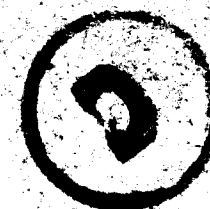


4271

Southern news



Vol. III

1956

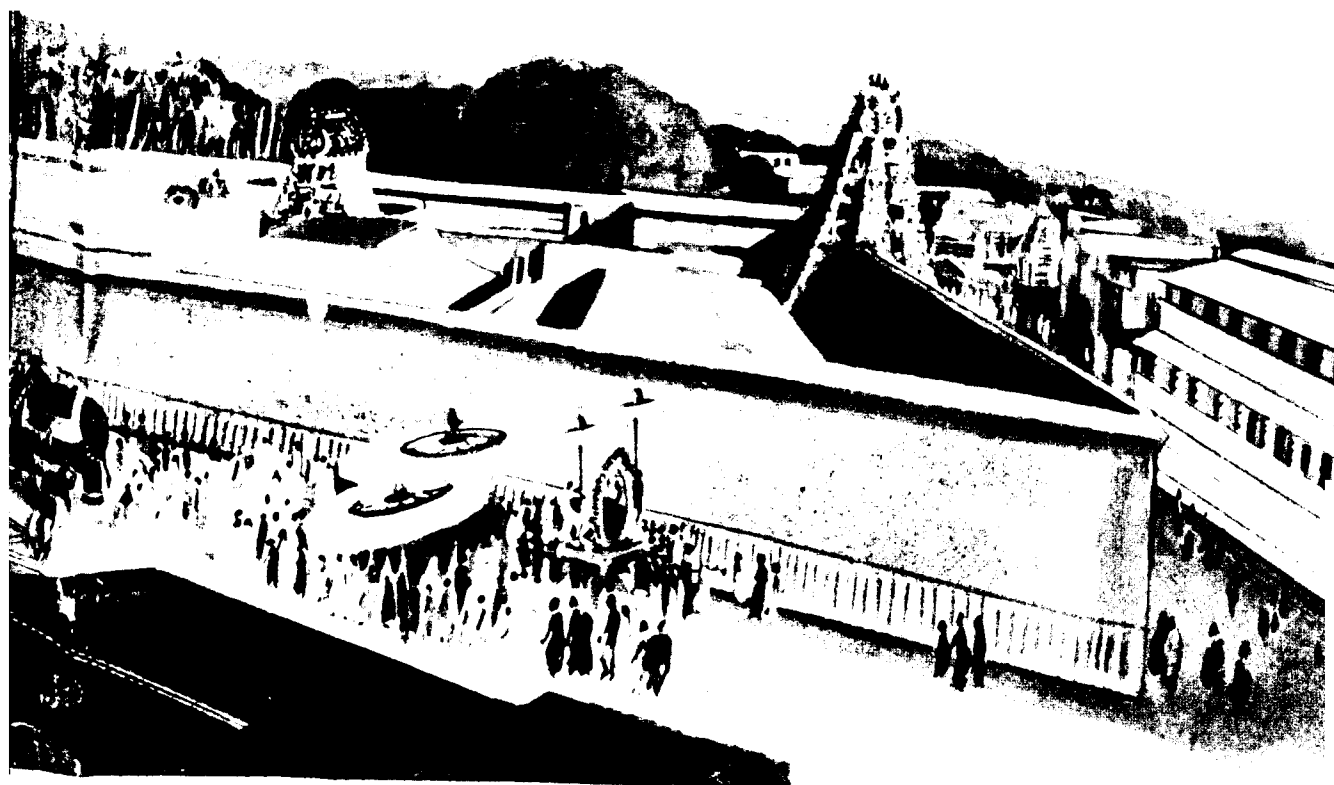
No. 6

Sept. 1956

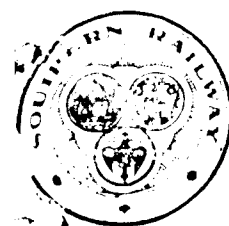
U.S.
X 415 m21, N5 SR.
N5 k.
12 4186.

626

6 - NOV 1958
MADRID



ADRIAS SIX



Southrailnews

PUBLISHED BY THE SOUTHERN RAILWAY

VOL III

SEPTEMBER 1956

NO. 6

SOUTHERN RAILWAY

Visit South India and See

BADAMI	... Famous for Jain excavations and cave temples of the 6th Century A.D.
BIJAPUR	... For the Gol Gumbaz, a perfect whispering gallery and the second largest dome in the world.
CHIDAMBARAM	... The famous temple dedicated to Sri Nataraja or Siva in His aspect as the Cosmic Dancer.
COURTALLAM (Via Tenkasi)	... Well-known for its waterfalls. A famous bathing place and health resort.
HUMPI (Vijayanagar)	... Marvellous ruins of the old capital of the Never-to-be-forgotten Hindu Empire, Vijayanagar.
KODAIKANAL	... The charming hill station near Madura.
MADURA	... Capital of the Ancient Pandya Kings, noted for its great Meenakshi Temple.
MYSORE	... The city of lights. The enchanting Brindavan Gardens are only ten miles from Mysore.
OOTACAMUND	... The queen of hill stations in India.
RAMESWARAM	... For a holy bath and its famous temple.
TIRUPATI	... The seat of the Lord Venkateswara or Balaji. Here every day is a festival day.
TRICHINOPOLY	... Noted for its shrines at Srirangam and Tiruvanaikaval.
TRIVANDRUM	... For its famous art gallery, museum and zoo.

CHIEF COMMERCIAL SUPERINTENDENT

Madras

Handwritten: X 415 m21, N 56 SR, N 56.3.6

Rs. 7920
saved on
lubricating oil
every year!

A REQUEST to
Standard Vacuum took one
of our lubricating engineers to a sugar
mill in Northern India. There he found
that 40 lb of the wrong kind of mill roll oil
were being used every eight-hour shift — to
keep the bearings running cool.

Our expert recommended the proper MOBIL Lubri-
cant, and today the mill uses just 12 lb every eight-hour
shift. The savings over one year come to Rs 7920 — and
the bearings run cool as ever!

Choosing the right grade

Our experts are backed by the world's greatest lubrication
experience, 90 years of it. Besides, they have the right oils
to work with — a full range of MOBIL Industrial
Lubricants! No wonder they can give you correct
lubrication, with the right grade of oil.

MOBIL Lubricants have been developed through
 ceaseless research, and they are constantly being
improved. When our expert says: "Use
MOBIL Lubricants", he is offering your
machinery the finest protection
that science can devise, or
money can buy.

Correct
lubrication is a
matter for experts.
Our advisory service
is free — why not
ask us to help
you?

129186.

320 008.

STANDARD-VACUUM OIL COMPANY (Incorporated in the U.S.A. with Limited Liability)

SOUTHERN RAILWAY

TENDER NOTICE

The Engineer-in-Chief, Southern Railway, Egmore, Madras-8, invites separate SEALED PERCENTAGE SCHEDULE TENDER for the following works :—

District	Name of Work	Total approximate cost Rs.	Earnest Money Rs.	Cost of Tender Form Rs.
Rayapuram	Doubling of the line—South West Line—Madras—Erode—Earthwork			
	1. Between Vinnamangalam and Vaniambadi—Mile 117½ and 123 (5½ Miles)	1,55,000	7,750	10
	2. Between Vaniambadi and Kettandapatti—Mile 123 and 128 (5 Miles)	1,27,000	6,350	10
	3. Between Kettandapatti and Jalarpet—Mile 128 and 132½ (4½ Miles)	1,19,000	5,950	10

The above tenders are to be sent to the Engineer-in-Chief, Southern Railway, Egmore, Madras-8 so as to reach him not later than 12-00 hours on Monday, the 17th September, 1956.

Tenders should be submitted in the prescribed forms obtainable from the Office of the Engineer-in-Chief, Southern Railway, Egmore, Madras-8, on production of a receipt for the sum of Rs. 10 (Rupees Ten only) paid to the Chief Cashier, Southern Railway, Madras-3 or any Station Master on the Southern Railway towards the cost of each set of tender forms. In no circumstances will the cost of the tender forms be refunded. The tender forms are not transferable.

Tender forms will be issued upto 12-00 hours on Friday the 14th September, 1956.

Earnest money as detailed above should be paid in advance to the Chief Cashier, Southern Railway, Madras-3, not later than 12-00 hours on Friday, the 14th September, 1956 and the receipt submitted along with the tender. No cheque or demand draft should be attached to the tender.

Tenderers are required to submit Income-tax Clearance Certificate, in original, along with the tender. If previously sent and is current, reference to the particular tender with which it was sent should be furnished.

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

Tenders will be opened at 12-00 hours on Tuesday the 18th September, 1956 at the Office of the Engineer-in-Chief, Southern Railway, Egmore, Madras-8.

The Engineer-in-Chief 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.

ELECTRIC RESISTANCE WELD

LOCO BOILER TUBES TO

BS 1654 are meeting the demand of India's Railways. They are approved by the Railway Board, by British Railways, and by Lloyd's Register. They are equal in every respect to Cold Drawn Seamless Tubes.

They are being imported meantime and will be produced in India next year by:

THE INDIAN TUBE COMPANY

(1953) LIMITED

A TATA-STEWARTS AND LLOYDS ENTERPRISE

SOUTHERN RAILWAY TENDER NOTICE

The REGIONAL ENGINEER, Southern Railway, Mysore, invites SEALED LUMP-SUM-CUM-PERCENTAGE SCHEDULE TENDERS for 'Mysore—Construction of 25 Units Type II and one Unit Type III Quarters' at Mysore District to reach him not later than 18-00 hours on Friday the 28th September, 1956.

The total approximate value of contract is Rs. 1,16,800.

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

Tender forms will be issued up to 15-00 hours on Monday the 24th September 1956. The tenderer shall submit a lump sum quotation for the construction of the quarters separately in the main schedule attached to the tender form. He will also submit a quotation as a percentage above or below the rates shown in the printed schedule of rates for Mysore District, Mysore Region 1955 for the detailed schedule and the supplementary schedule of items and rates annexed thereto.

The earnest money of Rs. 5,840 (Rupees Five-thousand, Eight Hundred and Forty only) should be paid in advance to the Regional Accounts Officer, Southern Railway, Mysore or the Divisional Accounts Officer, Trichinopoly or the Chief Cashier, Madras, not later than 15-00 hours on Tuesday the 25th September 1956 and the receipt submitted along with the tender. No demand draft or cheque, etc., should be attached to the tender.

The amount of earnest money is based on 5 per cent of the approximate value of the contract and the successful tenderer will be required to furnish a further sum which, together with the earnest money, will represent 10 per cent of the value of the contract, as per his accepted tender towards the security deposit.

Tenderers are required to submit Income-tax Clearance Certificate along with the tender. The tenders will be opened at 12-00 hours on Saturday the 29th September 1956 at the Office of the Regional Engineer, Mysore.

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.

C O T T O N Y A R N S

OF ALL DESCRIPTIONS FOR HANDLOOM, POWERLOOM & HOSIERY FACTORIES

MADURA MILLS COMPANY, LIMITED

Phone: 250 (5 Lines)

MADURAI

Telegrams: 'HARVEY'

MILLS AT MADURAI, TUTICORIN & AMBASAMUDRAM

5,00,000 Spindles

Counts up to 80s

WE SUPPLY:

WARP YARNS, COMBED YARNS, HOSIERY YARNS
CONE, CHEESE & HANK YARNS SINGLE & FOLDED

SPECIALITIES:

YARNS FOR THE MANUFACTURE OF

ROPES — HEALDS — CANVAS — TAPE
BELTING DUCK — TYRE CORD — SEWING THREAD
MULTI-PLY & CORD YARNS

MANAGERS:

A. & F. HARVEY LIMITED

PANDYAN BUILDING

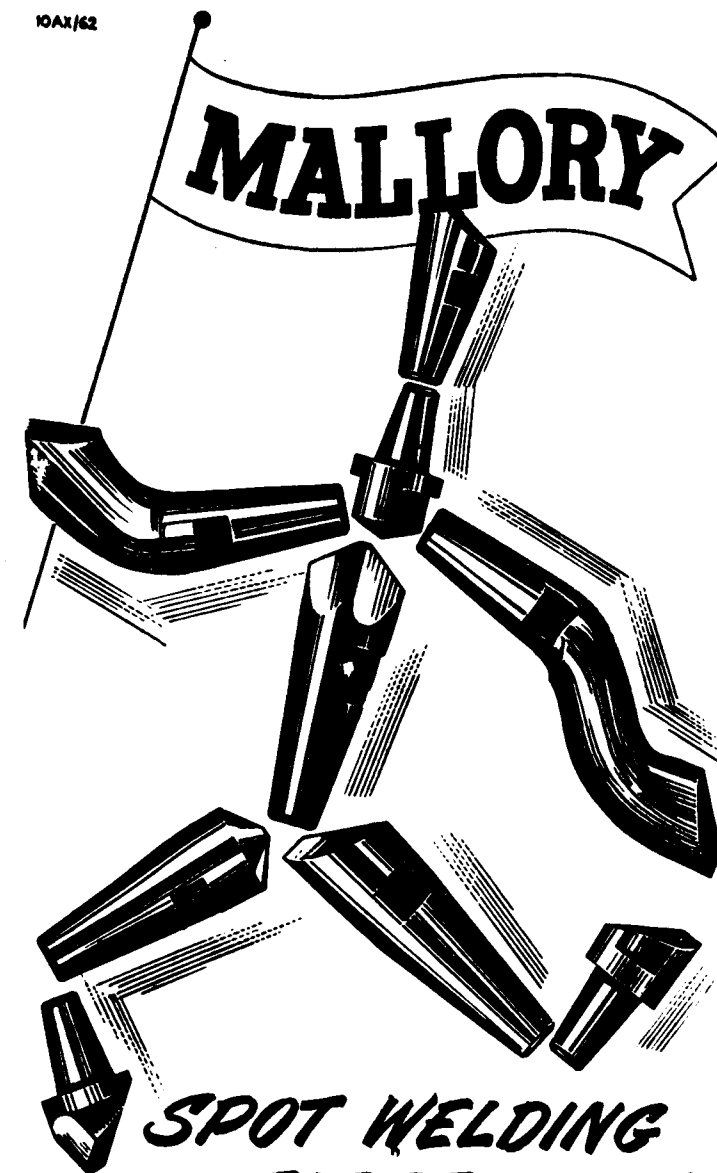
MADURAI

S. INDIA

Phone: 420 (4 Lines)

Telegrams: 'HARVEY'

10AX/62



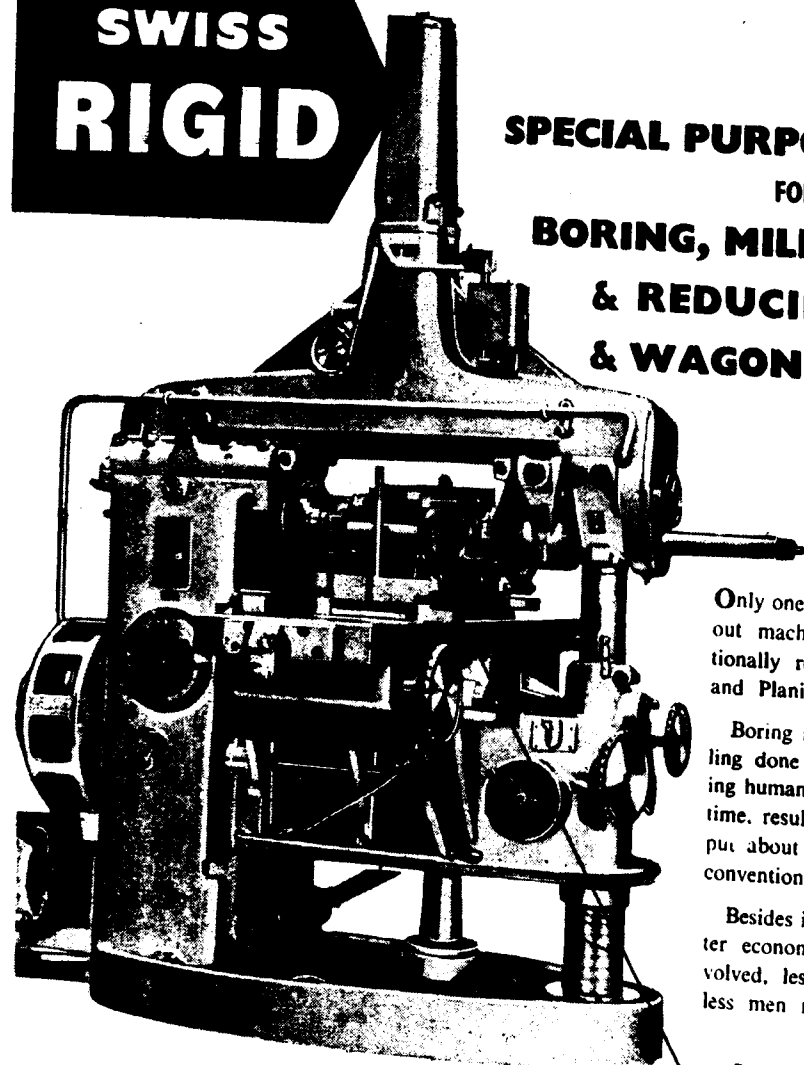
**SPOT WELDING
ELECTRODES**

STAY COOLER • WELD BETTER
LAST LONGER

**THE INDIAN OXYGEN
& ACETYLENE PRIVATE
CO., LTD.**

**SWISS
RIGID**

**SPECIAL PURPOSE MACHINE
FOR
BORING, MILLING, FACING
& REDUCING OF LOCO
& WAGON AXLE BOXES**



Only one machine required to carry out machining operations conventionally requiring separate Boring and Planing machines.

Boring and horn cheek face milling done in one setting, eliminating human errors, reducing handling time, resulting in a production output about 4 times greater than by conventional methods.

Besides increased production, better economy due to less H.P. involved, less space for installation less men required, etc.

Boring and horn cheek milling operations carried out simultaneously in one setting.



SOLE DISTRIBUTORS:
**FRANCIS KLEIN & CO.,
PRIVATE LTD.**
1, ROYAL EXCHANGE PLACE, CALCUTTA-1
SHOWROOMS: 13A, GOVT. PLACE EAST

SOUTHRAILNEWS

(Official Organ of the Southern Railway)

EDITORIAL NOTICE

VOL. III

No. 6

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.

Annual
Subscription Single
copy.

Rs. a. p. Rs. a. p.

Railway Employees ... 3 0 0

Others ... 4 8 0 0 6 0

Subscribers are requested to inform the management of the change of address, if any, well in time to avoid misdelivery of copies.

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

THE EDITOR
Southrailnews
18A Mount Road Madras 2

WHEN
YOU ARE

**WORRIED
TEA**



TAKES THE
LOAD
OFF YOUR
SHOULDERS



BUY TEA
ONLY FROM
RECOGNISED DEALERS



PST 163



SEE india

EXCURSION & PILGRIM SPECIAL TRAINS AND CIRCULAR TOURS

"See India" is a slogan not only for the foreign tourist but for Indians as well. Many of us have 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 3/4ths 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 :-

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

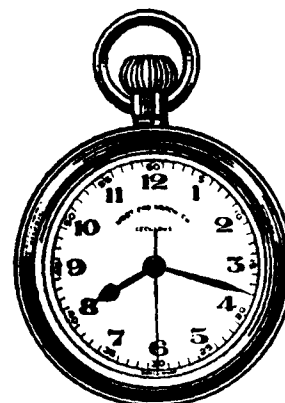
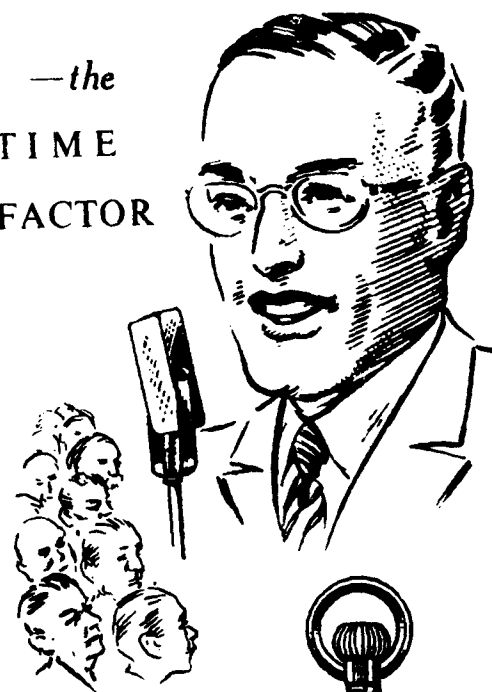
For detailed information, please apply to the Chief Commercial Superintendent (Rates), Northern Railway, Kashmere Gate, Delhi.

THE PUBLIC RELATIONS OFFICER, NORTHERN RAILWAY



PUBLIC LIFE...

—the
TIME
FACTOR



Secundus Pocket
Centre-Second
Nickel Silver
Rs. 77

Fitted with **Centre-Second hand** this Pocket Watch successfully meets the many demands made by Public Life and enables you to keep to an orderly schedule. Its dependability ensures the perfect timing of your daily programme.

WEST END WATCH CO.

BOMBAY

CALCUTTA

CONTENTS

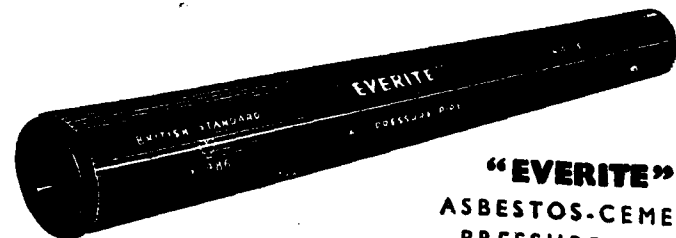
SEPTEMBER 1956

Editorial	... 11
Notes and Comments	... 13
World of Railways	... 19
Vaithiswarankoil	... 23
Aspects of the Law for Railways	... 27
From Pillar to Post	... 31
Special Problems of Railways and the way they are tackled	... 35
Medical	... 39
Hump Classification Yards	... 41
The Wheel—How it has helped Man	... 45
Women's Page	... 47
Children's Corner	... 51
Common Traits of Human Character	... 54
S. R. News	... 55
Our Commercial Newsletter	... 64



talking of pipes...

A calabash pipe, filled with overpowering shag, stimulated the inimitable Sherlock Holmes in solving crimes big and small. Solve your problems of conveying good clean water under pressure by using "Everite" Asbestos-Cement Pressure Pipes. There are none better. Manufactured to the highest standards, they are light but strong and easily and rapidly laid. They are bitumen-dipped for added safety. They cannot rust or corrode. Specify "Everite" pipes; they have been in use in India over the past 20 years. This long experience, combined with our unequalled service, is your assurance of satisfaction.



"EVERITE"
ASBESTOS-CEMENT
PRESSURE PIPES

ASBESTOS CEMENT (Private) LIMITED
BOMBAY CALCUTTA MADRAS PODANUR & NEW DELHI



SOUTHERN RAIL NEWS

VOL. III

SEPTEMBER 1956

No. 6

RASHTRAPATHI'S TRAVEL ON SOUTHERN RAILWAY

The President of the Republic of India, Dr. Rajendra Prasad was received at Madras Central by the Governor, Chief Minister, our General Manager and others, when the Grand Trunk Express arrived at the stroke of 1 p.m. on August 12. He had a very busy time during his stay here from the 12th to the 15th due to various engagements. The President travelled to Madura on the Southern Railway during his visit to Madras. On the evening of the Independence Day, at 9-30 p.m., President Rajendra Prasad went by special train from Madras Egmore to Madura. The General Manager accompanied the President in his special and came back with him. The Southern Railway had erected a special platform at Guindy station on Race Course-side for the use of President. On the 17th, the President came back from Madura in a special train in the evening and he alighted on that platform and drove to the Raj Bhavan, Guindy. On the 18th the President boarded the saloon attached to Grand Trunk Express at Madras Central. Amidst cheers from the large gathering, the train steamed off precisely at 12 noon, and the President acknowledged the cheers, standing at the entrance of his saloon. Sri T. A. Joseph, General Manager, Southern Railway, travelled by the same train up to Vijayawada. The General Manager received a present from the President. Madras State was lucky in having the Revered Rashtrapathi during the Independence Day celebrations. Madras public were gratified to witness the gorgeous Independence Day parade conducted with the highest pomp and splendour on account of the Revered Rashtrapathi's presence.

GENERAL MANAGERS' CONFERENCE

Addressing the closing session of the three-day conference of Railway General Managers with the Railway Board, the Railway Minister, Sri Lal Bahadur Shastri, said that in the context of the Second Five-Year Plan, he wanted railway officers at various levels to develop qualities of leadership and independent judgment. He also expected the rank and file of railwaymen to display discipline of the highest order and to help towards greater productive effort. He called for a determined drive to raise punctuality standard of passenger trains.

The Deputy Railway Minister, Sri O. V. Alagesan, who also addressed the conference, said the railways must develop a genius for improvisation to secure the maximum immediate results from existing assets, pending the procurement of more modern equipment through additional investment. Through better planning, the Deputy Minister said, the Railways could obtain more satisfactory results.

The conference stressed the need for greater attention to the welfare of India's one million railwaymen and it was agreed that the organisation for staff welfare on most railways needed to be strengthened.

The conference, during a detailed discussion of the operational position on each railway, laid down targets of higher performance for the next "busy season," from November 1956 to March 1957. A number of technical suggestions was made on behalf of the Railway Board, aimed at speeding up goods operation in various directions, and improving the present carrying capacity through better methods of work.



The conference of General Managers in progress

The conference also discussed ways and means of improving standards of passenger transportation. Among the points referred to was the feasibility of reconditioning old coaches to increase passenger accommodation.

✱

Sri O. V. Alagesan, Deputy Minister for Railways and Transport, declared open the Railway Protection Force Training School at Kimber Gardens, Trichinopoly, on September 1, 1956. A detailed report of the eventful function will appear in our October issue. A message sent by the Railway Minister, Sri Lal Bahadur Shastri, to the Railway Protection Force of the Southern Railway reads :

"I wish to send my greetings and good wishes to you all on the occasion of the

inauguration by our Deputy Minister, of the Railway Protection Force Training School at Tiruchirapalli. It is with great pleasure that I have learnt of the improvements already brought about by the Railway Protection Force on the Southern Railway in the matter of incidence of thefts, pilferages, etc. and reflected in the claims position.

The reorganised working of what was previously known as the Watch and Ward Department is a new experiment that we are making and it has already borne fruit. If the men of this Force are properly trained they will not only serve the Railways but, if so required, they can function in a wider field as well.

The dignity of the men and officers both has to be raised—and change it into a truly live organisation! In this task I have no doubt that the Southern Railway will give their fullest co-operation in building up one of its own branches which has undergone a big change.

I offer my sincere congratulations to Shri Lahiri and Shri Mahadevan on this happy occasion."



"RAILWAYS MUST PLAN 20 YEARS AHEAD"

Sri G. Pande, Chairman, Railway Board, declared that it was not enough for the Indian Railways to plan only for the next five-year period. "We must look ahead and plan from now on for heavier responsibilities during the next 15 or 20 years."

Sri Pande, who was speaking at a three-day conference of the General Managers of the various Railways which opened on 6th August 1956, broadly indicated the lines on which the Railways had to work in order to achieve even higher efficiency standards than in the past.

The Railway Board was in this connection, he said, examining certain technical points which had a bearing on improved methods of work in the future. The Board was also thinking in terms of heavier trains, better track standards, more intensive operation through dieselisation and electrification on selected sections, etc. The question of reorganising on modern lines the Central Standards Office for the Railways and the Railway Research Directorate was also receiving attention.

The Financial Commissioner for the Railways, Sri J. Dayal, said that while the Railways had made considerable progress during recent years, the search for securing further improvement in the efficiency of performance should be continued. Experience of certain foreign countries which he had recently visited showed that with greater attention to certain matters of technical detail, organisation and planning, it might be possible to achieve a better utilisation of the existing stock of locomotives, wagons, etc., and thereby to

improve the Railway's carrying capacity, so vital to the successful implementation of the Second Five-Year Plan.

The conference also heard from Sri P. C. Mukerjee, Member (Engineering), Railway Board, an account of his experience during his recent tour of Western and Eastern Europe, where he inspected a number of factories manufacturing Railway equipment, and met various Railway authorities.

Separate Targets for each Railway

Sri K. B. Mathur, Member (Transportation), also suggested certain practical means of improved utilisation of rolling stock. The General Managers gave the conference details with regard to performance and maintenance of rolling stock. The view was accepted that, in future, separate efficiency targets should be laid down for each Railway, and for sections within each Railway.

The conference expressed itself strongly in favour of strengthening the personnel organisations of the Railways and felt that greater initiative should be placed in the hands of personnel officers so that the legitimate demands and grievances of the staff could be dealt with more satisfactorily and with greater expedition.

CALL FOR BETTER METHODS OF WORK ON RAILWAYS

The Railway Minister, Sri Lal Bahadur Shastri, called upon railwaymen in India to begin thinking on fresh lines and evolve better methods of work which would achieve the twin objects of improved operational efficiency and economy in expenditure.

In the context of the Second Five-Year Plan, the Minister said, he wanted railway officers at all levels to develop qualities of leadership and independent judgment. He also expected the rank and file of railwaymen to display discipline of the highest order, and to help towards greater productive effort. In dealing with their staff, the Railways must combine courtesy with firmness, and efforts should be made to promptly deal with their legitimate grievances.

Higher Passenger Punctuality

The Minister, who was addressing the closing session of the three-day conference of Railway General Managers with the Railway Board in New Delhi, called for a determined drive to raise the punctuality standard of passenger trains.

The Deputy Railway Minister, Sri O. V. Alagesan, said that the Railways must develop a genius for improvisation to secure the maximum immediate results from existing assets, pending the procurement of

more modern equipment through additional investment. With the help of better planning, the Deputy Minister said, the Railways could obtain more satisfactory results.

Targets for next season

The conference stressed the need for greater attention to the welfare of India's one million railwaymen, and it was agreed that the organisation for staff welfare on most Railways needed to be strengthened.

The conference, during a detailed discussion of the operational position on each Railway, laid down targets of higher performance for the next busy season, from November 1956 to March 1957. A number of technical suggestions were made on behalf of the Railway Board, aimed at speeding up goods operation in various directions and improving the present carrying capacity through better methods of work.

The conference also discussed ways and means of improving standards of passenger transportation. Among the

The Railway Freight Structure Enquiry Committee in session at New Delhi



points referred to was the feasibility of reconditioning old coaches to increase passenger accommodation.

COUNTRYWIDE DRIVE TO INCREASE RAIL TRANSPORT CAPACITY

The main lines of a countrywide drive to secure the most intensive utilisation of railway rolling stock in the country were finalised at a four-day conference of the Chief Operating Superintendents of all the Indian Railways with the Railway Board which concluded in New Delhi on Thursday, 23rd August 1956.

The top-level railway operating executives present at the meeting decided on a series of far-reaching measures designed to tackle the problem on an emergency basis, with a view to closing, to the largest practical extent, the present uncovered gap between freight traffic likely to develop during the Second Plan period and the resources available for carrying it.

The Railway Board emphasised that, in view of the shortage of funds, it was of the utmost importance that the Railways should, through superior organisational effort, economise on new capital expenditure.

The Railway Board also reviewed the past operational results of each Railway, and set new higher targets of performance for the ensuing busy season (November 1956 to April 1957), in regard to wagon loading and wagon and engine usage.

The conference attached the greatest importance to co-operation from the staff. It was decided that frequent meetings of railwaymen at all levels should be arranged to explain to them the revised targets of performance, so that all classes of workers, including even shunting porters and pointsmen, may have a clearer perception of their respective duties and their share in the fulfilment of the targets.

The conference decided that a systematic and persistent campaign should be initiated immediately to streamline all aspects of operation, particularly in regard to faster loading and release of wagons at terminal points, expeditious disposal and proper marshalling of goods trains and punctual running of trains from terminal yards. There should be greater supervision at focal points like Moghalsarai, Bezwada, Ratlam, Baroda, Waltair, Agra East Bank, etc. to remove any deficiencies which may exist.

An important decision related to the establishment of a number of "traffic control" areas to maintain constant touch over the telephone with the various points which handle wagons, so that individual wagon movement and specific traffic movements could be closely watched with a view to ensuring better output from the existing yards and wagons. Telecommunication facilities should be strengthened in accordance with individual requirements.

Tele-printer Links

It was also decided that tele-printer services should be introduced between important marshalling yards to convey full particulars of wagons despatched on different trains, thereby facilitating advance planning of further movement and disposal of wagons.

Among the other decisions taken at the meeting were the following:

The "wagon-chasing" organisation should be strengthened by posting selected senior and experienced personnel, and their retention in these jobs should solely depend upon the results they produce.

Loading inspectors should be appointed to introduce scientific loading of wagons, particularly in big sheds and transshipment sheds so as to ensure better wagon loading.

Additional Express Goods trains

Additional express goods trains should be introduced, and these should be run like scheduled passenger trains, providing a minimum of a weekly fast service on all the important trunk routes to enable transport of all commodities essential to the life of the community. It is proposed not to apply ordinary operational restrictions to the running of these trains.

Under this scheme some of the additional important goods services from North Bihar to Assam, Madras to Cochin, Bombay to Kanpur, Kandla to Phulera, Bikaner to Rajkot, etc., will be introduced from October 1, 1956.

Punctuality of passenger trains was also discussed and various measures for ensuring better punctuality were decided upon.

Students in Bihar shouting slogans during the recent campaign launched by them against ticketless travel



DRIVE AGAINST TICKETLESS TRAVEL

High school students of Bhagalpur have joined in the drive against ticketless travel on the Railways.

Groups of students carrying placards bearing legends discouraging ticketless travel and improper use of alarm chains paraded on the railway platform recently as trains steamed into the station yard.

The Bihar Government, in a recent circular to District authorities, had drawn attention to ticketless travel and improper use of alarm chain in certain zones and had suggested deterrent punishment provided under law.

NO RAILWAY CONCESSIONS FOR MELAS

The Railways have been asked not to issue in future, concession return tickets to passengers travelling to and from local melas and fairs.

The concession tickets will not be issued even if these are found to be commercially justified by the Railways.

The decision has been taken in the light of the prevailing overcrowding, which may, if anything, get worse as normal passenger traffic increases with the rising tempo of the Second Plan.

The original Railway Five-Year Plan provided for 30 per cent increase in passenger traffic during the Plan period, but this provision has had to be cut down to only 15 per cent as a result of the reduction in the size of the Railway plan.

MANUFACTURE OF RAIL WAGONS

Schemes of four engineering firms for the manufacture of railway wagons have been approved by the Licensing Committee of the Government of India.

The firms will have their plants at Madras, Bharatpur, Kanpur and Bareilly. They will each have a capacity of 1,000 wagons per year in terms of four wheelers.

These four firms are among the eight selected by the Railway Board for placing educational orders for the manufacture of railway wagons. Of the other four firms three have already been licensed for the manufacture of wagons while the case of the remaining firms will be considered later.

The four firms which will be granted licences for the manufacture of wagons will develop capacity for the manufacture of all wagon components except steel castings. They are expected to reach self-sufficiency over a period of three years.

A number of other applications for the manufacture of wagons were rejected by the Licensing Committee because the Railway Board did not approve their schemes. About a dozen applications, still being considered by the Railway Board, will be examined by the committee later for the grant of licences against the remaining wagon manufacturing capacity available for allocation.

65,000 QUARTERS

The Indian Railways have tentatively decided to construct nearly 65,000 new quarters for their staff during the Second Plan period.

Only eight out of every 1,000 new quarters to be constructed will be for officers. The remaining 992 would be for Class III and Class IV staff.

The total expenditure on the construction of these quarters is likely to be in the neighbourhood of Rs. 35 crores.

ROLLING STOCK MANUFACTURE

The Hindustan Aircraft (Private) Ltd. has entered into a technical assistance agreement with a West German firm, known as M.A.N., for manufacture of rolling stock in its factory at Bangalore.

The agreement covers the manufacture of rolling stock of different types including integral coaches.

The H.A.L. under the scope of the agreement, will get a number of its technicians trained at the collaborators' works in Nuremberg in design manufacture of integral coaches. The firm claims that the bogies offered for this collaboration will provide excellent riding qualities and have been developed recently.





During his recent stay in Madras the President, Dr. Rajendra Prasad, visited the I.C.F. The President is seen above pressing an electric button to release the first integral coach manufactured at the I.C.F. from Indian-made parts

The President in the Technical Training School



The fast Invercargill-Christchurch Express of the New Zealand Railways skirting the eastern shore of the South Island near Dunedin

WORLD OF RAILWAYS

ARTHUR L. STEAD

Our London Correspondent

ON a truly memorable day one hundred and three years ago, India's first train steamed proudly out of Bombay for Thana. Now, many younger lands are preparing to celebrate the one hundredth birthday of their railway systems. Among these countries is the Dominion of New Zealand, where a century ago hardy settlers from Britain began to pave the way for the construction of a railway network which today ranks as one of the most virile and progressive in the world.

Early settlement of New Zealand began in 1850, when the first landings were made at Lyttelton, in the South Island. With vivid memories of George Stephenson's achievements in

England ever in their minds, the early settlers soon commenced to bring the railway and the steam locomotive to their aid, thereby laying the foundations of the present-day rail system of 3,500 route-miles, serving New Zealand from end to end.

The first public railway in New Zealand actually was opened in part in 1863, when the pioneer steam locomotives, "Pilgrim", hauling its quaint little train of typically English passenger coaches, left Madras Street Station for Ferrymead. Following the completion of a 1½-mile long tunnel beneath the Port Hills, the throughout Lyttelton and Christchurch Railway was opened in 1867.

The railway ball once set rolling, New Zealand in the eighteen-sixties experienced a minor railway complex, and particularly in the South Island short railways of 5 ft. 3 in., 4 ft. 8½ in. and 3 ft. 6 in. track gauge sprang up to serve the more settled areas. The pioneer Lyttelton and Christchurch line was itself of 5 ft. 3 in. gauge. In the North Island, a short 4 ft. 8½ in. gauge line was pioneered in 1864, but it was not until 1873 that the North Island's first public railway was opened for traffic, this being a 3-mile section near Auckland.

In 1870, railway construction in New Zealand was taken over by the Government, and the track gauge for all existing and future lines standardised at 3 ft. 6 in., considered to be the most suitable for the country's needs. By 1877, all the New Zealand Railways has been converted to this dimension, which remains favoured to this day.

By 1880, New Zealand possessed 1,180 miles of railway. Twenty years later, mileage had grown to 2,100, and this in an undeveloped country where the total population was only about 800,000. A main line, 369 miles long, was completed in 1879, connecting the three South Island cities of Christchurch, Dunedin and Invercargill, but the final link of 218 miles between Christchurch and the northern port of Picton—where train-ferry connection is given with the North Island—was not opened until 1946. Now, the main-line of 587 miles runs the entire length of the eastern side of the South Island, and from it pass many important routes to the West Coast and the interior.

In New Zealand's North Island, the most important main-line is that between Wellington and Auckland, 425 miles, including engineering masterpieces like the Raurimu Spiral and the 258 ft. high Makatote Viaduct.

The commodious city goods yard of the New Zealand Railways at Dunedin



A typical electric locomotive supplied by the English Electric Co. for New Zealand Railways

Other main-lines in the North Island lead from Auckland towards the northern tip of the Dominion, and eastwards to Rotorua; and from Wellington to Napier and New Plymouth.

Earliest track of the New Zealand Railways consisted of 40 pound iron rails on dirt ballast. Today, fast trains roar over fine roadbed and 70 pound rails at speeds up to 50 m.p.h. and over. A new standard rail weighs 85 pounds per yard, and is largely employed on the main-lines, while 100 pound steel is used on electrified routes.

Tunnels, viaducts and bridges abound on the New Zealand Railways, and main-lines are both heavily graded and tortuous. Longest tunnel is the Otira, in the South Island, 5¼ miles. Among important viaducts are the Makatote structure, on the Wellington-Auckland main-line, previously mentioned; the 315 ft. high Mohaka Viaduct, between Napier and Wairoa, in the North Island; and the 946 ft. long Mangaweka Viaduct on the Auckland-Wellington route. To these outstanding structures must be added the Hapuawhenua Viaduct, on the Wellington-Auckland main-line, which is unique in being entirely curved, a radius of 10 chains being employed. It is 932 ft. long and 149 ft. high, in prefabricated steel.

The Raurimu Spiral, on the Wellington-Auckland main-line, is one of the railway wonders of the world. Seven miles long, this cleverly-designed loop

overcomes a sudden 714 ft. increase in altitude, incorporating a complete circle, three horseshoe curves and two tunnels.

One mile beyond Raurimu Station, the railway main-line doubles back to within 300 ft. of its starting point, having ascended 82 ft. in height. Curves at this point are of 7¼ chains radius, and the gradient is 1 in 50. The spiral itself is laid in curves of 8¼ and 12¼ chains radius, and at 1¼ miles from Raurimu, the distance between the rail levels where the line passes over the first tunnel is 74 ft.—232 ft. above Raurimu. At a distance of 2¼ miles from Raurimu, the line almost completes a circle only 18 chains in diameter, and at 3 miles by rail a straight line across country to Raurimu measures three-quarters of a mile. Two tunnels on the spiral are 1,260 ft. and 315 ft. long respectively.

The earliest passenger stations on the New Zealand Railways were mostly very modest timber structures. By degrees, stone, brick and concrete construction was adopted, and today there are commodious stations at points like Wellington, Auckland, Dunedin and Christchurch. The present headquarters station at Wellington was opened in 1937. It is a magnificent brick building, roofed with Spanish mission tiles. Every conceivable amenity is provided, including a cafeteria, hairdressing saloon, bathrooms, waiting-rooms, book-stalls, a post office, and a children's nursery.

Auckland Signal Box of the New Zealand Railways with 128-lever electro-pneumatic inter-locking machine



Back in the early nineteen-hundreds, travel was slow in New Zealand. The first regular trains between Wellington and Auckland, for example, in 1909 took 19½ hours to cover the 425-mile run, with fifteen or more intermediate stops. Consisting of wooden carriages, gas-lit, and equipped with horse-hair padded seats, these 200-ton trains were hauled most of the way by four-cylinder compound steam locomotives.

Following bridge and track improvements, the Wellington-Auckland run was cut in 1914 to one of 17½ hours. Then, in 1924, fast "Night Limited" trains were introduced, covering the journey in 14½ hours. By this time main-line passenger trains were being hauled by "Ab" class steam locomotives—"Pacific" (4-6-2) machines.

Today, the Wellington-Auckland journey time remains around 14½ hours, except in the case of the "Daylight Limited", which has been brought down to 13½ hours. The "Daylight Limited" and other principal main-line trains are formed of heavy steel, semi-streamlined carriages, 56 ft. in length, electrically-lit and equipped with foam-rubber seats. Comfortable sleeping cars are provided on all regular overnight trains, and first-class carriages are pressure-ventilated to exclude dust.

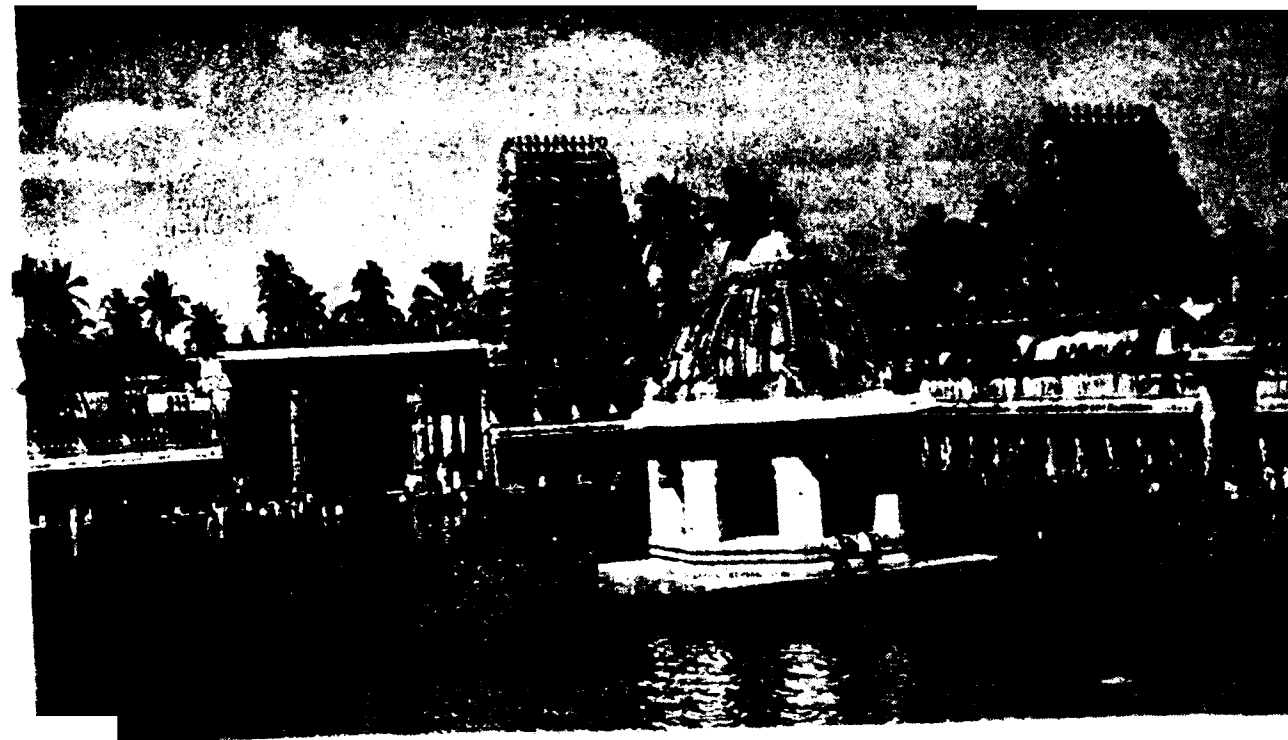
To meet the demands of steadily increasing traffic, the New Zealand main-lines are being constantly improved. Steep gradients and severe curves are being eliminated, and up-to-the-minute electric colour light signalling and "finger-tip" centralized traffic control equipment installed. Double track has been laid on certain heavy traffic sections, while at busy sub-terminal stations the passenger and yard accommodation has been modernised. In addition, the Wellington-Paekakeriki section of 24½ miles has been electrified to facilitate the handling of heavy traffic over steep grades and through long tunnels.

The electrified Wellington-Paekakeriki line carries, in addition, a heavy suburban business. Multiple-unit electric trains are utilised in this important service. Introduction of diesel power is a recent development in New Zealand. For some years diesel shunting locomotives have been employed with success, and now main-line diesel traction is coming into the picture. 1,500 h.p. diesel-electric locomotives, imported from Britain promise to revolutionise freight train handling on the main-lines. Geared for a maximum speed of 60 m.p.h., these machines are 61 ft. 3 in. long and weigh 103 tons in working order.

For freight handling, the New Zealand Railways own about 31,000 wagons, a popular pattern being the "high-side". For handling frozen meat, special refrigerator wagons are employed, meat and farm products generally forming a large proportion of the total business dealt with. In all New Zealand freight handlings by rail total about 9,000,000 tons annually.

The New Zealand Railways operate commodious goods stations at their principal centres, and at suitable located points there are extensive marshalling yards. One of the most modern yards is that at Middleton near Christchurch. This yard includes some 8½ miles of running track. It is of the "hump" type, 84 chains in length, and carrying at its widest part 31 tracks. Floodlighting is employed to facilitate night working.

About 25,000 employees are on the paybill of the New Zealand Railways and a feature is the conduct of educational schemes encouraging workers of all grades to widen their knowledge and qualify for promotion. It would indeed be difficult to find a more progressive transport undertaking than the New Zealand Railways, and we are certainly going to hear a great deal in the years to lie ahead about this "up and coming" system.



A view of the Siddamirtha tank with the dome-shaped mandapam in the centre and the two Rajagopurams in the background

VAITHISWARANKOIL

N. V. R. SWAMY

THE practice of performing tonsure ceremonies, i.e., getting children shaved for the first time to promote the proper growth of their body is in vogue in most of the Holy places in South India and Vaithiswarankoil is one among them.

Situated near Mayavaram on the Madras-Trichinopoly main line of the Southern Railway, this is one of the famous shrines promising miraculous cure for all the ills of the body, mind and spirit. Thousands of devotees visit this temple throughout the year to fulfil their vows. The presiding deity, as the name implies is Vaidyanathaswamy (physician-God) and He is so called because, He acted as a physician to cure the wounds of the Ganas of Lord Subrahmanya, who overcame the Asuras and demons.

On the eastern and western sides, there are two big Rajagopurams.

Lord Siva, as Vaidyanathaswamy, and Parvathi as Thayyalnayaki are facing westwards and southwards respectively. The temple faces the west and the western gopuram is several yards away from the central shrine. The sun's rays pass through this gopuram entrance and fall upon the lingam at a particular part of the year for a few days.

Veerabadra, Kali, Bhairavar and Karpaga Vinayagar are on the four directions of the temple, serving as guardian deities. As we enter the western gopuram, we see two big gold and silver-plated Dwajasthambams majestically standing in front of the Amman sannadhi.

Near the Kalyana Mandapam, Lord Subrahmanya is seen with Valli and Daivayanai on His either side. He is known as Selva Muthukumara and the deity, made of the best metallic alloy, is enchanting in appearance. It is said

that when Parvathi desired to see the six-faced Subrahmanya to assume one face, He appeared so and Parvathi presented him with a Vel (an arrow) for destroying the demons who were giving troubles to men and rishis. On every Krithigai day, thousands of devotees gather here to worship this Lord with milk and rose-water for abhishekam. After the abhishekam, the feet of the Lord are covered with sandal-paste mixed with saffron powder and the devotees rush to the priest to get a share of the paste, so that they may get rid of all diseases. One peculiar feature is that unlike in other temples, during the Ardhajama Puja (i.e., invoking the God to go to bed for taking rest for the day), pooja is performed to Selva Muthukumarar first and then only to the presiding deity Vaidyanathaswamy.

Idols of Jatayu (bird), Sampathi, Lord Subrahmanya, Rig Veda and

Angaraha, who worshipped the Lord Siva, are seen in the inner prakaram and those of Ayyanar, Pidari, Mariamman, etc., are seen in the south prakaram. The sixty-three Nayanmars and Sapta-Kannikas are also seen here.

As desired by Jatayu, Sri Rama performed the funeral of him who helped him in his quest of Sita and that place called Jatayu-kundam (pyre) is seen in the south prakaram of the temple. The ashes in this kundam is said to be never diminishing and it is also said to cure all kinds of diseases by wearing it on the forehead. We see Sri Rama, Lakshmana, Viswamitra and Vashista here. Beautifully carved image of Somaskandar is seen facing east in the south-west corner of the temple.

Out of the eighteen Holy tanks said to be in this place, much importance is attached to the *Siddamirtha theertham* situated in the south prakaram, opposite

to the Amman sannadhi. It is surrounded on four sides with beautiful mandapams with one dome-shaped mandapam in the centre.

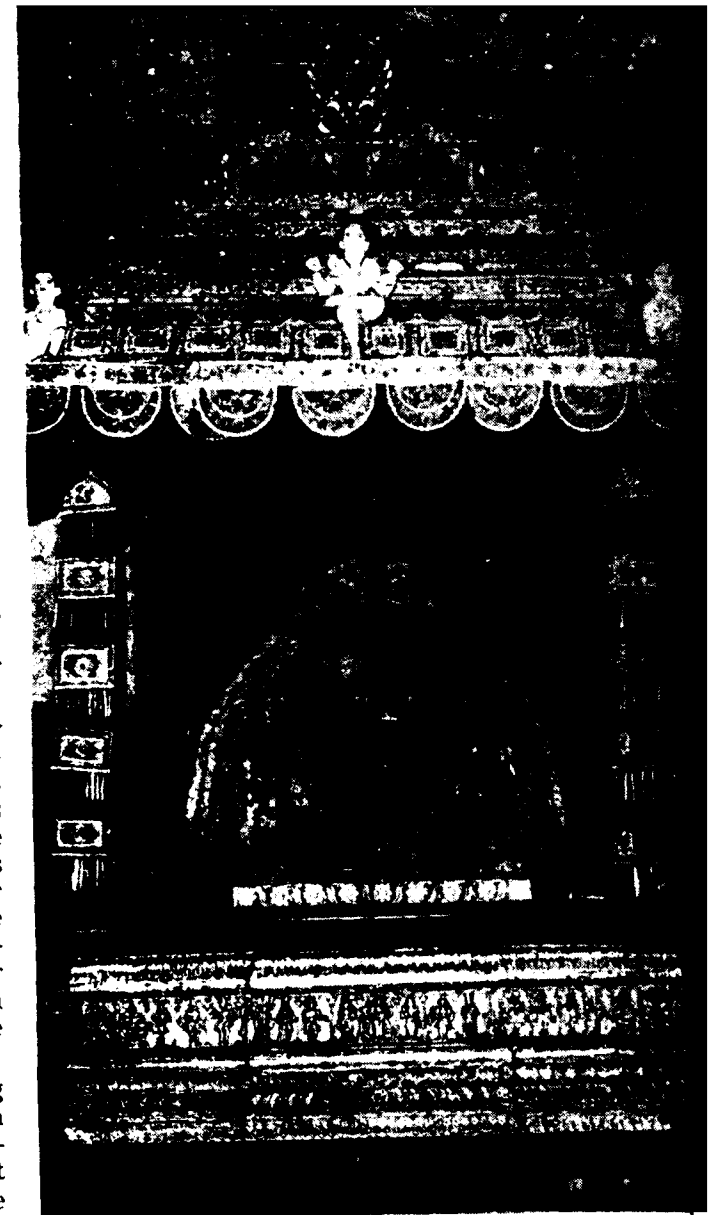
A sage by name Sadananda was once observing penance in this tank. At that time, a frog, threatened and followed by a snake, jumped on him and thus his meditation was disturbed. Having got angry at the disturbance, he cursed that no frog or snake should exist in this tank for ever. This curse is proved even today as we do not find either of the species. The water of this tank is considered very sacred and lumps of jaggery are thrown into this tank as a vow for cure of the boils and other skin diseases. Those having faith in God and who are possessed by devils or spirits or affected by leprosy, etc., take bath in this tank and they are cured of their diseases.

Next to this, there is another tank by name *Kothanda theertham* in the south-west corner. Sri Rama, during his forest-life, performed the rites for his forefathers and also for Jatayu (whose wings were cut off by Ravana) in this tank. There is a shed provided near the tank where many barbers are employed for performing tonsure ceremonies. Devotees after getting their hairs removed, should take bath first in this tank and then only in the *Siddamirtha theertham*.

Great sanctity is attached to the big margosa tree (*Shattha-vriksham*) which is said to possess large medicinal properties. This is seen beside the east gopuram and Lord Siva is said to have worshipped under this tree and His shrine seen under this tree is known as *Adi Vaidyanathaswamy*.

Another special feature of this temple is that Angaraka has been given a separate and prominent place, unlike in other places, where he occupies one of the seats in the Navagraha mandapam. Every Tuesday evening, this God riding on goat is brought out in procession within the temple.

Every year Brahmotsavam is celebrated in the month of Panguni (March) and the Selva Muthukumaraswamy Car festival in Thai (January) and for the



Sri Selva Muthukumaraswamy in
Vaithiswarankoil

Amman, the Navarathri (October) and Adipooram (August) festivals are famous.

Though Pallava architecture is abounding in the stone-pillars, there are no edicts available to throw any light on the history of the day.

The Dharmapuram Mutt has 27 Siva temples under their administrative control and this is one among them.

LE CARBONE "A.D." CELLS

are outstanding for long life

A.D. 608A INERT CAUSTIC
SODA CELL

2,500 W. H. Capacity—E. M. F. 1.4 volts. 8½ in. by 8½ in. by 11 in. Weight (before filling with water) 22 lbs.

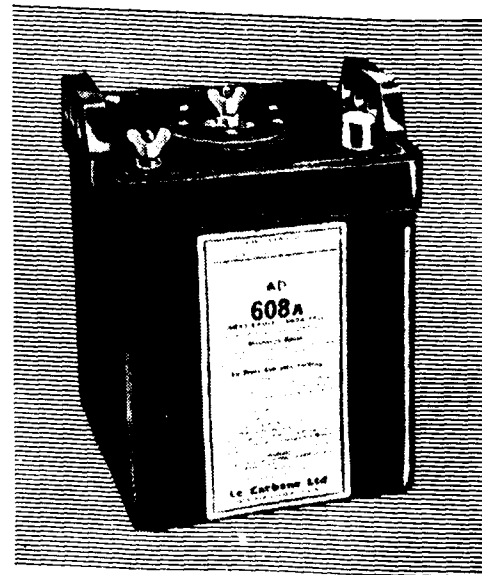
Average volts in discharge over 1.0 volts.
Discharge Rates:—

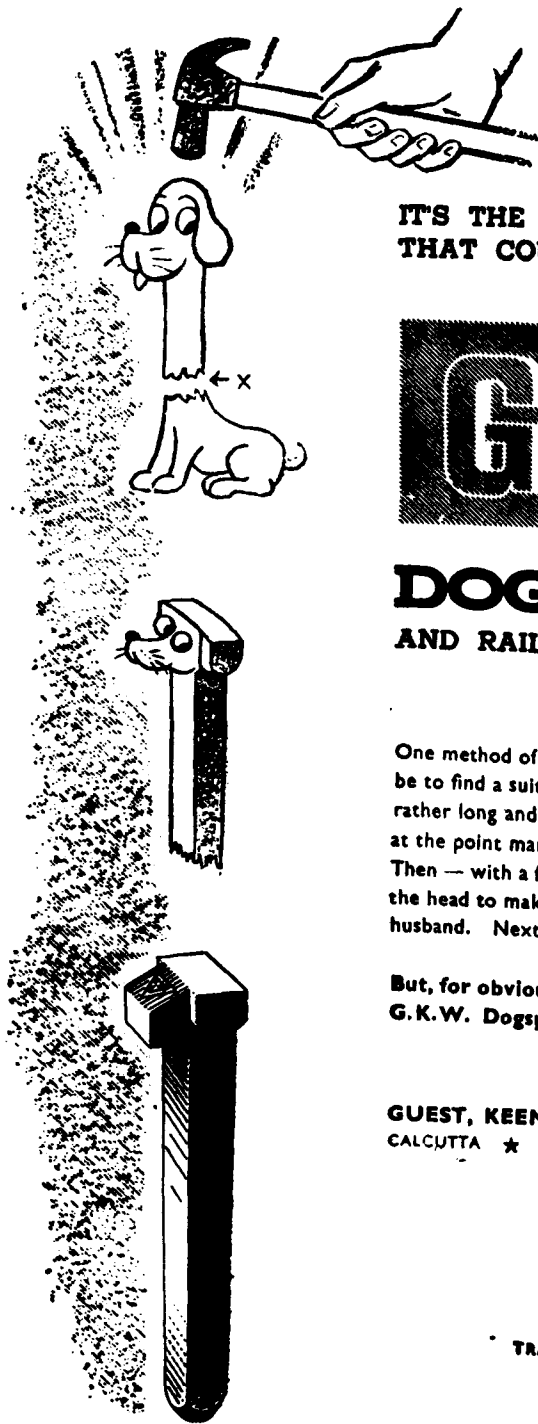
Up to 1.0 ampere continuous; Intermittent up to 2.5 ampere.

For Railway Track Circuits, Approach Lighted, Colour Light Signals, Signal Cabin Central Batteries, Telephone Exchanges.

Further
information
on
request

SOLE AGENTS
saxby & farmer
(INDIA) PRIVATE LTD.
17, CONVENT ROAD, CALCUTTA 14





IT'S THE METHOD OF MANUFACTURE
THAT COUNTS!



DOGSPIKES
AND RAILWAY TRACK FITTINGS

One method of making a Dogspike would be to find a suitable dog, preferably one with a rather long and slender neck. Sever the head at the point marked X and scrap the body. Then — with a fairly hefty hammer — hit him over the head to make him look like a henpecked husband. Next, trim his face and whiskers...

But, for obvious reasons, it is better to specify G.K.W. Dogspikes for the Nation's railways.

GUEST, KEEN, WILLIAMS, PRIVATE LIMITED,
CALCUTTA ★ BOMBAY ★ MADRAS ★ NEW DELHI



ASPECTS OF THE LAW FOR RAILWAYS

OPRAIL

IF you light up a fragrant cigarette during a journey by train and find one of your fellow passengers asking you to put it out, you will possibly be rather indignant. After all, has anyone in a train the right to stop you from smoking? Unfortunately the answer is yes. Your fellow passenger has a right according to law. Section 110 of the Indian Railways Act gives your fellow passenger every right to object to your smoking, and if you are unwise enough to make an issue of it, you may eventually find yourself up before a magistrate, who can touch your pocket to the extent of a fine up to twenty rupees.

This is only one of the sections of the Indian Railways Act, which contains about 150 sections covering such aspects as the Inspection of Railways, Construction and Maintenance of works, Opening of Railways, Traffic Facilities, Railway Rates Tribunal, Working of Railways, Carriage of Passengers and Property, Responsibility of Railway Administrations as Carriers, Limitation of Employment of railway servants, accidents, penalties and offences, etc.

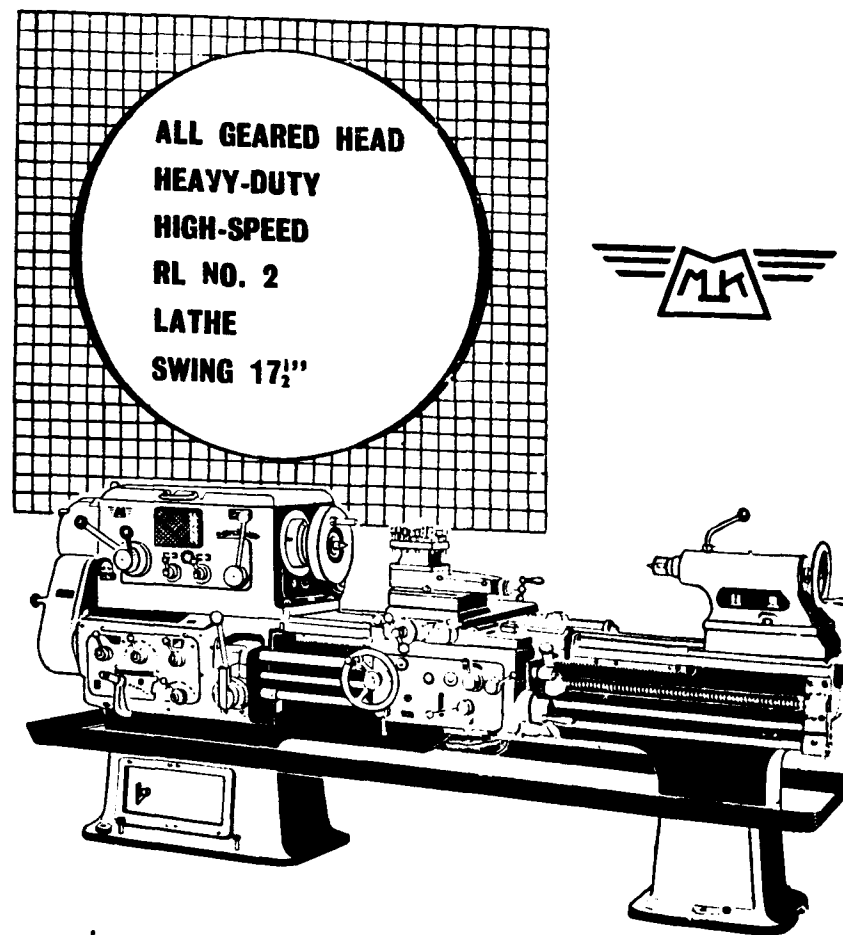
But, in spite of this formidable array of sections and sub-sections of the law as contained in the Indian Railways Act, the strange part of it is that the Railway Administrations are not rushing cases into court for the violation, interpretation or misrepresentation of the intricacies of the Railways Act.

But there are some sections—(especially those classified under the title "Responsibility of Railway Administrations as Carriers,") which figure most in railway cases which eventually go to court. This being so, let us see why this particular section of the Indian Railways Act produces perhaps the largest number of 'court' cases in railway annals.

What may always be a source of contention between railways and railway users, specially those who offer goods and merchandise for carriage by rail from one destination to another, is the well-known compensation claim. A consignor or consignee has not received goods that have been despatched to him, or received these in a damaged condition. He will promptly put in a claim for compensation, which may run into thousands of rupees. The Railway Administration, after due enquiries based on documents and facts, may agree to settle the claim for a figure much below than what is claimed, but which is actually more equitable. The claimant does not agree to this and insists on settlement of the larger amount. Eventually, after a battle by correspondence, with no agreement reached, the claimant decides to take the case to court. Then again, the railway may repudiate a claim altogether, as they are sure that the railway has taken all reasonable care and precaution while the consignment has been in the custody of the railway. The claimant declines to accept the railway's verdict, so he files a suit in court for compensation.

Such claims that go to court, either at the instigation of the claimant, or by the railway administration defending its legitimate rights under the law, are in the region of over five thousand cases per annum on some railway systems, and involve sums of money which go into five or six figures. Apart from these compensation claims that are eventually decided in the law courts, quite a considerable number are decided on a compromise basis and settled out of court, when the claimant is wise enough to agree with his adversary quickly, rather than go to law.

Apart from compensation claims, the legal department of a railway handles other types of cases which eventually



Its special features are: Main Spindle with 18 Mechanical speeds—Sliding gears of Nickel Chrome Steel Hardened and ground by Maag Process—Norton Box to cut all types of threads—Heavy construction for slides to take Carbide tools—Oil pump incorporated in Headstock for lubrication. This lathe is in great demand among Railways and other Production Workshops.

Write for descriptive literature.

Manufacturers:

THE MYSORE KIRLOSKAR LTD.

Yantrapur P.O., HARIHAR, Mysore State.

Distributors: Batliboi & Co., Forbes Street, BOMBAY 1.

A-75a

go to the law courts for a decision. For example, railways employ contractors for various purposes—catering and vending to provide foodstuffs to passengers at stations, various types of engineering works like building of stations, quarters, offices, bridges, etc., or for the supply of materials, stores, manufactured products, etc.

As long as a contract runs smoothly, and services rendered and payments made to the satisfaction both of the railway administration and the contractor, there is no recourse to the law. But if there is a breach of the terms of contract, and no possibility of coming to terms by mutual consent; then either the contractor files a suit against the railway for what he considers to be his rights, or the railway sue the contractor for a breach of contract.

After a serious rail disaster in which a train has been wrecked and people killed or injured, and goods damaged due to the accident, Railways are faced with heavy claims for compensation. Usually, such claims are decided by a special Claims Commissioner appointed by the Central Government, but in all such matters the law in regard to the responsibility or culpability of the railway is involved.

Another type of case found in the files of the railway's law department, is that of encroachment by private parties on to railway land or premises. Some individual may start building a structure on land near railway property, and when railway surveyors make a check, they find that there has been an encroachment. When this is conveyed to the party concerned and he is asked to vacate the railway land, he may refuse and claim that he is within his rights. If this cannot be settled other than by legal means, either the party or the administration goes to law for a decision.

The rapid and ever-widening scope of labour legislation for the protection of

employees, and the latter becoming more and more conscious of their rights under the law, often lead railway personnel to seek redress of their grievances by going to court. An employee may have been removed or dismissed from service for some misconduct or negligence of duty, and he feels that he has been the victim of injustice at the hands of the railway authority. As a last resort he brings a suit against the railway for wrongful dismissal or removal from service. These, and many other types of cases, arising out of labour legislation for the benefit of employees, are on the increase.

Now, how does a railway administration tackle its legal work. Usually each administration has a whole-time legal expert, known as the Law Officer, to advise the General Manager and Heads of Departments on all matters of law; and it is usually on the advice of the Law Officer that decisions are taken as to when the administration should seek the aid of the law courts for its rights. Of course, where the administration is sued by an outside party—and these are by far more in number—the administration must defend. In such cases the Law Officer does not appear in court as Counsel or Advocate as he would never have the time to do so. When the railway is either the plaintiff or defendant in a law suit, the railway has to engage professional lawyers, depending upon the nature of the individual cases.

A glance at some of the files in the Law Department would reveal cases of several other types; but the strange part of railways and the law is that it is not so much the railways who constantly seek decisions from the court, but mainly those who either use a railway for purposes of transport, or those who give their services to a railway either as employee or contractor.



The Indian Railways are a vital part of our economy—expansion of trade and commerce is made possible by the Railways. And in the future the Railways must bear an even heavier burden of transport, to carry up towards prosperity.

The Indian Railways must have the best in specialized equipment. Naturally, when it comes to dry batteries, the Railways choose "Eveready". The "Eveready" No. 6-I Railroad and Industrial Cell, designed and manufactured in India, fully meets the stringent specifications of the Railways.

Wherever dependable, economical performance is required, the "Eveready" No. 6-I Railroad and Industrial Cell is the first choice.

EVEREADY
TRADE-MARK

NO. 6-I RAILROAD & INDUSTRIAL CELL
for heavy duty applications

A NATIONAL CARBON PRODUCT

NCC 763

FROM PILLAR TO POST

RAMA SRINIVASAN

"I have been transferred to Trichy," announced my husband one day, when he returned from office.

I started to form a question eagerly, but the words were throttled even before they were formed.

"Oh no! You don't get the sari we saw yesterday for Deepavali," said my husband sharply. "Apart from the fact that the transfer signifies no increase in my pay-packet, you may kindly remember that we will be having a lot of extra expense this month on account of the transfer."

My hopes punctured, I returned to the hard earth. I began to view the transfer in its proper perspective—all the tedious packing and unpacking, the new place, the new servants to be found, and the various domestic problems it raised.

"It is only a temporary transfer," my husband continued. "Perhaps for two months only. So pack a light kit. Don't think just because I am permitted to have two wagons for transporting my luggage, you must bring two wagon-load of rubbish. Just a few necessary things for two months," he warned me.

"Well, that makes things simple for me," I said, very much relieved. "We need not cart along all our furniture, if we will be back here in December. Just our clothes, a box containing cooking utensils, our bedding, baby's cradle, a table and four chairs would do, I think."

"No fears!" he cried. "We will need the two cots. Catch me sleeping on the floor for two months."

"Two cots," I wrote down, beginning to prepare the list.

"And an extra cot," he said, "in case we have a guest."

"What if we have two guests?" I enquired.

"The other one can sleep on the floor."

"An extra cot," I shrugged, knowing this to be typical male logic.

"Baby's cradles," he announced, as we started on a survey of the house, to see what things were to be taken.

"Why both?" I enquired. "I thought we were travelling light?"

"I was only thinking of your convenience," he said grandly.

"It is a double-storeyed house. You will need a cradle upstairs at night, and one downstairs during the day." "One will do. I'll manage," I said, feeling a martyr already.

"As you please," he shrugged. "We can take one sofa set," he continued. "Since in any case we will take a full wagon, we might as well take this also and have something decent in the drawing room for visitors to sit on."

"One sofa set." I noted down.

"We can cut out the dining table. It is too big and heavy."

"But if we are using a wagon in any case . . . ? What are you going to do? Sit on the floor to eat?"

"What is wrong with sitting on the floor to eat?" enquired my mother-in-law.

"Nothing wrong," said I. "I am only asking if he will."

"I will not," he replied. "We can use the smaller table there. It is big enough for the two of us."

"But I need it as an ironing and sewing table," I protested.

"So what?" he said sarcastically. "Any reason why you should not use

September 1956

it for ironing and sewing, when it is not being used as a dining table? Surely you are not going to iron and sew while you eat?"

"What if we have a guest?" I persisted. "The guest who is going to use the extra cot? The table is not big enough for three."

"We shall then sit on the floor," he replied stiffly.

"The small table," I wrote down. "I hope we are taking the dhobi-box."

"What for? Can't we manage without it?" he enquired.

"How do you know there are no rats in that house? Moreover I could use it as a side table," I said firmly, and put it down in the list.

"And the dressing table of course," I said, and put that down too. He looked doubtful but let it pass. "Too many things," said he.

"Cut out the iron safe."

"But where am I to keep my good, expensive saris?" I protested.

"In a box," he retorted. "You will not be taking out your expensive saris every day. Anyhow how many saris are you going to bring for two months?"

"Where am I to keep my jewels?" was my next query.

"Don't bring them," was the prompt reply.

"Yes, I agree with him," said my mother-in-law. "Don't take them till you have seen for yourself what kind of a place it is."

"My wooden almirah will have to go," said he.

I looked at him accusingly. He gave a short guilty laugh and said, "I'll vacate a shelf in it for your clothes, if you want."

"Thanks," said I stiffly, and put the almirah down in the list.

"I must have my writing table," he said. "And there you are!" he exclaimed triumphantly. "That will be an extra table for you if we have people to dinner."

"And the meat-safe," I said, writing down.

"Don't cart along your crockery box. You can manage without it for two months, and you will save breakages," suggested my mother-in-law.

"Right you are," nodded my husband in approval.

"What if we have guests?" I queried.

"How much entertaining do you think we are going to do in two months? We can manage without the crockery."

"But what about the tea-set? You insist tea is good only when made in a pot and drunk from a cup."

"Of course. We must take a tea-set. I only meant you should not bring the whole lot of breakable things."

The list grew steadily. "Three cots, a cradle, a small table, a dhobi-box, a meat-safe, a dressing-table, a writing table, an almirah," I read out. Half-a-dozen chairs, two odd tables, a clothes-horse, a coat stand, a hot-water boiler were added to the list. There were besides the bedding and half-a-dozen boxes containing clothes, household linen, utensils, and other miscellaneous stuff. We were travelling light.

Two months passed by in Trichy and the expected transfer back to Madras did not take place.

"Two more months, I think," said my husband, when I asked him about it.

"We owe lots of people a dinner," he declared one day. "It is high time we returned the parties we have attended."

September 1956

FROM PILLAR TO POST

33

"How does one give a party without the necessary crockery, or table or chairs?" I enquired. "I don't even have cooking utensils big enough to cook for more than four people. But I suppose I can manage. Can we have dinner, South Indian style, sitting on the floor, eating from a plantain leaf? Will that do?"

"I am afraid not," said he. "I don't expect the Soods are used to sitting on the floor and eating from a leaf. And we have been to two parties in their house. Mrs. Natarajan has been forbidden by her doctor to sit on the ground. It has to be a buffet. We can join the table we are using with the writing table. That should be big enough. And we can always hire crockery."

The party was a success except for a mishap afterwards. Our servant broke most of the hired crockery while washing up, and the bill came to a considerable sum.

On our next visit to Madras we brought back our crockery with us. Another month elapsed and my husband decided one fine day that he should brush up his Mathematics and learn something of English literature. So after another visit to Madras, he brought back a box full of books with him.

"Looks as if I may not be moved from here in the immediate future," he said one day. "Might as well start a garden."

The next visit to Madras resulted in his bringing back his gardening tools.

Five and a half months passed by and he announced one day, "I have taken out the second wagon pass also. If I am to continue here indefinitely, might as well get all our furniture before the six months expiry date of the wagon pass. The drawing-room looks so bare, we can fill it up with some more furniture, and we can have a decent dining room also."

The rest of our belongings came over, and we spent a busy week

tidying up the house and re-arranging the furniture. I was admiring the new arrangement one afternoon, when the telephone rang, with urgency I thought. It was my husband from office to say he had been transferred back to Madras after all.

"Well, better start packing up," he said with false cheerfulness, and rang off.

It was maddening, but we ought to have known better, should'nt we?

My husband handed over charge at the office on a Thursday. We had decided to load the kit on Saturday and start the same night for Madras. On Friday afternoon I was busy doing the last bit of packing and my husband had gone to office to bid good-bye to his colleagues. The telephone rang—with the same urgency, it seemed to me. It was my husband to say the transfer orders to Madras had been cancelled and he was to continue in Trichy, but in a different post.

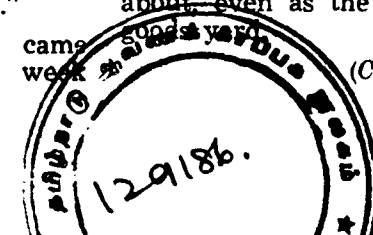
I was ready to cry with exasperation as I started unpacking. "Be thankful for little mercies," my husband consoled me. "Suppose the new orders had come after we had loaded our kit!"

After a crazy week of packing and farewell parties and after another crazier week of unpacking and joking by our friends at our expense, we settled down to routine again, the only change being my husband occupied a different room in the office.

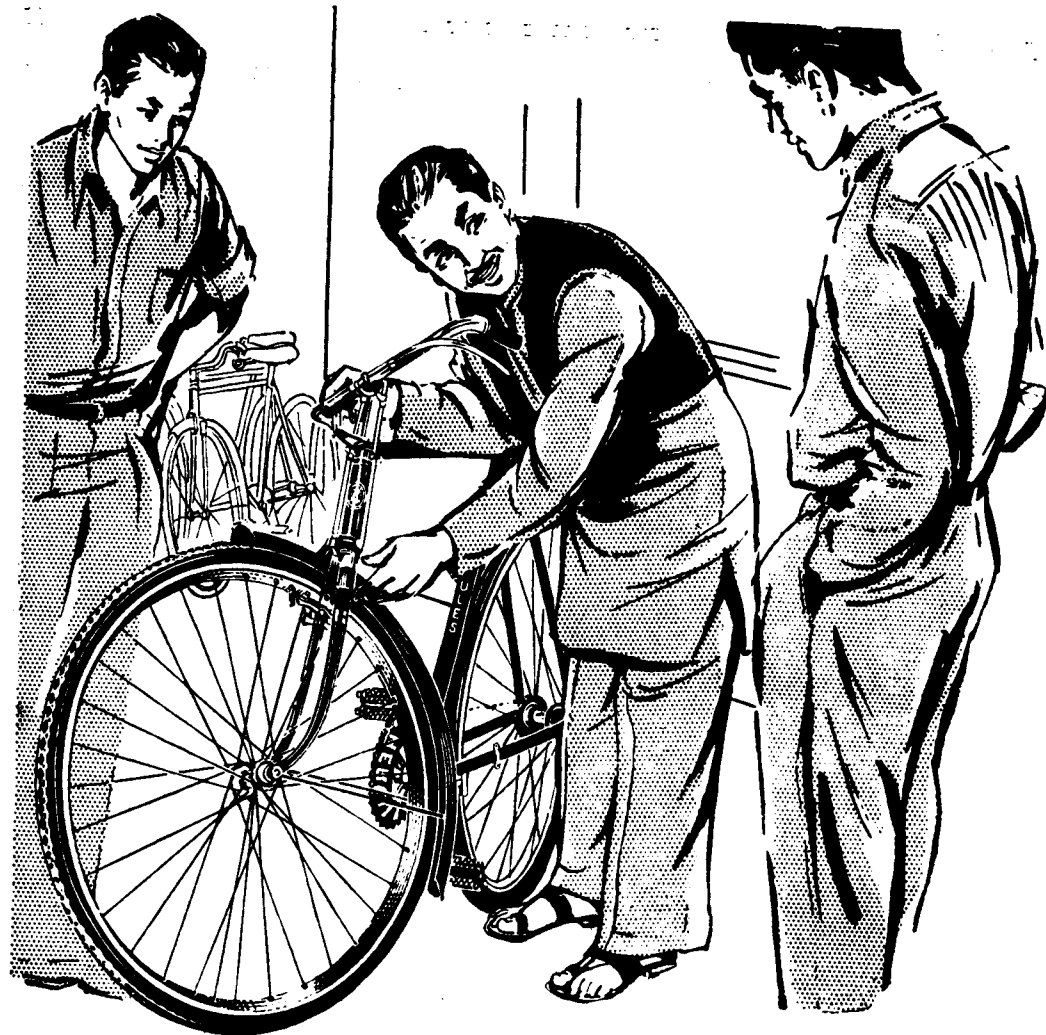
Hardly two days had passed when my husband rang up from office one day to tell me he had just been informed that because of his new job, he had to vacate this house and move into another. The house we were occupying went with his old post.

I tried to accept the news with stoic calm and resignation. This is part of the set up, I told myself. In Railway life people too have to be shunted about, even as the wagons are in the

(Continued on page 46)



Handwritten notes: "JL 129186" and "15.7.56".



Send for this
FREE
booklet now!

Send us your address, and we'll send you our free booklet, 'How to get the most for your money'.



Best value for money?

'Hercules'

say 8 out of 10 cycle dealers*

YOU can spend less, you can spend more — but there's no wiser bargain than a Hercules cycle. Eight out of ten dealers say: 'Hercules gives you best value for your money.' Follow their wise advice, and buy Hercules. They know!

Your cycle is an investment

Hercules

The Best Value for your Money

Manufactured by: T. I. Cycles of India Limited, Madras

* Established by an independent survey

SPECIAL PROBLEMS OF RAILWAYS AND THE WAY THEY ARE TACKLED

INCREASING LINE CAPACITY—
BETTER RAIL-SEA CO-ORDINATION

K. SRINIVASAN

THE agreement between the Government of India and the team of United State engineers provides for two specific basic studies: (1) ways and means of increasing line capacity on busy sections of the Indian Railway system and (2) better rail-cum-sea co-ordination, particularly with regard to the transport of coal, which forms 33 per cent of the total goods movement on the Indian Railways.

The preliminary report deals only with the first study, as the team has not had the time yet to deal with the second study.

Under the agreement, the team was to submit an interim report first, and later undertake a detailed study on specific subjects indicated by the Government of India. The team is concerned only with ways and means of increasing the movement of goods traffic and not with passenger traffic.

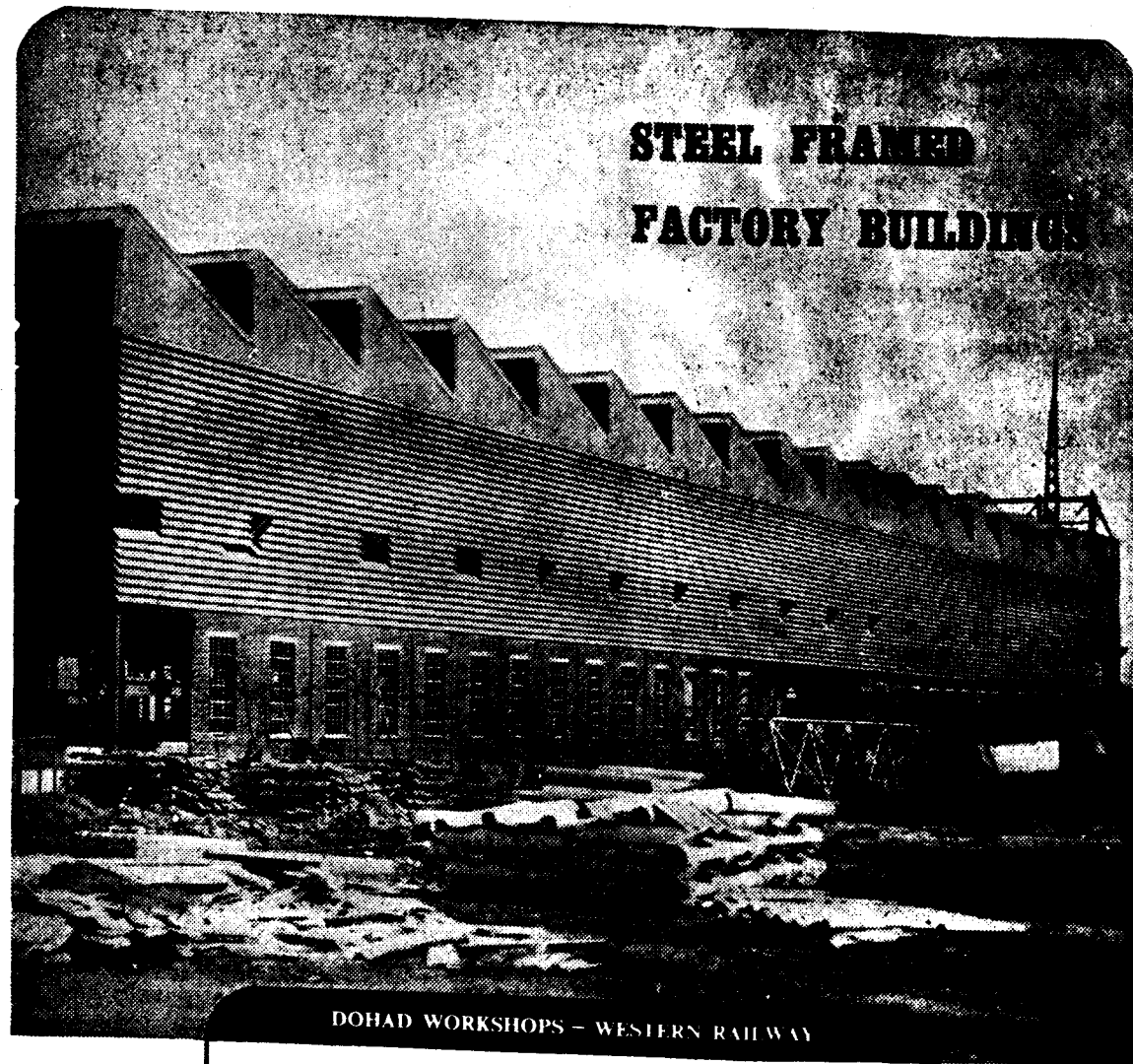
Among other things, the team has recommended that a more modern system of signalling should be installed on the Indian Railways and two pilot sections should be selected and equipped with centralised traffic control to determine the benefits that are likely to accrue from this type of signalling under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

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 surveying engineers the points on which the Government of India would like further detailed studies to be undertaken.

The World Bank Mission has indeed stressed that the development of road and coastal transport should be pursued alongside if bottlenecks in railway transport are to be guarded against and the inadequacies of the Railways are to be made up for. The studies by this team, as well as inquiries by other agencies into these and similar questions, are of vital importance in view of the fact that a solution has not been found to the apprehended problem of transport capacity not keeping pace with the needs during the second Five-Year Plan period.

While the fresh investments under the second plan to increase the haulage capacity of the railways are welcome, both the team of American experts called in by the Government of India and the World Bank Mission have stressed that the strain on railway transport could be further eased by greater operational efficiency.

The Railway Board is thinking in terms of heavier trains, better track standards, and more intensified operations through dieselization and electrification of lines on selected sectors. Electrification of lines has been a progressive policy with the increasingly heavier suburban traffic in many areas. But fast, electric long-distance trains are necessary for some distant date. In the meanwhile, if pressure on the railway is to be eased a campaign to instruct the public to




BRAITHWAITE & CO.,
 (INDIA) LIMITED
 HIDE ROAD, KIDDERPORE,
 CALCUTTA.

P287-56

travel less on the occasion of melas or for marriage parties would have its point.

To meet the growing demands of traffic under the Second Plan and the Plans that will follow, the Indian Railways would have to give due importance to works which would increase the capacity and facilitate movement of increased traffic expeditiously and efficiently, without detriment to safety.

There are different ways of increasing line capacity. Provision of additional running lines, crossing stations and loop lines, remodelling of yards, improvements to signalling, electrification and dieselisation are some of them. Of course, electrification and dieselisation schemes would, in addition to augmenting line capacity, probably effect considerable savings in operation. The Indian Railways have, therefore, under consideration schemes for electrification and dieselisation of sections where steam traction is likely to prove a bottleneck for handling additional traffic in the coming years.

DIESELISATION AND ELECTRIFICATION

Electrification has some inherent advantages over dieselisation in India. Electrification would give a base load to electric supply net works which are being built up all over the country. It would also help State Governments to push through schemes of rural electrification.

As both passenger and goods trains are not comparatively heavy, the conditions in India are more favourable for electrification than in the United States.

Arrangements are in hand for the setting up of a factory for the manufacture of heavy electrical plant in India, and the production programme includes manufacture of heavy traction equipment, therefore, manufacture of complete electric locos and electric trains can be started in the course of a few years.

Railway electrification would not only help the development of nascent heavy industries but it would also provide greater opportunities for employment than dieselisation for which most of the equipment would have to be imported. Electrification would thus assist, to a greater extent than dieselisation, in the attainment of some of the principal objectives of the Second Plan.

The Indian Railways are, however, considering dieselisation of approximately 1,300 miles, as an interim measure, to take care of the increased traffic till such time as the tracks can be electrified. Diesel locos will be introduced for shunting in the yards on main lines where water is scarce or unsuitable and for hauling certain long-distance fast express trains. This would also enable the Railways to keep pace with the progress of diesel traction elsewhere.

MANUFACTURE OF WAGONS

Schemes of four engineering firms for the manufacture of railway wagons have been approved by the Licensing Committee of the Government of India. The firms will have their plants at Madras, Gorakhpur, Kanpur and Bareilly. They will each have a capacity of 1,000 wagons a year in terms of four-wheelers. These four firms are among the eight selected by the Railway Board for placing orders for the manufacture of railway wagons. Of the other four firms, three have already been licensed for the manufacture of wagons while the case of the remaining will be considered later.

The four firms which will be granted licences for the manufacture of wagons will develop capacity for the manufacture of all wagon components except steel castings. They are expected to reach self-sufficiency over a period of three years. They will meet their requirements of steel from imports until the supply of steel in the country improves.

Invest in
**NATIONAL
 SAVINGS**

ISSUED BY THE NATIONAL SAVINGS COMMISSIONER
 GOVERNMENT OF INDIA

MEDICAL

RICKETS

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

RICKETS is a disease of nutritive disorder generally seen in early childhood. It is also called as Rachitis. It is caused on account of deficiency of Vitamin D in the diet and inadequate exposure to sun-light.

Signs and Symptoms

The most characteristic signs of the disease are the deformities of growing bones on account of deficient calcification (deposition of calcium salts in the tissues) of the bones and teeth and other evidences of malnutrition.

Rickets is observed most often between the ages of 9 to 18 months. But the changes in the bone formation are preceded by digestive disorder. The child's appetite tends to become gradually poor. Frequently vomiting and wasting are noticed. There is slight fever at times. Profuse sweating on the head particularly during the sleep is a common symptom. The child when in bed has a tendency to kick off all coverings and expose the limbs.

Deformities result from the effect of muscle action upon the bones which become soft and tender. The appearance of teeth is delayed, as also the closure of fontanelles (the space covered by a membrane on the top of the head, between the cranial bones in an infant, not yet completely hardened).

The changes in the shape of the bones are only gradual. In the arm there is enlargement at the wrists. The bones

of the limbs are bent outwards and forwards and the child becomes "bow-legged".

The head of the patient looks large in the upper part while the face looks small and ill-developed. The spleen is enlarged. The trunk shows alterations owing to curvature of the spine and the lateral curves of the ribs get flattened and the breast-bone is projected forwards. The child is said to be "pigeon-chested".

Diagnosis

In well established cases clinical examination is quite enough. In earlier stages the diagnosis may require confirmation by radiological and bio-chemical tests.

Treatment

Although rickets in itself is not generally a fatal disease, there are other ailments like infectious fevers, bronchitis and other lung affections which may cause death if they attack during the progress of rickets. Therefore, the parents must not be indifferent to the patient without correcting the deficiencies.

As rickets is now recognised to be largely, though not entirely, due to deficiency of vitamin D in the food, the treatment is done towards supplying the want. Cod-liver oil and Halibut oil are excellent remedies. In addition, regular exposure to sunlight brings very good results. I have seen a good number of cases in which the

rickety child was laid down on a mat in the early morning warm sun, with Cod-liver oil smeared on the limbs, in addition to oral administration of Cod-liver oil and vitamin capsules and in a month's time the child recovered and began to show improvements in growth.

Ultra-violet ray therapy also gives very good results. But there appears to be no need for it in our land where we have plenty of sunshine—far more than we need.

Ergosterol, a drug introduced in the recent times is also prescribed. As it has been exposed to ultra-violet radiation, this is intended to replace Cod-liver oil which is not generally relished by children. Yolk of egg is said to be of anti-rachitic value.

The exact action of vitamin D whether taken directly in the diet or produced by exposure to the sunlight or ultra-violet rays is not very clear. However, it is definitely known that it increases the absorption of calcium and phosphorous salts into the system and indirectly promotes the normal calcification.

In addition to the administration of vitamin B it is essential to maintain

good and hygienic environments and habits for the child. Suckling prolonged unduly and artificial foods with plenty of starch given before the infant is capable of digesting them are also noted in the case, that is, of rickety babies. Hence caution must be observed to avoid these causative factors also.

Modern medical research has the eradication of severe rickets as one of its major triumphs. In spite of this we find pathetic instances of rickety babies being brought to the hospital every day.

Of course, the low nutrition and lack of balance diet on account of poor living conditions are the main causes for the disease. But one cannot fail to understand why advantage should not be taken of the benevolent sunlight which is common to all—rich or poor, quite free!

The illiterate masses require to be educated properly in health problems and there are abundant opportunities in the plan period to undertake this work. It is hoped diseases occurring on account of ignorance of simple living habits will vanish ere long.

HUMP CLASSIFICATION YARDS

III

T. S. PARTHASARATHY

Deputy Chief Operating Supdt. (Coaching)

4. Switzerland

THE SWISS RAILWAYS believe in concentration of marshalling work at important marshalling yards and elimination of shunting at intermediate stations.

The Basle Marshalling Yard, dealing with 3,000 inwards wagons daily, has the following important features:—

(a) Humps for winter and summer.

(b) 13 arrival lines adequate to meet requirements of customs examination to avoid overflow in this yard. 43 sorting lines—adequate for the number of groups into which sorting is required, including lines for wagons remaining at the disposal of consignees (owners' lines). Gravity marshalling yard for shunting and marshalling of loads taken out from the sorting lines. Long distance goods trains needing no further shunting are advanced from the above lines to departure lines ready to leave when the time arrives.

(c) Pneumatic retarders or rail brakes.

(d) Power-operated panels with arrangement for storage of routes. Pre-setting of routes is done up to certain points, beyond which points have to be manually operated from the Control Frame.

(e) Transmission of cut lists and written instructions between the hump room and control tower.

(f) Hump signal indicating 'stop', 'pushing' and 'fast pushing'.

(g) Auxiliary locking frame on the hump to be used in case of disturbances in the automatic switch operating mechanism.

(h) Loudspeakers for communications between the shunting master and signalmen.

(i) Maximum of 6 wagons only are humped in one hook. Half an hour to two hours are taken for outward examination and half an hour for inward examination.

(j) No special brakevans are attached to trains. Some wagons are fitted with hand air brakes and the guard goes into one of these on the train. The tendency is to do without any guard on the train.

The length of the reception tracks is about 800 metres (2,600 feet) and from line-group 'A', the trains (70 a day) are shunted over the double-incline into 43 lines of the re-direction line-group 'B'. The Station contains a departure line group 'D' and a customs-group 'J' dealing with wagons requiring detailed customs examination.

It may be noted that there are two humps; one for summer, one for winter. The gradient of both humps is 50 0/00 but the lengths between the top of the humps and the car-retarder are respectively 32 metres and 50 metres. The speed of the shunting is regulated from the hump by means of light signals. Two speeds are used: 2 kilometres and 5 kilometres per hour according to the size of the cuts. The sorting tracks and the control tower are connected to the hump cabin by means of telephone and loudspeakers. A pneumatic tube is used for the conveyance of written instructions. The running speed of the wagons from the hump is regulated by means of car-retarders of the Hildebrand type.

The signal cabin contains switch-control desk. It allows for "pre-setting" the points which then work automatically, enabling wagons to be sorted into the appropriate tracks; the points move automatically after a wagon or group of wagons has passed over them.

SANITARY WARES

HIGH GLAZED — ATTRACTIVE FINISH

DEPENDABLE QUALITY PRODUCTS

DALMIA CEMENT (BHARAT) LIMITED
DALMIAPURAM — (TIRUCHIRAPALLI)

On approved list of suppliers to Indian Stores Department,
Governments, Railways and Municipalities.

Plac. 134

SOUTHERN RAILWAY

TENDER NOTICE

ELECTRIFICATION OF MADRAS - VILLUPURAM SECTION

Sealed Tenders are invited for:

- (1) Provision of complete Sub-station, Track Sectioning Cabin, Supervisory Control and Telephone Communication Equipment.
 - (2) (a) Provision of complete Overhead Track Equipment for Madras (Egmore)—Tambaram Section.
(b) Provision of complete Overhead Track Equipment for Tambaram-Villupuram Section.
2. Tenders should be submitted separately for items (1), (2) (a) and (2) (b) for which the Earnest Money will be Rs. 50,000, Rs. 5,000 and Rs. 50,000 respectively. Earnest Money will be refunded to the unsuccessful tenderers.
3. Tender papers can be had from the Office of the Chief Electrical Engineer, Southern Railway, Madras-3, on any working day on payment of Rupees Fifty per set each for items (1) and (2).
4. Tenders in the prescribed manner must reach the Chief Electrical Engineer, Southern Railway, before 12 noon on the 4th December 1956 and will be opened at 3 p.m. on the same date.

GENERAL MANAGER,
SOUTHERN RAILWAY,
MADRAS-3

September 1956

HUMP CLASSIFICATION YARDS

43

5. Germany

The Osterfeld Sued Marshalling Yard comprises two yards, the northern yard and the southern yard.

The northern yard has 8 reception tracks which converge into two tracks ahead of the hump. About 200 feet from the hump, the two tracks fan out into 4 tracks, each of them equipped with a hydraulically operated car retarder; further on, the four tracks fan out into 35 sorting tracks. A cut information sheet is prepared for each train to be marshalled; each cut may consist of one to six or seven wagons; copies of the information sheet are transmitted by pneumatic tubes to the cabin, the car retarder operator and the shunting foreman and his crew.

In the cabin, there are three operators; one for the control of the car-retarders, one for the pre-routing of cuts and the third for the setting of individually controlled points which are beyond control of the pre-routing scheme.

The hydraulic car retarders are of the Froelich Thyssen type and are so efficient that at the sorting track the speed of wagons never exceeds 3 M.P.H.

The pre-routing or "route storage" scheme operates by means of plugs and holes on a desk. There are 50 vertical rows of holes and each row has 10 holes representing 10 groups of fans into which the 55 tracks are divided. With the cut information sheets, it is possible to "plug" in advance 2 to 3 trains. This "route storage" causes the first three successive sets of points to turn for the particular routes of a cut as soon as the cut immediately ahead has moved clear of each set. The rest of the points beyond the first three pre-routed sets of each fan are controlled individually in a second table installation with a track diagram. All the points are electrically-operated.

Between 2,500 and 2,700 wagons are handled daily.

Average number of wagons per cut: 2.7.

Turning time of points: 0.8 second.

Every 12 minutes a train is received.

6. Japan

The Railways in Japan are so highly developed that they serve as models to the Railway systems of the under-developed countries of the Far East. There are many methods of working perfected by the Japanese Railways which can be adopted with advantage even by Indian Railways and a delegation of top-ranking officials from the Railway Board recently visited that country with a view to studying the latest techniques evolved there. Japan was always the first country in the East to adopt the latest methods of railway operation and started fitting up wagons with automatic central couplings as early as 25 years ago.

There are 40 main freight-car marshalling yards in the Japanese National Railways. Of these, seven yards handle over 2,500 wagons daily, six yards handle between 1,500—2,500 wagons, fifteen yards handle between 1,000-1,500 wagons and twelve yards handle less than 1,000 wagons.

Shintsurumi Yard is situated in the northern part of Kawasaki City between Tokyo and Yokohama. The construction of this yard was started in 1929; it was changed into a hump yard in 1937 and equipped with car retarders in 1951. Among its important features are:—

(a) 16 electro-pneumatic car retarders.

(b) Teletype machines, used for sorting wagons and making up trains; the yard receives reports of train formation, prior to arrival, by teletype from Omiya Yard, north of Tokyo.

(c) Loudspeaker inter-communication system between Yard Master's Office and towermen in the classification yard.

(d) Automatic telephone.

Sixteen electro-pneumatic car retarders have been installed in three gradients between the crest of the humps and the classification tracks to control the speed of the cars and permit them to enter the classification tracks at the proper speed.

Points are remotely operated from the Control Tower according to a cut sheet; route storage and automatic switching are not used. The yard is provided with loudspeakers.

The total length of tracks at Shint-surumi yard is about 120 kilometres (75 miles) and the average number of wagons handled per day 6,000. The yard is provided with 16 electro-pneumatic car retarders.

Although they do not operate large marshalling yards as described above, the Italian and Netherlands Railways also adopt some special methods of operation which can form the subject of an interesting study.

Marshalling yards are the nerve-centres of Railways and much of the operating efficiency of a railway system depends upon the functioning of such yards. In countries like India there are many valid arguments against the complete mechanisation of railway operation in general but in operating units like marshalling yards, mechanisation is the only solution if the highest possible efficiency is to be achieved. In other countries of the world, the tendency is towards concentration of marshalling work at important marshalling yards and elimination of shunting at intermediate stations. The latest techniques adopted by them, some of which were described in this series of articles, recommend themselves to Railway systems desirous of discarding out-moded methods and forging ahead in the field of railway operation.

(Concluded)

HARRIS Welding and Cutting Equipment

No 23 SHANK 11 1/2" Long

No 23A SHANK 8 1/2" Long

MODEL 23/79 or 23A/79 combined welding and cutting equipment. Suitable for universal pressure with 5 welding tips and 3 cutting tips. Welding range: 1/32" to 1/2". cutting range: 1/8" to 6".

Additional welding or cutting tips to increase range can be supplied at extra cost.

No 79 CUTTING ATTACHMENT

Various models in the Harris range of Oxy-Acetylene Welding and Cutting Equipment are available.

Sole Distributors for Harris (USA) Welding and Cutting Equipment in India and Pakistan

THE ASIATIC OXYGEN AND ACETYLENE CO., LTD.
8, DALHOUSIE SQUARE, EAST CALCUTTA-1

AOAF-2-54

THE WHEEL—HOW IT HAS HELPED MAN

G. S. RAJU

The wheel, the Father of Inventions

So common and apparently insignificant is the wheel, that the very important part played by it in the civilization of mankind hardly strikes us. The wheel is the father of most of the epoch making inventions of ancient and modern times and has made the greatest contribution to human progress. In fact, it is the wheel which has dispelled the darkness of barbarism and has shed the bright lustre of civilization on mankind. Almost all the man-made things that we see around us bear eloquent testimony to the wheel.

The wheel supplies most of our primary needs

It is the potter's wheel which makes for us the pots and pans that we daily require for our household needs. It is the spinning-wheel which spins for us the thread out of which our clothes are woven. It is the mill-wheel which turns the mill that grinds the corn that we eat. It is the carpenter's lathe, also a wheel, which carves for us our furniture. Thus it is the wheel which provides for us practically all our fundamental needs.

The working of all Machinery and the railway system depends on wheels

All the amenities of modern life are the products of machinery and the life of every type of machinery is the wheel. Fundamentally, therefore, it is to the wheel that we owe all our comforts and the various things of utility that have made our lives easy and enduring. The Railway system is a great blessing in the modern world in as much as it has made communication with different parts of the world easy, brought places separated by long distances within close reach and made travel in general rapid, cheap and safe with homely comforts. It has similarly

made the transport of goods from place to place possible at a minimum cost and within a short space of time. The postal system is so efficient and up-to-date because of Railways. But for wheels the entire Railway system of the world which has brought so much good, would have been rendered wholly inoperative. Speaking of the past age, the bullockcart, the primitive mode of transport in India and the post-chaise in Europe were indebted to the wheel.

Motor cars and aeroplanes indebted to the wheel

In the modern age, motor cars have added considerably to the luxury and convenience of travelling. In like manner, motor lorries now carry goods to the remotest places with considerable economisation of time and cost. Wheels play an important part in these motor cars and lorries. They run on wheels and they are steered by means of wheels. The aeroplane, which has revolutionized the mode of transport, cannot do without wheels. To get sufficient speed in order to rise in the air, it must run on wheels along the ground for some distance.

The wheel has helped to spread knowledge

The wheel has its contribution in the spread of knowledge, too. Had it not been for the printing press, knowledge would have remained confined to the fortunate few who had the means to buy the costly books. But now, thanks to the printing press, a person even with very modest means, can have knowledge if he so desires. The printing press which has broadcast knowledge, so to say, is operated by wheels.

Various other things operated by wheels

Electricity, which is the motive force in the modern industrial world, is

generated by dynamos and dynamos, again, are worked by wheels. Turbines which work the huge plants of modern factories are motors rotated by wheels. The wheel occupies a very important place in the cinema, which has made such a mark in modern civilization. The taking of films and their projection on the screen are done with the aid of wheels. Another very useful thing, the very existence of which is due to wheels, is the watch. In fact, the machinery of a watch or a clock is nothing but an assemblage of wheels of various sizes.

Conclusion

In short, a visit to a modern industrial town such as Tatanagar where Tata's Iron and Steel Works are located, or to any railway workshop or any other factory, will hold out before one the thousand and one things that are the outcome of the wheel. The big mills and power stations, tram cars,

motor cars, buses, lorries, various types of carriages, bicycles, rickshaws and carts all show what the wheel has done for man.

✱

FROM PILLAR TO POST

(Continued from page 33)

I tried not to get hysterical over the fresh packing and unpacking. In order to convince myself and others that I was not upset by all this hullabaloo, I persuaded my husband that we should give a house-warming party in our new house.

Ten days of settled life in the new house and one day my husband returned from office with a long face. "Bad news for you," he pronounced in sepulchral tone. "I have been transferred back to Madras"

The situation was too deep for tears.

✱

HEATLY & GRESHAM LIMITED

INCORPORATED IN ENGLAND

CALCUTTA - BOMBAY - MADRAS - NEW DELHI

SOLE AGENTS IN INDIA FOR

GRESHAM & CRAVEN LTD., MANCHESTER } S.J. Loco Vacuum Ejectors & Automatic Steam
GRESHAM & CRAVEN OF INDIA LTD. { Brake Valves, R. C. W. & Simplex Injectors,
Ross Type Safety Valves, Vacuum Brake Equipment & Components, Vacuum Exhauster Sets, etc.

HASLER TELEGRAPH WORKS LTD., Locomotive & Carriage Speed Indicators & Recorders
Revolution Counters.

JOHN LEVICK LTD., Rolling Stock Internal Fittings, Commodes & Flush Tanks, Wash Basins
& Bathroom Fittings.

OXYCHLORIDE FLOORING PRODUCTS LTD., Elephant Brand Composition Flooring.

BECKETT LAYCOCK & WATKINSON LTD., Railway Rolling Stock, Road & Marine Windows.

CLYDE BLOWERS LTD., Clyde Patent Scot Blowers for all type of Locomotive Boilers.

THE EVERLASTING VALVE CO. (G.B.) LTD., Blow off Cocks & Valves for Locomotives
& Industrial purposes.

AND OTHER MANUFACTURERS OF RAILWAY MATERIAL AND EQUIPMENT

Also for MACHINE TOOLS & GENERAL ENGINEERING EQUIPMENT



HONEY—NATURE'S OWN HEALTH-SWEET

V. S. SHANTHALAKSHMI

FOR centuries throughout historic ages and undoubtedly even in prehistoric times, honey was man's only sweetener and his most favourite food, delicacy and medicine. But upon the advent of refined sugars, honey declined in use and now instead of being an important household necessity, it has become an article of medicinal value.

In fact, man learned to use honey as food before he learned to eat bread or cereals or drink milk. He gathered wild honey and fruits from the virgin forests. Honey was regarded as a sacred substance, the purest and the best thing in this imperfect world—a symbol of eternal bliss—by the ancients. The sacrifices made to pagan gods of the early primitive societies, always included vessels of aromatic honey. The religious rites of our ancestors included the use of honey.

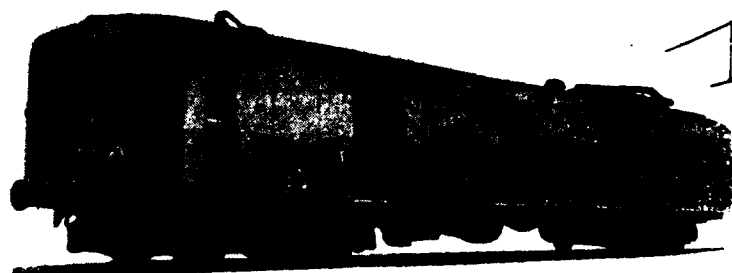
With the passage of time, new and colourful theories sprang up about honey as an elixir or love. From a medical stand-point there is no basis for this assumption that honey is an aphrodisiac. But honey is quickly assimilated and is an excellent source of quick energy. The Greek athletes, it is believed, always drank honey and water after the Olympic games. In

ancient Rome, honey was an important commodity, and was used as a medium for exchange. They also believed that the daily use of honey, ensured long life and good health.

Artificial sugars and syrups are manufactured by a process in which their nutritive value is destroyed. But honey is manufactured by honey bees from the nectars they gather from flowers. It consists primarily of two simple sugars, 'levulose' and 'dextrose', which help man to build up his reserves of glycogen and blood-sugar—of great value in work involving endurance and strain. These simple sugars are carried by the blood stream to the liver and the muscles, where they are stored as glycogen and later transformed into heat and energy. They are more easily digested than either milk or fruit-juices. The natural sugar in honey does not have to be oxidised by the digestive track, and hence is absorbed at once. There is therefore no excessive stimulation, or strain to the nervous system or to the vital organs as there is when artificial sugar is oxidised by the digestive apparatus. Medical reports also reveal that honey is the most useful of all foods for raising the blood-sugar-level.



rolling stock for electrified railways



INDIAN
GOVERNMENT
RAILWAYS
Third Class
LIGHTWEIGHT
STEEL
Motor Coach

LONDON
TRANSPORT
EXECUTIVE
ALUMINIUM
ALLOY
surface line coach



CENTRAL
RAILWAY OF
BRAZIL
Second Class
STEEL
Motor Coach

METROPOLITAN-CAMMELL CARRIAGE & WAGON CO. LTD.

Head Office: Saltley, Birmingham 6. London Office: Vickers House, Broadway, Westminster, S.W.1.

Killick Building, Horn Street, Bombay 1

Represented in India by: VICKERS INDIA PRIVATE LTD.

The mineral value of honey is not high. It is a little higher than that of milk. But the copper, iron and manganese that honey contains in small quantities, have an appreciable effect on the haemoglobin.

In recent years, the need for maintaining the proper acid-alkaline balance in the diet in order to avoid fatigue, is greatly emphasised. It is well known that the cause of fatigue is the formation of lactic and carbonic acid in the tissues of the body after exertion. The best prevention, as also cure, lies in increasing the alkaline contents of our intake of food. Just as oranges and lemons are acid to taste, but are nevertheless potentially alkaline, honey is slightly acid, i.e., to the palate but is an alkaline food.

The medicinal value of honey is immense. The rapid assimilation of sugars which honey contains, make it a desirable source of quick energy, and at the same time, an affective hot stimulant. Though honey plays an insignificant part in our modern 'ateria medica', it is the popular home remedy par excellence. It is a helpful cure for gastric and intestinal disorders and is a pleasant laxative.

An occasional gulp from a mixture of honey, lime juice and pure glycerine is good for a singer, they say. A mixture of honey, alum, and water is a useful gargle and is highly valued for sorethroat and ulcerations of the gums and mouth. Hot milk and honey make an excellent remedy for husky throats. The antiseptic property of honey has made it a desirable gargle and a valuable adjunct in mouth hygiene. In inflammation of the eyes and the eye-lids, honey is extensively used. Lotus honey of our country has a special reputation as a curative for eye disorders, especially cataract. It is also believed that a spoonful of honey and a few almonds, first thing in the morning, helps one to a smoother, clearer and brighter complexion. Honey taken by itself and not mixed with other foods, is considered an excellent remedy of obesity.

When bacteria come in contact with honey, they are deprived of the vital moisture and perish. While sugar favours worms, honey is considered as one of the best vermifuge remedies. In the case of a burn, even if it be a deep one, if plenty of honey is poured over the surface immediately, it will heal off quickly and that too without leaving a scar.

Despite the spectacular strides we have made in the field of chemistry we have not yet been successful in developing a sweetener as safe and nutritious as honey. The ancients had implicit faith in the power of honey to increase strength and virility. Recently an eminent doctor in the course of a discussion said "Honey is nature's own health-sweet, full of pep and vitamin that God has given us, pure as snow."

May be it is superstition, but our grannies do believe that people who feed freely on honey become more affectionate for they consider it the best remedy for a sour disposition. No wonder wise men everywhere call their wives "Honey".

✕

CHILDREN'S CORNER

(Continued from page 53)

being so swift a letter posted in India will be in the hands of somebody in England half-way across the globe, in about seventy-two hours.

If we are keen on knowing how many letters move every year through the post, ask the Universal Postal Union. Well, it has been found that the total number of letters handed through the post in the world come to about 60,000,000,000 (sixty-thousand million). But don't try to count so much as you would get dizzy.

Now, we know something about the wonders of the 'Post.'

UNCLE TELLATALE

SOUTHERN RAILWAY TENDER NOTICE

The Regional Engineer, Southern Railway, Mysore, invites **SEPARATE SEALED PERCENTAGE SCHEDULE TENDERS** for the following works to reach him not later than 16-00 hours on Friday the 28th September 1956 :-

Serial No.	District	Name of Work	Total approximate value of the contract	Earnest Money to be paid
1	Belgaum	Miraj—Proposed Extension of platform Nos. 1, 2 & 3 extension of covered way and provision of additional goods reception lines at ...	Rs. 1,12,900	Rs. 5,645
2	Belgaum	Proposed Construction of an Electric Sub-Station at Ghorpuri	13,000	650
3	Hubli	Telgi—Improvements to watering arrangements—Proposed additional Well and Oil Engine Pump	10,300	515

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

Tender forms will be issued up to 15-00 hours on Monday the 24th September 1956 only.

The earnest money shown above should be paid in advance to the Regional Accounts Officer, Southern Railway, Mysore or the Divisional Accounts Officer, Trichinopoly or Chief Cashier, Madras, not later than 15-00 hours on Tuesday the 25th September 1956 and the receipt submitted along with the tender. No demand draft or cheque, etc., should be attached to the tender.

The amount of earnest money is based on 5 per cent of the approximate value of the contract and the successful tenderer will be required to furnish a further sum which, together with the earnest money, will represent 10 per cent of the value of the contract, as per his accepted tender towards the Security Deposit.

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

The tenders will be opened at 12-00 hours on Saturday, the 29th September 1956 at the Office of the Regional Engineer, Mysore.

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.



Children's CORNER



"The Story of the Postal Service"

YOU are writing a letter to your mother or father. When it is finished you slip it into an envelope, stick the flap down, and then paste on a postage stamp in one corner. Your letter then goes off to the nearest letter post-box. After that you do not worry about it, as you know that within a few hours your letter, along with hundreds of others, will be taken out of the post-box, and then on to the nearest post office. From here your letter goes on to the main city or town post office, and thence on to destination by train, ship or plane.

Your letter may be going a distance of less than fifty miles, or to some far distant part of the world, perhaps thousands of miles away. Yet you know that because the postal services all over the world are so good, your letter will be in the hands of the person to whom it is addressed within the shortest possible time. Sending and getting letters by post is now so common with all people, that we may never give it a thought. but I am sure you would like to take a backward look down the ages so that we can find out something about the history of the 'post'.

Delving into the records of the past we find that about the year 500 B.C., Darius the Great, King of Persia, had a postal system. Relays of horsemen were used for sending messages throughout his large empire, ranging

from India to Western Egypt. Roman kings and princes also then started a similar kind of postal service. The Chinese emperors then started a courier system, about which that Venetian globe-trotter Marco Polo, wrote many centuries later, when making a record of his travels to the court of the Grand Khan.

The history of ancient Rome tells us that the Romans had quite a fast postal service, in spite of there being no motor cars or trains in those far off times. It is said that letters sent by Julius Caesar from England to Cicero in Rome, reached Rome within twenty-six days. Hundreds of years later, in 1800, letters carried along the same route were taking over a month.

Now, how do we get the word 'post' as we call it today. This word came into being during the period of Roman history, and comes from the Latin word 'positus' meaning 'placed', because horses were placed at certain distances apart to carry messages.

It was about the year 300 A.D. that the Emperor Diocletian started the first postal system for the Roman people; but with the fall of the Roman empire the postal system in Europe broke down, though it was started again by emperor Charlemagne in the eighth century.

Kings and princes and rulers of the Middle Ages did not have any system of public post for the people, but had

SOUTHERN RAILWAY

TENDER NOTICE

THE CHIEF ENGINEER, SOUTHERN RAILWAY, MADRAS-3, invites SEPARATE LUMP SUM-CUM-PERCENTAGE SEALED TENDERS for the CONSTRUCTION OF STAFF QUARTERS AT GUNTAKAL as per particulars below upto 12-00 hours on Monday the 24th September 1956.

Serial No.	STATION	Type of quarters	No. of units.	Total approximate value Rs.	Earnest money Rs.
1	Guntakal	Type IV A. (Spl.) Type V	6 2	1,51,680	7,600

The tenders should be submitted in the prescribed form obtainable from the Chief Engineer's Office on production of a receipt for the amount of Rs. 10 paid to the Chief Cashier, Southern Railway, Madras-3 or the Regional Accounts Officer, Mysore or the Divisional Accounts Officer, Trichinopoly or to any Station Master on the Southern Railway towards the cost of each tender form (including cost of plans and drawings). In no circumstances will the amount paid for the tender form be refunded.

The tender form is not transferable.

The tenderer should submit along with the tender the Income-tax Clearance Certificate in original or an authorised copy or if he has no taxable income a sworn affidavit duly countersigned by the Income-tax Officer to that effect.

Tender forms will not be issued after 15-00 hours on Tuesday the 18th September 1956.

The earnest money for the tender mentioned above should be paid in advance to the Chief Cashier, Southern Railway, Madras-3 or to the Regional Accounts Officer, Mysore or to the Divisional Accounts Officer, Trichinopoly and the receipt issued by him should be attached to the tender. No Demand Draft or cheque is to be attached to the tender.

The earnest money will not be accepted after 15-00 hours on Wednesday the 19th September 1956.

The tenders will be opened at 12-00 hours on Tuesday the 25th September 1956 in the Chief Engineer's Office at Madras.

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

September 1956

their own messengers for carrying letters. In England, France, Germany and Italy the big merchants and traders had their own messengers, too, so that they could exchange letters for trade. From the 13th century until the French Revolution in 1789 the University of Paris had a sort of postal service for their students and professors who came from countries in all parts of the world.

By the time the year 1550 came around, England, France and Spain had their royal messengers for carrying private letters only, but the Master of Posts in England was ordered by Queen Elizabeth I to send letters written by the people from England to the continent of Europe.

In 1635, Thomas Withering, Postmaster of Britain, started a postal service for all people between London and Edinburgh, but no postage stamps were pasted on these letters. In those days if you got a letter from someone who lived within 80 miles you would have to pay the post-messenger two pennies (about two annas), but if you lived far away, you would have to pay about eight pennies for each letter.

As the years passed more and more people were being taught to read and write, so they liked to keep in touch with their families and friends by writing letters. Thus, ways and means for carrying letters from one part of a country to another, or from one country to another across land or sea, were being improved.

By the year 1835 it cost about one rupee to send a letter for a distance of 700 miles in England. Then Sir Rowland Hill told the British Parliament that letters should be paid for by weight and not by the distance carried. And so, the penny post was started in England. Anybody could write a letter, stick a penny stamp on it, post it, and have it carried to its destination, no matter whether it was going ten or five hundred miles. After England had started her 'penny' post other countries like France, Germany

and the U.S.A. also started cheaper postal services.

Before motor cars, trains and aeroplanes came into being, and as the postal services grew, mails were usually carried by horse-drawn mail coaches. These mail coaches also carried passengers. In America there was the famous 'Pony Express' service which carried letters, packets and small parcels. This service covered a wide area of over 2000 miles across the American continent. Eighty riders and 400 horses in relays covered the distances in under ten days, or one-third of the time taken by mail coach. These Pony Express riders would carry the 'mails' through all kinds of weather.

The postal service came into India with Lord Clive in 1766, and mail was carried at cheap rates in spite of the great distances covered. In the South Sea islands there was a rather odd postal service known as the 'tin-can' post. Because of coral reefs ships could not sail close into some islands, so a tin-can with mail inside was thrown over the ship into the sea. Then one of the crack swimmers of the island would dive into the water, swim out through the surf and bring the tin-can mail to the land.

The years roll on. All over the world trains and ships and cars are moving faster and faster. Then we look up into the sky and hear the drone of a powerful aircraft. Man has carried his mail by all means of transport, so why not the aeroplane? By the year 1919 England, France and the U.S.A. had started their 'airmail' postal services. Then airmail services came into being all over the world, and today there is hardly a part of this globe that is not served by airmail.

Today when the postman drops a letter at our home, and we open it, we find that in about twenty-four hours, our letter has travelled perhaps over a thousand miles, and airmail

(Continued on page 49)

15. IMPATIENCE

S. R. SRINIVASA RAGHAVAN

Integral Coach Factory

ROGER BACON said that impatient people are like the bees which kill themselves in stinging others. The impatience of the school-boy who counts the time till the return of the holidays, and of the lover who is impatient till he gets married are of course worthy of pardon; in truth it is a sort of healthy impatience. Emerson's thesis that time is never to be hurried but that everything is to be left to nature who "is methodical and doeth her work well", is the expression of a rambler in the vast meadows of philosophy. For us men who spend every minute of our life in anxiety over the pettiest things, impatience is a natural quality.

Jeremy Taylor opined that "impatience turns an ague into a fever, a fever to the plague, fear into despair, anger into rage and sorrow to amazement".

The essential hue of impatience was recently portrayed in a pictorial cartoon in one of the popular magazines. An individual who dropped a post-card in a post-box had not the patience to wait for that amount of time in which the letter would reach its destination and a reply would be received. Caricaturing to us in an exaggerated form the individual's mental plight, the pictures went on to show how the individual waited near the post-box till such time the post-man collected it, followed the mail to the Railway Station, got into the carriage adjoining the R.M.S. van, got down from the train and waited at the doors of the addressee to receive the letter himself. Unfortunately the impatience of the individual could not in the least check the advance of the necessary duration which was absolutely necessary for the letter to go through the ordained process. Of course, in an unbalanced state of mind,

he could not decide taking a wiser step, namely, visiting the addressee instead of dropping a letter!

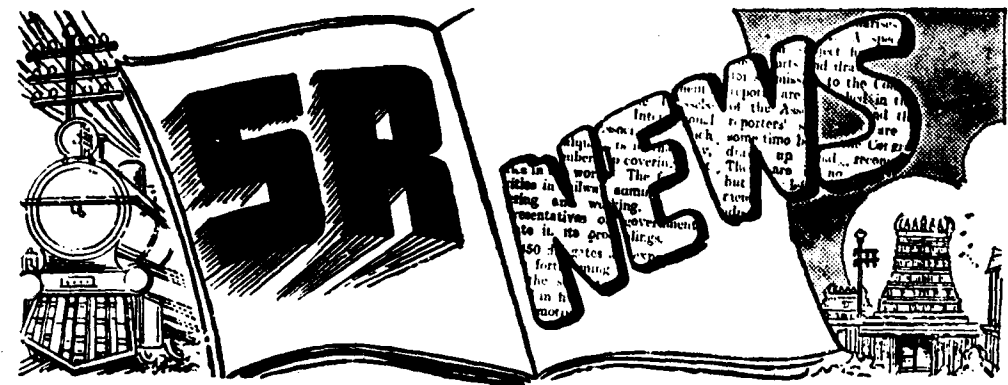
The German philosopher, Kant, thought that grasping impatience was far better than procrastination, the evil at the other extreme.

All men are not Thucydideses to get "convinced by experience that very few things are brought to a successful issue by impetuous desire, but most by calm and prudent forethought."

* * *

There have been geniuses in history who have been too impatient to brook the slow movements of the minds and bodies about them and have always been far in advance of the times in which they lived. Joan of Arc who was burnt for heresy, witchcraft and sorcery in 1431 and was canonized after some centuries in 1920 was actually burnt at the stake for her "insufferable presumption". In a very short career which did not last beyond her teens, she patronized her own king, summoned the English king to repentance, and lectured, talked down and overruled statesmen and prelates. Her impatience in making the world understand her pretensions and proceedings brought her to a trial which ended in a tragedy. In short her impatience was unbearable. It was really a wonderful sort of quality that abounded in her which was able to foresee Napoleonic realism in the field of battle.

Henry Sweet, a master of the science of phonetics who lived in the 19th century, was not recognised by official authority because of his satanic contempt for and impatience towards lesser mortals. The University of Oxford took much time to place him in the honoured position he deserved.



ANNIVERSARY CELEBRATIONS, STATION COMMITTEE, SALT COTAURS

The Anniversary of the Station Committee, Salt Cotaurs, was held on Sunday, the 29th July 1956. Professor V. Shanmugasundaram, B.A. (Hons.) (Econ.), M.A. (Pol. Sc.), presided over the function.

Sri M. Thyagarajan, welcoming the guests explained briefly about the activities of the Station Committee. While the Union looks after our grievances, the Committee encourages unity amongst members and promotes social consciousness. He requested Sri V. Shanmugasundaram to preside over the function.

Sri S. A. Fuller, Secretary, read the Annual Report and Statement of Accounts.

Sri S. B. Aditan, Bar-at-Law, spoke about Railways and Railwaymen in other countries. He explained in detail the working condition, wages, medical and transport facilities available to workers in other parts of the world.

The welfare of the Railwaymen is linked with the welfare of other workers in other industries and as such demands of Railwaymen should not be exclusive. He referred to the old age pension, the relief provided to workers on sick list and disabled and said that such beneficial measures should be extended in India also and the Government as the foremost owner of the biggest enterprise, the Railways, should take the initiative.

Sri C. M. Janardhanam, B.A., B.COM., Editor, Co-operation, spoke at length about the Co-operative Movement—its birth and its extension to various fields. He said that workers should take active interest in extending the co-operative movement. The labour leaders do not bestow much attention to this movement at present. The welfare of the workers will be considerably increased by spreading the co-operative movement and as such the labour leaders should take interest to educate the workers on the co-operative movement.

Professor V. Shanmugasundaram in his presidential address said that the aim of workers should be increasing real income, which should be increase in the availability of food at cheap rates, the transport, medical and sanitary conditions. The Railway Administration should ensure better working condition to the Railwaymen. The purchasing power of the workers should be increased. The workers in turn should consult and encourage thrift amongst themselves. The value of currency is undergoing changes and there is fluctuation in the prices of commodities. As such, the value of currency should be maintained at a level.

The capital that can be obtained by better utilisation of the existing wagons and other equipment the qualitative and additional work that can be obtained by increasing the welfare and the working condition of the Railwaymen.

(Continued on page 59)



Members of the Commercial Typists' Recreation Club, Madras on excursion inside the Pattinathar Temple at Tiruvottiyur



The Railwaymen's Fine Arts Society arranged a party on 23rd August at Hotel Dasaprakash in honour of Sri A. R. Rao (SDGM, S. Ry.) who retired recently. Photo above shows Sri A. R. Rao with officers of the ICF and Southern Railway

Sri A. R. Rao with members of the Railwaymen's Fine Arts Society



SOUTHERN RAILWAY TENDER NOTICE

The Engineer-in-Chief, Southern Railway, Egmore, Madras-8, invites separate SEALED PERCENTAGE SCHEDULE TENDER for the following works :—

District	Name of Work	Total approximate cost Rs.	Earnest Money Rs.	Cost of tender form Rs.
Godavary	1. Bezwada — Remodelling of yard—Temporary siding for earthwork at mile 279.16 (near Gannavaram-Godavari Dist ict)	21,400	1,070	10
	2. Bezwada—Remodelling of yard—Stage III—Earthwork for formation in Up Yard and other places	2,79,400	13,970	10

The above tenders are to be sent to the Engineer-in-Chief, Southern Railway, Egmore, Madras-8 so as to reach him not later than 12-00 hours on Monday, the 24th September, 1956.

Tenders should be submitted in the prescribed forms obtainable from the Office of the Engineer-in-Chief, Southern Railway, Egmore, Madras-8, on production of a receipt for the sum of Rs. 10 (Rupees Ten only) paid to the Chief Cashier, Southern Railway, Madras-3 or any Station Master on the Southern Railway towards the cost of each set of tender forms. In no circumstances will the cost of tender forms be refunded. The tender forms are not transferable.

Tender forms will be issued upto 12-00 hours on Friday, the 21st September, 1956.

Earnest money as detailed above should be paid in advance to the Chief Cashier, Southern Railway, Madras-3, not later than 12-00 hours on Friday, the 21st September, 1956 and the receipt submitted along with the tender. No cheque or demand draft should be attached to the tender.

Tenders are required to submit Income-tax Clearance Certificate, in original, along with the tender. If previously sent and is current, reference to the particular tender with which it was sent should be furnished.

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

Tenders will be opened at 12-00 hours on Tuesday the 25th September, 1956 at the Office of the Engineer-in-Chief, Southern Railway, Egmore, Madras-8.

The Engineer-in-Chief 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.

In conclusion he said that workers should take advice from leaders like Sri Janardhanam on Co-operation and they should try to encourage co-operative movement and avail the maximum benefit.

With vote of thanks by Sri T. R. Kuppuswami, B.COM., the meeting terminated.

INDEPENDENCE DAY CELEBRATIONS

Southern Railway Institute, Coonoor

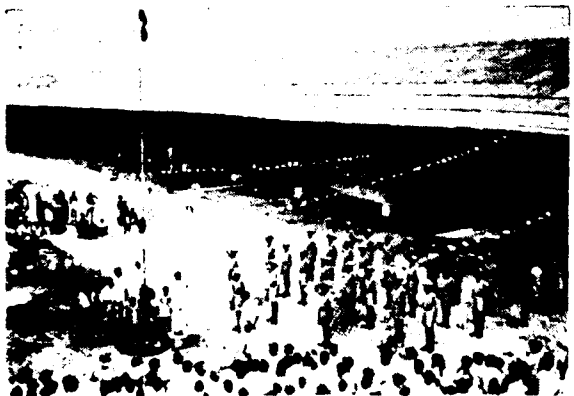
An interesting Tamil Social hit, "Kudumba Gouravam", was put on boards at the Institute by the Southern Railway Nataka Manram in connection with the Independence Day Celebrations. The high cultural talents of the actors was much appreciated by the huge gathering.

In the morning the National Flag was hoisted by Mr. M. A. Sheriff, President of the Institute followed by sweets distribution to children. At the Railway Station, Sri N. Ramamritam, Station Master, hoisted the Flag, a contingent of the Railway Protection Force marching past in salutation.

Salt Cotaurs

The Independence Day was celebrated under the auspices of the Station Committee at Salt Cotaurs on August 15, 1956.

Sri M. Thyagarajan, Chairman of the Committee, welcomed the officers, guests and other members. Sri K. V. Vilwanathan, APO (Operating), S. Ry., Madras, hoisted the National Flag. The Sub-Inspector, Railway Protection Force, with his staff band demonstrated a parade and the officer took salute. Sri P. Govindarajulu Naidu, Goods Agent, Salt Cotaurs, presided. Sri P. M. Audikeravalu Naicker, Ex-M.P., Sri M. D. Kannan, Chairman, Traffic Committee, and Sri T. R. Kuppuswami, Director, S. Ry. C. Bank, advised the Railwaymen to work hard for the success of the Second Five-Year Plan.



Sri S. A. Fuller, Secretary of the Committee, proposed vote of thanks. With the National Anthem by Sri Krishna Jethy, the function came to an end.

Indian Railway Institute, Guntakal

The Independence Day was celebrated with all enthusiasm on August 15, 1956 at the IRI/GTL. The President of the day, Dr. K. Raghavendra Rao, M.S., District Medical Officer, Guntakal, unfurled the National Flag at 8-30 a.m. Sri Khaddar Krishna Rao gave a brief history of the political struggle launched by our leaders to achieve this Independence and exhorted the staff to give their best in their sphere of work in preserving this hard earned treasure in all its value and build up the country. Sri K. Sriramulu, Secretary of the Institute, proposed a vote of thanks. Sweets were distributed to children.

A busy programme was gone through in the evening with a series of entertainments including dance items by baby Vijaya and baby Girija and one-act dramas in Telugu and Tamil produced by the Kala Samithi of the IRI/GTL. The programme commenced with a prayer by girl students of the Indian Railway School. Prizes were distributed to the winners and runners in the sports conducted in connection with the celebrations. Messrs. S. Chakradhara Rao and Mohd. Ghouse



Baby Vijaya



Baby Girija

spoke on the significance and importance of the day. The President, in the course of his address, stressed on the solidarity, sincerity and loyalty of each individual worker to build up a strong nation and to march ahead

successfully with the Second Five-Year Plan.

The function concluded with a vote of thanks proposed by Sri K. Sriramulu, Secretary, IRI/GTL.



Mr. ASHTIANI

Mr. G. H. Ghafoori Ashtiani, Director of Statistics to the Government of Iran, visited the Southern Railway to learn the latest development in Railway Statistics so that on his return to the country he could adopt these methods over there. The great advance made in India in the matter of statistics was the reason for his tour in India. He has already seen the statistics on the South-Eastern Railway and will also see the statistics maintained over the Central and Northern Railways and the Railway Board. Since he is in charge of not only Railway Statistics but also all other Statistics of Iran and he is specially interested in personnel, accidental and hospital statistics, besides the General Economics of Railway Operation, he will meet, when in India, other leading Indian statisticians also.



A farewell party was given to Sri M. O. Chacko, REN/RPM, on the eve of his transfer to South-Eastern Railway, at the Officers' Club, Perambur, on 11th August. Photo shows from left to right, Sri Ratan Lall, COPS, Sri N. Kamalakara Rao, SDGM, Sri M. O. Chacko, Sri K. Sadagopan, CAO ICF and Sri M. Ganapathy, CE

A section of the guests





Teachers conducting the Hindi Class

HINDI CLASSES FOR NON-HINDI KNOWING RAILWAY STAFF

Hindi classes have been started from 25th July in the New General Offices, Madras, as an experimental measure. About 360 employees are now being given tuition in Hindi. The scheme will be extended to other stations on the Railway shortly.



Students attending the Hindi Class
New General Offices, Madras

[Photos : P. S. Vedhachalam]



Group Photo of Students and Teachers—
Hindi Class

1. The R.R.U.C. TPJ observed one minute silence for the victims in the Railway accident near Mahabubnagar on 1st September 1956.

2. Special features of October Number will be Railway Minister's Message, Vice-President's Message and Messages of other very important persons and also special article from Mr. Penn Anthony.



[Photo : P. S. Vedhachalam]

Sri N. Kamalakara Rao Naidu, B.A., B.L., who assumed charge as Senior

Sri A. Ramachandra Rao (date of birth—24th January 1901) joined the Ex-M. & S. M. Railway as probationary Traffic Inspector on 28th June, 1924, and was subsequently taken on as a Traffic Probationer from 1st May 1925.

He was posted as Assistant Traffic Superintendent on 15th February, 1927. He was first promoted to Senior scale on 1st April, 1936.

During the Second World War, he was commissioned in the Defence of India Corps (Railways) and held the rank of Major.

He was first promoted to the Junior Administrative Grade on 1st March 1947 and held the posts of Deputy Chief Operating Superintendent/Movement, Deputy Chief Operating Superintendent/Staff and Deputy Chief Commercial Manager.

He was promoted as Chief Commercial Superintendent of the Northern Railway from 26th May 1952. While holding this post, he was also appointed as Convenor of the Ad Hoc Committee on "Travel Conditions and Amenities for Passengers on Ex-Assam Railway", which commenced

Deputy General Manager, Southern Railway, on 8th August 1956 was born on 17th December 1901. After taking his degree in Arts and Law, he joined the Ex-M. & S. M. Railway, as a Traffic Probationer on 1st September 1926. He was first posted as an Assistant Traffic Superintendent on 4th October 1928. He was promoted to Senior scale on 1st May 1941, and to the Junior Administrative grade on 1st May 1948. He held the post of Deputy General Manager, Establishment, on the Ex-M. & S. M. Railway from 10th April 1949 to 13th April 1951 and on integration, he continued as Deputy General Manager (Personnel) till 18th June 1953. He was then posted as Regional Traffic Superintendent of the Mysore Region, which post he held till 1st November 1954 when he was transferred to Delhi on promotion as Director, Establishment, Railway Board.

ed functioning from 11th March 1953. In the meanwhile, he was posted to the Southern Railway as Senior Deputy General Manager (Senior Administrative) from 1st June 1953. He was at the same time asked to continue to function as convenor of the Ad Hoc Committee on "Travel Conditions and Amenities for Passengers on Ex-Assam Railway". The report of the Committee was submitted on 14th September 1953.

As Senior Deputy General Manager, he was in charge of the arrangements for the Divisionalisation of the Southern Railway. He was due to proceed on leave preparatory to retirement from 24th January 1956 and as the arrangements for the Divisionalisation of the Railway were not then completed, he was granted an extension of service for six months from 24th January 1956, to assist the General Manager of the Railway in completing the arrangements for Divisionalisation.

He proceeded on combined leave preparatory to retirement from 24th July 1956.

OUR COMMERCIAL News Letter

Compensation claims

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

1. Number of compensation claims received during the month of June 1956 ... 3,615
2. Number of claims disposed of and the amount paid during the month of June 1956 ... 3,645
(Rs. 1,72,616-5-8)
3. Number of claims outstanding at the end of the month ... 3,528
4. Number of days taken to settle a claim ... 38 days

Earnings

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

(Figures in thousands of Rupees)

	JUNE	
	1955	1956
Passengers	1,75.93	1,82.62
Other Coaching	32.77	34.18
Goods	1,78.50	1,97.19
Sundries	8.43	8.09
Total	3,95.63	4,22.08

JAIN EUCALYPTUS OIL FACTORY

COONOOR R. S. (Nilgiris)

MANUFACTURERS OF BEST QUALITY NILGIRI EUCALYPTUS OIL
(Tree & Cow Brand)

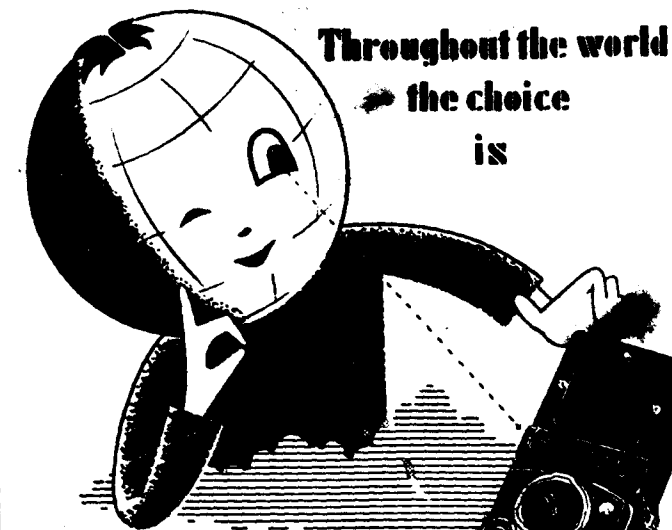


OSWAL TEA SYNDICATE

COONOOR R. S. (Nilgiris)

DEALERS IN HIGH-GROWN BEST QUALITY NILGIRI TEAS
ENQUIRIES SOLICITED

Chi. P. S. Subramanian, Clerk, Reserve Bank of India, and Sow. Maheswari (daughter of Sri M. V. Srinivasan, Chief Clerk, Headquarters Personnel Branch, Southern Ry., Madras) were married on 9th July 1956.



Throughout the world
the choice
is

Rollei

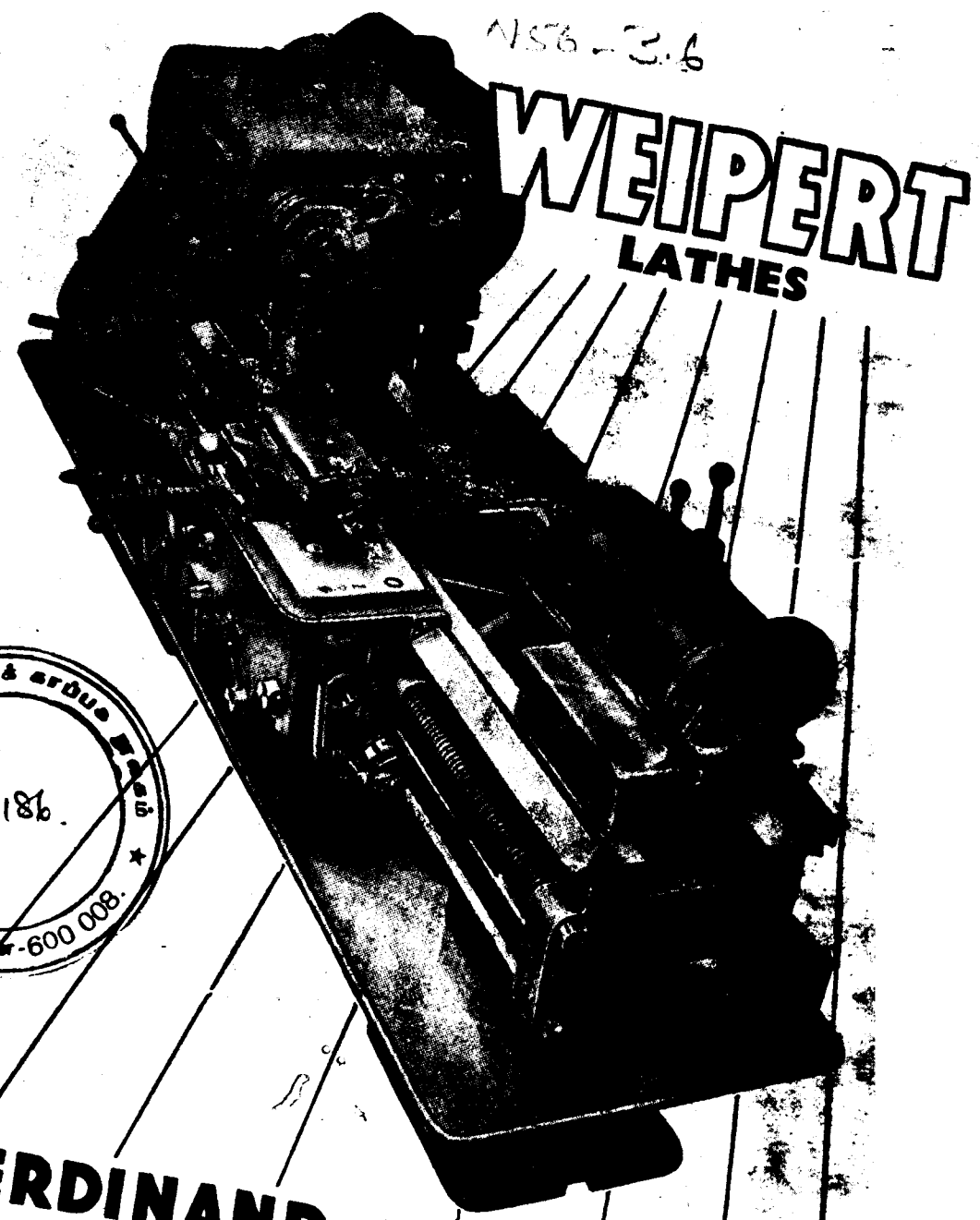
Good pictures are the rule,
right from the start.

AMA Ltd.

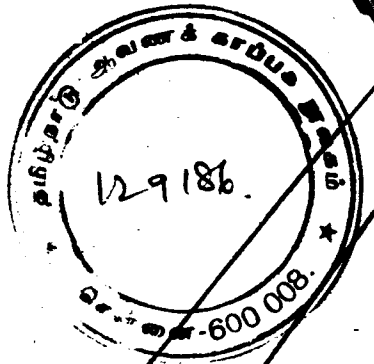
Canada Building, Hornby Road, BOMBAY, 1

Branches: NEW DELHI, CALCUTTA, MADRAS

JL
X 415 m...
NSB-3.6



WEIPERT
LATHES



FERDINAND C. WEIPERT
CONTACT:
FRANCIS KLEIN & CO. PRIVATE LTD.
1, ROYAL EXCHANGE PLACE, CALCUTTA-1

ask Jacks about it

- Tractors, Trailers, Plows, Harrows, Cultivators, Threshers, Seed Drills, Sprayers.
- Earth Moving, Graders, Scrapers, Cranes, Shovels, Stone Crushers, Batching Plants, Concrete Mixers.
- Motors, Generators, Transformers, Cables, Electrode Boilers, Welding Sets.
- All Types of Machine Tools, Small Tools, Measuring Instruments, Foundry and Furnace Equipment etc.
- Oil and Sugar Mill Plant, Laundry Plant, Pumping Sets, Diesel Engines and Mechanical Handling.
- H. S. and Alloy Steels, Metal Doors, Abrasives, Crucibles, Water Proofing Compound, Wire Fencing, Aga cookers.

William Jacks & Co. Ltd.
National Bank of India Buildings,
FIRST LINE BEACH, MADRAS.
Phone 3226-55129 Tel LIMPET

Bangalore Office: Shaukat Buildings, Silver Jubilee Park Road, Bangalore-2.