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Southrailnews

vol: III



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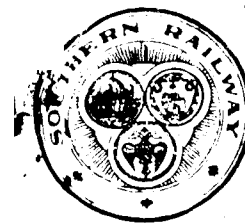
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Jana Gana Mana Adhi Nayak,
Jaya hai
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Annas Six



Southrailnews

PUBLISHED BY THE SOUTHERN RAILWAY

'SOUTHRAILNEWS'

NOTICE

October Number of the 'Southrailnews' to be published on
2nd October 1956, Mahatma Gandhi's Birthday

It is fitting and proper that the October Number of any Magazine in India is brought out on the Second October, which is Mahatma Gandhi's Birthday. The Father of the Indian Nation also gave some advice to railwaymen, besides setting an example by his austere life.

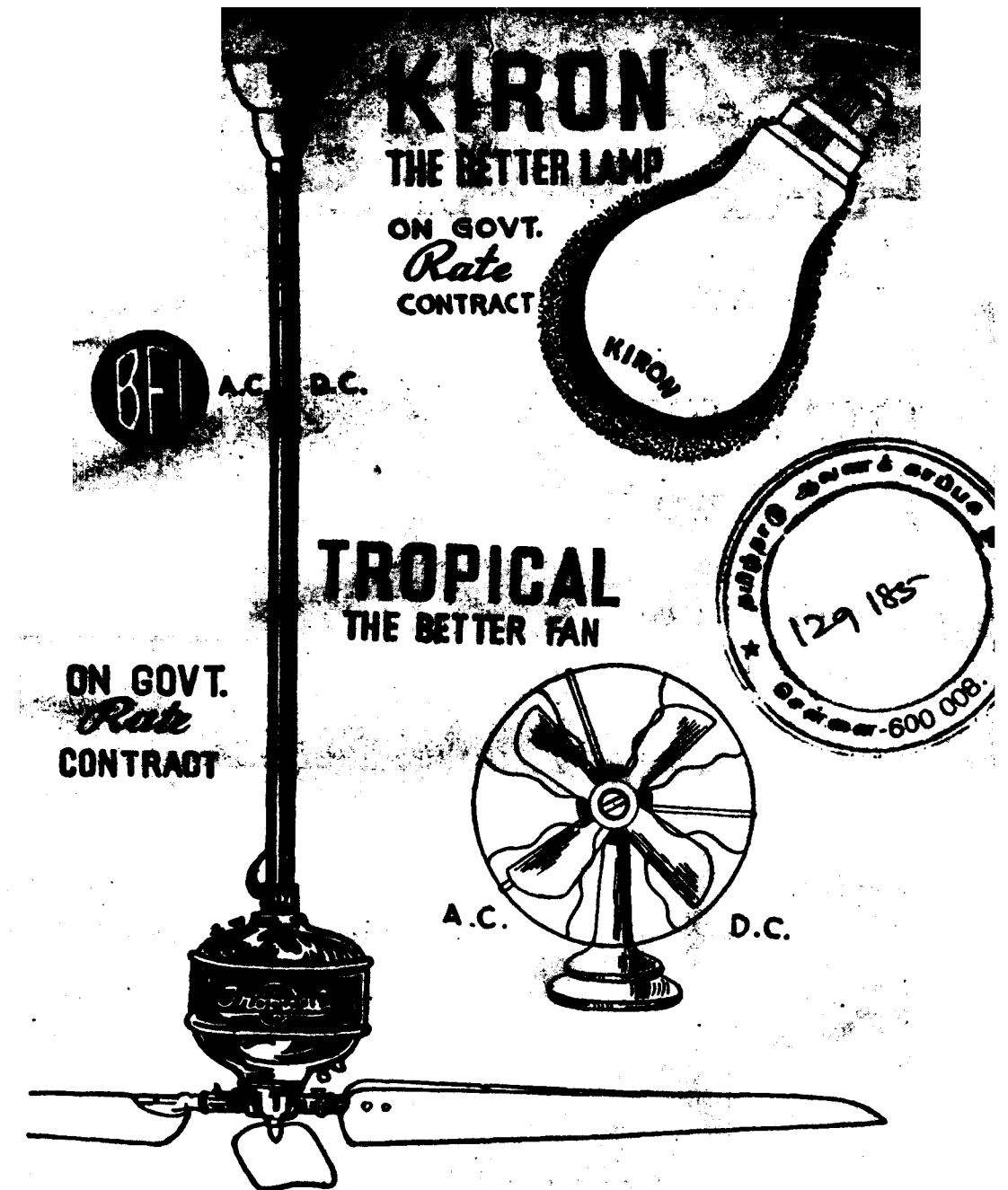
In addition to the pictorial illustrations of Mahatma Gandhi inside the October issue of Southrailnews, which will be published on the 2nd of that month, it is proposed to give a symbolical representation to illustrate the benefits such as bread, job, house, cloth, education, security and happiness for every citizen, that are likely to accrue from the Second Five-Year Plan, in this special number, on the front cover in multi-colours. The fact that the Railways have been allotted Rs. 1,125 crores, nearly 1/4th of the total amount of the outlay in the public sector during the Second Five-Year Plan, shows the importance of Railways' role in the nation's plan. The Railway train is directly or indirectly instrumental in procuring the essential requirements of the various industries, which are expanding during the Second Five-Year Plan, and catering to the comforts of the citizens. The special number brought and preserved, read and referred to, offers unique value to Advertisers. The advertisements are a constant reminder of the products and their utility. You will be interested in this October Number, under preparation, and would like to advertise in it. We shall thank you to send your advertisement material by 20th September 1956. Kindly advise your space requirements early, so that we may reserve the space and ensure the best possible position for you.

CIRCULATION

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

Though this will be a Special Number with many pictorial illustrations and multi-colour front cover page, it will be sold at the usual price of As. 6 to the public and As. 4 to Railwaymen, per copy.

EDITOR
18-A, MOUNT ROAD
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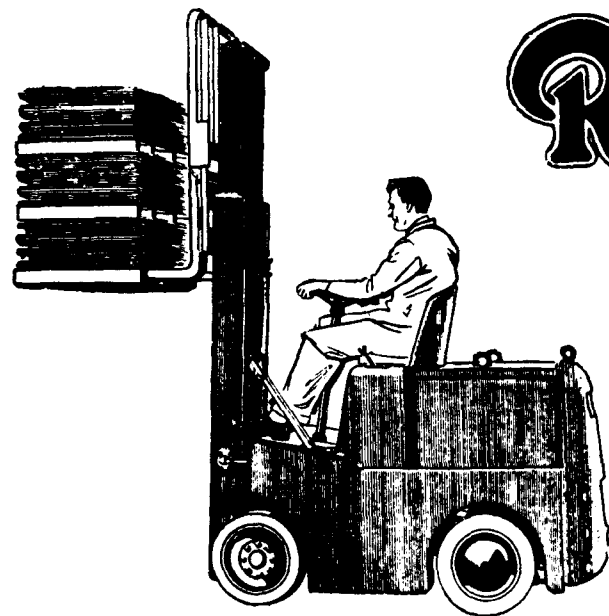
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INDEPENDENCE DAY

15th AUGUST 1956

On the 15th of August 1956, we celebrate the Ninth Anniversary of the attainment of Independence by India. This is a great day of national rejoicing. Let us on this day pray for the prosperity of India and also resolve to do our best in our respective spheres.

The First Five-Year Plan period is over. We can look back with pride on the progress we have achieved on Railways. Passenger traffic is increasing. Goods traffic moved has increased substantially. The various measures, adopted by the Railways for the gradual elimination of Bezwada-Madras Railway bottleneck, have begun to yield results.

But the transport machinery has to be geared up still better if the various projects of the Second Plan are to be completed successfully. We are planning for a further 50 per cent increase in the movement of goods traffic during the Second Plan period. In order to increase the line capacity, the Southern Railway has taken up the doubling of the line between Bezwada-Gudur and Arkonam-Jalarpet, in stages, during the Second Plan. We are confident that when these works are completed, the Railway Administration will be in a position to meet all demands for transport over these important routes at the end of the Second Plan period. We can then hope to open an era of unrestricted North-South movement of goods.

In order to achieve the Second Five-Year Plan targets, it is necessary that every Railwayman does his best for the Railway. I am confident that by co-ordinated and concerted efforts of Railwaymen of all grades, we will be able to attain the targets fixed in the Second Five-Year Plan for the Railway.

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SOUTHRAILNEWS

(Official Organ of the Southern Railway)

EDITORIAL NOTICE

VOL. III

No. 5

Editor:
K. SRINIVASAN

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

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

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

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

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THE EDITOR
Southrailnews
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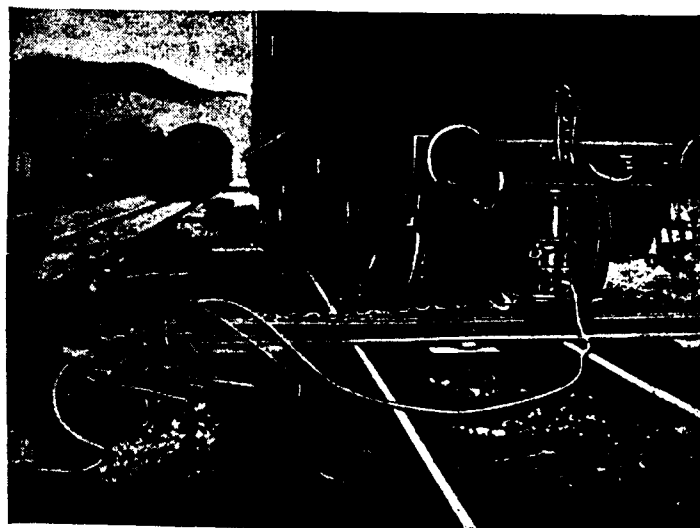
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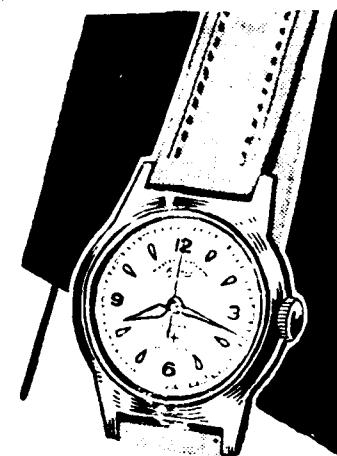
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CONTENTS

AUGUST 1956

G. M.'s Message	...	3
Editorial	...	9
Notes and Comments	...	11
World of Railways	...	21
Mannargudi—the Dwaraka of the South...	...	25
Some Interesting Facts about the Rails on the Track	...	29
Destiny	...	33
How to improve the Relationship between the Railways and their Customers	...	37
Managers and Superintendents	...	42
An Exclusive Interview with a Professional Ticketless Traveller	...	47
Women's Page	...	49
Our Commercial Newsletter	...	52
Medical	...	53
Children's Corner	...	57
How the Difficulties facing the Railways are tackled	...	61
Sport	...	65

The service of Messrs. Sanderson and Porter were obtained by the Government to undertake a study of certain aspects of the railway system. The firm submitted its preliminary report to the Railway Board recently.

The report suggests that two pilot sections should be selected and equipped with centralised traffic control to determine the benefits likely to accrue from this type of signalling under Indian conditions.

RAILWAYS' RESPONSIBILITY

In general, nearly all railways are bound by law to exercise reasonable care for the safety of passengers and in normal conditions any negligence in this respect will make a railway liable for consequential death or injury. Within these broad general lines there are certain differences of policy.

Indian Railways do not hold themselves out as insurers of safety in the sense of undertaking that they will carry passengers safely in all circumstances. Under common law, however, they are responsible if they, or their servants acting in the course of their employment, are negligent and death or injury results. Negligence has been defined in many ways.

The taking of reasonable care for the safety of passenger applies not only to the vehicles making up the train, but also to stations and the permanent-way. The liability of the railway is identical whether the passenger is travelling, or not actually travelling but on railway premises holding a valid ticket. In this respect the difference between a licensee, an invitee, and a trespasser are important. A licensee includes *inter alia*, a passenger holding a valid ticket, and his legal position on railway premises is the same as when he is travelling. An invitee on the other hand, is, for example, permitted to go to a station platform for an express purpose, such as the purchase of a periodical at a station bookstall, but the railways' liability towards him is much more limited. A trespasser on railway premises has no legal rights.

POINTS ABOUT RAILWAY RATES AND COSTS

Owing to diminishing and joint costs, Railways are unable to determine their charges on the basis of cost of service. As expounded by Acworth "within the upper limit of any particular traffic can afford to pay, and the lower limit of what the Railway can afford to carry it for, Railway charges are fixed for different commodities; not according to cost of service but roughly on the principle of equality of sacrifice by the payer.

Low

1. Rates so low as to be able to cover only out of pocket expenses.

Medium

2. To cover out of pocket expenses and part of the unapportioned cost.

High

3. High class traffic to cover not only out of pocket expenses, but a large disproportionate surplus available as a contribution towards unapportioned expenses of the low class traffic."

Joint Costs

How much of the cost of operation is debitable to passenger working and how much to goods working is a problem. But simply, the economic law of joint cost is no more than this: it is the demand for each service rather than its cost that finally determine its chargeable rate.

Two main principles of rates

Rates should not be less than cost of service. Rates should not be more than the value of the services to trader.



FIFTH MEETING OF THE NATIONAL RAILWAY USERS' CONSULTATIVE COUNCIL

The Indian Railways have to face "enormous difficulties" in regard to the transport of goods during the Second Five-Year Plan period, said Shri Lal Bahadur Shastri, Minister for Railways and Transport, during his opening speech at the fifth meeting of the National Railway Users' Consultative Council which opened in New Delhi on 20th July.

The Minister remarked: "We are already faced with increased production in different industries for which the corresponding transport capacity is not available, and yet the targets of production are being raised further for coal, cement and foodgrains."

"The Planning Commission," the Minister said, had "rightly decided to review the position annually. It is clear, however, that the railways must be enabled to make commitments immediately for rolling stock and line capacity to become available in the fourth and fifth years of the Plan. The

need for urgent recognition of this fact is apparent."

More Trains

The Minister announced that during the current financial year 20 additional trains on Broad Gauge and 20 on Metre Gauge would be introduced. In addition, about 200 trains would be strengthened with additional coaches.

Referring to certain suggestions made by the American economist, Prof. Galbraith, the Minister, said that these were being considered by the Railway Board. He added: "A good test of the practicability of these and other suggestions is whether or not they are capable of large-scale implementation during the Second Plan period."

"This is the fifth meeting of the National Railway Users' Consultative Council. There is no denying the fact that the deliberations of this Council have proved fruitful to the Railway Administration. I have no doubt that we will continue to profit by your wise counsel in the future and I heartily welcome the new members who are attending their first meeting."

The meeting in progress



Better Operating Performance

"Marked progress has been made in the field of operation during the last busy season extending from November 1955 to April 1956. Loadings on Broad Gauge went up by 7.7 per cent and on the Metre Gauge by 13.7 per cent compared to the corresponding period in the previous busy season a year earlier. Improvement has also been made in regard to the transport of coal generally and its movement through such busy points as Moghalsarai where, you would have noticed in the memoranda supplied to you, the period from January to March this year has recorded an increase of 170 wagons daily, compared to the same period last year.

"There has also been a steady increase in the transshipment performance at several break-of-gauge points, as a result of which it has been possible to remove restrictions on the booking of goods traffic via Poona, Manduadih and Viramgam, all of which have in the past been serious bottlenecks. You will be glad to notice, too, that there has been a marked decline in the outstanding registrations for wagons.

"While this steady progress provides cause for satisfaction, it cannot be said that difficulties no longer exist. Sometimes operational restrictions have to be imposed. It is not possible altogether to avoid such occasional restrictions, but I can give you an assurance that the railways constantly bear in mind the need of reducing such restrictions to the minimum, both in point of their frequency and duration.

Railways' 'Enormous difficulties'

"I know you very well realise the enormous difficulties which the railways have to face in so far as the transport of goods is concerned. We are already faced with increased production in different industries for which the corresponding transport capacity is not available, and yet the targets of production are being raised further for coal, cement and foodgrains. We have provided for adequate transport for steel plants and other heavy industries

but I regret to say that it would perhaps be at the expense of general goods. As it is, we may fall short by 10 million tons in the case of the latter. These are some of our basic problems which we are seriously faced with, and yet we have to muster courage and go ahead.

"The Planning Commission has rightly decided to review the position annually and I am sure they will have to bestow serious thought on problems relating to the railways. They are fully aware that a serious shortfall in regard to goods traffic is likely to occur during the closing two years of the Second Plan. It is clear, however, that the railways must be enabled to make commitments immediately for rolling stock and line capacity to become available in the fourth and fifth years of the Plan. The need for urgent recognition of this fact is apparent.

"In the present allotment made to railways we have programmed for:

Doublings—1,600 miles costing

Rs. 96 crores;

Other line capacity works costing

Rs. 70 crores;

Track renewals costing Rs. 100 crores;

Rolling stock including diesel engines costing Rs. 380 crores;

Electrification—Rs. 80 crores; and

New line for steel plants, etc.—Rs. 66 crores.

"Much more has to be spent on the first five items, if we really want to cope with the increase both in passenger as well as goods traffic.

"When I say this no one should ever imagine that we shall not put in our best to stretch our present resources to the fullest extent. We want to make the maximum use of our rolling stock and track. The efficiency and performance of the railways have to improve from day to day.

"Members are perhaps aware that a team of American surveying engineers has recently submitted a report on certain aspects of railway working, on the basis of which we propose to take definite steps as early as possible. For

example, the present signalling system will have to be improved considerably and an experiment made with Centralised Traffic Control to secure much better results, but these are likely to take time to materialise.

"Some of the members of the team will continue their studies and examine in detail the general outlines already given to them.

"A French expert also visited our country recently, and a team is working at present in connection with the extension of electrification. We hope to benefit by their advice.

"The railways have a tremendous responsibility imposed on them. One of their big tasks is to increase efficiency and performance by 10 per cent and even more. This is a high target, indeed but given the goodwill of all and especially the intelligent and hard work of officers and other members of the staff we do hope to achieve it.

Efficiency Bureau's Work

"We have also taken certain organisational steps to increase the efficiency of the railways. The Efficiency Bureau, whose function mainly is to investigate problems having a bearing on the efficiency of the railways in various facets of working and to suggest ways and means of securing improvements in efficiency, has been expanded and strengthened.

"Apart from the preparation of a scheme for granting merit certificates to staff for exceptionally good work, which may be taken into account for granting accelerated promotions, and the implementation of the divisionalisation schemes on different railways, the Bureau is at present engaged in a number of important investigations, such as comparison of unit costs of operation on the different railways, speeds of goods trains, wagon usage, a sample survey for an assessment of wagon turn-round, size of wagon-holdings required by different railways to secure optimum loading, gang strength for track maintenance, etc. It is hoped that the usefulness of this organisation will progressively increase.

Divisional System of Administration

"The members are already aware of our decision to introduce the divisional system of administration on railways where it does not already operate. The essence of this system is to provide a unified control of operation and other allied railway activities over a longer area than that of an average district and to vest the responsibility for co-ordinating the working of different departments in that area in an administrative officer, called the Divisional Superintendent, located in the division. The Divisional Superintendent is given adequate administrative and executive powers to secure a workable and effective system of decentralisation.

"The Western and the Southern Railways are to have eight divisions each, while the seven operating divisions on the Central Railway are being converted into full-fledged divisions. It has been planned to complete this work within this financial year. The divisionalisation of the North-Eastern Railway is proposed to be carried out next year. The Northern and the Eastern Railways, as you may be aware, are already working on the divisional basis.

"The change-over from the district to the divisional system involves the shifting of a number of offices and a fairly large number of transfers of staff, but all possible steps are being taken to minimise inconveniences to the staff.

Passenger Transport

"I shall now say a few words about the progress registered in regard to passenger transport. Despite the limitations of line capacity and rolling stock which continue to exist, it has been possible to increase the daily average passenger train mileage from 177,909 during 1954-55 to 179,640 during 1955-56 on the Broad Gauge, and from 104,450 to 107,141 on the Metre Gauge. Within the resources available, we hope to introduce more trains in the future. During the current financial year, for instance, the railways expect to introduce 24 additional trains on the Broad Gauge and 20 new trains on the Metre Gauge. In addition, about 200

trains are expected to be strengthened with additional coaches.

"Reference to passenger transportation inevitably brings up the question of overcrowding, which continues to be a serious problem, particularly in class III. Members of the council are aware that the provision for an increase in passenger transportation during the Second Five-Year Plan period has had to be cut down from 30 per cent to only 15 per cent, which is hardly enough to cover the additional traffic likely to be generated during the five-year period. The other 15 per cent which has been cut out represents the provision made in the Railway Ministry's original Plan for tackling the problem of overcrowding.

Reducing overcrowding

"This does not mean that the railways are doing nothing to effect even marginal improvements within their limited resources. Large-scale census of passengers organised last year revealed the sections where overcrowding was most severe, generally on the Metre Gauge system. As a result of these investigations, it is proposed to provide additional transportation capacity of the order of 23 per cent on Metre Gauge and 10 per cent on Broad Gauge during the Second Five-Year Plan period.

"A sub-committee of senior retired railway officers who were asked to suggest remedial measures for easing over-crowding on the suburban sections of the Central, Western, Eastern, South-Eastern and Southern Railways have submitted a report which is at present under examination.

"Very Little Luxury Travel"

"While on the subject of overcrowding, I might perhaps in passing make a reference to the much-discussed suggestion of Prof. Galbraith, the American economist who recently suggested that active steps should be taken to discourage travel on the Indian Railways. While this is a desirable objective, it must not be forgotten that there is very little luxury travel on our railways.

"Travel in connection with various melas, marriages, etc. could certainly be reduced considerably and it is here that this Council can help in creating the right atmosphere through propaganda and proper publicity.

"Prof. Galbraith has also made certain other suggestions. These are being considered by the Railway Board. A good test of the practicability of these and other suggestions is whether or not they are capable of large-scale implementation during the Second Plan period.

"For the convenience of class III passengers, several janata trains are being run connecting important stations, and it is hoped that the availability of larger rolling stock and line capacity resources would make it possible for the railways to introduce more janata trains.

Janata Trains

"The fully vestibuled third class train introduced from October 2 last year between Delhi and Howrah has proved popular. Similar trains have since been introduced on other main trunk routes, viz. Delhi-Madras, Madras-Howrah and Madras-Bombay. A member of the Council has suggested that third class coaches on long runs should be air-conditioned. The Council will, I am sure, be happy to learn that we are proposing to make an experiment with a fully air-conditioned vestibuled train mainly consisting of third class coaches. This is likely to be introduced on one of the main trunk routes with effect from October 1 this year, and the question of extending this kind of travel to more trains would be considered after gaining some experience of the working of the first air-conditioned train.

"Before I pass on from the subject of passenger traffic, I would like to refer briefly to two more points. From the beginning of the current month, we have made a token start in regard to the elimination of class II on certain branch lines. We hope gradually to withdraw it from more lines. This is

the beginning of a process towards stabilising the position with only two classes of travel on the Indian Railways, besides air-conditioned travel. I hope the Council will agree that this is a move in the right direction.

Departmental Catering

"Another important matter to which I want to refer is that of catering. You will find in the relevant memorandum supplied to you details of the new stations to which departmental catering has been extended, and also the progress made with regard to reduction in the holdings of large contractors to certain prescribed limits in compact areas.

"Departmental catering now exists at certain important stations on all the railways and it is proposed to extend it to some more stations during the current financial year. Reports so far received about the Departmental system, I am glad to say, are on the whole satisfactory. The staff of the contractors who have consequently been displaced have been absorbed in the departmental set up to the maximum extent possible while the small displaced contractors have been rehabilitated, either by absorption in the departmental set up or by allotment of alternative contracts at other stations. Railway administrations have also been advised to take over on reasonable valuation the equipment of displaced contractors which is in good working condition.

"You will be glad to hear that the prices of tea, coffee and the menu and prices of Indian as well as European style meals served in catering establishments all over the Indian Railways have been standardised, and better inspection arrangements have been made, including the setting up of supervisory committees consisting of three to five non-official members on each railway.

New lines for backward areas

"I do not want to say much at the present moment on the Second Five-Year Plan of the railways as a detailed note on the subject has already been supplied to you, and I am sure that the

Council will give to this item on the agenda its due share of attention.

"As regards construction of new lines to develop backward areas I would, however, merely like to say that no one can controvert the fact that this is highly desirable. No one is more keen than myself in regard to this matter, and I am anxiously waiting for the time when necessary funds would be made available to us so that we may be able to take in hand the work of opening up undeveloped areas which at present remain virtually closed to the country.

Railway Board Strengthened

"As members are aware the proposed expenditure on the railways during the Second Five-Year Plan period is Rs. 1,125 crores, against just over Rs. 400 crores under the first Plan, which itself was greatly in excess of the normal quinquennial rate of capital expenditure on the railways. This unprecedented increase in expenditure covers a wide field, and imposes tremendous burdens, particularly because of the shortage of material and the lack of trained personnel. Careful planning, skilful execution, and co-ordination of effort are, therefore, essential. The increase in staff and the necessity for maintaining industrial peace to ensure unbroken progress will add to labour relation problems. A great burden, both in the sphere of organisation and in that of supervision will consequently fall on the Railway Board.

"I considered various alternatives, but decided some time back that the most satisfactory method of strengthening the Railway Board at the highest level, without diminishing its value as a compact body, would be to add another tier to the organisation in the shape of Additional Members of the status of General Managers, each of whom would be clothed with adequate authority. The relief that will thus be afforded will enable the Members of the Board to devote more attention to overall planning, to personal inspection by more frequent touring, and to the

gear; heavier types of steam locomotives should be designed to haul bigger trains; diesel motive power should be tested by acquiring and placing in service appropriate shunting and road locomotives, though steam locomotives should continue to be the main type of traction for the present.

Detailed Studies to follow

The team which Messrs. Sanderson and Porter have sent to India includes a number of engineering consultants in the field of railway operation, civil and mechanical engineering, signal engineering, etc. Most of the members of the team arrived in India in April this year. Under the terms of the agreement, the surveying engineers were required to submit a preliminary report within three months after the arrival of the majority of engineers and consultants. The preliminary study is to be followed by detailed studies of specific subjects to be determined by the Government of India.

The agreement also provides for a detailed study of the possibility of reducing pressure on the railways by the use of rail-cum-sea deliveries of bulk commodities, particularly to and

from areas adjacent to the east and west coasts. The rail-cum-sea project, however, is not a part of the preliminary study and has, therefore, not been included in the preliminary report.

The preliminary report is now under the consideration of the Railway Board which will examine the practicability of the suggestions made and, in due course, indicate to the surveying engineers the points on which the Government of India would like further detailed studies to be undertaken.

Inspection Tours

The report follows field inspection trips undertaken by the members of the team over a period of two months during which they visited certain railway sections, workshops, marshalling yards, goods sheds, the Chittaranjan Locomotive Works and the Integral Coach Factory.

At the outset, members of the team held discussions with the Railway Board and subsequently met representatives of various Railway Administrations, the Port Commissioner, Calcutta, and the Coal Commissioner to the Government of India.

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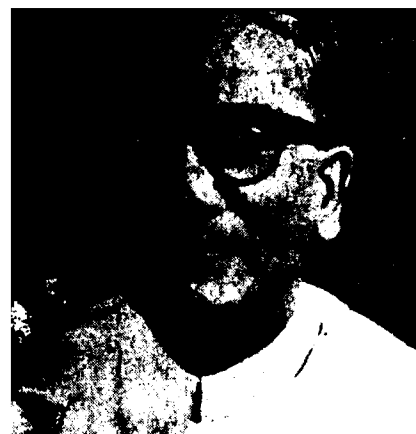
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(Commercial)



Shri N. K. Roy (Works)



Shri S. L. Visvanadhan (Staff)



Shri K. Ramachandran (Mechanics)

disposal of problems and the issue of instructions on the spot. Five Additional Members have, accordingly, taken charge of their duties from June 25, 1956."

RAILWAYS IN POSITION TO SPEND ADDITIONAL FUNDS

The Railway Minister, Shri Lal Bahadur Shastri, declared that he was satisfied that the railways would be able to utilise fully during the second Plan period any additional funds which may be made available to them over and above the present allocation of Rs. 1,125 crores.

He was speaking at the fifth meeting of the National Railway Users' Consultative Council, which concluded its two-day session on the 21st July.

The Council, in a formal resolution proposed by Shri Surendra Mohan Ghose, M.P., and seconded by Dr. Rama Rao, M.P., called upon the Government of India and the Planning Commission to "review urgently the allocations made under different heads in the Second Five-Year Plan and allot at least Rs. 1,500 crores for the development of railway transport, on which the success of most of the other sectors of development planning vitally depends."

The Council noted with "regret" that, as things stood at present, the developing transport needs of the country were not likely to be met adequately.

Other members of the Council expressed doubts about the success of the Plan itself, if rail transport proved inadequate. A large number of individual suggestions for improvement of rail facilities in various regions were made.

The meeting was presided over by the Minister for Railways and Transport, Shri Lal Bahadur Shastri. Among those present were the Deputy Minister for Railways and Transport, Shri O. V. Alagesan, the Parliamentary Secretary to the Railway Minister, Shri Shah Nawaz Khan, and members of the Council who include Members of

Parliament, representatives of zonal railway consultative committees and of special interests like agriculture, industry, chambers of commerce, and members and other officials of the Railway Board.

Rail-road Coordination

The Council stressed the importance of achieving the maximum coordination between the railways and other modes of transport in order to ease the pressure on the railways. It was explained to the Council that substantial relaxations had already been agreed to at a meeting of the Transport Advisory Council in regard to conditions for issue of road transport permits. A committee was at present working on the problem of rail-sea coordination, and similar studies were to be made in regard to the co-ordination between the railways and road and inland water transport.

During a detailed discussion of the operating position, members generally expressed their appreciation of the improvements which the railways had achieved during the last busy season, extending from November 1955 to March 1956. Several members, however, drew attention to difficulties which were being experienced on certain sections.

Steps had been taken, the Council was told, to ensure faster movement of parcels traffic, and the position was being continuously watched.

References were made to coal shortages occasionally experienced at various points. It was explained to the Council that the railways were concerned with the supply of wagons to the various coalfields as directed by the Coal Commissioner, who looks after actual distribution of coal in various parts of the country. With effect from the current month, the daily average loading of coal in the West Bengal and Bihar coalfields was being stepped up to 3,500 wagons per day.

While a few suggestions were made for extension of rail concessions, the Council generally supported the view that, in the light of the overcrowding

situation, the time had come to cry a halt to further extension of concessions.

A number of other subjects were discussed, including passenger amenities, catering, overcrowding, ticketless travel, implementation of the Railway Corruption Enquiry Committee report, the claims position, theft of railway equipment, etc.

"CASH YOUR IDEAS" SCHEMES FOR RAILWAYMEN

Senior officers of each Railway Administration in the country are to be associated with the 'Cash Your Ideas' schemes, under which all grades of staff, gazetted or non-gazetted, are encouraged to come forward with constructive ideas for improving the working of the railways.

The Railways have been requested to publicise the fact widely that they would be glad to consider any inventions or constructive suggestions from members of their staff belonging to all ranks. Monetary rewards are given to those responsible for useful suggestions which are found acceptable.

A high-powered five-member Standing Screening Committee (Inventions and Suggestions) already exists at each Railway Headquarters. In future, the Senior Deputy General Manager of each zonal Railway will preside over this committee. Railway Administrations which do not have a Senior Deputy General Manager would post other senior officers to guide the deliberations of this committee.

The Railways have been requested to ensure that the screening committee normally meet once a month. The fact that an employee has made an acceptable suggestion would be recorded in his personal file and would be a factor in his favour at the time of promotion to a higher post.

The Railway Board has requested the Railway Administrations to ask senior officers to personally hand over awards to employees, to give them the

feeling that the Administrations attach great importance to constructive thinking on the part of their staff.

ACHIEVING OPTIMUM CAPACITY ON INDIAN RAILWAYS—AMERICAN SURVEYING ENGINEERS SUBMIT REPORT

The American firm of surveying engineers, Messrs. Sanderson and Porter, whose services were recently obtained by the Government of India for undertaking a study of certain aspects of the railway system in India, has submitted a preliminary report to the Railway Board.

The firm's services were secured in pursuance of an arrangement under an Indo-American technical aid agreement. The dollar expenses amounting to \$450,000 on the firm are being borne by the U.S. Government, while the Government of India is meeting the rupee expenditure amounting to Rs. 3,40,000.

The report deals with measures for alleviating the increasing pressure on the line capacity of certain busy sections of the Indian Railway system and contains several recommendations for achieving optimum capacity, both on short-term and long-term basis. In general the recommendations, which are of a technical nature, suggest improvements in locomotives and other rolling stock, signalling, yards, workshops, running sheds and sick lines, and training programmes. The report also deals with the transportation of coal.

Among other things, the team has recommended that a more modern system of signalling should be installed on the Indian railways and two pilot sections should be selected and equipped with Centralised Traffic Control to determine the benefits that are likely to accrue from this type of signalling under Indian conditions; tonnage of goods wagons and trains should be increased, and this would make advisable the use of centre buffer couplers of greater capacity and equipped with transition

way. In developing its "Radio Train", it has pioneered quite a new line in tourist travel and provided a truly enticing passenger facility.

For some years, railways in various lands have employed radio for the entertainment of patrons on a limited number of long-distance trains. Ireland's "Radio Train" carries the idea much further. It utilises broadcasting on a major scale to attract the traveller, and especially to appeal to overseas tourists and organised pleasure parties. Today, the "Radio Train" stands out as a unique and particularly successful development in the field of railway passenger handling.

Imagine yourself around nine o'clock in the morning entering Amiens Street passenger station in Dublin. You dodge the stream of suburbanites coming into the capital from the surrounding residential sections, and make your way to the broad departure platform. Alongside, there stands a long green train headed by a brightly polished steam locomotive built in the nearby Inchicore shops of the railway.

Every seat is occupied as you walk the platform to the rear luggage van. On the side of each carriage are the magic words: "The Radio Train—Dublin to Killarney". Entering the rear passenger coach, you find yourself inside a most extraordinary vehicle—actually a fully-equipped broadcasting studio. The locomotive whistle blows shrilly, the radio announcer drops a needle on a spinning disc, and 350 vacationists aboard the special hear

Jaunting car entering Ireland's beautiful Killarney National Park with "Radio Train" patrons aboard



The "Radio Train" broadcast studio, with the railway comperes interviewing passengers, and control engineer behind panel in background

the railway's own exclusive "signature fanfare", followed by "a hundred thousand welcomes" in the Irish and English languages.

Killarney lies 200 miles southwest of Dublin, in the heart of the picturesque Kingdom of Kerry. Before you and your companions on the "Radio Train" return, you will have journeyed through six Irish counties and heard their legends and their songs; toured 17 miles in a horse-drawn "Jaunting car" around the Lakes of Killarney; enjoyed lunch and supper in your train seat; and been invited to visit the mobile broadcasting studio on the return journey and try out your capabilities as a radio artist.

Technically, the "Radio Train" is a conventional passenger outfit equipped throughout its length with specially-designed loudspeakers. These are connected to the studio in which there are two microphones, a play-back unit, a library of recorded music, and equipment to pick up and rebroadcast news and sports bulletins from Irish and English radio stations. In addition, each passenger coach has its own microphone plug-in point, a facility which enables the "Radio Train" announcer, if he wishes, to move about interviewing patrons in their seats.

The "Radio Train" makes an average of three trips each week between Dublin and Killarney and

other scenic centres. The passenger carriages forming the train include modern coaches turned out of the railway shops. These are 61 feet 6 inches long, and nine feet six inches wide.

On the outward run to Killarney, you get the impression that the radio commentator is answering the unspoken questions of every traveller. "What's that mountain over there?" you wonder. Then, over the speaker, comes the answer: "We're in Tipperary now, and that mountain with the bit missing out of the top is the Devil's Bit. You can see the Bit—that notch on the skyline. Legend has it that the devil one day, in a rage, took a bite out of the mountain ridge and, flying over Cashel 20 miles to the south, dropped it to form the Rock of Cashel. Unfortunately, while the

mountains are sandstone, the Rock of Cashel is limestone, so, that rather spoils the legend. However, it's still a good story!"

The train's radio commentator certainly knows his Ireland, as you realise long before you have been invited to partake of your lunch served so obligingly by the uniformed waiters. The voice coming through the loudspeaker, however, is not continuous. There are clever pauses to allow information about people and places to sink in, to permit travellers to exchange gossip among themselves, and to give the disc jockey in the studio an opportunity to here and there put across a little appropriate music.

You left Dublin with a chorus of "In Dublin's Fair City". The counties of Cork and Kerry rolled under your

A typical country station—Killonnan—with its pleasing officers and flower-decorated platform



train wheels to the tune of "On The Banks Of My Own Lovely Lee" and "The Kerry Dance". Now, as the "Radio Train" approaches its destination, there comes the signature tune of the day—"By Killarney's Lakes and Fells". The train races the tumbling water of a mountain stream, a pretty girl in a red petticoat waves shyly from an ancient cottage door, the mountains close in, and hey presto, you are in Killarney!

That never-to-be-forgotten 17-mile long trip by jaunting car around the Killarney Lakes is thrown in by the railway just to give you good Irish value for your money. "Clippety clop clippety clop!" go the horses' hooves as you and your train companions move off in a long and merry procession around the water's edge, while your Kerry drivers ("Jarvies", they call them locally) wave their whips and crack their jokes. A wonderful drive amidst the most wonderful of scenery.

Five hours spent in Ireland's southern lakeland are calculated to give any one a hearty appetite. Returning to the "Radio Train", you find supper awaiting you—with plenty of new-laid Irish eggs, thick ham rashers, and all the trimmings. Through the train window, you lazily watch the black Kerry cows being slowly driven home for the night on the lineside farms.

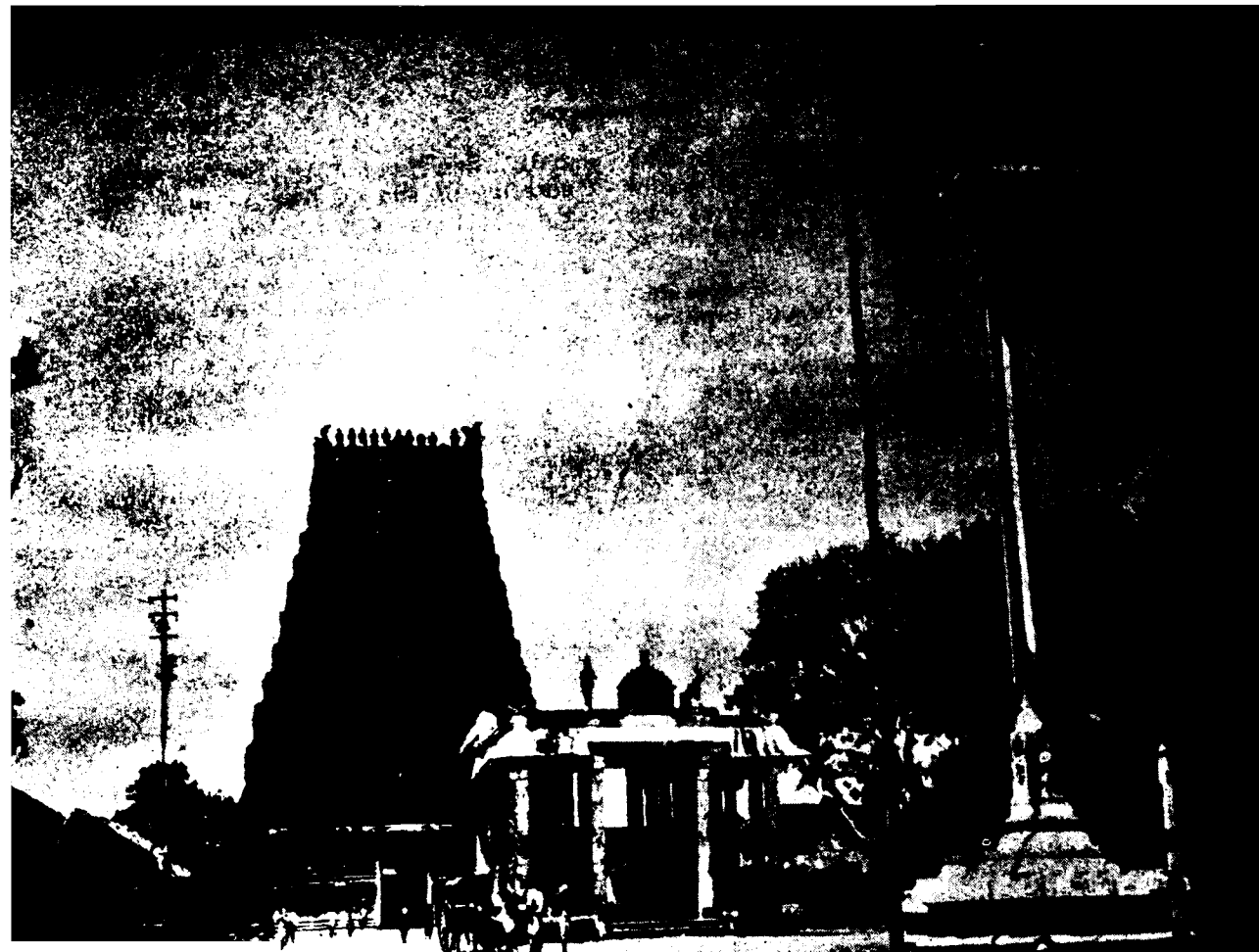
On the outward trip of the "Radio Train", it was the official commentator who enjoyed undisturbed possession of the "mike". During the return run to Dublin, however, the studio is thrown over to patrons. The invitation filters through the loudspeakers: "If you are in the mood, come along to the studio and have a chat or sing a song. We have prizes for you, too. Come and get them!" The prizes, incidentally, are

usually flowers for the ladies, and cigarettes or sweets for the men.

In a few minutes, the procession to the studio has begun. Into the comfortably furnished room steps a wee Scots lassie, to sing a haunting old Border ballad. A visitor from India obliges with an appealing national song. An American follows with a rendering of "Old Man River". An Englishman recites a bit of Shakespeare, and an Irish boy tootles a tune on his harmonica. After that, it's a perfect avalanche of songs, recitations and music as good-humoured international rivalry over the radio carries the train home in the thickening dusk. A cavalcade of travellers passes by in terms of national songs and music. A train moving at sixty miles an hour across the sleepy Irish countryside unites people of all nations in banter and happy laughter.

The "Radio Train" slows to enter Dublin City, stops to the same fanfare which started it out on its bright morning journey, brings you home full of pleasant memories. You have travelled over 400 miles to Killarney and back. You have been given, in a few hours, the stories, facts, music, sights and experiences which normally would occupy days of travelling and months of reading. And at the end of the trip there was the cheery voice of the railway announcer saying: "Good night, everyone. If there's anything else we can do to make your holiday in Ireland pleasant, do let us know. You're welcome here and we enjoy serving you!"

Small wonder that Ireland's friendly "Radio Train", despite its lack of chromium plate and extravagant luxury, is right at the top among European expresses favoured by the knowing traveller!



Sri Rajagopalaswami Temple, Mannargudi—the front gopuram and the monolithic stone pillar

MANNARGUDI THE DWARAKA OF THE SOUTH T. N. SRINIVASAN

EVEN in the case of Gods, a trivial slip makes the situation trappy, leaving an indelible mark for all times to come. This had happened in Lord Krishna's case and that error is still reflected in the image of Sri Rajagopalaswamy, the presiding deity of the ancient temple at Rajamannarkoil, more popularly known as MANNARGUDI—the terminal station of the branch line from Nidamangalam Junction on the Tanjore-Nagore Metre Gauge line in the Tanjore district.

In the *Dwapara Yuga*, when Lord Vishnu in the *Avatar* of Lord Sri Krishna, moved with men and

beasts, giving every one of them ample opportunity to come in contact with Him, for which they all yearned so much, there were two pious sages by name *Gopilar* and *Gopralayar*, living in a hermitage on the banks of the sacred river Kaveri, the Ganges of the South. They were doing intense penance and severe austerities with the only desire to have a good darshan of Sri Krishna about whom they had heard much and know who He was. After several years, a divine voice informed them to proceed to Dwaraka, where the Lord was then ruling and satisfy their earnest longing.

Pleased with this command, the two sages started for Dwaraka, a place situated far-off on the shores of the western sea. On reaching the banks of that charming river Narmada, they were so much enthralled with the captivating beauty of that spot, that they wished much to stay in that lovely place for some time and do penance unhindered. The enticing solitude made the two sages stay there for a long time, even making them forget their original mission of going to Dwarka for the darshan of Sri Krishna. After several years they realised their folly and started on their journey to Dwaraka.

But by the time they got there, *Dwapara Yuga* had ended with the passing away of Lord Sri Krishna and the complete annihilation of the beautiful city of Dwaraka by a huge tidal wave, which had also washed away all the inhabitants of that holy city. The state of the deserted city and their disappointment in not being able to see Bhagawan in His human form as Lord Krishna, moved the two sages to intense grief and vexation. So they resolved to put an

Five-headed "Panchamukha Hanuman",
vahanam of Sri Rajagopalaswami Temple,
Mannargudi



end to their very lives by drowning themselves in the sea which had devastated the great city of their beloved Lord.

At this juncture, Sage Narada appeared before the two sorrow-stricken sages and consoled them by saying that their misfortune was mostly due to their own negligence, as they could have seen Sri Krishna, if they had come straight to Dwaraka and as the Lord had to leave the world because the Kali Yuga had to be ushered in by then. On knowing the earnest desire of the sages and their great resolve, the all-knowing Sage Narada took pity on them and suggested a way by which they could satisfy their only desire. Narada initiated them by instructing them the most sacred *Dwadasakshara Manthram* and asked them to return to the Kaveri region and to stay at the sacred *Shenbhagaranyam*—the ancient name for the present Mannargudi and to continue their penance there on the banks of the holy *Haridranathi tank*.

Accordingly the two sages returned to the spot chosen by the sage Narada and began doing a severe penance keeping in view only Lord Sri Krishna. Pleased with their austerities, Bhagwan decided to bless them with His presence and accordingly revealed Himself to them in thirty-one different aspects, depicting the main *leelas* that He performed as Sri Krishna from the time of early childhood up to the time that He acted as charioteer to Arjuna on the famous Kurukshetra battlefield. Not satisfied with this vision, the sages requested the Lord to reveal to them the grand sight when He deported Himself with all the *gopis* in the river Jumuna and performed the famous *rasakreeda*.

Sri Krishna was too pleased to re-enacted this remarkable *leela* of His for the benefit of these two devout sages and accordingly depicted that particular *leela*, using *Haridranathi* in place of the sacred Jumuna river. With sixteen thousand *gopis* in their traditional cowherdess dress and jewels, Sri Krishna re-enacted the

rapturous scene to the full satisfaction of the two sages. By the time this grand vision could conclude, the eastern horizon began to show the signs of dawn. To conclude this divine apparition quickly, all the *gopis* and Sri Krishna rushed to the banks of *Haridranathi* to pick up their jewels and garments, which they had thrown there before they entered the waters for sporting themselves. In the tremendous hustle that followed only one *kundalam*—the ear ornament worn by a male and one *olai*—the ear ornament that a female wears, were left behind and Sri Krishna had no other alternative but to wear these two jewels in his ears. Seeing the Lord thus attired, the rapturous sages prayed to Him to remain for ever at that sacred spot and bless the devotees that would come to worship Him in the dark age that had just then commenced. Accepting their prayers, the Lord disappeared then to reappear there in *archa* form in which we all see Him there.

This incident is very vividly narrated in the *Brahmandapurana* and is also found in *Sri Hari Vamsa* and these original chapters form the *Sthalapurana* of this famous temple of Sri Rajagopalaswamy at Mannargudi. In view of these puranic incidents this place is considered as the *Dakshina Dwaraka*—the Dwaraka of the South. It is one of the most important places of Vaishnavite worship and is one of the very few places dedicated to the adoration of Lord Krishna. It is to be noted that this *sthalam* contains several spots, which, like those at *Vadamathurai*—the *Muttra* of the present day—are intimately associated with some particular *leela* of Sri Krishna. Among them the most important are the big tank known as *Haridranathi* in which the sandal paste, turmeric, saffron and other cosmetics that the *gopis* used are said to be mixed up, the other tanks named *Krishna Tirtham*, *Rukmini Tirtham*, and the *Tirupakkadal*, which is said to be the local replica of the ethereal Ocean of Milk.

This place is also known as *Shenbhagaranyam*, since there are numerous *Jambhaka* trees, which form



The utsava image of Sri Rajagopalaswamy,
with two hands and the Kundalam in the
right and Olai in the left ear

the *sthalavriksham* of this sacred place. The consort of the Lord here is also known as *Chembhaganachiyar*, signifying Her association with this very fragrant flower, which is daily used as a special case for the decoration of the principal deity, Sri Rajagopalaswamy.

At the present day this great temple stands at the western end of the town facing east and is of gigantic dimensions, for it covers a floor area of about six acres of land and has seven *prakaras*. The entrance is through a huge *gopuram* of eleven tiers rising to a height of about 150 feet. There are sixteen other *gopurams* and numerous *mandapams*, of which the most remarkable is the grand One-thousand pillared *mandapam*. Even before going into the temple one is attracted by the slender monolithic stone pillar that stands just in front of the main *gopuram*, rising to a height of

54 feet, well shaped and artistically decorated with a small shrine of *Garuda* on its top. The construction of this lovely architectural piece is traditionally ascribed to that famous Vaishnavite Azhwar, *Sri Tirumangaimannan*.

Inside the temple, there are many shrines but the main shrine is dedicated to *Sri Vasudevamurthy*. The *dhruvabera* is in standing posture with four hands in which He holds the *chakra*, *shanka* and *gada* while His two consorts *Sridevi* and *Bhudevi* stand on either side. In front of them stand the *utsava* image known as *Sri Rajagopalaswamy*. From the iconographical point of view, this image is very unique and charming beyond expression. It is a standing figure with peculiar bends of one body, signifying the *tribhanga* pose, having only two hands, the right one holding a whip with which He went to the woods for grazing the cows of *Brindavanam* and the left one bent so as to rest on a supporting staff. Beaming with a bewitching smile, the two ear lobes carry a *kundalam* and an *olai*, as delineated in the puranic version. By his side stand the figures of *Rukmini* and *Satyabhama*, while behind him is the figure of a cow. By the side of these images is a small but lovely image of *Santhanagopalan*—*Sri Krishna* as a child depicted as suckling the toe of his right foot—under the canopy of *adishesha*.

In a separate enclosure to the right of the main shrine is the *Thayar Sannidhi*, which houses *Sri Chembhaganachiar* whom the local people endearingly call by the name *Chenkamala Thayar*. On the western side of this shrine is a small temple of *Sri Rama*. The northern prakaram is called *Chembhaga prakaram* as here are many *jambaka* trees, which is considered as specially sacred to this place.

Like most of the temples in South India, there are many festivals here throughout the year. But the most important is the annual *Brahmotsavam*, conducted during the tamil month of *Panguni* (March-April). Unlike those

celebrated at other Vaishnavite shrines for ten days only this festival is for a period of eighteen days. On each day the deity is carried on various *vahanams* or vehicles richly adorned and decked with flowers. Though most of the *vahanams* are common there are one or two peculiar ones which are not seen anywhere else in South India. The most outstanding among them is a rare *vahanam* known as *Pancha-mukha Hanumar*. Though the *Hanumantha vahanam* is quite common in all Vaishnavite temples, this vehicle is unique having five heads, which serially represent those of *Garuda*, *Narasimha*, *Hanuman*, *Varaha* and *Hayagriva* possessing ten hands, each holding a characteristic weapon. In fact this aspect of *Hanuman* is by itself very peculiar and is known only among the *Maharastrians*. Another peculiar *vahanam* is *Gandaperanda pakshi vahanam*, which signifies a mythical bird with two heads—this was the State emblem of the rulers of the *Mysore State*.

The temple is an ancient one, as the epigraphical reports date back to the period of *Kulothunga Chola* of the eleventh century. Though it is not one of the sacred *Nuttettu Thirupathigal*, sung by the famous *Azhwars*, it is one of puranic importance and was assigned a *pasuram* in the *Tiruvaimozhi* of *Nammazhwar* by the late Vaishnavite acharya *Sri Manavala Mahamunigal*. When the *Tanjore* area came under the rule of the *Nayakkan* monarchs of *Madura*, *Sri Rajagopalaswamy* temple attained pre-eminence and was richly patronised by them. In fact there is a belief that they had an underground passage connecting the palace at *Tanjore* and the temple here by which the monarch used to come every day in the morning to worship *Sri Rajagopalaswamy* and return to the palace for their official duties.

The town of *Mannargudi* is a commercial centre also, as it is noted for its fine handloom fabrics—the *Mannargudi veshtis* being very popular with the orthodox people.

SOME INTERESTING FACTS ABOUT THE RAILS ON THE TRACK

OP RAIL

HAVE you ever been fascinated when standing on a railway track at some wayside station while directing your gaze slowly along the track until the twin lines of steel seem to merge into one and disappear somewhere into the horizon beyond?

Now, bring your gaze back to the rail nearest your feet. You may be standing near the joining point of two rails, and if you look ahead slowly, you will find the steels joined together at regular distances apart with what is known as a fishplate. Wherever there are railways in the world, the railway tracks that are put down over the thousands and thousands of miles consist of millions of pieces of steel of a certain weight, length and shape. Each of these pieces of steel is known as a rail.

The most common and widely-used rail for the railway systems of the world is the T-rail, or flange rail, also known technically as the flat-footed rail. This rail has a section shaped somewhat like an inverted "T" the upper or head portion being narrower in width, but thicker, and the base below the stem of the rail being wider and thinner. It is the base or flat-footed portion of the rail that rests on the sleepers, secured by dog-spike or railscrews. It is said that this type of rail was invented in 1830 by *Robert L. Stevens*, the Chief Engineer of an early American railroad system. The rails for this early railway system weighed 36 lbs. per yard, and were rolled out into lengths of 18 feet each.

There are two other types of rail sections which are also commonly used on the various railway systems in the world. These are known as the double-headed and bull-headed rails. These two types of rails cannot be laid direct on to wooden sleepers, but are cradled into permanent-way components called chairs or steel plates, the chairs being secured to the sleepers by means of

screws, and the rails gripped firmly in the chairs by means of keys. On what is known as a 'steel' road, where steel tie-rods are used, and not wooden sleepers, the rails are lowered into a sort of trough-like plate and secured by means of cotters.

During the early history of railways, which period was one of experimentation, there were a multiplicity and diversity of rail sections and rail lengths, almost every engineer designing the rails for his own railway system, until towards the end of the nineteenth century standard rail sections and lengths were adopted. Even here there was some latitude, as rail sections ranged from 40 to 120 lb. per yard, but it was within these sections that the railway systems laid down their tracks. In India the most widely-used rail sections are the 88½ and 90 lb. per yard, although there are a few exceptions of a heavier rail section, the 100 lb. per yard rail.

During the infancy period of railways, rails were made of wrought iron, but with the introduction of the Bessemer steel process about the year 1865, steel rails became available at a moderate cost, and this was an important factor leading up to the rapid development and expansion of railways throughout the world. The Bessemer process has again been superseded by the open-hearth process, since the low-phosphorus ores specially suitable for the Bessemer process have become largely exhausted. Steel rails manufactured by the open-hearth process, in general, give a higher degree of wear and fewer fractures than those manufactured under the Bessemer process.

Every rail in a railway system, and more so those that are laid on sections where traffic is heaviest, are subjected to unremitting strains and stresses, and it is for this reason that every rail piece rolled out of a steel mill must be of

KNOW YOUR NEW COINS



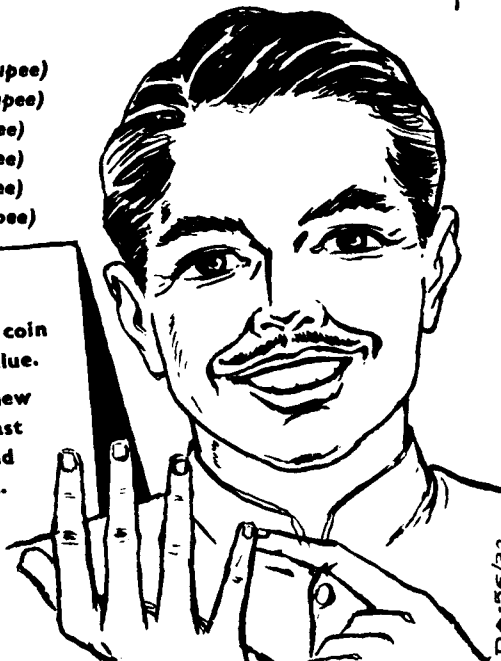
At present you count your money in rupees, annas and pies. For your convenience, the Government of India have decided to introduce Decimal Coinage from 1st April, 1957.

Under the new Coinage System, your rupee shall have 100 Naye Paise. There will be seven new coins in use:—

100 Naye Paise	... (one rupee)
50 Naye Paise	... (one half of a rupee)
25 Naye Paise	... (quarter of a rupee)
10 Naye Paise	... (1/10th of a rupee)
5 Naye Paise	... (1/20th of a rupee)
2 Naye Paise	... (1/50th of a rupee)
1 Naye Paise	... (1/100th of a rupee)

IMPORTANT POINTS

- The rupee will remain the standard coin with no loss or gain in its value.
- Change over from the old to the new coins will be gradual. For at least three years, both the old coins and the new coins, would be current.
- During this period payments can be made or accepted either in new or old coins or in both.



exceptional high quality and toughness. While the quality of a rail depends upon its chemical composition and treatment during the process of manufacture, the latter is considered by far to be more important factor. Manufacturers have blamed rail failures upon heavy traffic on axle-loads, but while it is admitted that these factors are the source of severe strains and stresses on rails, investigation and research have attributed rail failures more to faulty manufacture rather than to severe conditions of service.

In the making of rails, the aim is to produce rails combining hardness, resistance to wear or abrasion, with toughness, the quality that reduces fractures, and to a composition without flaws or incipient cracks that might develop into fractures when the rail takes the weight of the heavy trains that must roll over it day after day. The requirements for the chemical composition of the elements used for the manufacture of a rail are carbon, manganese, silicon and phosphorous, and these are used in the proportions as prescribed by various manufacturers and associations.

Carbon gives strength to a steel rail, and its proportion is increased with the weight of the rail section. High carbon content makes steel hard, but tends to make it brittle unless it is combined proportionately with the other elements in the process of manufacture. Phosphorous makes the steel hard and brittle and tends to cause segregation in the metal. Silicon gives hardness with toughness, increases the density and prevents segregation of the elements in the metal. Manganese gives a dense metal with high resistance to abrasion.

Once the rails are put down and the heavy trains start rolling over them, they are subjected to various stresses. A railway track is composed of flexible rails on flexible crossbeams, called sleepers or ties, all of which rest on a yielding bed of ballast that affords varying degrees of support. As a result of research railway engineers have found

that the general track depression rather than the span between the sleepers governs the amount of stress, and these stresses are less in heavy than in light rail sections. Higher train speeds also increase rail stresses. Heavier train loads cause greater track depression and increased rail stress.

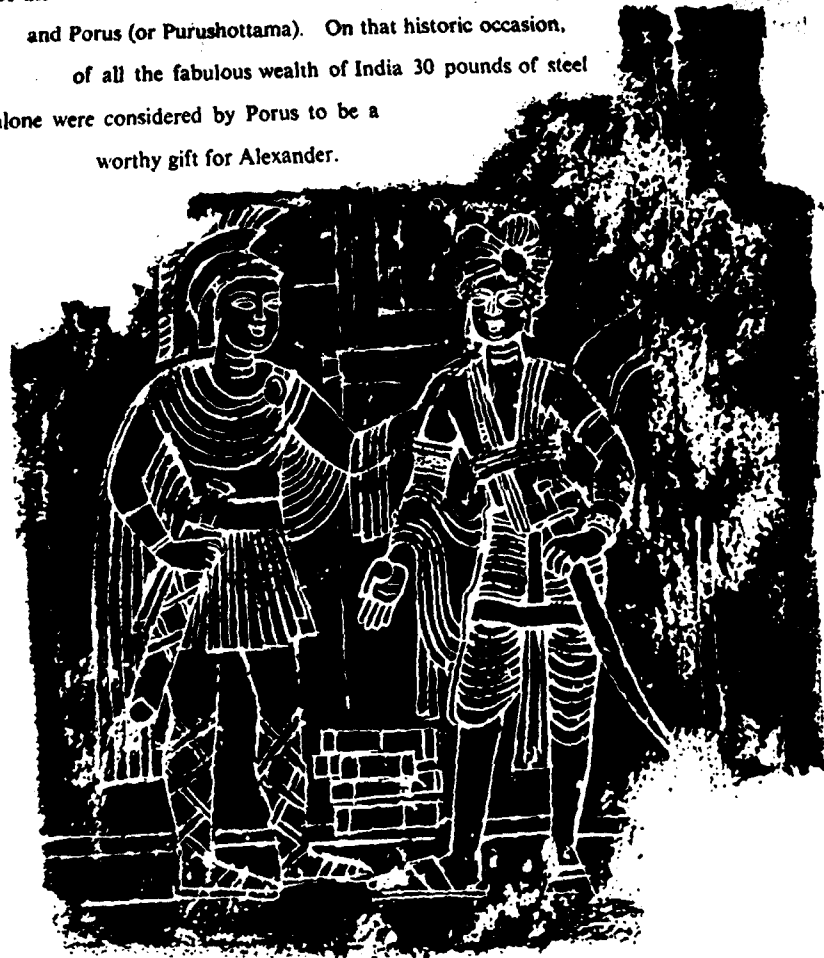
As the years go by, after rails have been laid and both light and heavy, fast and slow traffic have rolled over the track, subjecting the rails to wear and stresses, one may ask when is it time to change a rail or section of the track? The time when a rail has reached the limit mainly for safety purposes, is determined by the depth of wear of the rail head, or by the amount of the tonnage carried. Surface wear or abrasion is rarely the cause for rail renewals. In actual practice, the time for changing the rails on a main line track is determined by the extent of crushing or deformation of the heads under heavy axle-loads, by uneven surface, or battered and depressed ends, all of which make for a rough-riding track, or when it is considered necessary to lay a heavier section of rails to cope with increased loads or traffic.

But rails taken out of the main line track after they have reached their limit for the heavy traffic, are not sent to the scrap heap. These heavy section rails, which have given ten to fifteen years of good service on a main line section, are put into use on branch lines or sections where traffic and loads are less, and where they are good for another ten to fifteen years of service. When condemned even for branch line service, they are still good for yards and sidings.

It may be more than half a century from the time a good steel rail rolls out of the steel mills, does a long spell of service on a main line railway track, then another long spell on a branch line, and finally in a yard of siding, to the time it is condemned finally for railway service. It is only then that the rail may be sent to scrap yard, or be sold for some more service as a lamp or fencing post.

The gift of a warrior

ON THE BANKS OF THE JHELM, after a mighty battle, two great warriors of the West and the East met as friends. They were Alexander and Porus (or Purushottama). On that historic occasion, of all the fabulous wealth of India 30 pounds of steel alone were considered by Porus to be a worthy gift for Alexander.



That was 2,300 years ago when India was already famous as the home of quality steel. Today, once again, steel is very much to the fore in the nation's thinking. India's steel-making capacity is being rapidly enlarged to provide a sure and solid basis for the country's industrial advancement.

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"AND so," concluded the palmist, "I should advise you to avoid going to your birthplace. I have never seen this particular indication so pronounced in any hand up to now, and Kyro is most emphatic regarding its meaning. Kyro," he continued, "was, as you know, a most remarkable man. He was singularly gifted in many psychic arts, and his system of palmistry always gave him cent per cent results. Every one of the Crowned Heads of Europe consulted him, and placed implicit reliance on his warnings. A remarkable man, if ever there was one!" The palmist swelled with importance, and took on an even greater unctuousness. "I've studied Kyro very closely, and, my dear good sir, the warning in your hand leaves no room for doubt!"

Hari Charan pondered over this gloomy prophecy. He was constitutionally and temperamentally a nervous and superstitious man, and was perhaps the ideal victim for every charlatan who professed knowledge of psychic arcana. Every Jack, Tom, and Harry could be certain of a patient, credulous, and financially profitable hearing from Hari Charan; and even their grossly conflicting pronouncements failed to arouse the smallest, flickering doubt in Hari's mind.

If only that damned line could be rubbed out! Hari Charan had personally verified the prediction as being an authentic Kyro product. From the study of his palm he went back to the book to see if he could discover the smallest loophole of doubt. 'When the Line of Life,' he read, 'divides towards the end, and the inner branch is longer and more important than the other, it denotes that the subject will travel greatly, and will end his life in some place or country far from the point of birth.' So far, so good! The snag followed. 'If the outer line (towards the percussion) on the contrary, is the more powerful, no

matter where the person travels to, or what lands he lives in, he will always return again to the land of his birth, if not exactly to the place of his birth.' Yes, alas! the words were clear: and in his own case that wretched outer line was disgustingly predominant. So much so, in fact, that it almost seemed that nature might have completed the job properly and added a barbed head to that line, and imprinted the name of his birthplace at the end of the indicative arrow! He must therefore avoid Moradabad like a plague: at least till he was well stricken in years and could look with philosophical equanimity at the prospect of approaching dissolution. But for the present—Hari Charan seized his ears, and registered an oath—nothing doing!! In fact, he must put as great a distance between himself and Moradabad as he could, and, the more thoroughly to cheat fate, he must take up a permanent job which would keep him from travelling. Holidays—leave—yes: but NOT at Moradabad!

Hari Charan finished his B.A., later that year, and began casting about for the coveted stationary post far from his birthplace. Fortunately an uncle of his was in business, in a small way, at Calcutta, and Hari Charan decided to persuade his mother to write to her brother to take him on in the shop. This was finally decided after the usual time-is-of-no-consequence delays which are so dear to the Oriental heart. (When one lives in Eternity, is it reasonable to hurry?) But at long last Hari Charan found himself stepping out from the train at Howrah station, excitedly bewildered, looking about him for his uncle who had promised to meet him.

Time passed, the shop prospered, and Hari Charan was in his element. Calcutta suited him down to the ground. He was happy. And the obsession that had badgered him so

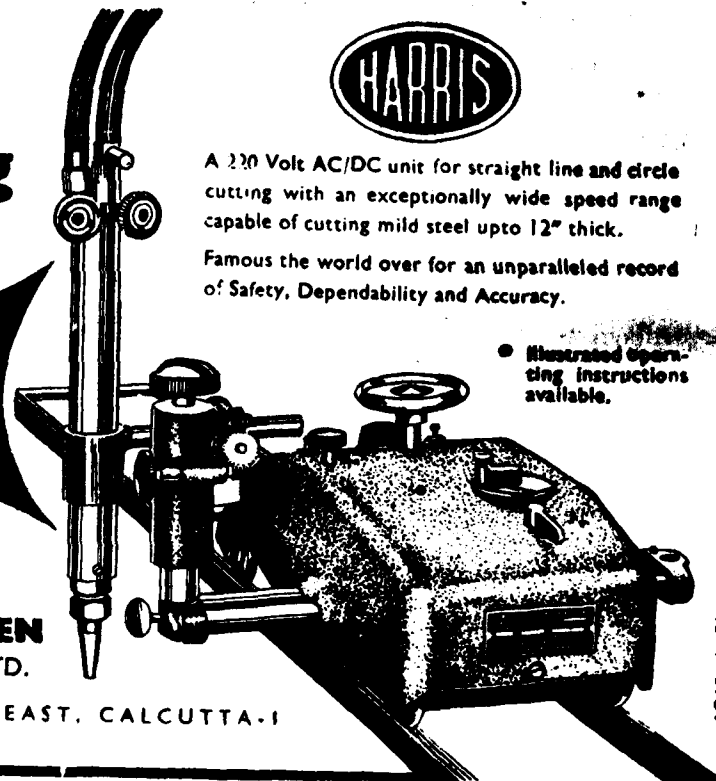
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persistently in years gone by receded from his conscious mind. It would only reappear sometimes at night after he had partaken too generously of 'gulab jamoons' and 'sandesh'. At first these orgies of gastronomic extravagance had always been followed by a severe aftermath of jim-jams; but what is (particularly if what is, is good), usually jostles what will be (particularly if what will be, is inconvenient), into the background; and the slack of Hari Charan's dhoti became less and less as more and more of it was required to girdle him about the middle.

As I say, time passed. The manner of its passing,—whether in a series of little jumps as some of these modern scientists hold, or smoothly from second to second,—did not disturb Hari. He reckoned its passage only by its effects on his increasing comfort of circumstance and outline. He mused with quiet spaciousness on the days of his early coming to this benign city. It would be a decade-and-a-half tomorrow! By Jove! Something must be done about it to mark the occasion. Further expansion: yes, that was it! Yes, by all means: what a really happy idea! Further expansion! (Of the concern primarily: of the person—would undoubtedly follow as the night the day!) A branch up-country! Yes, of course! An admirable idea! The faint eructation that shook him brought back the pleasant memory of the 'pera' he had had after his midday meal, and life took on an added mellowness. He even discovered himself thinking kindly of Moradabad!

His uncle had retired from active business two years ago, and Hari was now the general manager of the concern. He decided upon opening up a branch at Delhi, and began working upon the scheme forthwith. Any delay might have led to the postponement of the effort, as the mental torpor that usually supervened of an afternoon would have won a smashing victory over any feeble effort at constructive

planning if it were given half a chance.

A week or two later, towards the end of November, Hari Charan was on his way to Delhi. "Not far from Moradabad," he had thought; "but then, not Moradabad itself, and hence perfectly safe. And besides," he had added, "to hell with the prediction!!" We are wont to hear of the signal triumphs of Mind over Matter: here was a resounding victory in the opposite direction. Nervous anticipation had gone under in the struggle against the overwhelming odds of 'rashagullas' and their kindred delicacies! And then, also, Hari was taking the direct route to Delhi via Allahabad, Kanpur, Etawah, Tundla and Aligarh, so what would you?

With this comforting assurance Hari Charan turned in for the night on the second day of his journey. Banked about with soft pillows, 'gaddies', 'razais' and what not, he actively conspired with every effort that the soothing rattle of the train made to lull him to sleep, and ere long Hari Charan was 'dead to the world'.

Dead to the world, . . . dead to the world, . . . dead to the . . . dead to the . . . dead . . . dead . . . DEAD!!! Hari Charan sprang up, perspiring! What had happened! Why the sickeningly rapid stop and the crash? What was weighing him down and smothering him? Where was he? He was cramped, crushed, smothered, dying! He fought desperately to regain his bearings; but ere he could get back his full powers, he heard as from a great distance, "Moradabad, . . . Moradabad, . . . Moradabad hai!" And the sound persisted now that he was fully awake. Good Heavens! It WAS Moradabad! And he had only just managed to cheat that 'bourne from which no traveller returns!' The quotation from one of his old B.A. text-books, long forgotten, recurred oddly to his mind now.

What had happened was that a breach in the line had been caused by late and

unexpected floods above Aligarh, and the train had been diverted via Bareilly and Moradabad. The compartment had become crowded, and passengers were endeavouring to sit on Hari Charan's berth, wherever sitting was possible. Some had even gently altered his position to accommodate themselves, and had done so to Hari's disadvantage. And then the train, when leaving Moradabad, had come to a sudden jerking halt. Someone had probably pulled the communication cord somewhere along the train. With the sudden stoppage two passengers had overbalanced and sprawled over the recumbent Hari Charan, while the mountain of pillows and other bedding at his head had avalanched down over his face and shoulders.

But Hari Charan wouldn't have it! It was Fate . . . Destiny, and he had only just managed to escape Death! He must get out of this fatal place immediately: every moment spent here was fraught with the direst possibilities. The first train leaving Moradabad happened to be going back to Calcutta. Never mind! He MUST and DID take it! Delhi was forgotten. Everything was forgotten! The whole complex began anew with quadrupled vigour. He sat glumly through the return journey, and his sour and misanthropic visage discouraged any

friendly overtures that his co-passengers might have felt inclined to make.

Arriving back in Calcutta, Hari Charan betook himself immediately to a prominent European palmist who was spending a few days there in the course of a world tour.

"Look, Sir!" he quavered, pointing to the offending indication in his palm. "Does not Kyo say that with this mark I shall die in my birthplace?"

The palmist took his hand, studied it briefly, and looked bewildered. "Cheiro? Does Cheiro say that? Not that I am aware of. As a matter of fact, he says just the opposite! But wait: I'll show you for yourself." He brought a volume from the adjoining table, and opened it. Presently, finding what he wanted, he handed the book to Hari.

Hari Charan read carefully and unbelievably. He then glanced at the name of the author, and looked disgusted. "But this is not a work by Kyo," he expostulated irritably. "This is by Cheiro! What does he know?"

"My dear sir," remonstrated the palmist gently; "the name is 'Cheiro'—pronounced K-A-I-R-O. I'm afraid there's been some mistake . . ."

"Arre Mai!" gasped Hari Charan. "I've been reading the wrong book!!!"

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NEW DELHI-1

HOW TO IMPROVE THE RELATIONSHIP BETWEEN THE RAILWAYS AND THEIR CUSTOMERS

[An essay competition on the above subject was held in connection with the celebration of the Railway Week (April 10 to 16). * The following are the two essays which rated first and second.]—Ed.

First Prize: Rs. 100

N. MAHALINGAM

Clerk, R. T. S.'s Office, Rayapuram, Madras

A successful salesman is one who leaves not only with his pockets full of profits but also a 'Satisfied Customer' behind. Yes, Satisfied Customer is the secret of successful trade. This is all the more important when the trader is the State and the customer is the Citizen.

Here the problem confronting our Indian Railways is something stupendous beyond easy comprehension. The customers are drawn from all strata of society and all walks of life. A multi-millionaire behind a giant business corporation and an ordinary man travelling a couple of miles on rail in third class are equal customers, both deserving 'sixteen annas plus smile' service from our Railways. So it is not easy to find out what our Railways must and must not do to improve the relationship between the management and the customers.

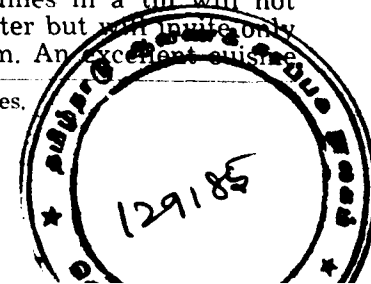
The approach, which makes all the difference, must be quite broad to please the average customer. To please the customers we must take them into confidence by letting them know as much as we know ourselves and make no secret of our handicaps and shortcomings. After all, they are the owners of the Railways and they cannot have a false sense of 'Ownership without obligations'. It is quite obvious that, with our present resources in locomotives, rolling stock, etc., we are no match to the ever increasing national plan. It is true we have our own plan of expansion and we are

improving day by day to cope up with the advancement of the country in other spheres. It is not enough if our difficulties are placed before our customers once a year during the budget session, but we must take them as our everyday partners and then only they shall be able to appreciate our difficulties and learn to put up with some inconvenience which, otherwise in their ignorance, they may think as injustice. This is the root cause of the dissatisfaction which we must try to eliminate to cement cordial relationship.

So, as a first step, it is essential that our customers are educated to understand where they stand in relation to our Railways, what they can (and what they cannot) expect to be served. This can be done by good and calculated propaganda, not in the way we do it now. Now we let them enlarge their expectations and possibly when our performance falls short of their expectations, the position is quite embarrassing. The customers start grumbling.

Utilitarian service and not a luxurious one, must be our immediate target. Cheap, fast and safe travel for the passenger and economic and reliable transport for goods are more than sufficient now. Putting up a dozen fans in a third class carriage when thrice the capacity of passengers are packed like sardines in a tin will not improve the matter but will invite only sarcastic criticism. An excellent service

* Essays were invited from Railway employees.



in a first class waiting room will not alter the opinion about our Railway, if the passenger waits there for a late train. Likewise, introduction of air-conditioned coaches, runs contra to our desire of abolishing classes. Such novelties instead of being appreciated will only create class-consciousness among the customers which will not be conducive to the socialist-pattern-of-society we aim at.

In the same way there is no meaning in transporting the goods by express service up to a transshipment point and then leave it there for a week due to congestion in clearance before sending it to the destination. The whole thing will be like a first class theatre presenting a third rate show. Spending millions of rupees in the so-called passenger amenities is only a reversal of our policy of attaining self-sufficiency. Will anybody take up the question of improving the 'Quality' of textile production when half the population is semi-naked? Which is of paramount importance? From the practical point of view, it will be clear that money spent on misjudged taste and imperfect assessment of need is sheer waste. We must divert all the available funds to keep more carriages and goods stock on rails in good running condition and model our transshipment and marshalling yards to cope up with the increasing volume of traffic.

Now let us take the actual stage of transaction with our customers. The bulk of our customers are partially or wholly ignorant of the rules governing the transactions. We have all our publications, forms, etc. (excepting the time-table) in English. When the majority of our customers cannot read or write their own mother-tongue, say, if we ask them to prepare a Forwarding Note with full details, they are simply annoyed. If ever they prepare one, it is in their vernacular. Is it not something anomalous to get written in vernacular while the form itself is in English? Is this not a

fine piece of document of contract (in two languages)? We must get all the publications like tariffs and guides and some of the 'Commercial' forms printed both in English and the vernacular of the region. This will give an air of fair transaction.

Another sore point in our transport business, is the damages we cause to the goods and the claims we settle later. Can we avoid this? Yes. We can. Not by putting three capital letters 'P.L.M.' periodically in the newspapers, but by insisting on these conditions at the time of transactions. Importance of insisting upon the packing conditions will be seen from the Claims Statistics. In the cause-wise analysis of claims received, during October 1955 in the Southern Railway, 728 out of 3,963 (18 per cent) cases were directly attributable to carelessness of staff resulting in wet and stains, delay in transit resulting in deterioration and negligence of staff resulting in exchange, etc. The rest 82 per cent (mark here!) of claims are due to causes directly or indirectly attributable to improper and defective packing. The largest single commodity group for which claims were received during that month is Grain and Pulses, i.e., 1,114 or 28 per cent. The packing condition for this commodity is "to be securely packed in strong gunny, not patched or otherwise repaired, securely stitched." It will be interesting to examine whether this condition was adhered to in these 1,114 cases.

Then, what is the idea behind prescribing packing conditions and accepting remarks when they are not complied with? Do we not open room for claims? Nearly 70 per cent of goods carried by rail are improperly packed (after all P.L.M.!) thank God, majority of them reach destination intact. One cannot have a cake and eat it too. When we run this enterprise as a commercial proposition there is no half-way in that. Frank and forthright business always pays good

dividends. Fair bargain will avoid unpleasant after-effects. So, when we specify packing conditions, we must insist upon them or refuse, otherwise we cannot remove the blot from our reputation.

Finally, let us take up the question of the Railwaymen who are the actual medium of relationship. We must pause here and reflect. What is the root cause of thousands of complaints about 'Railwaymen' we receive from the customers? Is there anything radically wrong with the Railwaymen? How can there be! 'Railwaymen are not a separate community,' as Shri J. B. Kripalni says. They are all drawn 'from the same social milieu as employees of other Government departments,' for that matter from the same population. They are also human beings susceptible to all feelings and emotions. Right from the days of the British, the public have habituated to view Government servants with a certain amount of animosity. But now, after Independence, they give expres-

sion to their feelings. Are they correct? Totally not, but partially may be. A sane observation is that the majority of the customers' grievances against the Railwaymen are artificial, because there is a false sense of freedom that they can do or get done anything they wish. By the aggressive publicity done among the Railwaymen, by the Railway administration itself, in the name of 'Courtesy to Customers', not only the Railwaymen have lost their mundane character, but the customers have also lost their own courteous behaviour. Courtesy is made a one-way traffic flowing towards the customers.

By this we do not generalise the issue. What we want to give emphasis to is, the necessity of a drive among our customers also on these lines—'help the Railwaymen to help you'. There is cent per cent justification for this based on human psychology.

Sustained effort on our part with co-operation from our customers will definitely bear fruit.

Second Prize: Rs. 50

A. K. MURTI

Divisional Accountant, Southern Railway, Renigunta

A SRIMANJI wants to go from Madras to Bombay.

He begins to think of a mode of conveyance. Walking he rejects out of hand. A bullock-cart or jutka is cut out because it will not go so far. Air-service is costlier and risky, too. He finds that only railways can give him convenient, quicker, cheaper, cleaner and safer service. Right away he comes to the Central Station, buys a ticket and boards the Bombay Express. This brings in a relationship between the railways and Srimanji, now called a customer.

Let us take goods transport.

A merchant in Madras receives an order for supply of 200 bags of salt

from a merchant at Ongole. The Madras merchant immediately like our Srimanji searches for a suitable mode of conveyance. It must be reliable, cheaper and safer. He rules out bullock-carts, for they will take a long time to reach, apart from risk of being waylaid. He does not prefer lorry service, for it is limited and the charges will be more with no protection on the way. He also, then, comes to the conclusion that the railway is the most suitable transport. He comes to Salt Cottaurs, delivers his goods to the railway and obtains a receipt. This establishes a relationship between the railways and the merchants, now customers, at both the ends.

Mere establishing relationship is not enough either from social or business

MANAGERS AND SUPERINTENDENTS

RAMA SRINIVASAN

IT was a depressing day, and the incessant rain ruined the evening, spoiling the prospects of our going out or being visited. I was trying to keep my attention from wandering from an uninteresting book, when the telephone bell rang. I shot up from my chair, eagerly hoping it would be one of my friends wanting to have a chat with me. But no! The call was for my husband

I listened curiously to one side of the conversation that ensued but could hardly understand any of the rant. When the conversation ended fifteen minutes later, I asked my husband what it was all about.

"Your lack of interest in, and knowledge of the working of, the Railways is deplorable. Do you really wish to know what we were talking about?" he enquired doubtfully. I nodded affirmatively. Anything to relieve me from the boredom!

"Well, we will begin at the beginning," he said happily and started off.

"I hope you remember my mentioning to you that the Railway organisation is being changed from the Regional to the Divisional system. With the formation of Divisions, we will be having a host of new designations, and a number of old ones will become obsolete," he declared gleefully. "For instance there will be D.Ss. and D.O.Ss. but the R.T.Ss., R.E.Ns., and R.M.Es. will vanish into the forgotten limbo of the Pre-Divisionalisation Era." He concluded grandiloquently with a dramatic gesture. I have been the wife of a railwayman long enough to guess what was the meaning of this gibberish.

"Then again," he continued after a moment's pause to allow his statement to sink into my mind, "In headquarters, with the introduction of the Single-File System, the C.Es., the

C.M.Es., and the C.C.Ss. will cease to have an independent existence, but will become GM(W), GM(C) and so on."

"So they will become Managers again," I said triumphantly, remembering a conversation we had some years back.

"Oh no! It will not be the same thing" he started to say, but my mind had already wandered back.

It was in the early days of my married life, when I was yet ignorant of the organisation and working of the Railways. I recall with shame, and my husband with much amusement, the day when I asked him and my uncle, also in the Railways, whether there was someone called Mr. M in their office. The two looked at each other profoundly shocked. Unable to imagine a reason for their strange behaviour, I persisted. "I only wanted to know because his daughter was my class-mate. What is he?"

"He is our General Manager," said my husband in an awed whisper.

That did not mean much to me.

"So he is in your department?" I enquired, and could not understand then why the two burst into uproarious laughter.

This display of my total ignorance of the Railway set up kindled my husband's desire to initiate me into the duties and responsibilities of a railwayman. He started to explain to me every night painstakingly, the hierarchy of a railway administration. It was here that I first came across the railway's penchant to keep on changing designations, creating new ones and discarding the old for no apparent rhyme or reason.

"The General Manager is in charge of the entire Railway," he said at the



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point of view. The relationship must be improved. Agreed. Then how to accomplish it? Before answering this question let us see how others are doing it.

In large commercial houses the management and staff believe that the *customers are always right*. With them this is a practising belief. Next to this they worship window-dressing. And let me hasten to add that *there is always room* for improvement in the relationship.

To earn and retain the goodwill of customers a seller should have a decent and beautiful building to induce a sense of dignity and a feeling of happiness, should sell good stuff at competitive prices, should, when dealing with the customers, strictly observe the principle they are always right, should be prompt in answering, should be courteously attentive, should be polite in conversation, charming in manners, and sympathetic in understanding. If these qualities are not found in a commercial concern it will soon be deserted by the customers in favour of another shop. In more than one sense, railways are commercial concerns. Naturally what applies to commercial houses applies to railways. But the absence of competitors has, unfortunately, given room for the development of "take-it or leave-it" mentality in the railways. Sooner this mentality is replaced by the idea of service the better it would be for improving relationship between the railways and their customers.

Now having stated the general principles let me deal with a few other general aspects. I shall begin with the railway premises by which I mean stations including waiting rooms, goods sheds, yards and offices.

Most of our stations should be given æsthetic touches and kept tidy. Stations and platforms should be brightened by creating islands of miniature parks. Our imposing waiting rooms should be inviting and refreshing. Platform railway line is a riot of dirt and filth. A layer of clean white sand on the platform line

will touch off beauty. At some stations the engines, like naked children who squat in the street to answer nature's call, rake out ashes on the line and dirty the yard. Why not enforce them to do this at the ash pits?

Our goods yards are very nearly municipal dumping grounds. Pleasing waiting rooms and convenience of writing should be provided for the customers. Goods must not be thrown pell-mell or haphazardly, but deposited in an orderly and artistic pattern—pleasing to the eye and satisfying to the heart. These will inspire confidence in our customers of our ability to serve them better. They will assert whether they are present or not their goods will be taken care of by the railways. Taking care of goods is taking care of the customers.

Our goods sheds must be turned into shrines of wares. We may wonder what have these to contribute to the improvement of relationship between the railways and their customers, but the fact of the matter is otherwise. Healthy and beautiful premises inspire confidence in the customers and create a climate of happiness for improving relationship. This is the first step to improve relationship. Neglect of yard, buildings and property inevitably makes our customers think that we neglect him and his wares too.

Our trains carrying passengers, especially long distance ones, need cleaning too frequently on the way to infuse a sense of satisfaction in the minds of our customers.

Beautiful premises will not of itself improve the relationship. The management and staff must contribute a lot. In commercial houses worthy of name, the staff pick up clean habits, dress simply but effectively and behave nicely. The railways follow this tradition by supplying uniforms to their staff, but in many cases the uniforms are not worn, and when worn it is all done badly. Of course here and there we come across neat and sprucely dressed staff. Their dress, manners and attitude inspire confidence in the customers. This is the

second step in the line of improving relationship.

I have noticed with great sorrow that ticket collectors and others smoke cigarettes or beedies while on duty and never remove it from their mouths even when passengers approach them to enquire about train timings or routes. This is a pernicious habit which provokes our customers. If the staff are otherwise busy, they must politely ask the customers to please wait, and not sniff or puff at them.

When a railway servant misbehaves, he is bringing a bad name to the whole railway. Staff on duty must not smoke, chew and *talk loosely or carelessly* in the presence of public. They must know the public are critical. Much of our wanting in other directions can easily be made up by staff being polite and attentive.

One of the surest ways to improve relationship between railways and their customers is to improve the dress and behaviour of railway staff. It is an un-failing sign of cultured staff to be ever-courteous and polite. Haughtiness from customers must not be met by haughtiness but by politeness. Nothing will be lost by being cool and collected even in the face of provocation. I can quote instances when many an angry customer turned repentant at a polite answer. A customer must feel that once he enters a station till he reaches his destination he will be looked after by the railway staff, and the staff should make it a religious duty to attend to all reasonable comforts of customers.

If one part of improvement of relationship between railways and their customers consists in providing amenities, it must be realised by the staff that another vital part consists in enhancing the security of amenities and preventing the abuse of conveniences. This calls for shedding of apathy and indifference. Closer watch is necessary.

We shall now turn to goods. From a customer's point of view his goods are his personal belongings. And, therefore, manhandling (one can bear rough

handling) of his goods must cause a customer bitter pain. For too long has the handling of goods been crude and unmerciful. It is time we promoted the handling business to a scientific level. The slovenly and unfeeling staff should have no place here if the relationship between the railways and their customers is to be improved.

Next to handling is punctuality. A customer delivers his goods here and the railways promise to hand them to him or his agents there. He eagerly waits for the promised day, but for days together nothing turns up. This puts a strain on the relationship between the railways and their customers. Railway staff must understand that their prosperity depends directly upon the prosperity of their customers. And they must do everything to keep to schedule.

Frequent accidents indicate a state of laxity and impair the confidence of customers. Railway staff must endeavour to eliminate accidents, if they wish to improve their relationship with their customers.

Yet another source of improving relationship lies in the direction of railway catering service. Courteous service will turn the satisfied customers into admiring customers.

Summarising we see that the improvement in the relationship between the railways and their customers lies on one side in providing decent premises with all conveniences and maintaining them in a first class condition and on the other, deliberately training the staff to be models of good behaviour and civility in moving with the others and efficiency in their allotted sphere of work. The management must also be trained to be alert and imaginative to see far ahead and plan to be bold in striking new paths and fearless in pulling down the mounds of unhealthy growths, and hauling up the offenders and slackers.

Improving the relationship is a two-way traffic in which the railways and their customers must co-operate. Let the railways seize the initiative.

and every official too. Here also there is the same changing and chopping. For instance, the Chief Security Officer who was CXO has become CSO"

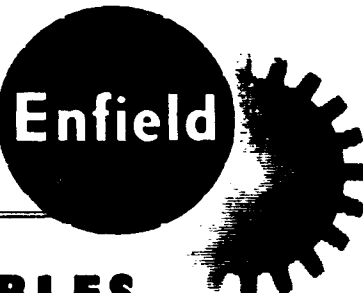
"Why the 'X'? Is his job so hush-hush?" I asked, interrupting the waxing eloquence.

"Ha-ha! There you have an example of the peculiar fascination 'X' and 'Q' have on the code-makers—Cuddapah is HX, Balharshah BPQ, Salem Town SXT"

Code-makers! What is this breed of Supermen? Are they like other class of railway experts—the rate-makers? Has one to be an expert in juggling letters, capable of producing anagrams at split-second notice to be

qualified to join this recherche club? Where do they work—in a laboratory or a factory? These and many other questions raced through my mind; but I had to come down to the earth with a sigh, when the smell of milk boiling over reached me overpoweringly.

It perhaps requires a Milton to interpret the ways of the railways to an ordinary human being like me, unable to ascend to the intellectual level of the various experts. I do not think that even if I live to be a hundred years old, I shall ever comprehend the reasons behind the railways' actions; but I shall always cherish them for they have beguiled many an idle hour for me with their insoluble mysteries.



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AN EXCLUSIVE INTERVIEW WITH A PROFESSIONAL TICKETLESS TRAVELLER

A VERY SPECIAL CORRESPONDENT

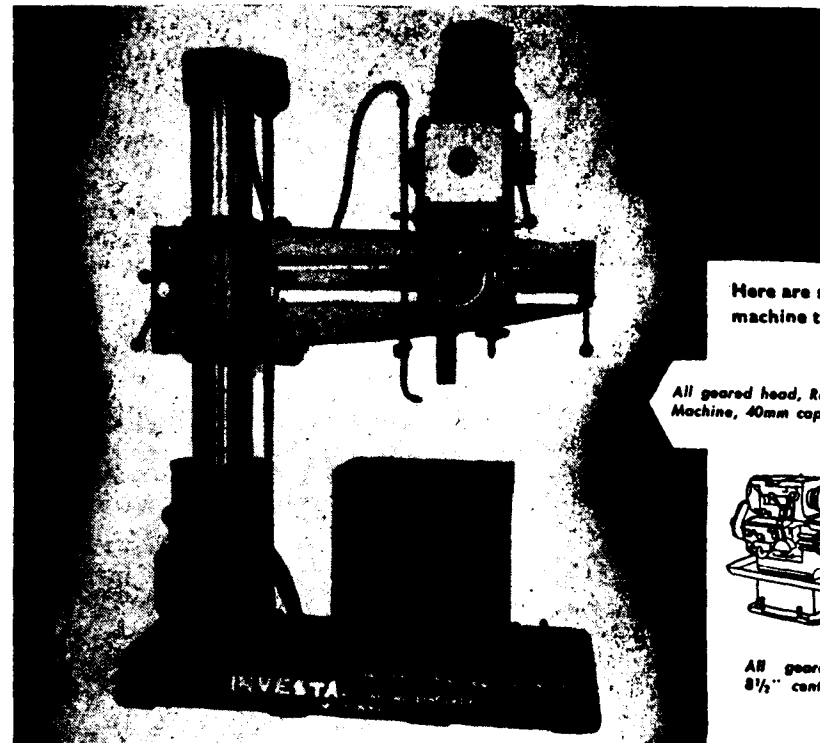
LONG years back when I was still a student with neither my father nor my mother in railway service to give me a pass, I came across a Sadhu with matted hair and lambent eyes (a sure sign of opium eating), who claimed that he had travelled round India several times on the Railways, without ever buying a single ticket! When I asked him how he was able to do it, he was very reticent to give a reply. It was a trade secret which could be revealed only to the elect, and I was obviously not this. However, a lot of persuasive zeal and petty service and a promise extracted from me that I would never reveal this secret until he had shuffled his mortal coils, did make him ultimately reveal the secret of his success in this line. I am now able to reveal this to the readers of this Magazine since the good old Sadhu, I hear, has just given up his ghost.

The intriguing part of the whole question was, as any one can see, as to how these Sadhus who apparently have no money when the ticket collectors go through their possessions is almost always able to keep their bodies and souls together without apparent starvation though in the course of their travels they should on many days have gone over without a single charitable minded soul to look after their creature comforts.

The secret of their life, so carefully guarded, when revealed to me by that Sadhu showed them as a class, greatly endowed both with skill and organisation. Believe it or not, the Sadhus in groups, have a business manager, a layman like you or me and not a Super Sadhu! He will accompany the Sadhus but will obviously just look

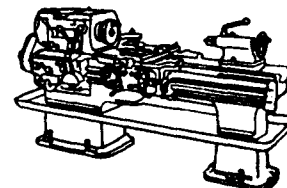
like any ordinary passenger, unconnected with the Sadhus. He will explain the exploits of the Sadhus to an admiring audience and who with nothing else to do, will feel fully entertained by the lay manager! In such an atmosphere no ticket collector can dare to manhandle these Sadhus as many a ticket collector knows to his cost. If of course a cantankerous ticket collector does unload these Sadhus at any station, or in between two, the manager would also quietly detain so that they could take the next train onwards. The manager would of course have a ticket and he will be the only man to have a ticket in the party. He will also have the money of the full party!

But then I asked the Sadhu, "what about Fakirs and others"; the reply was that they had perfect cordiality with the ticketless travellers of other religious fraternities; and in any case it was not their job to pry into other people's affairs. As for getting manhandled, such instances were rather rare and in any case they were prepared for it. What about the ethics of travelling without tickets? Well, that was not in the book which they had read. What about feeding, etc., on the way? The reply was wherever there was free feeding at Darmasalas, etc., they would take advantage of it; and that otherwise their manager will pay; their wants in any case were always very little. They were really not wealthy. This interview is now nearly 3 decades old and I do not know the latest 'Five-Year Plan' of the ticketless travelling community. I have not yet seen any proceedings of the Ticketless Passengers' Association putting forth their grievances, or demands for improving their rights.

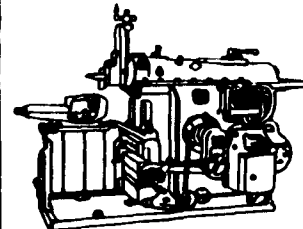


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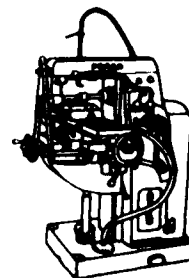
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first of these sessions. "Under him function the various Heads of Departments—the Chief Engineer, the Financial Adviser and Chief Accounts Officer, the Chief Commercial Superintendent, till recently called the Chief Traffic Manager"

"Why?" I interrupted. "Why couldn't the poor man continue to be called the Chief Traffic Manager? Surely it must be unsettling to his mind to be called the Chief Traffic Manager one day and the Chief Commercial Superintendent the next?"

"Because there can be only one Manager to a railway. It would be a pretty kettle of fish indeed if every head of department were to think he could 'manage' his branch," he explained. I was yet too new to railway life to venture a protest against this monstrous absurdity. And he continued, "Except the General Manager there is no other Manager. The Chief Traffic Manager was re-designated as the Chief Commercial Superintendent to show that his job was to superintend the work of his branch, just as an Officer Superintendent supervises the work of his clerks. And under the Heads of Departments" he droned on, but I am afraid I fell asleep, missing "the pearls of wisdom" cast before me—an expression used by him the next morning, to which, you may be sure, I strongly objected even then.

But that is by the way. There was another occasion of which I retain a vivid impression, not so long back, when

"From today I am the District Commercial Superintendent—though without a district," announced my husband pompously one day on his return from office.

"Is it something like a Minister without Portfolio?" I asked, unable to understand the significance.

"Don't be stupid," he retorted. "You know till now I have been the Senior Superintendent, but now I have become a DCS."

"Goody, goody! How much extra will that mean in your pay-packet?" I enquired eagerly, for a vision of a new sari I had glimpsed in the Silk Stores the previous day, passed before my eyes.

"Don't be silly! If every change of designation meant an increase in pay, I would be drawing the salary of a GM by now," he said, shattering my dreams which had already strayed to a pearl necklace I had seen Saroja wear at the Ladies' Club Annual Dinner.

"But don't you think this calls for a celebration—I saw a lovely sari . . ." I began, unable to surrender my vision so easily.

"No No No ! ! !" he said emphatically. "All that it means is that instead of two letters S.S., now I have three letters D.C.S. to indicate the type of work I do."

My dream castles crumbled and collapsed.

When I commented to my uncle on this peculiar propensity of the railway for changes, necessary and unnecessary, he delivered to me a full-scale lecture.

"This is nothing unusual. Look at the way the classes of travel in the railways have been changing in the last few years or the spate of changes in the names of organisations within the railway. The Anti-Corruption Officer and his unit are now called the Vigilance Officer and Vigilance Organisation. Why, recently what was the Watch and Ward was metamorphosed to the Railway Security Force and not satisfied with the change, the railway altered the name to the Railway Protection Force. This constant flow of new designations and the hieroglyphics of code abbreviations are the life-blood of any bureaucratic regime. The bureaucracy revels in such mental gymnastics. The Railways are in a particularly favourable position since codes are absolutely essential for their work. Every station must have a code

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SLAVES OF FASHION

V. S. SHANTHALAKSHMI

THERE is something at once imperative and irrational about the way of changes in style of our clothes from month to month, year to year, and Fashion has often been compared to a fickle Goddess, whose commands must be obeyed though the reason of them is beyond man's understanding.

There is no doubt that the Goddess of Fashion was born from the hearts of men. Her commands strange and irresistible as they sometimes seem, are at bottom only the reflections of our own complex desires. A complex is a system of mental disposition in which two logically incompatible ideas conflict with each other and as a result of which one of them is repressed. Change of style in dress is a complex because it illustrates very well a fact that human beings frequently desire two things at once—very often, two logically incompatible things.

Thus Fashion complex like all other complexus is made up of two logically incompatible desires. What are they? They are as follows:

If we analyse the statement it means that we want to be like other people and at the same time different from them. Man likes to have some visible token of unity with his fellows: he must look as they do. To look odd or different is to be 'out of it', to feel

as it were ostracised or excommunicated, to cease to be a member of the herd. How intensely strong this fear of being different may be, can be seen in our boarding schools, where many a small boy or girl suffers mental torture owing to the fact that some items of his or her wardrobe differ in cut, colour or material from the approved pattern. The school, however, only exhibits exaggerated form of the influences of which we are all subject.

Have we not observed the discomfort of a man who finds himself apparently the only member of a party to be dressed in a shirt, while others of the party are arrayed in loose sleeve Punjabis and vice versa? I am sure you too must have had such unpleasant feelings one time or the other. Well, I must confess, that I have had the misfortune to face such a situation quite often. Even the other day, I gathered my guts and made bold to wear one of my heavily-laced-Banaras-Brocade sarees (You know, at the time of my wedding, these Banaras stuff was in vogue and hence I bought quite a few. But since then they have gone out of fashion and I had to stow them somewhere right inside my trunk. But in a weak moment, I thought that I would wear them for a change!) for a party. But when I saw all my friends in chiffons, and gorgettes and crepe, well, I sought

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August 1966

SLAVES OF FASHION

51

the earliest opportunity to slip out and made a bee-line for the house!

This gives you a measure of the really acute discomfort that can be caused by being "different" and yet how great is the need to be dressed like those around us. But this urge in itself would only lead to a drab uniformity and could not account for fashion. As already indicated, it is only half the story.

Alongside of our desire to be like those about us is the opposite desire to be distinguished from them. This desire would seem to be connected in its origin, with difference in rank, status and in its history, fashion has been intimately connected with social ladder. Where there is a social differentiation, there is fashion. As soon as there are differences of rank and riches, those who are higher in the scale, try to distinguish themselves from their inferiors by wearing clothes that are costlier, more elaborate and more beautiful (according to taste which need not of course be ours!). If we take the instance of uniform, we can still see in operation the primitive principle: the higher the rank, the more elaborate the costume.

But as soon as the distinction between class and rank grows less fixed and secure, there is a great temptation for those who are not at the top of the social scale to ape the betters, i.e., to copy the dress of those immediately above them. At first, this process of copying meets with much resistance, and there are few societies in which at one time or another sumptuary laws have not been passed with the object of preserving the sartoria of the aristocrats. But such laws have seldom met with much success.

Let us now analyse some of the remarks occasionally made with regard to the Fashion:

(1) Does it express the spirit of the age?

Yes; it does. That is the fundamental reason why we are happy when we are fashionably dressed. A woman who is wearing a successful example of the very latest fashion is really achieving three aims simultaneously. Firstly, she is expressing the aspirations of the society in which she lives; Secondly, she is declaring the fact that she belongs sartorially to the best people—those who lead the race, not those who follow; Lastly, she is showing her individuality and initiative as one who stands in the forefront of these leaders.

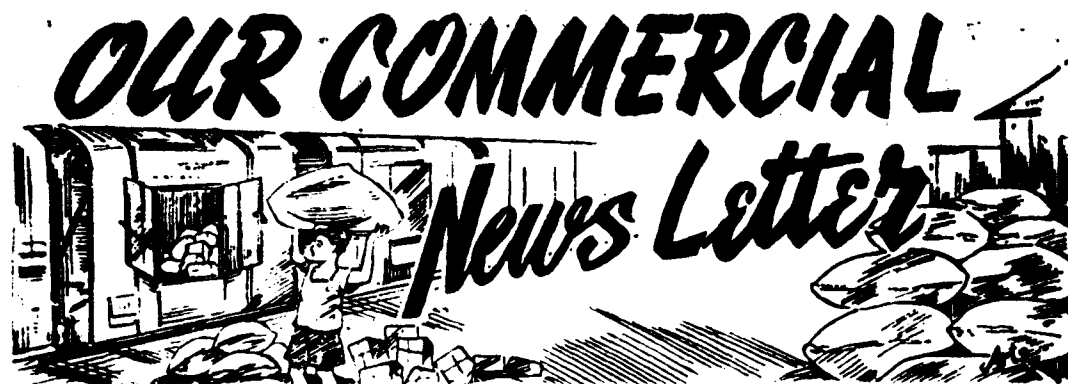
(2) Does it express ideals?

So long as there are liberty, aspiration and ideals, some elements of fashion are likely to remain. Ideals inevitably change, and ideals, I believe just as inevitably express themselves in clothes. That is the difference between fashion and mere change.

Of the new designs created every season, only a few are destined to catch the fancy, because they correctly represent or symbolize the aspirations of the time. The rest are still-born.

Greater uniformity of men's clothing has tended to render fashion in male attire very much more stable. It is very difficult to say whether there would be a similar degree of stabilization in women's fashions so long as commercial influences could exploit the intenser exhibitionistic tendencies of women, the fashion in women's dress is likely to remain prone to constant changes.

Medical opinion is now strongly in favour of light clothing; but fashion insists on tight-fitting cholis and well-fitting blouses. But whatever may be the fashion of the day, the clothes should provide the maximum of satisfaction with full recognition of the reality of principles involved, namely, psychological, physiological, hygienic, arithmetic and economic considerations.



Compensation Claims

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

1. Number of compensation claims received during the month of May 1956 ... 3,313
2. Number of claims disposed of and the amount paid during the month of May 1956 ... 3,517
(Rs. 2,01,716-11-3)
3. Number of claims outstanding at the end of the month ... 3,328
4. Number of days taken to settle a claim ... 39 days

Earnings

The approximate earnings on originating traffic for May 1956 compare as under with those for the corresponding period of the previous year :

(Figures in thousands of Rupees)

	May	
	1955	1956
Passengers	1,78.65	1,97.86
Other Coaching	33.70	34.18
Goods	1,79.90	2,00.65
Sundries	8.59	8.48
Total	4,00.84	4,41.17

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MEDICAL

CONSTIPATION

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

CONSTIPATION is a functional disorder brought about mainly due to neglect to calls of nature. Let us see what it is.

The condition in which the residue of food taken during one day is not evacuated within the next twenty-four hours, is described as constipation.

The sluggishness or inaction of the bowels in that they are not opened as frequently as required to cleanse the inner realm of our system, by discharging the faeces from the rectum is the state in constipation.

The disease is rare in children but not uncommon in infants. In young people it is common in women and rare in men. After middle age, the complaint is more observed in both sexes. But in all age groups, generally males are less prone to this disease than their counter sex.

Symptoms

The patient goes to stool once or twice a week and the faeces are scanty, hard and pale in colour. The accumulation of faeces in the intestines causes discomfort and the abdomen gets distended. The stock of waste matter is liable to decompose thus leading to discharge of gas by the anus and also by the mouth giving a disgusting odour. Also the products to be excreted are liable to be absorbed into the blood, resulting in the normal secretions getting affected and the functions of the alimentary tract disturbed. The liver gets deranged. The face looks sallow.

Lassitude, headache, debility and giddiness are felt and the patient is in defective spirits.

How constipation occurs

Constipation is of two types, viz. colonic constipation and dyschezia. Constipation on account of delay in the passage of faeces through the colon—the part called caecum appearing like a blind pouch at the beginning of the large intestine to the end of the sigmoid flexure, an “S” shaped curve near the rectum—is said to be colonic. This delay in the passage through the colon may be due to excessive force being required to propel the faeces to the pelvic colon or due to inadequate quantity of faeces being formed consequent on the food containing too small indigestible residue.

The condition in which there is difficulty in the final evacuation of faeces from the pelvic colon and rectum is called dyschezia.

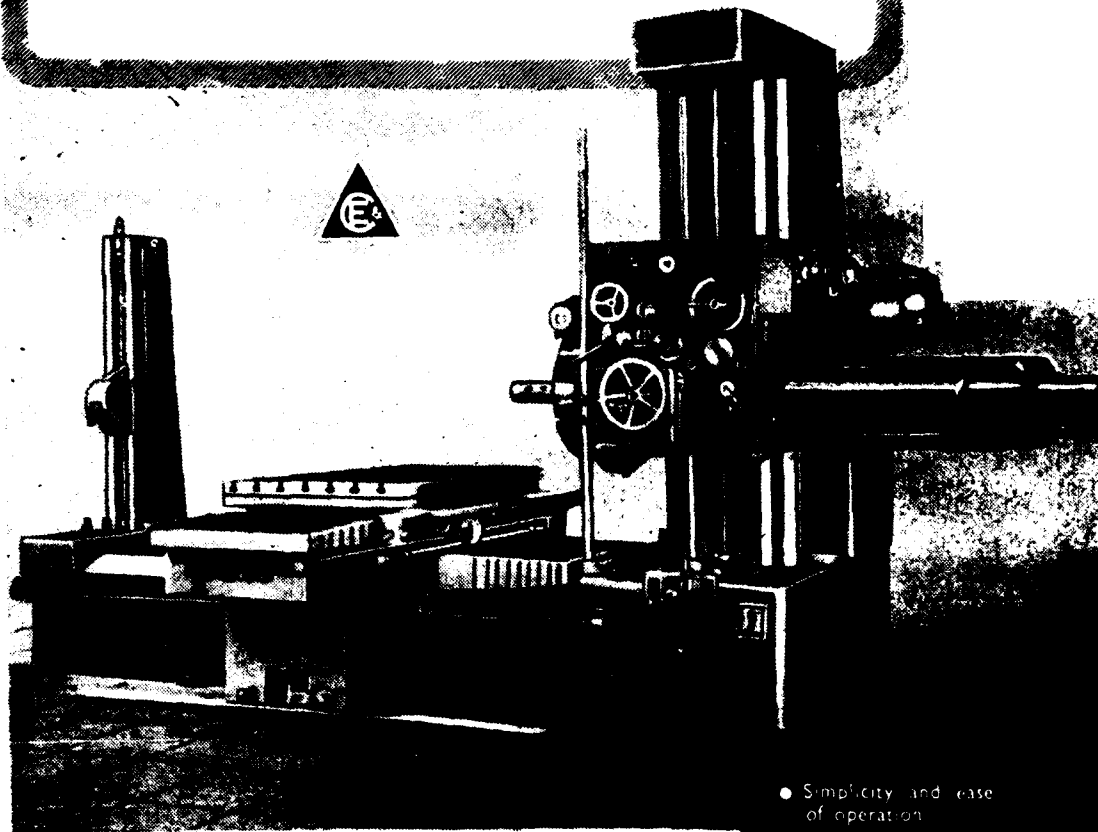
Colonic constipation occurs when the faeces are abnormally dry on account of insufficient intake of water or from excessive urination, as in the case of diabetics, or from excessive sweating in hot weather.

Dyschezia is the result of neglect in responding to the call to defaecate owing to laziness, insanitary conditions of the lavatory or want of lavatory facilities in the workshop or office or false modesty.

Normal defaecation depends on a conditioned reflex, an involuntary action

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due to nerve stimulus. This reflex is acquired by force of habit even from the early stage. As a result of this reflex, the faeces, which have collected in the pelvic colon during the previous twenty-four hours enter the rectum. The rectum is distended on account of increased pressure. What is called perineal sensation is felt in the region between the anus and the scrotum or vulva. This sensation is the normal call to defaecate.

The diaphragm and the abdominal wall are voluntarily contracted. This leads to the contraction of the rectum as a whole with the relaxation of the anal muscle through which the faeces are evacuated.

When the call to defaecate is habitually neglected due to various reasons, the reflex action is progressively impaired. The rectum dilates and an increasing quantity of faeces is required to produce enough internal pressure to generate the call to defaecate and in the long run the perineal sensation is also lost completely.

The patient, nevertheless, can still be capable of evacuating his rectum, if he attempts. But he hardly does it, as by now he has convinced himself that he cannot get his motion unless he takes enemas or laxatives. He thinks that his rectum cannot act by itself. Therefore, the dyschezic can be said to be partly due to a wrong and fallacious notion on the part of the patient.

The weakness of the voluntary muscles of defaecation, choosing an unsuitable posture during defaecation, certain inhibitions from fear of pain in diseases of the anal canal and want of privacy—all these also are contributing factors in the causation of dyschezia.

Diagnosis and treatment

Generally, many people complain of constipation without adequate reason. It is only a self-made diagnosis. They begin to treat themselves with aperients and all sorts of commercial drugs advertised. And thus self-medication

with advertised drugs more often creates the condition they are believed to relieve. When they find that these methods are no good, they turn up to a doctor.

Before accepting the diagnosis of the patients, it is necessary for the doctor to ascertain what happens to the patient in natural conditions. He should be instructed to take no laxative or any other drug and to make an earnest effort to open his bowels every morning, even if he feels no inclination to do so.

It is possible that, after a few attempts, bowels would act sufficiently without any artificial aid. If the patient succeeds, it is certain that there is no constipation at all and the symptoms he complained of are more on account of medication at the slightest pretext. If, however, there is no success, the abdomen and the rectum should be carefully re-examined. In severe cases, the diagnosis should be confirmed by an X-ray test also conducted while the patient is taking no aperient and the colon is completely evacuated by an enema.

In a good number of cases constipation can be corrected by restoring to activity the defaecation reflex which has been impaired by indifference and by frequent interference with its normal function by the habitual use of aperients.

Often-times all that is required is just an explanation of the physiology and process of defaecation and encouragement to the patient.

It may be necessary to give liquid paraffin to soften the faeces together with a diet containing plenty of fruit and green vegetables. Usually, a good mixed diet contains everything that is necessary to promote the normal functions of the bowels.

If there is a tendency to constipate, the patient may be advised to take some kind of fruits such as grapes or oranges with each meal. Bran bread is also good.

In all cases of constipation and in particular, those in which the faeces are deficient in quantity, a diet rich in substances that pass through the alimentary canal without being absorbed and which leaves a large residue in the colon may be given to render the stool sufficiently large and soft to be easily carried along the colon and discharged from the rectum. Care should be taken to see that such substances should not be of an irritating character. Plenty of greens is the ideal stuff for the purpose.

Plenty of water should be taken, cold baths and cold water taken early morning are very useful.

Physical exercise in the open air helps to make the bowels active. Especially for people with sedentary jobs or habits physical exercise or even a simple evening walk does a lot of good.

In infants the chief cause is neglect of the training required to develop true defaecation reflex. In some cases

there is a congenital deficiency of the muscle-sense of the rectum. In such cases the introduction of a piece of soap into the rectum renders enough stimulus and evacuation is resulted.

In conclusion and in a nutshell let me say:

- (1) Never fail to answer the call of nature.
- (2) Even if you do not feel an inclination, make an honest and earnest attempt at a regular hour every morning and evening.
- (3) Take more greens and drink plenty of water.
- (4) Don't be alarmed at a disturbance in the normal routine and don't start taking laxatives or purgatives without medical advice.
- (5) Consult a doctor when you suspect that you have no normal action despite the above tips, and thus.
- (6) Promote your inner cleanliness.

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HOW do we learn to know what is good and what is evil? Or, how can we learn what is right and what is wrong? As children we usually learn about good and evil, or right and wrong, from our mothers, fathers, teachers, or perhaps from big brothers, sisters, or even friends.

Now, long, long ago, perhaps before men and women knew how to read and write, they must have puzzled over good and evil, or right or wrong, and this made them think, until one fine day, one of their story-tellers, who had thought over these matters more deeply than others, made up a tale.

In the old stories and legends of practically every nation, every country and even of small tribes of peoples, there was a lot of wisdom in the tales to be told about how things began, and how people came to know about them. Among these very, very old legends is one from ancient Greece, which tells how men and women came to know about good and evil. And this is the tale about the Whispering Box, which I am now going to tell you.

Thousands of years ago, when the world was new there was a man named Epimetheus, who had a lovely young wife called Pandora. They had a house made of branches and leaves, because in the land in which they lived the sun always shone, and there was never a cold wind. In this land pain and sorrow was not known, and everyone

was happy. Perhaps the happiest of them all were Epimetheus and his lovely wife Pandora, for they loved each other deeply and were never far away from each other.

One day while they were dancing merrily beneath the trees along came the god Mercury, carrying a wooden-box on his shoulder. The box must have been heavy, as Mercury looked all hot and tired.

When Pandora saw the box she said to Epimetheus, "Do ask Mercury what he has inside that box: I'm so curious to know."

Mercury heard her and replied, "It is not for you to know what is inside my box, but in the meanwhile please keep it for me, as I still have far to go and the box is somewhat heavy. I shall pick it up again on my way back."

Epimetheus agreed to take care of Mercury's box until he returned. But before Mercury started on his journey, he warned both of them, "Please, never, never open that box; for if you do, you will be terribly sorry." Only Epimetheus promised never to open the box, but Pandora kept silent, for she still wanted to know what was inside the box.

The box was then put away in a safe place in their house, and they went back to their dancing under the trees.

Soon Pandora found she did not want to dance any more. She kept thinking of that mysterious box and she wanted

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SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S 236 VI GB1 AJI 206 to 232.

Sealed tenders are invited for the supply of R.S. Joists, M.S. Tees, Angles, flats, rounds, squares etc. totalling to approximate tons 1800 and will be received in the Office of the Controller of Stores, Southern Railway, Ayanavaram, Madras-23 before 15 hours on 27th August 1956 and opened on 28th August 1956.

2. Tenders should be submitted only on 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 20th August 1956.

OFFICE OF THE CONTROLLER
OF STORES.

Southern Railway
Ayanavaram P. O.
Madras-23

P. N. TALATI
Controller of Stores

August 1956

CHILDREN'S CORNER

59

so much to open it to see what was inside. She crept back into her house and gazed at the box for a long time. Suddenly her eyes opened wide in surprise. She could hear very faint sounds like sighs coming from the box, as if there was someone inside whispering softly to each other. Now, what could be inside that whispering box, she kept asking herself?

She went quite close to the box and looked at it from all sides. It was a lovely box, all carved and made of fine dark wood. But around the box was a strong golden cord, tied in a hard, tight knot. As she knelt by the side of the box Pandora kept hearing the whispering sound going on and on. She listened more carefully, but could not make out what was being said. She must open the box, she thought; so slowly her fingers crept to the knot to open it, when Epimetheus came in and coaxed her to come outside and dance with him again under the trees.

Pandora said, "Please, Epimetheus, I don't want to dance just now, but I would like to know what is in this lovely box. May I have a little, tiny peep?"

But Epimetheus had given his promise and said sternly, "No, Pandora. Remember what Mercury said. We are not to open the box and not to know what is inside. Now, do come out and have some fun and don't bother any more about the box."

Epimetheus then went out thinking Pandora would follow, but she found it was more fun to stay with the box than go outside and play and dance. She was now more and more determined to know what was inside the whispering box.

Once again her fingers crept to the knotted cord, and tried to untie it. But it was tight. She kept working on it, and while she was doing this she heard all her friends outside call out to her, but Pandora had found something more interesting to do.

Working away at the knot with her clever fingers Pandora found the knot

loosening up slightly, and before long she had untied it. Now to lift the lid and take a quick peep inside. After all, what harm could come by just taking a tiny peep. She bent down and put her ear near the lid and heard the whispering voices say clearly, "Pandora, lovely Pandora, do please let us out. It is so dark and gloomy inside and we should like to see the lovely sunshine."

Once again Pandora was surprised, and as she was trying to make up her mind whether to open the lid she heard Epimetheus coming in. If he saw what she had done, he would surely tie up the box again, so she quickly lifted up the lid to look inside before he came.

But lovely Pandora did not know what she had done. For inside that box were all the sorrows and pains and evils of the world. As soon as she opened the lid, tiny moth-like creatures with brown wings flew out. They flew to Pandora and Epimetheus and stung them. The stings made both of them feel pain and anger at the same time. These tiny creatures then flew outside and stung other people who had been dancing and playing so happily. They too suddenly felt pain and anger, which they had never felt before in their lives.

Pandora's foolish curiosity soon caused a quarrel between herself and her husband Epimetheus, who scolded her. While they were having these words, they suddenly heard a sweet voice call out. They stopped and looked at the box, which Pandora had shut as soon as some of the brown-winged creatures had flown out.

"Let me out, let me out!" The sweet voice cried. "I will heal your sorrows and drive away your anger, only do please let me out."

This time Epimetheus let Pandora open the box, and out flew another tiny creature with snow-white wings. She

(Continued on page 68)



SOUTHERN RAILWAY TENDER NOTICE

Tender No. PLC/S 1 D/1601.

Sealed Tenders are invited for the supply of 1211 nos. of Bars crow clawed 5'-6" x 1-1/8" dia. for spikes to IRS Drawing No. Y 38 Alt-3 and will be received in the Office of the Controller of Stores, Southern Railway, Ayanavaram P. O., Madras 23 before 15-00 Hours on 30-8-1956 and opened at 11-00 Hours on 31-8-1956.

2. Tenders should be submitted only in the prescribed form obtainable from the undersigned on payment of Rs. 3 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 17-8-56.

OFFICE OF THE CONTROLLER
OF STORES

Southern Railway
Ayanavaram P. O.
Madras-23

P. N. TALATI
Controller of Stores

HOW THE DIFFICULTIES FACING THE RAILWAYS ARE TACKLED

K. SRINIVASAN

RAIL LINE CONSTRUCTION

CONTRACTS aggregating Rs. 1,24,00,000 have so far been placed in connection with the construction of the 187 mile Khandwa-Hingoli Metre Gauge rail link on the Central Railway. The new line will, for the first time, link up the Metre Gauge rail system of South India with that of North India. The biggest railway construction project to be undertaken since independence—it provides employment at present to about 15,000 workers. In addition, about 5,000 Class IV employees are engaged in various departmental works.

The project authorities have so far completed 53 miles of earthwork in formation, and work is in progress on another 70 miles. Masonry work on bridges is in various stages of progress over a distance of about 100 miles.

On the Southern Railway

Travancore and Cochin are two of the very advanced States with a high percentage of literacy and all-round development. Although these two States have a good network of roads and canals, the growth of population, industries and commerce has been such that the need for a rail link connecting Ernakulam to Quilon was keenly felt from as early as 1922. The construction of this 96.5 mile long Metre Gauge rail link has been taken up.

The alignment has been so chosen as to follow the belt of the densest population and to serve as many important towns of the Quilon and Kottayam Districts as possible, without deviating much from the direct route.

This link of 96.5 miles from Ernakulam to Quilon costing a capital

of 569.44 lakhs of rupees, is divided into three sections as shown below:—

	No. of Stations.	Capital cost.
1. Section I Quilon to Mavelikara ..	5	(Lakhs) 151.37
2. Section II Mavelikara to Kottayam	6	198.16
3. Section III Kottayam to Ernakulam South.	8	219.91

39 miles from Ernakulam to Kottayam have already been constructed and it is likely to be opened sometime in October and the remaining portion is expected to be completed by the middle of 1957.

RAILCOACH FACTORY TO BE SET UP IN BIHAR

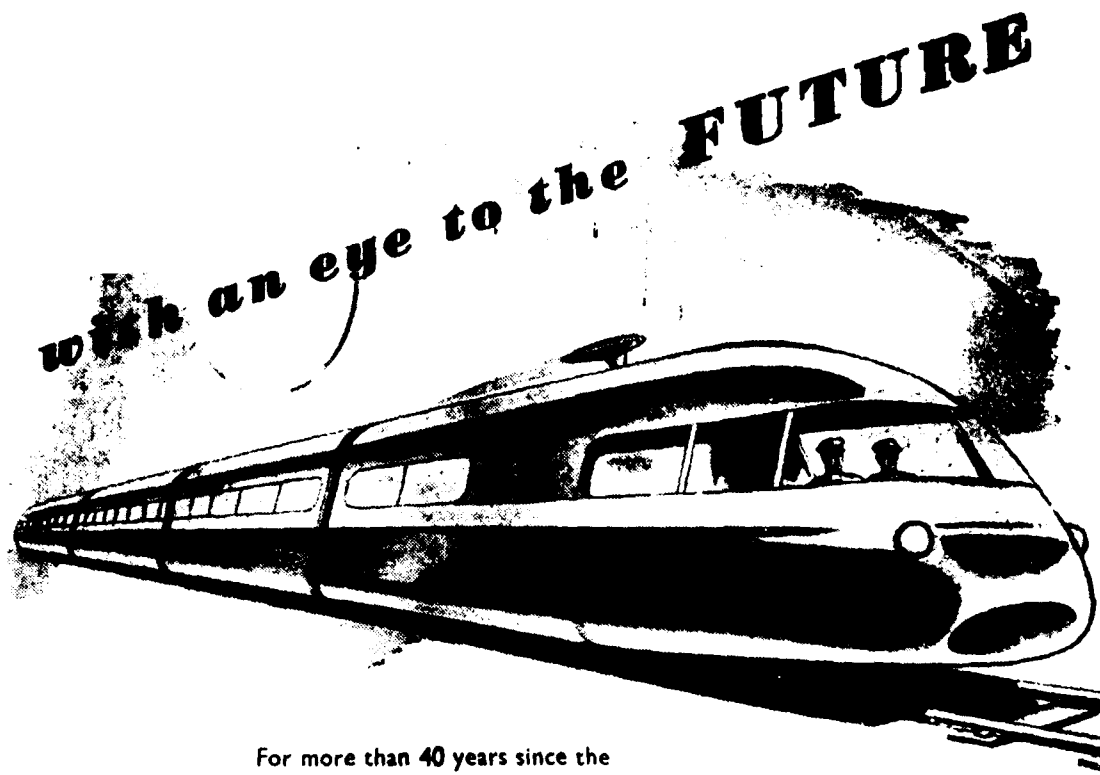
A factory for the manufacture of railway coaches is proposed to be set up by the Ministry of Railways near Barauni in Monghyr district (Bihar).

The power requirements for the proposed factory which would employ several thousand workers, would be met from the Barauni Thermal Power Station.

OPERATING SIDE— THREE MARSHALLING YARDS TO BE REMODELLED

Railway Yards at Guntakal on the Southern Railway, Phulera on the Western Railway and Hirapur on the Eastern Railway are to be remodelled to enhance their capacity for dealing with the increased load of goods traffic during the Second Five-Year Plan period.

Guntakal forms an important hub in the Metre Gauge movement in the Mysore region, and has a five-way junction where considerable transshipment of passengers and goods traffic



For more than 40 years since the introduction of the first electric lighting on Indian Railways, CHLORIDE 'LUX', and later EXIDE-IRONCLAD Batteries have been the first choice of Railway Engineers. Since air-conditioning was introduced, EXIDE-IRONCLAD Batteries have been fitted on air-conditioned coaches in service in India. EXIDE-IRONCLAD Batteries are fitted also on the new Swiss Lightweight coaches on the Indian Railways.

Our battery designers with many years practical experience of the arduous climatic and operating conditions of this country have produced a battery unsurpassed for efficiency, reliability and long life... and with an eye to the future they continue endlessly the research for new materials, and new designs, to give you batteries that will be even better than the best we know today.



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for CARS, TRUCKS, TRACTORS & BUSES
The New *Silver* Exide BATTERIES with **PORVIC**

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takes place daily. The Guntakal yard's capacity is for about 700 goods wagons daily, whereas even at present about thousand wagons have to be handled, resulting in heavy detentions. To cope with the present and expected increase in traffic in the future, a remodelling scheme which is estimated to cost Rs. 23.74 lakhs has been sanctioned.

Phulera is an important Metre Gauge Junction on the main line in the Ajmer region of the Western Railway. A scheme estimated to cost Rs. 50.88 lakhs has been sanctioned for complete remodelling of the Railway yard here.

The Railway Board has also sanctioned an estimated expenditure of Rs. 26.83 lakhs for the provision of additional reception, marshalling and departure lines at the Hirapur exchange yard, which will serve the increased requirements of the Indian Iron and Steel Company.

RAILWAY TESTING AND RESEARCH

Research work upon Indian railways may be said to have begun in 1935 under the Central Standards Office, but the volume of work increased steadily and it was found necessary to create a separate Railway Testing and Research Directorate in September 1952. This has its headquarters at Lucknow and sub-centres at Chittaranjan in West Bengal and at Lonavla, near Bombay. Distribution of the work is outlined below.

At Lucknow problems concerning track, bridges, steel structures, mechanical engineering and instrumentation are dealt with. The Research Centre and Colony at Lucknow includes a fine modern air-conditioned administrative block and laboratories, and a library. All the electrical equipment had not been installed by March 31, 1955. Funds had then been allotted in the 1955-56 budget for building 15 units of Class III staff quarters.

At Chittaranjan the buildings include a paint house with a floor area of 4,000 sq. ft. for the equipment required for the manufacture of paints, varnishes, resins and adhesives.

Soil mechanics courses are held at Lonavla for the engineering staffs of the seven Government railways, and a 'Cell' has been formed on each railway for solving relevant routine problems.

To co-ordinate the work of the directorate and draw up priority programmes for its efficient operation a Research Controlling Committee has been appointed under the chairmanship of the Chairman of the Railway Board. Thus it is clear that the Indian Railways are progressing rapidly in the scientific approach to efficient construction and maintenance and for ensuring safety in operation, economy in maintenance and self-sufficiency.

STEEL CASTING FOUNDRY AT CHITTARANJAN

An agreement was signed on May 31, 1956 between the Government of India and the International Technical Co-operation Mission of the United States providing for the allocation of 144,000 dollars by the International Co-operation Administration for obtaining consultant and technical services for the completion of a steel casting foundry at the Chittaranjan Locomotive Works.

The present agreement is a supplement of the Technical Co-operation Programme Agreement signed between the Government of India and the United States on January 5, 1952.

DIESELISATION ON INDIAN RAILWAYS

The Indian Railways are to introduce dieselisation on certain sections in order to deal with large traffic increases. Initially, about 1,300 miles of railway are to be dieselised. Of this, over 1,000 miles will be on the Broad Gauge system.

SOUTHERN RAILWAY

TENDER NOTICE

The Regional Engineer, Southern Railway, Rayapuram, Madras-13, invites Separate Scaled Percentage Schedule Tenders for each of the following works to reach him not later than 12 noon on Friday the 31st August 1956.

Serial No.	District	Name of Work	Total approximate value of Contract	Earnest money to be paid
			Rs.	Rs.
1	MADRAS	PERAMBUR—Carriage works—Proposed building with lifting facilities for 2 compressors ..	10,300	500
2	..	ARKONAM—Staff Quarters Type I 26 units ..	41,700	2,100
3	..	PERAMBUR—Construction of 32 units Type I Quarters. (Storeyed Type) ..	63,400	3,200
4	SALEM	ERODE—Type II Staff Quarters 17 units. (Brick Type) ..	56,800	2,800
5	..	ERODE—Type I Staff Quarters 19 units. (Brick Type) ..	31,800	1,600
6	..	TIRUPPUR—Provision of an additional loop to hold 70 vehicles ..	50,200	2,500
7	..	MAYANOUR Proposed raising of platform 2'9" height and provision of a new station building ..	15,700	800
8	SHORANUR	IRINJALAKUDA Resiting of the station building and providing necessary passenger facilities ..	94,800	4,700
9	..	TRICHUR—ALWAYE—Provision of additional loops ..	91,500	4,600
10	GOOTY	GUNTAKAL—Remodelling of yard. Additional facilities for Iron ore traffic ..	94,700	4,700

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

3. Tender forms will be issued up to 15 hours on Monday the 27th August 1956.

4. Earnest money as above should be paid in advance to the Chief Cashier, Madras-3, or Divisional Accounts Officer, Trichinopoly or Regional Accounts Officer, Mysore not later than 12 hours on Tuesday the 28th August 1956 and the receipt submitted along with the tender.

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

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

7. The tenders will be opened at 14 hours on Friday the 31st August 1956 at the Office of the Regional Engineer, Rayapuram, Madras-13.

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

A FOOTBALL FEAST

SPORT

C. V. GOPAUL.

READERS of the 'Southrailnews' must be wondering as to what is happening to the Southern Railway Footballers. Well, they are all over South India, keeping the Southern Railway banner flying in some part or the other. During the current season, the Southern Railway Athletic Association, the Bangalore Institute and the Mysore Institute have been taking active part, in that they have figured in the All-India Open Championship Tournaments held at Trichur, Kozhikode and Trichinopoly.

The Southern Railway Athletic Association after reaching the zenith of their victory last year by annexing the covetable Inter Railway 'Rainy Cup', opened the account this year with a victory in the Gymkhana Football Tournament, Madras by beating the Integral Coach Factory Sports Club by a solitary goal, scored at the very last moment of the game during extra time by Rajendran from the left-in position by a lovely left foot drive. Having thus commenced the season,

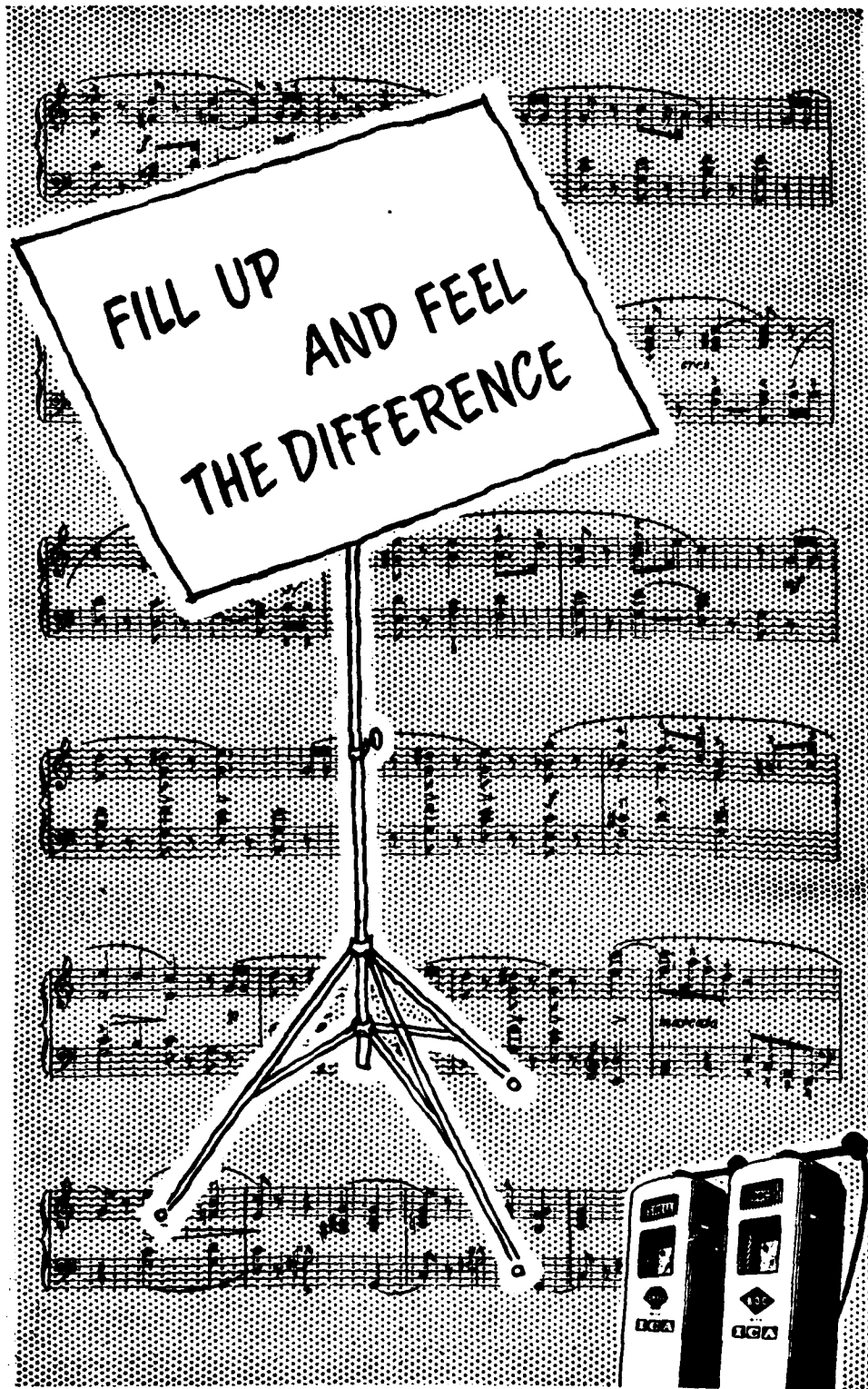
interpreting the maxim 'well begun is half done' literally, the S.R.A.A. XI had reverses at Trichur and Kozhikode. In one place, they came up to the semi-final and were beaten by the Karachi Kickers, while in the other, they got the exit in the quarter final.

Also at Madras, they were unlucky to lose to the I.C.F. XI in the semi-final match of the Jatprole Football Tournament, conducted by the South Indian Athletic Association. The I.C.F. started very briskly and by the time our players could settle down, caught them by surprise and scored the first goal within three minutes of the commencement of the game. This early reverse did have its effect and till the end, the Railway did not look like a winning team. Padmanabhan, the centre forward, supported by Williams in the right-in position made herculean efforts only to see his kicks either going a few inches outside the goal post or over the cross bar.

Undaunted by these reverses, the S.R.A.A. entered the Dr. Mathuram Memorial Football Tournament at Trichinopoly. 28 teams entered for this Tournament including several teams of repute coming from different places like Karachi, Hyderabad, Mysore, Bangalore, Cannanore, Coimbatore, Trivandrum, etc. Among the local teams, they had the WIMCO Sports Club, the first division league champions of Madras Football Association. The first match of this tournament was played on 18-5-1956 against the Local Students' Club, Trichinopoly which ended in a draw, each side scoring once. Actually, the game had to be abandoned due to rain. On the next day, in the re-play, the S.R.A.A. won by 2 goals to 1, the scorers being Williams and Padmanabhan. The third day (20-5-1956) our players had to meet the Nethaji Club, Mysore in the quarter final. Each side did its best with the result that neither side scored any goal. The match thus ended in a draw.

Rajendran—Left-inner





In the meanwhile, the Southern Railway team returned to take part in the Madras League Matches and also in the Presidency Football Tournament at Madras. Therefore, the drawn match was played only on the 9th June 1956. As usual, Padmanabhan scored for the Southern Railway with a fine solo effort in the second half and thus took the team to play the semi-final match on the following day against the Hyderabad Rovers Club. The Hyderabad Rovers Club consisted of very brainy and nippy forwards supported by a well set defence. Hyderabad drew blood first by scoring a goal through Zulfikar, by a magnificent left foot shot from about 40 yards from the goal. Though the shot was a nice and powerful one too, an experienced goal-keeper like Munuswamy can find no excuse for letting a ball into the goal from such a distance. Anyhow, the element of chance seemed to have been against the Railway. There was no further scoring till the interval. About 20 minutes of the commencement of second half, the Railway got the equaliser through a penalty kick which was nicely taken by Gurunathan, the loyal and hard-working centre-half of the Railway team. This equaliser through a penalty within a very short time culminated in an unfortunate event. Padmanabhan who has earned a name for playing neat and clean football, completely avoiding foul or dangerous game, became the target of attack for rude play. The excited goal-keeper tripped down and the on-rushing forwards not being able to stop suddenly after running with great momentum also slipped down and all rolled together. The incident was made more unpleasant by the entry of the spectators into the ground. The match had therefore to be abandoned. The re-play on the 13th again ended in a draw each side scoring once, the first goal being scored by the opponents. 15 minutes later, Gurunathan, who took a spot kick put the ball to drop just near the goal mouth and Padmanabhan who was waiting for an

opportunity, cleverly headed the ball into the goal. The goalie, who was very vigilant, failed to maintain balance, but caught the ball and rolled into the goal, crossing the goal line together with the ball. It was a very fine and exciting game and both sides were well matched. The match was again played on the 16th June 1956. Although there were several exciting moments, there was no scoring till the breather. The second half commenced with the spectators all around eagerly looking forward for a goal to be scored by either of the teams so that the game might reach a higher standard producing lot of thrills. After 20 minutes of the resumption of the game, the Railway forced a corner. The kick was taken by Williams who is an adept in this affair. He did it so nicely that the ball entered directly into the goal. Immediately Hyderabad Rovers started playing with redoubled vigour and our custodian committed the same mistake as he did on the first day and let in a shot taken from about 40 yards from the goal. This placed the teams in equal terms. Both the teams were fighting to get the better of the other. Again the Railway got the benefit of a corner kick. The kick was taken by Williams. Gurunathan springing like a deer put the ball into the goal by a beautiful header and thus got the victory for the Southern Railway by two goals to one.

It was really a very hard earned victory for our soccer champions. Actually the semi-final match was the deciding factor as in the final, we had to meet our own brethren from the Bangalore Institute. The final match was played on the 17th June 1956 and for those who witnessed the previous thrilling and exciting match, the game appeared dull and weary with both the teams throwing away a number of chances. The match ended in a draw.

The re-play was on the following day, on 18-6-1956. 10 minutes after the start, Rajendran our lanky left-inner opened the account for the Southern Railway with a powerful shot. Ten



Captains of Southern Railway, Madras and Bangalore, watching the 'tossing'

minutes later, the Bangalorians brought about the equaliser with the result that during half time, both the teams were evenly placed. The Bangalorians started well on resumption and was pressing for about ten minutes. However Padmanabhan, our scheming centre-forward snatched an opportunity to drag the goal-keeper out and put the ball into the goal easily. Thereafter, the Bangalorians were not able

to withstand the pressure of Padma-Willy combination. Padmanabhan scored three more goals successively and thus performed the hat-trick. Although the scorer might have been Padmanabhan, the credit goes to Williams, right-inner, but for whose intelligent passes through well anticipated gaps, it would have been a difficult job to earn these goals.

The match was played at the Bishop Heber High School grounds, Teppakulam. Dr. D. P. Mathuram, M. P., Municipal Chairman, Trichi presided and Mrs. Mathuram distributed the trophies to the winners and runners-up. We should indeed give our fellows a very big hand for their well-deserving success which got the Railway a lovely football-shaped and football-sized rolling cup together with a permanent silver cup and the great honour attached thereto.

Before I complete, I should tell our friends what happened to our soccer champions at the Presidency Football Tournament at Madras. In the first round, they defeated the Saidapet Young Orients by three goals and in



T. S. Nagarajan, Senior Draftsman, REN's Office and his bride Savitri, daughter of Sri S. V. Krishnamoorthy Rao, Accounts Department, Southern Railway, Trichinopoly

CHILDREN'S CORNER

Continued from page 59

was called Hope, and had been pushed down to the bottom of the box by all the evil brown-winged creatures. It was her duty in life to heal the wounds made by the evil creatures and to cheer up those whom they had visited and made sad. So the Spirit of Hope first healed Pandora and Epimetheus, and then did the same for their friends also.

And this is how sorrow and pain and evil came into the world, according to this old Grecian legend. All because of Pandora's foolish curiosity.

UNCLE TELLATALE



Mrs. Mathuram distributing the Trophics



the second round they had to meet the Hyderabad National Sports Club which consisted of young and quick-footed players. On the first day, the Hyderabad team scored two goals in quick succession and till the last 5 minutes, it looked as though they would run out as winners. The Railway team, as usual, did not mind their being down by 2 goals and were fighting valiantly. This bore fruit and a corner kick by Williams got right into the goal like a ball swung from the sky. Immediately after that, there was a melee at the Hyderabad goal area and Veeraraghavan, who was playing in the left-out position got the equaliser. Then again, from the kick off, the Railway forwards carried the ball through and when Padmanabhan was about to score, he was tripped down by one of the defenders of the Hyderabad team which got a penalty in favour of the Southern Railway. After some hesitation, the kick was taken by Veeraraghavan. To the dismay of one and all, Veeraraghavan kicked the ball several feet above the cross bar thus throwing away the winning chance. In the re-play, the Railway got the better of the exchanges and scored an easy victory over the Hyderabad team. In the quarter-final match, they had to meet the Minerva Club, a local first division team which they beat by three goals to nil. It was in between the quarter-final and the semi-final

matches that they scored the success at Trichinopoly. On return from Trichinopoly, they played the semi-final match against the mighty Karachi Makrans Club on the 23rd June 1956. Within the first few minutes of the game, the Railway forced a corner and Williams took the kick. As the readers will see, for the third time William's kick put the ball straight into the goal. This gave the necessary pep for the Railway players and they kept on attacking the Makrans' goal. Now and again, the Makrans were looking very dangerous, but it should be mentioned to the credit of Gurunathan, Rangaswamy and Mallick that they formed an invincible trio. Just before ten minutes for the close of the play, the right-extreme of the Karachi Makrans, who was in off-side position, picked up a ball for which he was penalised by the referee. This excited the Karachi Makrans players, who were till then failing in all their efforts to equalise and they walked out of the field finding fault with the referee for his decision. It was really unfortunate in that our players were deprived of the proud privilege of playing a full time game and coming out with the satisfaction of having given the opponents a fair chance to equalise. The finals had to be played the very next day, Sunday the 24th June 1956; our opponents being a sister institution and that is the Integral Coach Factory Sports Club.

There was a large gathering of holiday crowd in spite of a threatening weather with slight drizzling. Sri Sadagopan Chief Administrative Officer, Integral Coach Factory was also present among the other elite of the city. With the blessings of their Chief Administrative Officer, the I.C.F. team entered the field to face the Railway champions. The game was well fought, exchanges were equal, and both the teams were missing very good chances of scoring. At the close of the play, the most reliable member of our defence, Lamour in clearing a ball, got it right on one of the opponents and the ball rebounded. The rebounded ball was

picked up by another member of the I.C.F. and passed on to the Centre-forward Thomas who made no mistake in availing of the opportunity and snatching away the victory in favour of the I.C.F. Sri V. R. Rajarathnam, Inspector-General of Police, Madras, presided and Sri Manikavelu Naicker, the Hon'ble Minister for Land Revenue, distributed the trophies to the winners and runners-up. Our footballers, not contented with their performance so far, are now at Pondicherry, trying to knock off the Gold Cup for the third year and make it the property of the Railway. They are fighting hard and let us wish them well.

INTER REGIONAL FOOTBALL TOURNAMENT, 1956

The Inter Regional Football Tournament for the year 1956 was conducted, for the first time, in Mysore at Jayachamarajendra Football Association Grounds, Doddakere Maidan, from 11th to 15th July 1956.

Six teams representing, Madras, Trichinopoly and Mysore (2 teams from each Region) participated in the above tournament. The tournament was well contested and the game was throughout of a high order.

Mysore 'A' team, with some of the officers



On Sunday the 15th July 1956, the finals was played between Madras 'A' and Mysore 'A'. Mysore had a convincing victory of 4-1 against their opponents. Winners exhibited their superiority and skill in all departments. The architects of the winning team who are responsible for the success, were the inner trio of wily Barakulla, Natraj and Naidu and also deep defender Sri Swamy. The performance of Sri Shanker Singh and Sri Basavanna also contributed to a great extent to the success of the Mysore team.

For the losers, credit should be given to Sri Gurunathan, the pivot of the Madras team for his ability to check some of the splendid moves of the opponents and for his timely and stout clearance.

The visitors though handicapped by the absence of the valuable service of their Captain, Sri Padmanabhan, displayed a game of high order. Brilliant goal-keeping by Velayudan of Madras team saved them from a defeat of wider margin. Special mention has to be made in regard to the splendid performance of Mr. Williams in the forward line.

Messrs. Padmanabhan, (RTS/Mysore), Patel (REN), Venkataswami/RME, Mysore, M. Cheluve Urs, (WM MYS) and also a good number of officers of the Southern Railway witnessed the match.

Sri Padmanabhan, RTS/Mysore, presided and distributed the prizes for the winners and losers.

STATION COMMITTEE, SALT COTTAURS FIRST ANNUAL CONFERENCE

In connection with the anniversary of the Station Committee an exhibition football match was conducted on Saturday, the 21st instant under the

presidentship of Mr. K. Srinivasan, Public Relations Officer, Southern Railway at Sir Ashly Biggs Institute grounds, Salt Cottours.

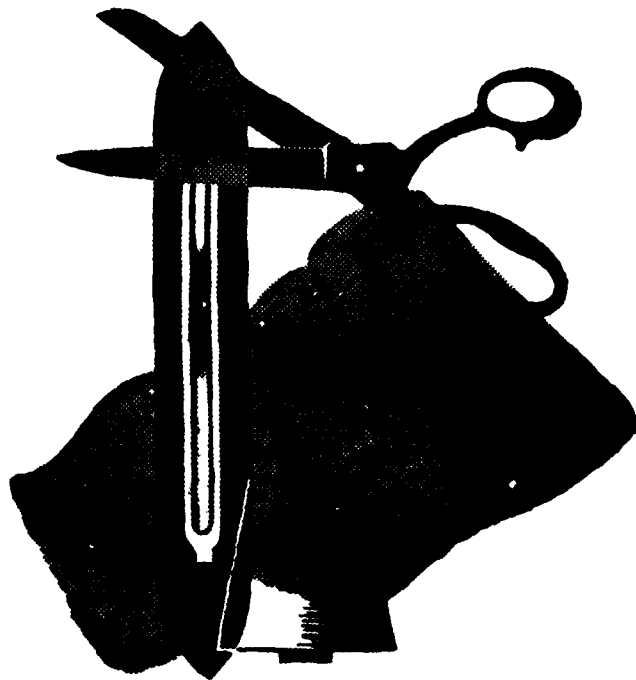
The Asst. Secretary of the Union presenting the players to the president of the day



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Mr. K. Srinivasan in his inaugural address said that Southern Railway has got many talented staff who take part in sports activities as well as Social services in South India. He expressed that the General Manager is also very much interested in sports activities; that is why the Southern Railway is able to win in many of the tournaments. He advised the staff to do their duties with competitive spirit to promote the interests of the Railway. He then distributed the merit certificates to the winners and runners of the match. He also wished all the success for the Committee and assured that he will do his best to promote social and sports activities amongst the Railways Employees.

Sri T. R. Kuppuswami, Asst. Secretary of the S.R.E. Union and the Director of the S.R.E. Co-operative Bank, Madras introduced the office-bearers, captains, players and various other members to the Public Relations Officer. He also briefly expressed the aims of the Station Committee.

Sri M. Thyagarajan, Chairman of the Committee welcomed the officer, guests and other members. He described the various social activities of the Committee.

Sri S. A. Fuller, Secretary of the Committee in proposing the vote of thanks, requested all the staff to become members and to do services in a greater scale.

The 'T. K. S. Brothers' acted a drama, "Raja Raja Chozhan", in aid of the Railway Institute, Rayapuram. Photo shows Shri A. R. Rao, SDGM, who presided on the occasion addressing the audience



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August 1956

ASST. STATION MASTER REWARDED FOR EXEMPLARY ACT OF ASSISTANCE TO THE TRAVELLING PUBLIC

On the 24th February 1956, two lady passengers, one of them with a small baby in her arms, attempted to get into No. 425 Passenger in motion at Kupgal station on the Guntakal-Raichur section. While trying to get into the train, which had by then gathered some speed, the lady passengers slipped and were being dragged on the platform as they had not released their grip of the carriage handles. At this moment, Assistant Station Master Sri M. Narsoji Rao of Kupgal, who was on "off-duty", but happened to be on the platform, saw the lady passengers in danger and rushing to their aid, he, at considerable risk to his own personal safety, pulled them back to the platform. He sustained slight injuries while rescuing the lady passengers who themselves escaped with slight bruises. He also attracted the attention of the driver and had the train stopped.

The act of courage on the part of the Assistant Station Master was greatly appreciated by the passengers and others on the platform. In appreciation of this exemplary act of assistance to the travelling public, the Administration has given a reward of Rs. 25 to the Assistant Station Master.



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SOUTHERN RAILWAY BHARAT SCOUTS AND GUIDES—AREA RALLY



An area rally of the Southern Railway Bharat Scouts and Guides was held on 22nd July in honour of Shri A. R. Rao, State Chief Commissioner (SDGM, S. Ry.), who retired recently. Photo shows the State Commissioner being received at the function with him are seen Shri S. K. Mukerji, CCS and Shri N. G. Hoskote Shri T. A. Joseph, GM, Shri A. R. Rao, SDGM, Shri S. K. Mukerji, CCS and others at dinner after the rally



Dinner party to Shri A. R. Rao, SDGM, on the eve of retirement, by Officers of Southern Railway at Hotel Dasaprakash on 20th August 1956- (Photos & Design : P. S. Vedhachalam)

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SOUTHERN RAILWAY

TENDER NOTICE

The Divisional Superintendent, Southern Railway, Bezwada, invites separate sealed percentage schedule tenders for each of the following works to reach him not later than 12 noon on MONDAY 27-8-1956.

S. No.	Name of Work	Total approximate value of the contract	Earnest Money to be paid
1	Tadepalligudem—Provision of a 2nd loop to hold 70 vehicles	Rs. 53,900	Rs. 2,700
2	Bhimadole—Extension of loop to hold 70 vehicles—GVN District	11,860	600
3	Pulla—Extension of loop to hold 70 vehicles—GVN District and conversion of existing signalling arrangements	11,870	745
4	Kadlam—Provision of a second loop line—GVN District	57,950	2,900
5	Rajahmundry—Improvements to water supply	53,150	2,660
6	Proposed rebuilding of abutments, wing walls, RCC bed blocks etc., of Bridge No. 469 at M. 474/3-4 between Satalur and Nudurupadu—GNT Sub-Division	12,500	625
7	Rajahmundry Remodelling—Construction of staff Quarters type I—4 units, type II—4 units, type III—2 units and type IV—1 unit	53,500	2,675

Tenders should be submitted in the prescribed form obtainable from the Office of the Divisional Superintendent (Works), Southern Railway, Bezwada, on production of a receipt for Rs. 10 (Rupees ten only) paid to the Chief Cashier, Southern Railway, Madras-3, or to any Station Master on the Southern Railway towards the cost of each form. Extra copies can be had, if available, on payment of Rs. 2 (Rupees two only) each. In no circumstances will the cost of the tender forms be refunded. The tender form is not transferable.

Tender forms will be issued upto 15.00 hrs. on 23-8-1956.

Earnest money as above should be paid in advance to the Chief Cashier, Southern Railway, Madras-3, not later than 12.00 hrs. on 24-8-1956 and the receipt submitted along with the tender. No cheque or demand draft etc. should be attached to the tender.

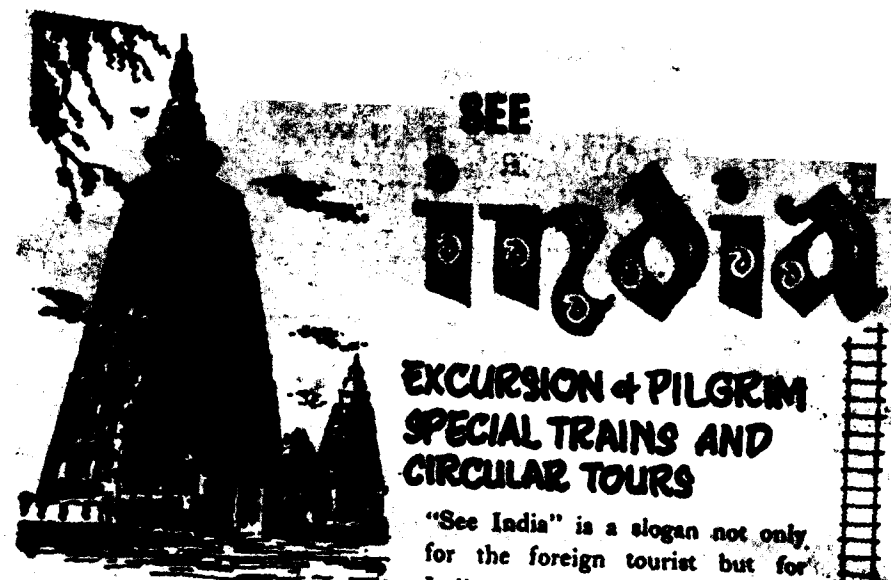
Tenderers are required to submit Income-tax Clearance Certificate along with the tenders.

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

The tenders will be opened at 12.00 hrs. on TUESDAY the 28-8-1956 at the Office of the Divisional Superintendent, Southern Railway, Bezwada.

The Divisional Superintendent, 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.

M. S. MURTHY,
Divisional Superintendent.



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yet to make a discovery of our home land, to know its great mountains, its beautiful valleys, ancient monuments, historic temples and new townships.

Standard Circular Tours

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

Special Trains

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

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

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

PUBLIC RELATIONS OFFICER, NORTHERN RAILWAY

SOUTHERN RAILWAY

NOTICE

Issue of Concessional Return Tickets between 15th July 1956 and 15th September 1956

Concessional return tickets at $1\frac{1}{2}$ single journey fares will be issued from 15th July 1956 to 15th September 1956, for first, second and third classes, subject to the following conditions:—

- (i) Return tickets will be issued between stations situated at a minimum distance of over 300 miles apart, either in local and in through booking with other Indian Railways.

The differential rule will, however, apply, i.e. in the case of stations situated short of 301 miles, when two single journey fares are more than the return fare for 301 miles, return tickets can be issued charging fares as for 301 miles.

The reference to distance in this rule is to the mileage for charge.

- (ii) In the case of second and third classes separate series of 'Mail' and 'Ordinary' return tickets will be issued at the appropriate fares available by

(a) "Mail" and "Express" and (b) "Ordinary" trains respectively.

Similarly combined Mail/Express and Ordinary tickets will also be issued where necessary.

- (iii) No break of journey will be permitted on the return journey, but break of journey will be allowed on the outward journey according to the normal rules as for holders of ordinary single journey tickets.

- (iv) Passengers must present the return halves of their return tickets at the Booking Office at the station of commencement of their return journey and have their tickets dated indicating the date of commencement of the return journey.

Passengers holding return halves without being so dated will be treated as travelling without tickets.

- (v) The period of availability of the return tickets will be as under and should be reckoned from the midnight of the date of issue:

301 to 500 miles	... 20 days
501 to 750 miles	... 25 days
750 and above	... 30 days

The return tickets will, however, not be available for completion of the return journey after the midnight of 30th September 1956. For example, a ticket issued for a distance of over 750 miles on 15th of September will be available for completion of the return journey up to 30th September 1956 only.

Where advance booking is permissible, the period of availability is to be reckoned from the midnight of the day on which the outward journey is to be commenced.

MADRAS

Chief Commercial Superintendent

