the resistance the teeth can offer to decay. A deficiency of these during the tooth-forming period may cause in bone being laid down in the enamel. Vitamin C deficiency may cause the loosening of the teeth. Investigation carried out on children show that each child should receive daily a quart of milk, one egg, a teaspoonful of codliver oil, one ounce of butter, two or three servings of succulent vegetables and of fruit, and such other food as the child desires.

But, above everything, the best beauty treatment you can give your teeth is to go to your dentist every six months to have them properly polished and scaled. This is good opportunity, for your dentist to discover whether there is any cavity which should be filled, too.

The Railway Protection Force

THE three integrated units of the Southern Railway had their own independent W. & W. Organisations, during the course of the last 30 years or so. With the integration of the units and the formation of the Southern Railway, it became necessary to correlate the work of these units and to set up a single Department for the entire Railway.

The W. & W. Departments of the ex-M.S.M. and ex-M.S. Railways were under the control of Railway Officers, while the ex-S.I. Railway had obtained the services of a Police Officer of the rank of D.S.P. on deputation to organise its W. & W. Department. This Officer took over the other two units also after integration and functioned as the Superintendent, W. & W. of the Southern Railway.

The Railway Ministry and the Board, who were anxious about the increased claims, that were being made on the Railways in regard to thefts and pilferages, considered the possibility of re-organising the entire Department into a better-knit and structural entity, which could combat the menace and help the Administration in its day to day work.

With this purpose in view, a senior Police Officer of Uttar Pradesh was called in to help to reorganise the Department. This Officer, who was then called the Security Adviser to the Railway Board, examined the working of the Department in all the six Railways and formulated plans for a common mode of administration. He recommended the appointment of one C.X.O. for each of the 6 Railways, who would be a Police Officer of the Rank of D.I.G. obtained on loan from the State Governments concerned.

The re-organised set-up got going by about the middle of 1954, and results achieved up to date have been quite satisfactory, if not spectacular. Much

spade-work has been done with the ultimate object of having a Force of disciplined men, who are satisfied with their lot in the Railway and who would work conscientiously and for the National interest.

One of the duties of this Force is to put down, as much as possible, thefts on running trains, which had risen considerably since the war years. Various measures have been adopted for this purpose including the provision of spotlights, that would be used to spot out marauders from the running trains. These lights are used by special R.T.T. parties, who escort important goods trains in the difficult sections of the Railway.

The magnitude of the problem of missing dynamo belts and electric bulbs could be realised when it is seen that over 300 Dynamo Belts are lost on an average every month, and over 800 bulbs on an average during the same period. This problem was taken up in earnest by the Railway Protection Force and tackled satisfactorily by organising 'Dynamo Belts and Bulbs Week, etc.' Out of 266 dynamo belts lost in November 1955, 186 were recovered and out of 368 bulbs lost, 301 were recovered during the month.

It is interesting to note that the offenders in regard to dynamo belts, are the proprietors of petty rice mills in the rural areas, who are in need of them. The duty of bringing such unlicensed possession to the notice of the authorities devolves on the people. Educated citizens of these areas should consider it as part of their duty to educate others in this respect.

Special parties have been arranged to be on the watch for anti-social elements and much work has been done in this direction in co-ordination with the Railway Police.

The Railway Protection Force has also tackled the problem of rivets and

staff of the Force conducted test checks at wayside stations at least twice a week. It has been impressed upon them that running train thefts are as a rule facilitated by the absence of rivets on wagons.

Officers and men of the Force have, without any distinction riveted wagons which were found defective during the course of their inspections.

Riveting Weeks were organised and staff were required to give statistics of the number of wagons without rivets and the number attended to by them.

A survey of Crime in the Southern Railway during the years 1954 and 1955 shows a marked downward trend, which is quite satisfactory.

For example, there were 224 cases of running train thefts in 1954 and only 171 in the year 1955.

There were 190 cases of yard thefts in 1954 and only 99 in 1955.

The total volume of crime came down by a third in the year 1955, when compared with 1954.

Statistics of claims paid during the first six months of the years 1954-55 and 1955-56 show that there is a marked improvement. Claims paid during the period came down by 6 lakhs of rupees. If the increased earnings are also taken into account along with the drop in the amount of claims paid, the efficacy of the security arrangements could be easily understood.



Children's CORNER



THE WONDER OF SEEDS

THIS month I would like to tell you something about the wonders of seeds and plants. Now, how does a new plant grow? By planting seeds, of course, you will say. And you are correct. The seeds are the most important part of the plant. The roots, the leaves, the flowers are all there so that new seeds can be formed from the one that is planted, and become new plants. As we all know, and especially those of us who have ever done a bit of gardening, there are seeds of all kinds of shapes and sizes to grow the special type of new plant.

Plants are rooted to one spot in the earth, so they cannot give their seeds or small plants the kind of care that animals give to their young. Plants cannot move from place to place with their seeds because they are rooted to the ground. But nature has given plants something to help them, and that is seeds with wonderful little bodies so that they may travel about by themselves. Some of these can travel only a few inches from the mother plant, but there are others that can travel many miles away. Some seeds have horns, and others have tails, and many even have tiny wings. Now let us look a little more carefully at the different kinds of seeds and learn how they act and move about.

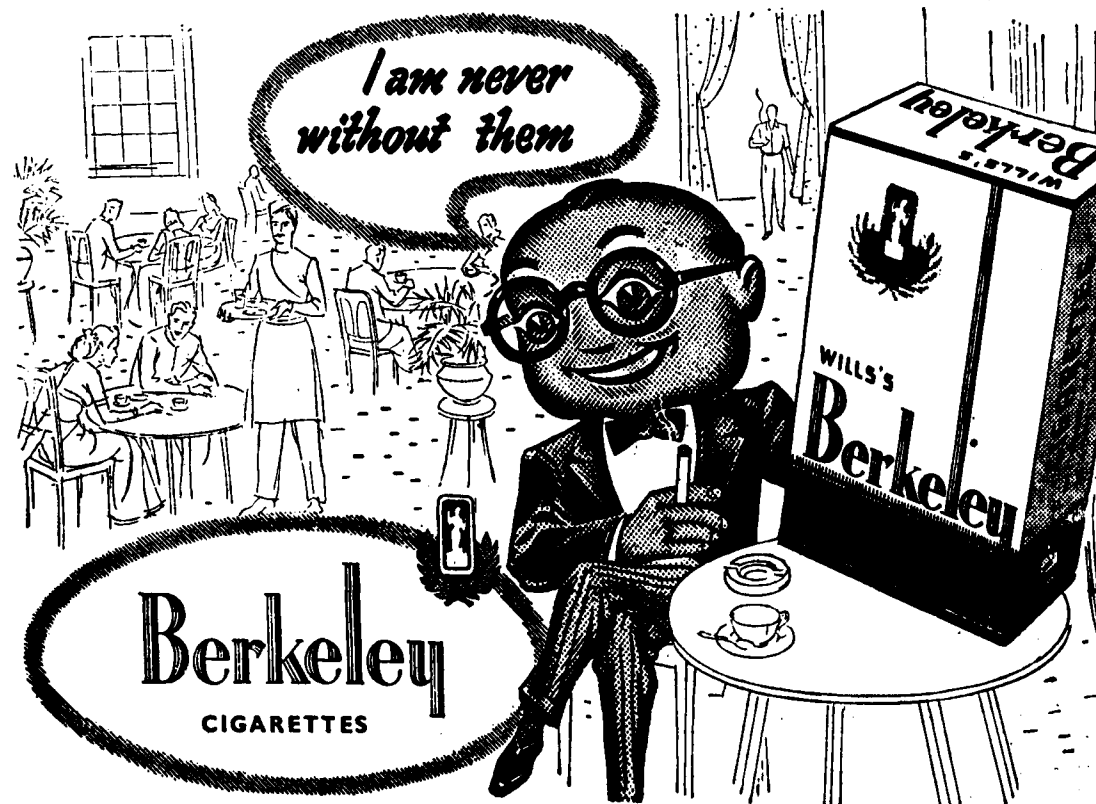
Some seeds have tails with tiny feathers. Each seed of the dandelion, milkweed, golden rod and thistle plant

has a little fluffy plume or feather at one end. Whenever there is a slight breeze, these seeds float away from the mother plant on the wind with the help of their feathery tails. If you take a look at these seeds, they seem to be like tiny parachutes as they go through the air. So when a wind blows they are carried to another spot, fall to the ground and grow into a new plant.

Some seeds have tiny wings. Take a look at the seeds of the maple, ash, catalpa and pine and you will find they have little stiff sails like wings. The wind blows and these winged seeds glide away, and who knows where they may fall and take root. To give you some idea how these winged seeds travel, just think of the pine forests on the hills and mountains. These often grow far from where any man lives, and yet there are dense pine forests on the hills and mountains throughout the world, all because these tiny flying seeds sail miles and miles away on strong winds, fall to the ground and in time become new pine trees.

Have you ever heard of jumping seeds? Well, there are plants known as the violet, jewelweed, wood sorrel and hazels, which produce seeds that jump out of their pods with a little plop and drop some distance away from their mother plants.

Then we have the seeds that tumble. The plant which makes these seeds is called the tumbleweed. When the seeds are ripe, the tumbleweed plants break off near the root and





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aits for a strong wind. When this blows along, the tumbleweed plant keeps tumbling along with the wind at the same time scattering its seeds.

There are also the seeds that roll. These are usually round in shape like balls, and are most common among plants that produce nuts. When these grow on a hill or mountain slope, they roll down long distances, before they come to a stop to sink into the ground and grow into new plants.

There are plants and trees which grow in or near water. The water lily and coconut are some. The seeds of these are enclosed in an air-filled balloon. When they fall they float on top and are carried away by streams to some other place to grow again.

Then there are seeds which have tiny hooks or horns, like those of the burdock and cocklebur plant that stick in the wool or hair of animals, or in the clothing of people. In this way these seeds are carried about far from the mother plant. I am sure you must have at some time been for a hike through the jungle and when you have come home found tiny things sticking to your clothes or your stocking. Well, these are the seeds with hooks or spikes, and you have been the means of carrying the seeds.

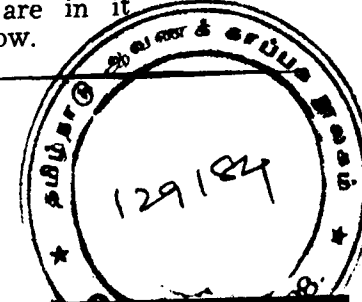
Insects, birds and animals also help to carry seeds away from the mother plants. The small seeds of bloodroot and wild ginger plants are often rolled away from the mother plant to the nests of ants. The seeds that the ants drop on the way sometimes take root and grow into new plants. Berries and other juicy fruits are sometimes carried a long distance by birds. The birds may take away the berries of fruit to their favourite tree or nest, and there only eat part of it. The part that is not eaten drops to the ground and the seeds that are in it then find a new place to grow.

When we think over this, we find that nature is indeed very generous and produces seeds in large quantities. For instance have you ever eaten a gooseberry. If you have when you bite on it, you find your mouth full of seeds. If you tried to count these seeds you would find perhaps three to four hundred in each little berry. Or take an orange. Peel it and extract the seeds from each flake. You would probably find at least a hundred or more seeds in each orange. Even the seed pods of flowers are filled so much with seeds, that if you had to collect the seed pods from one plant only, and try and count the seeds, you would get thousands and thousands. So we can imagine how generous nature is. Of course, there is another reason for nature giving some plants and trees so many seeds, and that is not every seed has the chance to fall into the ground and grow into a plant or tree again. But enough has been provided so that the species of plants and trees will never die out. And this is why we will always have our lovely flowers, our juicy and nourishing fruits, the tall pine trees and hosts of others.

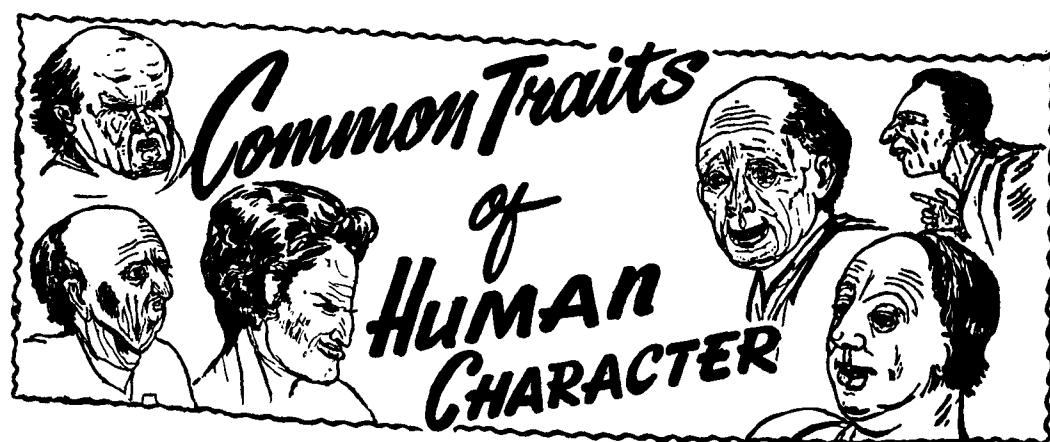
Wherever you may be living in this world, except in the far north or south near the Arctic or Antarctic regions, or in large deserts, you will always find plants and trees, in their thousands and thousands. And we must remember, man does very little of the seed-sowing for these plants and trees to grow, because nature has provided so many different kinds of seeds that fly, float, jump, tumble, are carried by insects, birds or animals.

The next time you happen to go up to the hills for a holiday, or go for a ramble through a forest, just look around you at the tiny plant at your feet, or the tall tree towering up to the sky, and think of the wonder of the seeds from which these grew.

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II. Newsmaking

S. R. Srinivasa Raghavan
Integral Coach Factory

NEWSMaking is nothing but the spreading of tales about men and things, the tales having not the least relationship to truth. It may either be born out of prejudice and envy or it might simply be a natural habit.

My memory is still very fresh about a friend of my college days who was a past-master in the 'art' of newsmaking. The war was then on in full swing and Hitler was marauding Europe with his deadly forces. He had just entered into battle with Russia and all seemed 'quiet on the western front'. But our friend, 'Goebbels' (as we all named him), knew the 'truth' about the situation. No, it was not actually true that nothing was going on on the western front. He had heard the latest Berlin Bulletin which had said that Hitler was in personal command of a platoon which had just landed in an 'unknown place' in Scotland. And all of our enlightened company got brightened in the face because it was a psychological situation when many amongst us felt elated over a victory, however temporary it was, over England, our 'oppressor', by any force for the mater of that. So it was a day for 'Goebbels', a gala, gay day at that. There were many rumours that

'Goebbels' would get arrested one of those days for his 'newsmaking'. At a later stage when I could have my own independent thoughts about the world and men in general, I had occasion to wonder how a little school-master like 'Goebbels' could coin such wonderful stories to stun not only me, but older and more 'learned' people.

Oliver Goldsmith wrote an essay about 'Mad Dogs', while there was a furore in England about the barking quadrupeds getting insane all round and biting men, women and children everywhere. It was a time when all England as one man was ready with its buckles on to fight the mad dog. It was almost a 'national disease', as Goldsmith puts it. The mad dog was the talk of the day in the drawing room, the club house and the playground. With his inimitable humour, Goldsmith describes the shades of the terror that was haunting every Briton:—

"The terror at first feebly enters with a disregarded story of a little dog that had gone through a neighbouring village, that was thought to be mad by several that had seen it. The next account comes, that a mastiff ran through a certain town and had bit five geese which immediately ran mad, foamed at the bill and died in

March 1956

NEWSMAKING

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great agony soon after. Then comes the affecting history of a little boy bit on the leg and gone down to be dipt in the salt water. When the people have sufficiently shuddered at that, they are next congealed with a frightful account of a man who was said lately to have died from a bite he had received some years before. This relation only prepares the way for another still more hideous as how the master of a family, with seven children, were all bit by a mad ap-dog and how the poor father, first perceived the infection, by calling for draught of water, when he saw the ap-dog swimming in the cup."

To crown this account, an instance of a lady in the country, of very weak nerves, getting frightened by the barking of a dog is narrated. The story soon gets improved and spreads like wild fire with added strength. It is better my reader hears Goldsmith again:—

"These circumstances begin to grow terrible before they have reached

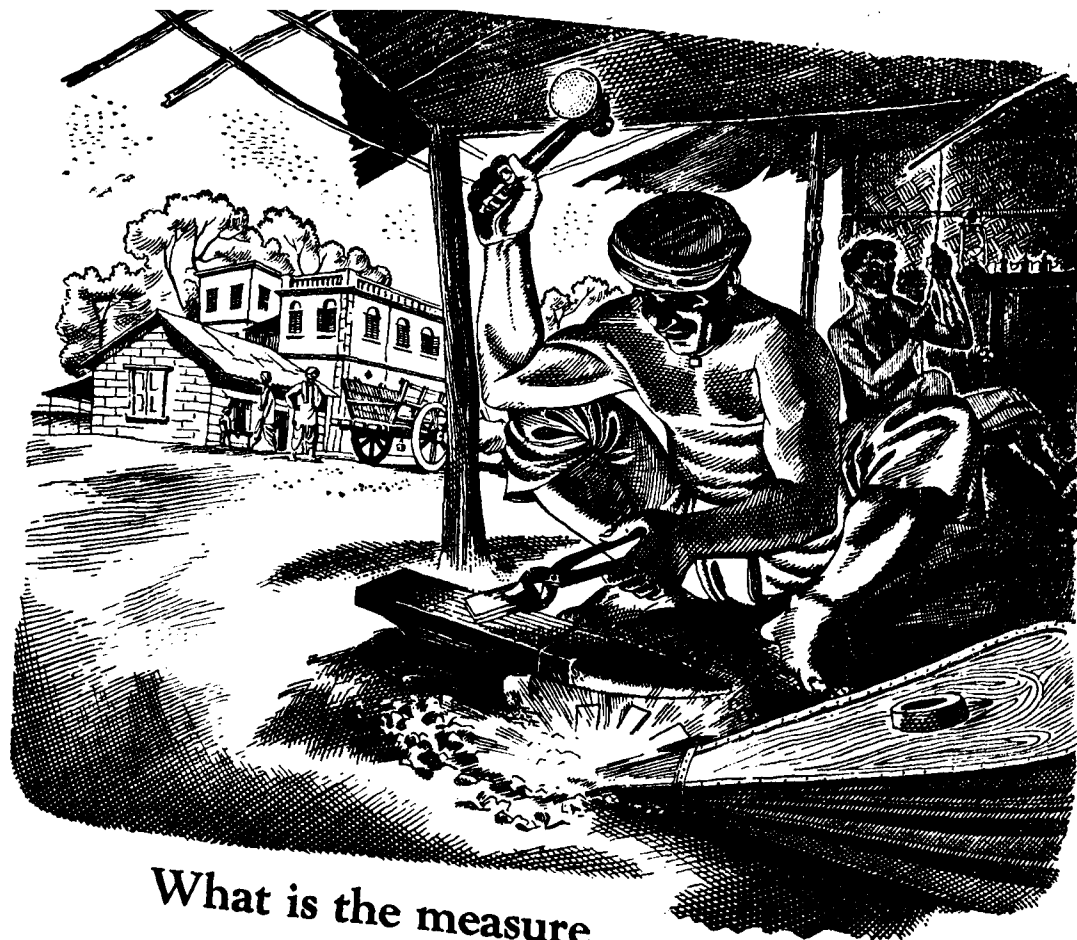
the neighbouring village, and there the report is, that a lady of quality was bit by a mad mastiff. This account, every moment, gathers new strength; and grow more dismal as it approaches the Capital; and by the time it has arrived in town, the lady is described with wild eyes foaming mouth, running mad upon all-fours, barking like a dog, biting her servants, and at last smothered between two beds by the advice of her doctors; while the mad mastiff is in the meantime ranging the whole country over, slaving at the mouth and seeking whom he may devour."

All this shows that newsmaking may not be the special feature, the special trait, of certain individuals, but is in general in the blood of every one of us.

Every town and village ought to have a newsmaker, for, but for him life would be so poignant and unromantic. Do you agree?

The new W.L. class Vulcan engine, which is in use on the Shoranur-Mangalore section of the Southern Railway
[Photo: D. Annaji Rao]





What is the measure of an Industry's importance ?

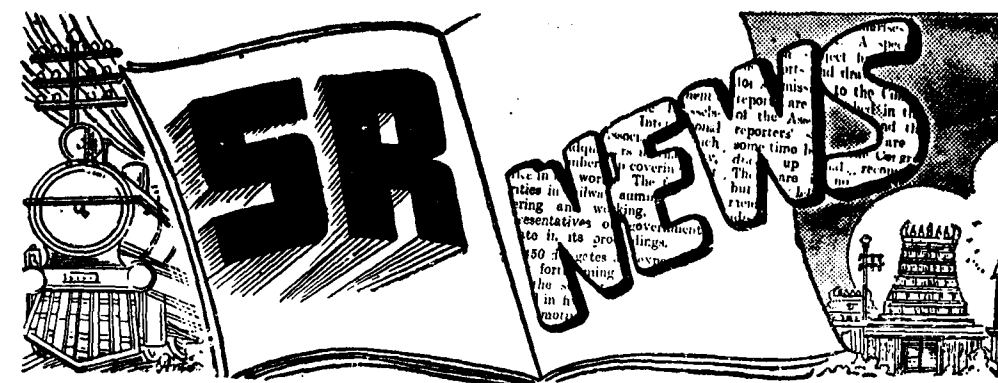
If a bicycle, a sewing machine, or even a hurricane lantern were shown along with a steel ingot to the man-in-the-street, he would not take a second look at the ingot. Yet, in machines, factories and buildings...in the making of the hundred things we use every day...Steel is indispensable.

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TN. 52



Republic Day Celebrations

MYSORE

The Officers and Staff of the Southern Railway at the Regional Headquarters at Mysore celebrated the Republic Day on the 26th January, 1956, at the Railway Institute premises, Mysore, with Sri M. Cheluve Urs, Regional Mechanical Engineer, in the chair. The entire area was gorgeously decorated and the colourful function was attended by a large gathering of officers, staff and their families.

After invocation, the chairman unfurled the Union Flag amidst loud cheers and applause. He then made an impressive speech pointing out the

necessity for loyalty and selfless work on the part of every Railwayman to enable the country to make rapid strides towards reaching the cherished goal of raising the wealth of the country. He exhorted the officers and staff that they should all put their shoulders to the wheel like disciplined soldiers and do their work with sincerity of purpose.

Then sweets were distributed to all the children.

In the evening, the entire premises were brightened up with floodlights, festoons of coloured lights and other decorations presenting an enchanting appearance.



The large gathering was treated to a delightful variety entertainment. After music by Vidwan Sri H. T. Ramaswamy and party, there was Fancy Dress competition for the staff and their children. This was followed by a Drama (Swargadalli Canvas) in which the 'Rail-Artists' displayed remarkable histrionic talents. The author of the Play Sri C. Ankappa, B.A. of the R.A.O.'s Office, Mysore, who was the chief actor deserves congratulations and encouragements.

Sri D. B. Patel, Regional Engineer and Chairman of the Republic Day Celebrations, addressed the gathering in a solemn and impressive manner. In the course of his speech, he



expressed appreciation of the keen interest displayed by the Officers and the staff and their families in the Republic Day Celebrations—a Great National Festival. He emphasised the need on the part of all the Indians to develop an oneness of feeling forgetting differences of caste and creed and eschewing parochialism.

Winding up the evening function, the Chairman, Sri Cheluve Urs gave



away the prizes to the talented Fancy Dress competitors and after echoing the sentiments of Sri D. B. Patel thanked the Chairman of the Republic Day Celebrations for the honour done to him in associating with the day's function.

With the singing of the National Anthem, the day's function came to a close.

ARKONAM

Republic Day was celebrated at Engineering Workshops, Arkonam on 26-1-1956. The Works Manager hoisted the National Flag and spoke on the importance of the Republic Day. Sports events, elocution and singing competitions were held and prizes distributed. The celebrations concluded with distribution of sweets to children.

BEZWADA

The C. W. Staff under CTXR/BZA as a whole decorated all the offices and sick-line. On 26th morning, at 8 hours sharp Sri Nagarajao, DME/BZA, arrived and the staff welcomed him with garlands. Sri Vitalao, AME/BZA, was also present.

Welcoming the DME the CTXR/BZA on behalf of the staff thanked him for his acceptance and requested him to hoist the National Flag. After the Puja, the DME hoisted the flag and appealed to the workers to work to their best ability and make the Second Five-Year Plan a grand success. He

said that the railways are the Nation's greatest Asset and the workers should feel their responsibility and improve the railways to the national good since this is the biggest nationalised industry in the country.

After the flag hoisting ceremony, a garden party was arranged in honour of the DME and AME by the TXRs of the station. Sweets were distributed to all the C. W. Staff of Bezwada.

SALT COTAURS, MADRAS

Republic Day was celebrated on a grand scale at Salt Cotaurs Goods Depot. Sri K. P. Govindarajulu Naidu, Goods Agent, presided. Assistant Security Officer Sri M. S. Panirao hoisted the flag. There was a ceremonial parade and March Past by Railway Security Sainiks and Havildars under the leadership of Sri Rahimatullah, Inspector and Sri S. Gabriel Paul, Sub-Inspector.

Messrs. C. S. Varadarajan, M. Thyagarajan, Surendran, Commercial Clerks, spoke at the meeting. After distribution of sweets the function terminated with a vote of thanks by Sri N. K. Sridhar.

TONDIARPET

Under the auspices of the Southern Railway Institute at Tondiarpet Marshalling Yard, the Republic Day and the Children treat celebrations were conducted in the Railway grounds on 26-1-56. Sri M. L. Narayana Rao, Station Master, hoisted the National Flag and spoke on the importance of the day. Various events of children sports were conducted. Toys and sweets for the children were distributed from 2 p.m. to 5 p.m. There was a public meeting in the evening presided over by Mr. K. Vaithyanath, District Mechanical Engineer, Ravaipuram. Prizes for the children who won in the various events were distributed by his daughter Baby Roshmani.

Sri K. Vaithyanath in his presidential address appreciated the enthusiasm shown by the children in the celebration and asked them to show the same enthusiasm in their studies also. Srimathi Vaithyanath also addressed



the children encouraging them to participate in such celebrations. She said that the children should realise that they are the future citizens of India, the great nation and prepare themselves to shoulder the burden.

At 18-30 hours there was a variety entertainment given by the children; Mr. M. D. S. Vinayagam, a professional drama director and a playback singer, gave a feast to the children and the others with his songs. Presents for those who participated in the variety entertainments were distributed by Srimathi Vaithyanath.



March 1956

Copy of letter dated 27-2-1956 from Shri T. N. Kalidoss Iyer, B.A., B.L., President, Railway Passengers' Association, Tanjore, to Shri T. A. Joseph, General Manager, Southern Railway, Madras.

Permit me to congratulate the Southern Railway Administration on the efficient arrangements made by them for the recent Mahamakham at Kumbakonam on 25th February, 1956. I was there that morning to observe for myself the arrangements announced to have been made by the Railway. It was immensely pleasing to note perfection everywhere consistent with the magnitude of the event. Minute details were found planned and worked out with as much care and precision as could be possible during big gatherings of this kind. Even some among the pilgrims, that experienced the inconvenience of waiting for trains in the passenger sheds were found to observe that the period of waiting was comparatively less than during former Mahamakham. A large section appreciated the elimination of licensed hawkers in platform and running trains though a few expressed otherwise.

I had attended the Mahamakham festivals in the same place in 1933 and 1945. During the latter year no arrangements worth mentioning were or could be made by the Railway. For the one in 1933 the arrangements were considered very satisfactory. I had occasion then to address a communication to the Agent of the South Indian Railway congratulating his administration on the efficient handling of the event. But this year it has easily surpassed all previous records. It is a comparatively more difficult job in the Free India of to-day to please the public than in 1933.

The quick receipt and despatch of trains, the steps taken to minimise overcrowding in trains and platforms, the patience civility and the helpful nature displayed by the staff to the wearied and waiting passengers, the special arrangements made in the numerous waiting sheds for the men and women, the ease and comfort experienced by women passengers, the quality and abundance of the food catered by the railway, the good publicity made on this festival from time to time, contributed not a little to the spontaneous words of praise from a large section of people that thronged to Kumbakonam in unprecedented numbers on the great and pious occasion.

May the Southern Railway continue to lead in efficiency for all time.

DINDIGUL

The Republic Day was celebrated by the members of the Railway Institute, Dindigul in the Institute premises on 26th January 1956. The National Flag was unfurled by Sri T. K. Murthi, Assistant Engineer, Southern Railway, Dindigul and President of the Institute. Sri T. K. Murthi spoke about the importance of the national character on the occasion.

There were sports, music and fancy dress competitions. Both adults and children in a large number participated in the above items. The President Sri T. K. Murthi distributed the prizes in the events. Sweets were distributed to the children.

DONAKONDA

26th January 1956, the Republic Day, was observed with great glamour and ecstasy. The Institute was decorated with tricolour festoons. Shri E. O. Deniese, Loco Foreman, Donakonda, was kind enough to preside over the function. About 300 children participated in the function. Shri E. O. Deniese hoisted the National Flag near Gandhi Statue and Mr. G. Powell, P.W.I., hoisted the National Flag in the Railway Institute premises.

Shri E. O. Deniese gave an address reiterating the role of the children in the country's interest and pleaded that all should fight their demands by peaceful methods the weapon of non-violence which was taught by the Father of the Nation, Mahatma Gandhi.

Shri G. Powell moved the audience by delivering a speech in Telugu.

In the evening sports were conducted by the Vice-Chairman, Mr. Charles. Prizes to winners were distributed by Mrs. E. O. Deniese. The Vice-Chairman giving a small address thanked the committee members and the Hon. Secretary for bringing the function to a success. The Hon. Secretary Mr. V. Lakshmana Rao proposed a vote of thanks and distributed sweets to children.

With 'Bharat-Mata-Ki-Jai', 'Gandhi-Mahatma-Ki-Jai', and 'Long Live Our Republic' which rent the air the function came to a close.

BANGALORE CITY

The Republic Day, 26th January 1956, was celebrated with great enthusiasm and success this year. The main features of this year's function were:

Sports and Athletic Events
Cricket, Hockey and Badminton
Indoor Games—Carrom, Table
Tennis and Billiards

Republic Day Celebrations presided over by the District Traffic Superintendent, Bangalore, Shri R. V. Subrahmanyam in the morning and the District Engineer, Bangalore, in the evening features.

The prize distribution and orchestra by the famous Jaya Maruthi Orchestra were conducted in a specially erected Pandal. Railway staff, ladies and children attended in large numbers. Sports were conducted very systematically. A good number of prizes, consisting of silver cups worth about Rs. 200 were presented.

It is to the credit of the organizers that the Sports and other items of the programme were gone through punctually.

A Fine Arts Exhibition was also conducted in the same connection from 28th to 30th January 1956. The opening ceremony was performed by the REN/Mysore Shri D. B. Patel on 28th instant at 16 hours. The function was attended by all the officers at Bangalore and a number of Railway staff and their families.

The prizes consisting of five cups, seven medals and 14 Merit certificates were distributed to the several winners by the D.M.E./SBC Shri C. Ramasamy on 1st February 1956.

PAKALA

On 26-1-1956 the Republic Day at Pakala was celebrated at the Indian Railway School. The function commenced with prayer sung by the children.

SOUTHERN RAILWAY

TENDER NOTICE

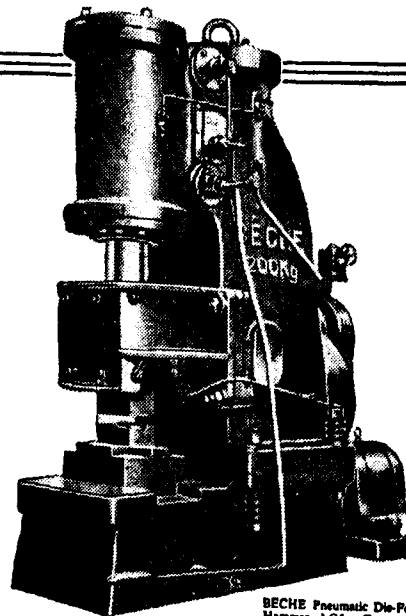
Contract for removing ashes and cleaning the yard in the Central Railway Workshops, Mysore South, picking up and delivering to the Railway cinders $\frac{1}{2}$ " and above and purchasing and removing of all cinders below $\frac{1}{2}$ ", from 1-4-1956 to 31-3-1957.

Tenders are invited for the above by the Chief Mechanical Engineer, Southern Railway, Ayanavaram, Madras-23. The tender form containing terms and conditions of contract may be obtained from the Office of the Chief Mechanical Engineer, Southern Railway, Ayanavaram, Madras-23, on payment of Rs. 3 (Rupees Three only) not refundable. Tenders should be submitted to the Chief Mechanical Engineer, in sealed covers superscribed as above so as to reach him before 12 noon on Friday the 23rd March 1956. The tenders will be opened by him or his duly appointed representatives and the quotation read at 3 p.m. on the same day in the presence of such of the tenderers as may be present at that time. The tenderers should remit on or before 11 a.m. on 17-3-1956 a sum of Rs. 200 (Rupees Two Hundred only) as earnest money to the Regional Accounts Officer, Southern Railway, Mysore and enclose the receipt thereof with the tender.

CHIEF MECHANICAL ENGINEER.

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- DOUBLE ACTING SWAGE FORGING HAMMERS, effect of blow, up to 725,000 ft.-lb.
- HIGH SPEED DIE-FORGING HAMMERS, effect of blow, up to 72,500 ft.-lb.
- COMPRESSED AIR HAMMERS, up to 66 lb. tup weight.
- FORGING HAMMERS, compressed air or steam, up to 6,600 lb. ram weight.
- SWAGE FORGING HAMMERS, effect of blow, up to 160,000 ft.-lb.

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March 1956

S. R. NEWS

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girls of the Indian Railway School and hoisting the National Flag. Next the significance of the day was explained to those present by the Headmaster Sri Srinivasan, and Assistant Teachers Messrs. L. Munuswamy and S. A. Azeez Bokhari.

The prize distribution to the successful contestants in the sports held the previous day was distributed by the Manager and Correspondent of the School, Sri I. Kannan, District Traffic Superintendent, Pakala, who presided over the function.

The function terminated with the distribution of sweets to the children.

Earlier in the day the National Flag was hoisted at the D.T.S.'s Office, Pakala, by Sri I. Kannan, District Traffic Superintendent, Pakala, in the presence of office staff.

HUBLI

"I am confident that given co-operation on all sides fine results can be achieved by Railwaymen in all spheres of their activities," observed Sri S. Rajagopal, D.E.N./UBL, presiding over the public function held on the M.T.S. Railway Colony's Central Grounds in connection with the Republic Day Celebrations. The residents of the Colony readily responded to the call of the Celebrations Committee and mustered in their full strength to witness colourful programme arranged to cover the entire day. From the early hours of the dawn till the late hours of the dusk, the Colony was a bee-hive of activity. At 7-30 in the morning the National Flag was unfurled on the glistening mast by Sri Rajagopal and after a simple and impressive function, sports for children was inaugurated at 8-0 a.m. by Sri P. D. Pillai, Chief Controller, Hubli. A most orderly and systematic programme for children was gone through and as many as 24 items were arranged for both boys and girls from 5 to 12 years. 126 children took part and 54 prizes were distributed. The children came out in their fineries and throughout



the day the Central ground of the Colony was occupied by Children of the employees seeking joy and happiness in the special yearly meet usually arranged on Republic Day. In connection with this year's celebrations, Open Championship Tournaments were conducted in Volley-Ball, Tennikoit and Badminton and suitable trophies were awarded to the winners and runners up. In the evening a public meeting was arranged and Sri Rajagopal, D. E. N./UBL presided. Mr. R. V. Subramanian, Secretary of the Colony Welfare Committee welcomed the distinguished gathering. Mr. P. K. Murthy, in his Secretary's Report struck a note of optimism with regard to the various improvements proposed for the Colony and hoped the residents would extend the same co-operation for future functions. After a short talk by Sri Rajagopal,



Mrs. Rajagopal distributed the prizes for the winners and runners up in various tournaments and the children's Sports.

SOUTHERN RAILWAY

TENDER NOTICE

CONTRACT FOR THE REMOVAL OF CINDERS NOT REQUIRED FOR RAILWAY USE OR OTHER KINDS OF WORKSHOP REFUSE OR BOTH COMBINED FROM LOADED WAGONS PLACED OUTSIDE THE PERAMBUR WORKSHOP FROM 1-4-1956 TO 31-3-1957.

Tenders are invited for the above by the Chief Mechanical Engineer, Southern Railway, Ayanavaram, Madras-23. The tender form containing terms and conditions of contract may be obtained from the Office of the Chief Mechanical Engineer, Ayanavaram, Madras-23 on payment of Rs. 2 (Rupees Two only) not refundable. Tenders should be submitted to the Chief Mechanical Engineer in sealed covers superscribed as above so as to reach him before 12-00 noon on Wednesday the 21st March, 1956. The tenders will be opened by him or his duly appointed representative and the quotations read at 2-30 p.m. on the same day in the presence of such of the tenderers as may be present at that time. The tenderers should remit on or before 12 a.m. on 17-3-1956 a sum of Rs. 200 (Rupees Two Hundred only) as earnest money to the Chief Cashier, Southern Railway, P. T. Madras-3 and enclose the receipt thereof with the tender.

CHIEF MECHANICAL ENGINEER.

SOUTHERN RAILWAY

TENDER NOTICE

TENDER FOR LOADING AND UNLOADING OF COAL, COKE AND CINDER WITHIN THE WORKSHOPS AREA AT GOLDEN ROCK DURING THE PERIOD FROM 1-4-1956 TO 31-3-1957.

Tenders are invited for the above work to be done within Golden Rock Workshops from 1st April 1956 to 31st March 1957. The tender form containing terms and conditions of contract can be obtained from the Chief Mechanical Engineer's Office, Southern Railway, Ayanavaram, Madras-23 on payment of Rs. 3 (Rupees Three only) not refundable. Tenders should reach the Chief Mechanical Engineer, Southern Railway, Ayanavaram, Madras-23 on or before 12 noon, on Wednesday the 21st March 1956 in sealed covers enfaced conspicuously with the words "Tender for loading and unloading of coal, coke and cinder in Golden Rock Workshops" and the tenders will be opened by him or his duly appointed representative and the quotations read at 3 p.m. on the same day in the presence of such of the tenderers as may be present at that time. The tenderer should remit on or before 11 a.m. on 17-3-1956 a sum of Rs. 250 (Rupees Two Hundred and Fifty only) as tender deposit to the Regional Accounts Officer, Southern Railway, Trichinopoly and enclose the receipt thereof with the tender.

CHIEF MECHANICAL ENGINEER.

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ENGINEERING WORKSHOPS EMPLOYEES' CO-OPERATIVE CANTEEN, ARKONAM

The General Body Meeting of the E.W.S. (Arkonam) Employees' Co-operative Canteen was held on 10-1-1956. Sri P. Krishna Raju, Works Manager, who presided on the occasion explained to the employees the benefits of the Co-operative movement and exhorted the employees to join as shareholders of the canteen in great numbers and take keen interest in the running of Co-operative concern. The meeting concluded with distribution of sweets to shareholders.

The Co-operative Inspectors, who were present by invitation, explained to staff the principles and benefits of co-operative movement in general and about co-operative housing schemes in particular.

CYCLONE RELIEF FUND

With a view to raise funds for the Cyclone Relief Fund, Madras State, Railway Employees stationed at Gooty formed a Committee under the Chairmanship of Sri K. A. Jacob, B.E., the District Engineer, Gooty.

On Sunday the 29th January 1956, a variety entertainment by the talented artists of Railway Staff was put on

the stage with loud speaker and coloured scene arrangements near the Railway Institute. The audience were entertained to the brim by the mirthful comic of Sri S. J. May and the Orchestra by Sri George and Sri Jayakar. Sri Prakasam, member, Engineering Department, welcomed the audience and gave a short speech about the significance of the function.

A sum of Rs. 393-1-6 was collected by sale of tickets, etc. and an amount of Rs. 300 was sent by cheque to the Hon'ble K. Kamaraja Nadar, Chief Minister, Madras, after meeting an expenditure of Rs. 93-1-6 which was necessary for the entertainment.

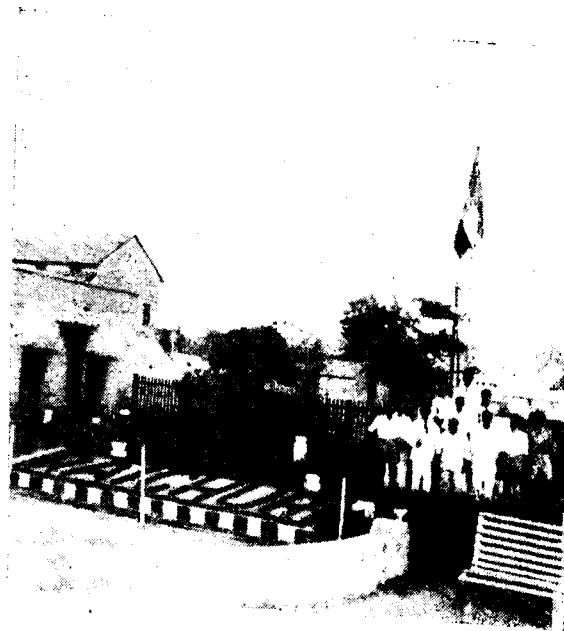
The Chairman, Sri K. A. Jacob, in his concluding speech emphasized the need to help the sufferers always and was glad to note about the timely help rendered to the Tamilian brethren of South. While thanking the actors he appreciated the members for their talent in their performance.

Thanks are due to the unstinted co-operation and wholehearted support extended by the Railway Security Force under the able guidance of Mr. R. J. Wesley, SUX-Gooty, and the Southern Railway Employees' Union of which Sri K. Kamalanabhan is the Branch President for the successful conduct of the function.

Republic Day at Coonoor, hoisting of National Flag



March 1956



Republic Day at Raichur

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March 1956

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The gay and colourful function was largely attended by Railway staff and local residents at Gooty.

Mr. Madhava Rao, A.T.S. (S), Rayapuram and Mr. Pulliah, Deputy S. P., who happened to be at Gooty graced the occasion.

ROVERS CAMP AT NAWAB GARDENS, SAIDAPET

A delightful, instructive and useful overnight camp was organised by Sri M. Ranganatham, Assistant District Commissioner (Rovers), of the Southern Railway Bharat Scouts and Guides (Central District), for the benefit of the newly-started Rovers Crews of the Madras area at the Nawab Gardens, near Kotur Village, Saidapet on the 21st and 22nd January 1956.

Forty-nine Rover Aspirants and Rovers belonging to the Vivekananda Scout Group, Perambur, Subash Crew, Headquarters, Madras and Rayapuram Crew attended the camp.

Mr. M. Ranganatham, Assistant Dist. Commissioner (Rovers), assisted by Messrs. A. S. Venkateswarlu, Rover Scout Leader, NGO Group, C. P. Sundara Babu, Rover Scout Leader, Subash Crew, P. N. Ghattikachalam, Rover Scout Leader, RPM Crew, T. Natarajan, Asst. Rover Scout Leader, Vivekananda Group and K. N. Raman Kartha, Asst. Rover Scout Leader, Subash Crew were in charge of the camp.

The campers who arrived on the evening of 21st January 1956 were completely engaged and a full programme was gone through till their break off on the evening of 22nd January 1956, including a grand camp fire on the 21st night, lasting for nearly two hours. The activities of the camp included erection of improvised shelters for each patrol, cooking for each patrol bringing their own provisions, games and songs and a wide game lasting one hour.

Sri A. Ramachandra Rao, State Chief Commissioner, Southern Railway Bharat Scouts and Guides and Senior Deputy General Manager, accompanied by Sri S. K. Gopinath, State Secretary of the Southern Railway Bharat Scouts and Guides and Deputy Chief Electrical Engineer visited the camp on 22nd evening.

After inspecting the respective Dens, seven in number, the State Chief Commissioner took the salute in the march-past of the Rovers. Addressing them, Sri A. R. Rao, State Chief Commissioner, said that he was very glad to be in the midst of the Rovers and was happy to learn that a nice camping site as the present one is available very near to the city. He congratulated the Assistant District Commissioner (Rovers) for making use of the gardens for the camp and said that he was very much impressed by the turnout of the freshers who were very nearly upto the mark in their first camp itself. He also hoped that



SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S P5 GB5 87/UBL.

Sealed Tenders are invited for the supply of 2013 Imperial Gallons paint ready mixed Red Lead non-setting to specification IS 102/1950 and will be received in the Office of the Controller of Stores, Southern Railway, Ayanavaram P.O., Madras-23 before 15-00 hours on 20-3-1956 and opened at 3-00 p.m. on 21-3-1956.

2. Tenders should be submitted only in the prescribed form obtainable from the undersigned on payment of Rs. 5 per copy in cash or by M.O. with full name and address of the remitter. Remittance by any other means will not be accepted. Tender Forms are not transferable.

3. Tender forms will not be issued after 12-00 hours on the 17th March, 1956.

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

**P. N. TALATI,
Controller of Stores.**

SOUTHERN RAILWAY

TENDER NOTICE

**TENDER FOR UNLOADING COKE AND COAL, STACKING ON STACKING
GROUNDS IN HUBLI WORKSHOPS DURING THE PERIOD FROM
1ST APRIL 1956 TO 31-3-1957.**

Tenders are invited for the above work to be done within Hubli Workshops from 1st April, 1956 to 31st March, 1957. The tender from containing terms and conditions of contract can be obtained from the Chief Mechanical Engineer's Office, Southern Railway, Ayanavaram, Madras-23, on payment of Rs. 3 (Rupees Three only) not refundable. Tenders should reach the Chief Mechanical Engineer, Southern Railway, Ayanavaram, Madras-23, on or before 12 noon on Friday the 23rd March 1956 in sealed covers enfaced conspicuously with the words "Tender for unloading of coal and coke and stacking on stacking grounds and dressing up in Hubli Workshops." The tenders will be opened by him or his duly appointed representative and the quotations read at 3 p.m. on the same day in the presence of such of the tenderers as may be present at that time. The tenderer should remit on or before 11 a.m. on 17-3-1956 a sum of Rs. 250 (Rupees Two Hundred and Fifty only) as tender deposit in either of the following methods:—

- (1) In cash or by Money Order to the Regional Accounts Officer, Southern Railway, Mysore.
- (2) In cash in any of the branches of Imperial Bank of India and receipt thereof to be submitted to the Regional Accounts Officer, Southern Railway, Mysore on or before 17-3-1956.

CHIEF MECHANICAL ENGINEER.

March 1956

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another camp lasting for a couple of days will soon be arranged for all the Rovers. He exhorted those present to be able to live up to the Rover Standard and always be ready for the service of the Society.

Sri S. K. Gopinath, State Secretary and the Deputy Chief Electrical Engineer, then addressed the Rovers and said that the new people should get themselves fully trained and live up to the great ideals. He also endorsed what all the State Chief

Commissioner had said on the occasion and thanked the Camp Chief for affording them an opportunity to be associated with the Rovers in their camp.

Sri A. S. Venkateswarlu, R.S.L./NGO Group, proposing a vote of thanks on behalf of the campers assured the state Chief Commissioner that the new Rovers will strive to do their best as advised by the distinguished guests. He also thanked them for their presence and advice.

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March 1956

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SOUTHERN RAILWAY INSTITUTE, TINNEVELLY JN.

Annual Day Celebrations, 1956

The Annual Day of the Railway Institute at Tinnevelly Jn. was celebrated with great eclat on the Republic Day (26-1-1956) in the Railway Colony.

The day's function began with the hoisting of the National Flag at the Institute grounds by Sri P. S. Sivasubramania Nadar, B.A., B.L., M.L.C. The National Flag was also hoisted over the station building by Sri S. K. Mukerjee, Chief Commercial Superintendent, Madras, and over the District Engineer's Office by Sri M. G. Nair, District Engineer, Tinnevelly. There was a march past by the Railway Protection Force at which the Chief Commercial Superintendent took the salute.

After the Flag hoisting ceremony, sweets were distributed to the children who had gathered in

Shri S. K. Mukerjee, CCS, keenly watching the sports



hundreds to take part in the celebrations.

The gathering next adjourned to the sports ground adjoining the Railway Institute and the sports events for the day commenced. Sports for the children were held in the forenoon and for adults in the afternoon. About 300 children participated in the sports. The finals of Badminton, Tennis and Table-Tennis tournaments were also conducted on the same day. Sri M. G. Nair, District Engineer, Tinnevelly, and President of the Institute presided on the occasion and Sreemathi M. G. Nair gave away the prizes. The President in his speech explained the significance of the Annual Day of the Institute and said that the sports and tournaments enabled the staff of all categories to compete with each other in a spirit of healthy rivalry forgetting their official class distinctions, besides promoting physical culture. The Secretary of the Institute, Dr. R. Gopalan, proposed a vote of thanks.

The function came to a close after some variety entertainments which included a 'Pharatha Natyam' performance by Kumaris Giriya and Bhagyam, and a Tamil Social drama titled 'Prema Pasam' staged by the members of the Institute. The drama was inaugurated by Sri P. Ramaswamy, the local Municipal Chairman. The entertainments were very much appreciated by the large audience that was present till the very end.



FIRST CHILDREN'S HOLIDAY CAMP AT MYSORE

(A detailed report appeared in the February 1956 issue)



1. Officers with their memsahibs took part in the entertainments.
2. Enjoying the entertainments.
3. Flag hoisting by Mrs. Krishnamoorthy.
4. Entertainments—Note the camp fire ready.
5. Close up of RTS, RME, PO and their family members.
6. RME, MYS, delivering his speech on the last day of the camp.
7. Three prize winners.

RAILWAY GANG DAY

The Trichinopoly Railway Engineering District celebrated its Annual Gang Day on 5th February 1956 in the Pavilion Grounds at Golden Rock. Several inter-section competitions were conducted among gangmen represented by different sections in the District, and the Championship Shield was won by the Vriddhachalam Permanent-way Section. Sri M. Ganapathy, Chief Engineer, Southern Railway, Madras, presided over the function. Sri P. V. Sundara Rao, District Engineer, Trichinopoly, welcomed the Chief Guest and the audience and explained the purpose

District for better turnover in their normal work. Sri K. Rangachari,



of the Gang Day and how it helps as an impetus for all the Gangs in the

Inspector of Buildings, Trichinopoly, also spoke a few words on the efficacy of the Gang Day. Then Sri M. Ganapathy, Chief Engineer, delivered his Presidential Address and exhorted all the ranks in the Engineering Department to work shoulder to shoulder with a common aim to improve the turnover in their normal day to day duties and win a good name for the Department and appreciation in the eyes of the public. Srimathi M. Ganapathy, then gave away the Prizes to the winners. The function concluded with a vote of thanks by Sri K. Gopala Iyengar, Assistant Engineer and the National Anthem played by the Railway Security Force Band.



SOUTHERN RAILWAY

TENDER NOTICE

The Chief Engineer, Southern Railway, Madras-3, invites SEPARATE LUMP SUM-CUM-PERCENTAGE SEALED TENDERS for the "Construction of Quarters" for the following items (1 to 6) upto 12-00 hours on Monday the 2nd April 1956 :—

Sl. No.	Station	Type of Qrs.	No. of units	Total approximate value	Earnest money
1	Podanur	II	100	Rs. 3,58,200	Rs. 17,900
2	"	III	12	1,16,400	5,800
	"	IV	4		
3	"	IV (Special)	2	46,800	2,400
	"	V	1		
4	Bezawada	II	80	4,06,000	20,300
5	"	IV	4	44,000	2,200
6	"	IV (Special)	5	1,22,000	6,100
	"	V	2		

The tenders should be submitted in the prescribed forms obtainable from the Chief Engineer's Office on production of a receipt for the amount of Rs. 10 paid to the Chief Cashier, Southern Railway, Madras-3, or Regional Accounts Officer, Trichinopoly or Mysore or to any Station Master on the Southern Railway, towards the cost of each tender form (including cost of plans and drawings). The tender form is not transferable and no refund of the cost of the tender form will be made under any circumstances.

The last date for the issue of tender form is 15-00 hours on 28th March, 1956.

The earnest money for each tender mentioned above should be paid in advance to the Chief Cashier, Southern Railway, Madras or to the Regional Accounts Officer, Trichinopoly or Mysore and the receipt issued by him should be attached to the tender. **No demand, draft or cheque is to be attached to the tender.** The earnest money should be paid on or before 15-00 hours on 29th March 1956.

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

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

OFFICERS CELEBRATE REPUBLIC DAY



A section of Officers who attended the Republic Day Celebrations by Officers' Association on the Roof Garden in Dasaprakash Hotel, on 24-1-1956. Shri Narasimhamurthy, recently appointed as Dy. C.M.E., is seen facing the camera—third in the right hand row.



A scene from the drama put on stage by the Officers

MRS. P. V. CHERIAN

5, VICTORIA CRESCENT
EGMORE, MADRAS-8

30th January, 1956

Dear Sri Joseph,

On behalf of the State Committee and on my own behalf I am writing to thank you for the valuable help given by you in connection with the public performances by the Uzbek Cultural Delegation in aid of the Prime Minister's National Relief Fund. The posters I had sent were beautifully displayed in many of the Stations and that gave very wide publicity. I feel, when the accounts are finalised, we will be able to give a substantial amount to the Prime Minister's National Relief Fund.

Once again thanking you very much for all the help rendered.

Yours sincerely,

(Sd.) Mrs. P. V. CHERIAN

Hony. Secretary,
Madras State Reception Committee.

To
SRI T. A. JOSEPH,
General Manager,
Southern Railway,
Madras.



Another scene from the drama

Thillana by Sudha, daughter of H. C. Krishnappa, D.M.E. (Fuel)





Sudha as Radha and Rashmani, daughter of Shri Vaidyanath, D.M.E., RPM, as Krishnan in the dance duet

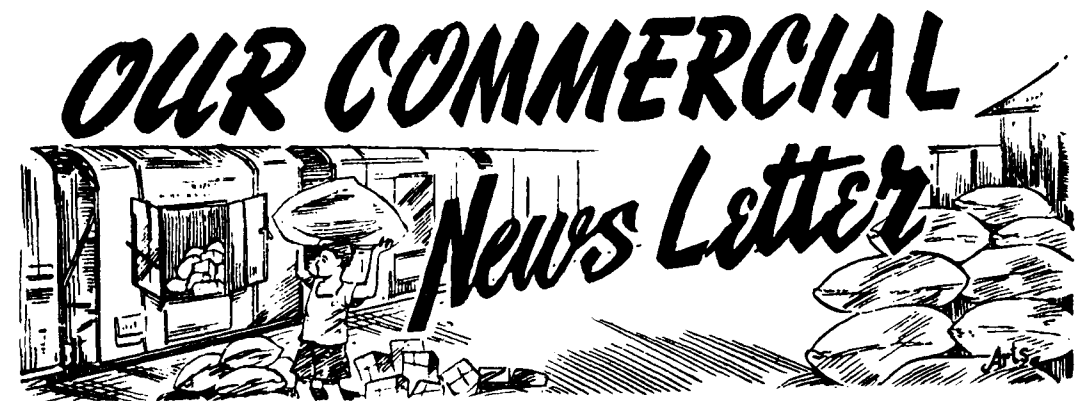
ANTI-CORRUPTION ORGANISATION

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



Earnings

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

	(Figures in thousands of rupees)	
	December 1954	December 1955
Passengers	1,37,30	1,44,94
Other Coaching	28,41	30,09
Goods	1,62,54	1,86,88
Sundries	11,62	11,55
Total	3,39,87	3,73,46

Compensation Claims

The following is an analysis of the position regarding compensation claims for the month of January 1956 :

- (1) Number of compensation claims received during the month of January 1956 ... 3,616
- (2) Number of claims disposed of and the amount paid during the month of January 1956 ... 4,071
 (Rs. 2,24,865-1-4)
- (3) Number of claims outstanding at the end of month ... 3,936
- (4) Number of days taken to settle a claim ... 39 days

AWARDS TO RAILWAY SERVANTS FOR SUGGESTIONS AND INVENTIONS IN REGARD TO RAILWAY WORK

The attention of staff is invited to the functioning of a Standing screening Committee (Inventions and Suggestions) at the Headquarters for examining all suggestions and inventions received from railway staff as well as members of the public.

Any member of the staff desiring to submit his suggestion or invention should send it to the **Secretary, Standing Screening Committee, General Manager's Office, Madras.**

RAILWAY MEDICAL ARRANGEMENTS FOR MAHAMAKHAM



Dr. P. R. Balakrishnan

Kumbakonam Mahamakham is South India's 'Kumbamela'. About 10 lakhs of people alighted at Kumbakonam station. Elaborate arrangements were made in regard to sanitation, etc.

All staff were inoculated against cholera.

Protected water supply was arranged through extra number of taps all over the railway premises. There was a 30-bed hospital and a shed with ten beds, fully equipped to meet any emergencies. The following medical personnel were on special duty at Kumbakonam.

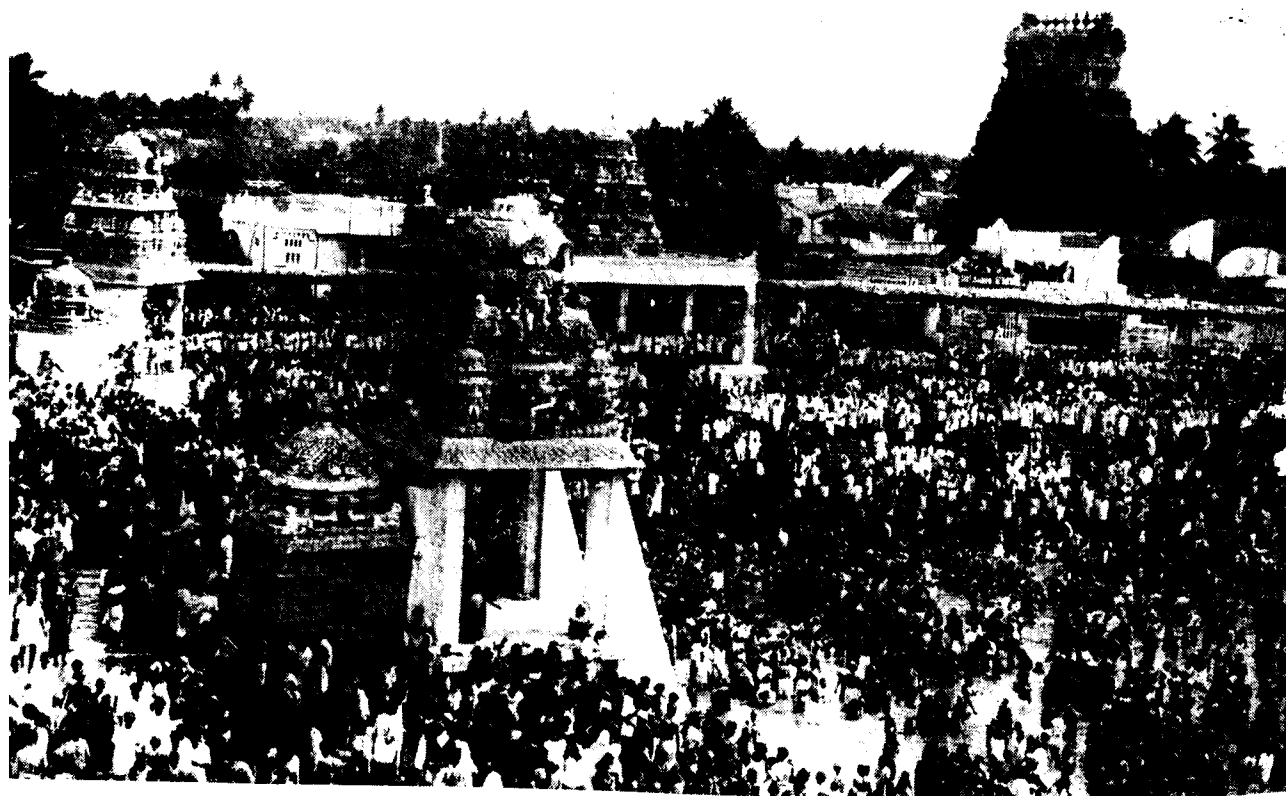
- (1) A.M.O. in charge of the District, Dr. P. R. Balakrishnan, camped during the

whole period of the festival at Kumbakonam and supervised the sanitary arrangements which were of high standard; the arrangements were much appreciated by the general public.

- (2) Two Assistant Surgeons drawn from the districts were posted to the hospital wherein an average of 130 to 140 patients were treated.
- (3) An Assistant Surgeon in charge of Malaria and Sanitation was specially deputed for the above festival.
- (4) Three Sanitary Inspectors were posted for supervision of sanitary arrangements.
- (5) Extra sweepers to the extent of 52, were appointed for the station premises alone.
- (6) St. John Ambulance of TPJ area were on special duty from 24th February to 27th February and they had the two first-aid booths in the platform. Medical department took the full responsibility of supervising the sanitation of the Refreshment Rooms, about half a dozen in number.

The Chief Medical Officer, Dr. V. T. Naidu personally inspected the place regarding the sanitary and other arrangements a few days in advance and gave necessary instructions.

Dr. P. R. Balakrishnan, the Assistant Medical Officer in charge of the district, and all his staff deserve congratulations for the excellent sanitary arrangements.



A view of Mahamakham bathing scene (25-2-56)

[Photo: G. S. Raju.]

SOUTHERN RAILWAY
TENDER NOTICE—EXTENSION OF TIME

Name of work : **Insertion of superior ballast (stone ballast) in place of existing sand and gravel ballast between Miles 310/11 and 316/10 in Manamadura-Mandapam Section in Madura District.**

Approximate Cash Value of the Contract ... **Rs. 40,520**
Earnest Deposit ... **Rs. 2,025**

With reference to the Tender Notice for the above work published in

The Hindu of 18 and 20-12-55
Indian Express of 17 and 19-12-55
The Swadeshmitran of 16 and 18-12-55

the dates and time for receipt of Tenders, Earnest Money, Issue of Tender Forms and Opening of Tenders are extended as shown below. All other conditions already notified hold good. Intending tenderers will please note.

	<i>Date and Time as originally notified.</i>	<i>Date and time now extended.</i>
Receipt of Tenders ...	10-1-56 (12 hrs.)	20-3-56 (12 hrs.)
Remittance of Earnest Money ...	7-1-56 (11-30 hrs.)	16-3-56 (12 hrs.)
Issue of Tender Forms ...	9-1-56 (15 hrs.)	19-3-56 (15 hrs.)
Opening of Tender ...	10-1-56 (14 hrs.)	20-3-56 (14 hrs.)



A pleasant function, presided over by Sri M. O. Chacko, REN, RPM, was got up on the afternoon of 25th February, in the premises of the Railway Institute, Rayapuram, in connection with the transfer of Sri C. Srinivasa Rao (PA to REN) as DEN, Godavari. Our photos show (above) Sri C. Srinivasa Rao and (below) Sri M. O. Chacko, speaking on the occasion



SOUTHERN RAILWAY TENDER NOTICE

The Regional Engineer, Southern Railway, Rayapuram, Madras-13, invites SEPARATE SEALED PERCENTAGE SCHEDULE TENDERS for the following works to reach him not later than 12 noon on Monday the 19th March 1956.

Sl. No.	District	NAME OF WORK	Total approximate value of Contract	Earnest money to be paid
			Rs.	Rs.
1	MADRAS	PERAMBUR—Construction of a new brick building in the parade ground in Carriage Works for having receipt Section purely for Carriage Stores	12,300	600
2	"	BASIN BRIDGE—Constructing 15 units Type I Qrs. (Storeyed Type)	30,700	1,500
3	"	BASIN BRIDGE—Provision of 10 units of Type II and 4 units of Type III (Storeyed Type) Qrs.	65,100	3,300
4	"	PERAMBUR—Mechanical Stores Depot—Construction of a new building 70' x 50' for providing additional accommodation for custody timber Stores and providing a new truck building to house the Wagon Shop branch Stores	45,500	2,300
5	GOOTY	MANTRALAYAM ROAD—Provision of passenger shelter on platform and a 10-seated latrine	11,300	600
6	"	ADONI—Extension to Third Class Waiting Hall	12,000	600
7	BEZWADA	BITRAGUNTA—Type I Staff Quarters 9 units—Cuddapah slab roofing	11,600	600
8	"	MADRAS-BEZWADA Section—Replacing the existing wooden sleepers with CST 9 sleepers for 10 miles 44/5-6 to 54/5-6 main lines and passenger running lines only	39,000	2,000
9	"	MADRAS-BEZWADA Section—Replacing the existing old big Type Steel sleepers with CST 9 sleepers for 10 miles from mile 166/5 to 176/5 Main line and passenger running lines only	51,700	2,600
10	GODAVARI	TUNI—Construction of a new Dispensary Type II-A with Quarters	48,800	2,500
11	"	PITHAPURAM—Extending, widening and raising second rail level platform	14,200	700
12	"	RAJAHMUNDY—Provision of rest shed and canteen	10,400	500
13	"	RAJAHMUNDY—Type I Staff Quarters—12 units Cuddapah slab roofing	19,600	1,000
14	SHORANUR	BRIDGE No. 809 at mile 370 between Pattambi and Pallipuram proposed 6 x 5' 6" RCC box in lieu of existing 3 x 2' 0" arch	35,400	1,800
15	"	WADAKANCHERI—Proposed raising of platform to 2' 9" above rail level and provision of covered roof	12,800	600

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

Tender forms will be issued upto 15-00 hours, on Wednesday the 14th March 1956.

Earnest money as above should be paid in advance to the Chief Cashier, Madras-3, or the Regional Accounts Officer, Trichinopoly or Mysore, not later than 12-00 hours on Thursday the 15th March 1956 and the receipt submitted along with the tender. No cheque or demand draft should be attached to the tender.

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

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

The tenders will be opened at 14-00 hours on Monday the 19th March 1956 at the Office of the Regional Engineer, Rayapuram, Madras-13.

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

22nd Indian Railways Athletic Meet at New Delhi

~~~~~ A. B. Krishnaswamy, SLWS (Sports) ~~~~~

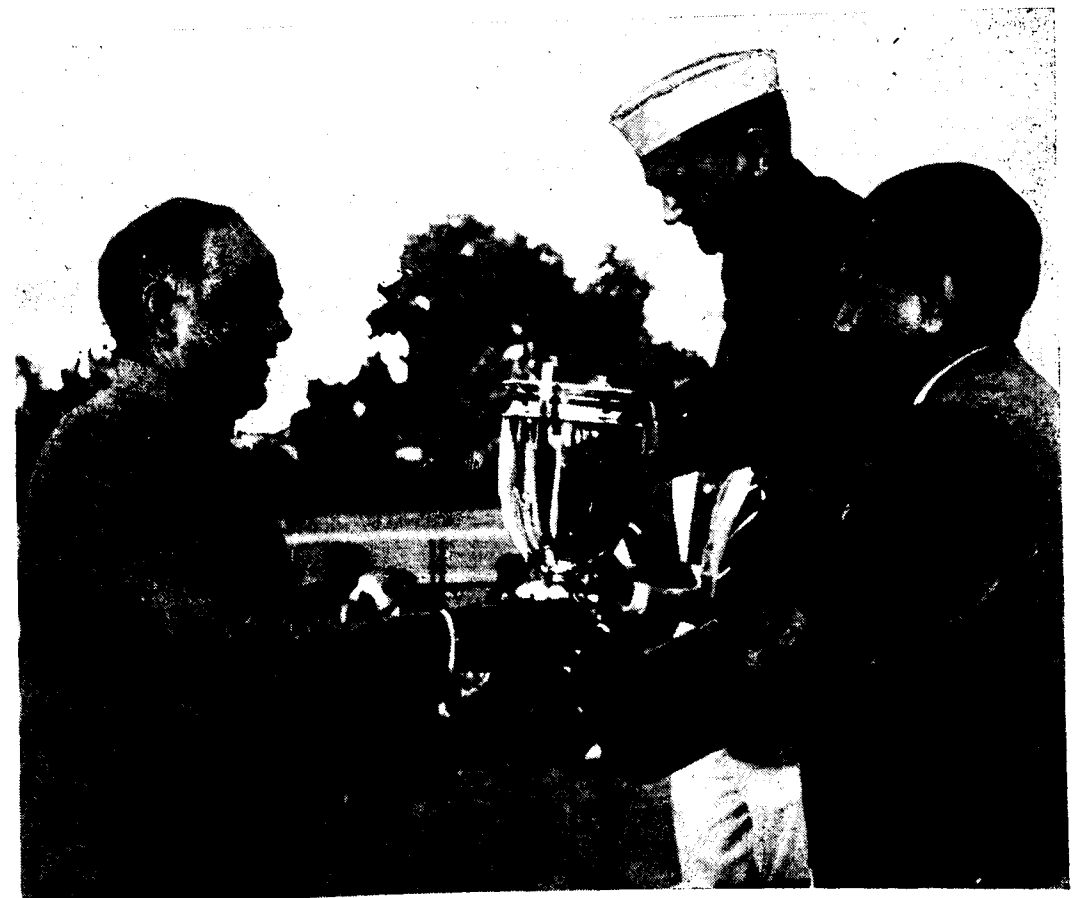
Southern Railway emerged victorious for the second year in succession. C. D. Cleur and M. Gabriel won Individual Championship and Marshall Tito's Gold Medal respectively in the 22nd Indian Railways Athletic Meet held at New Delhi, recently.

It was a superb finale to the three days of memorable battling when ten Indian Railways records and one National record went overboard and the Southern Railway with their star-studded team emerged, with flying colours, in team as well as individual athletic honours.

The athletic meet ended in the packed beautiful Northern Railway stadium to the sound of three buglers in the glory of sports and sportsmen of the Indian Railways.

The success of the athletic meet was unquestionable if the record shattering performances were any indication. It is at once a tribute to the consistent efforts of the Railwaymen for encouraging the Railway athletic talents. Apart from the grand feats displayed by the Southern Railway whose athletes secured 83 points for their team to win the team championship

Shri T. A. Joseph, GM receiving the Challenge Trophy from  
Shri Lal Bahadur Shastri, Minister for Railways



# 21

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Left to right : V. R. Govindaraj, V. Martin, M. Lakshmanan and B. Garrett

with a comfortable margin, there were several potentially great youngsters from the Northern, Western and Chittaranjan Loco Works who if properly trained would be an asset to the nation.

Our Railway athlete M. Lakshmanan of Loco Shed, Bangalore, created two new records in the 3,000 metres and 6,000 metres completing the distances in 8 minutes 59 seconds and 15 minutes 50 seconds respectively against the previous records of 9 minutes 26.2 seconds and 16 minutes 23.8 seconds which records were held by Avatar Singh and Zafar Ali, both from the Northern Railway.

Mr. Rider, the American Athletic Coach and Director of Athletics, U.S.A., who was present at the field expressed to me his appreciation not only of Lakshmanan's economical effort which is so important in distance running but also at his pace judgment while

running against new opponents and said that this young athlete has a great future before him if adequate training facilities are given to him.

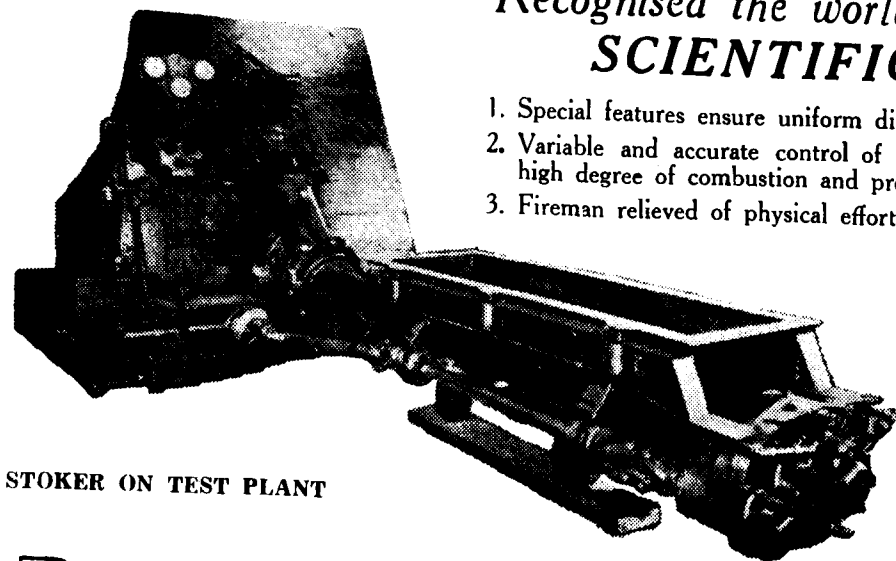
The Gold Medal instituted out of the donation made by Marshall Tito of Yugoslavia during his recent tour of India was presented for the first time. Our Railway athlete M. Gabriel, Sub-Inspector, Security Force, had the honour of winning this valuable medal for his unique performance of 10.7 seconds in the 100 metres race. Gabriel, it will be remembered has run the same distance in 10.4 seconds in 1954 and was declared by the Amateur Athletic Association, London, as one of the four fastest men in the world.

C. D. Cleur, Fireman, Loco Shed, Egmore, is another athlete to bring honours to our Railway. He won the Individual Championship Trophy for the second year in succession. Cleur who suffered a leg injury at the



Left: M. Gabriel, winner of Marshall Tito's Gold medal and right: C. D. Cleur, winner of individual championship for the second year in succession, with their coach Shri A. B. Krishnaswamy

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Bangalore Meet in November, 1955 recovered and won his favourite events the long-jump, hop-step and jump and the 110 hurdles.

Another new Indian Railway record was created in the 4 x 400 Relay by our athletes. Govindaraj, K. Ramaswamy, B. Garrett and V. Martin who participated in this team event. Although all the four ran well in this event against the formidable Northern Railway team much of the credit goes to K. Ramaswamy who ran the second leg for our team. He not only gained the distance lost by our first man but also built a good lead and handed over the baton to Garrett who in turn maintained the lead and finally passed the baton to V. Martin who finished first against a very strong opposition, to make the winning total of 83 points to our Railway.

In the General Managers' race Shri Karnail Singh, General Manager, Chittaranjan Loco Works, retained the ashes as I may call it, though compar-

atively younger 'athletes' could not keep pace with Shri Karnail Singh.

Shri Karnail Singh, President, IRAA, winding up the 22nd Inter-Railway Athletic Meet, referred to the achievements of the Railway sportsmen and made a pointed reference to the record-breaking performance of M. Lakshmanan of our Railway.

Shri Lal Bahadur Shastri, Minister for Railways and Transport, distributed the prizes.

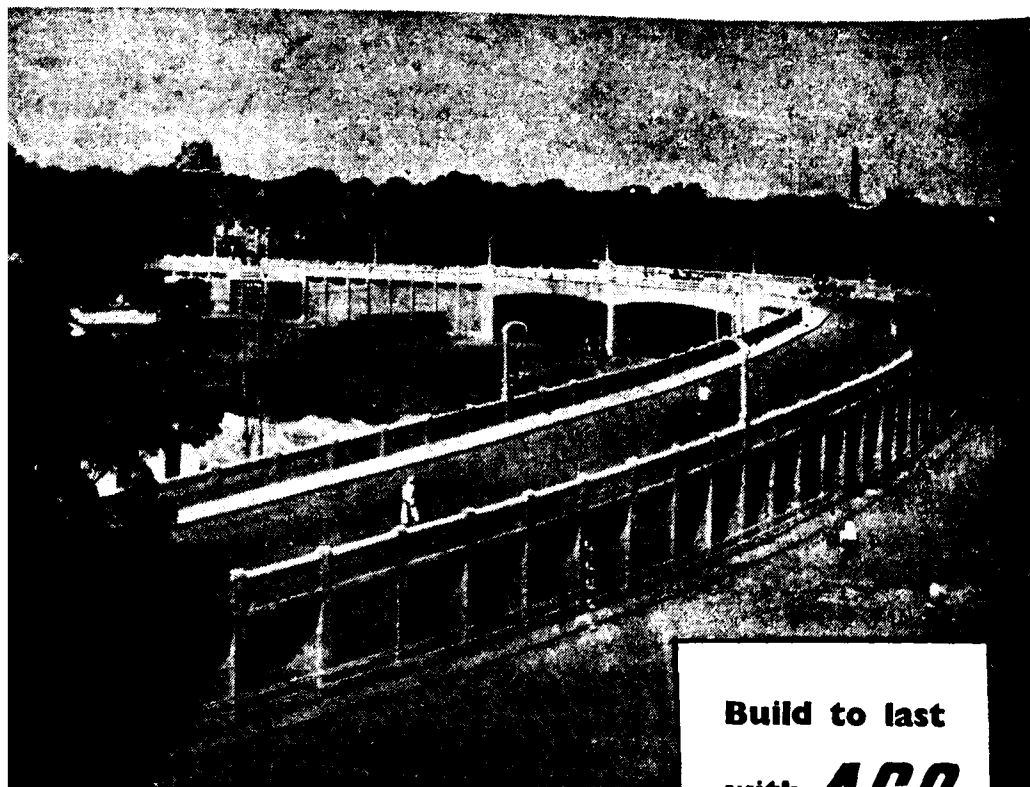
Our General Manager, Shri T. A. Joseph, received the Challenge Trophy amidst thunderous ovation from the packed-to-the-full pavilion of spectators.

The authorities of the IRAA and the Northern Railway Athletic Association spared no pains in making arrangements for the meet and for looking after the teams of the various Railways. Due to their kindness we never felt that we were out of Madras and our homes while in Delhi. This has no doubt contributed to a great extent to our success in Delhi.

The athletes were garlanded on arrival at Central Station by our senior officers. Photo shows the athletes with (from left to right) Sri N. Seshachalam, Secretary to GM; Sri S. K. Gopinath, Dy. C.E.E.; Sri R. M. Mahadevan, CXO; Sri A. R. Rao, S.D.G.M.; Sri D. B. Patel, R.T.S. and Sri S. G. Raman, S.O.M.



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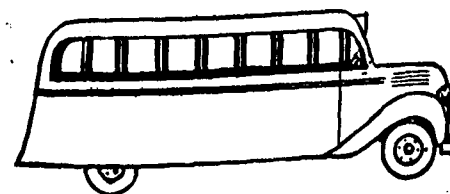
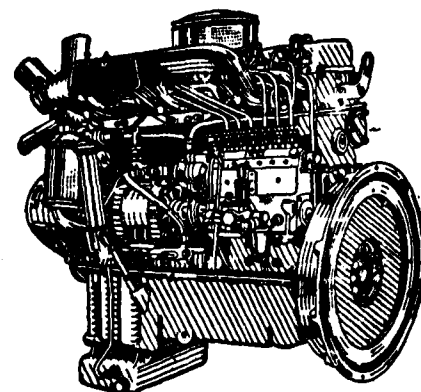
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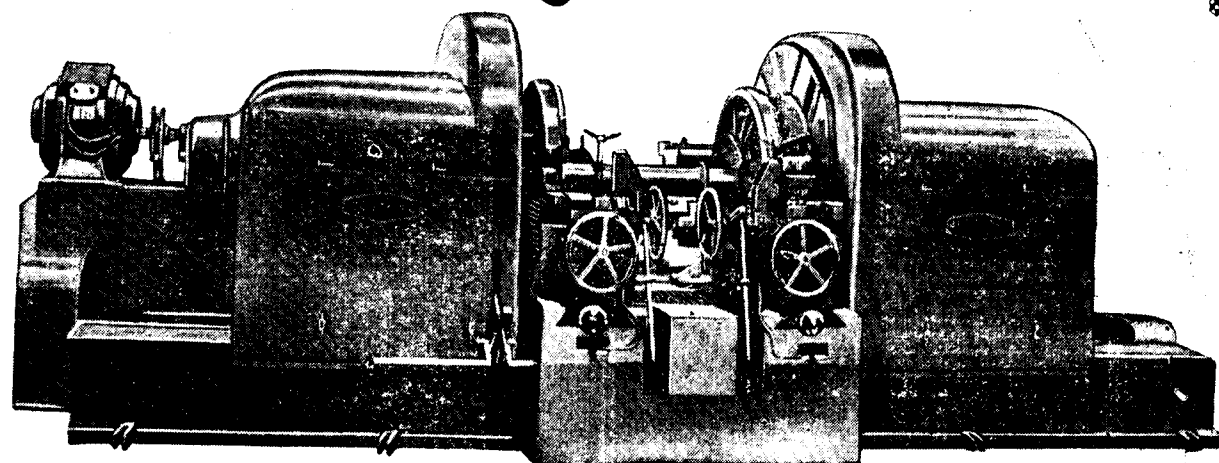
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**SOUTHERN RAIL NEWS**

**Reg. No. 6437**

**MARCH 1956**

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