

Southrail news

Vol. III

May 1956

No. 2

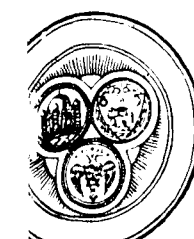
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Southrailnews

PUBLISHED BY THE SOUTHERN RAILWAY

Annas Six

VOL. III

MAY 1956

NO. 2

SOUTHERN RAILWAY GODAVARI PUSHKARAM FESTIVAL

Pushkaram Bathing Days ... From 22-5-1956 to 2-6-1956

As a facility to intending passengers to the Pushkaram Festival, return tickets at two single journey fares for second and third classes will be issued to Rajahmundry, Godavari and Kovvur, from all stations on this Railway situated within a distance of 500 miles from these stations.

The return tickets will not, however, be issued from Godavari to Kovvur and vice versa.

Also the return tickets for travel by Mail and Express trains on the Bezwada-Vizagapatam section will not be issued from stations on the following sections. Only ordinary return tickets will be issued:

1. Vizagapatam-Bezwada (both stations inclusive)
2. Masulipatam-Gudivada-Bezwada (both stations inclusive)
3. Bhimavaram-Gudivada (both stations inclusive)
4. Nidadavolu-Narasapur (do.)
5. Samalkot-Cocanada Port (do.)
6. Bezwada-Guntur (do.)

2. These return tickets will be issued from 25-4-1956 to 2-6-1956 (both days inclusive) and will be available for completion of return journey as indicated below:

Date of availability for completion of return
journey by the midnight of—

(i) In respect of traffic of destinations upto 50 miles	Second Day	following the date of issue or the date of commencement of the outward journey in case of tickets issued in advance.
(ii) In respect of traffic of destinations 51 to 150 miles	Third Day	Do.
(iii) In respect of traffic of destinations 151 to 250 miles	Fourth Day	Do.
(iv) In respect of traffic of destinations 251 to 350 miles	Fifth Day	Do.
(v) In respect of traffic of destinations 351 to 500 miles	Sixth Day	Do.

3. Children above 3 and under 12 years of age will be charged half the above fares.

4. Advance booking and reservation on these return tickets is permissible in the same way as for ordinary single journey tickets, but in no case the outward journey should be commenced after the midnight of 2-6-1956.

5. Break of journey will NOT be permitted on these return tickets.

6. No extension of the period of availability on these tickets will be granted.

7. For details, ask the Station Master concerned.

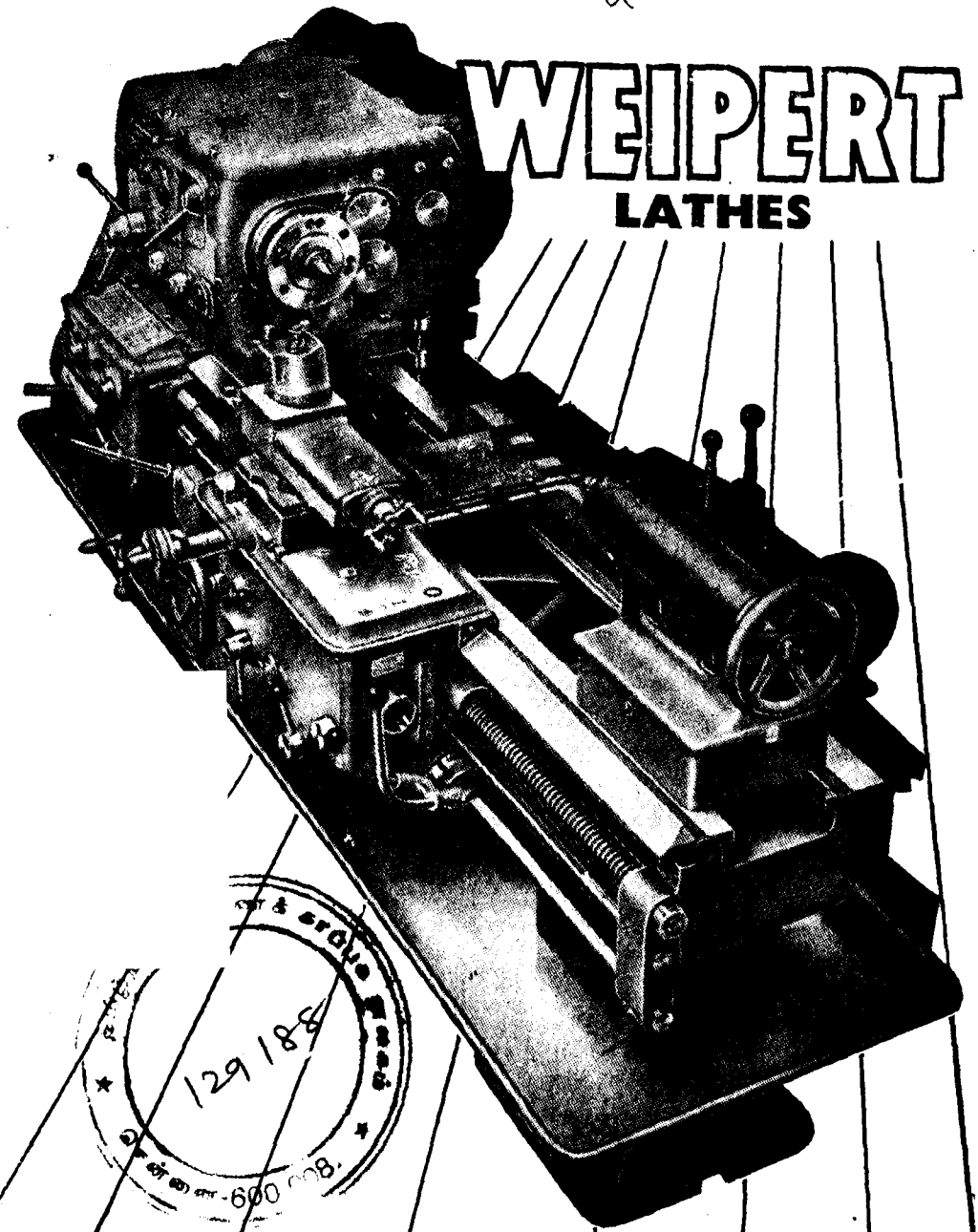
**THIS FESTIVAL OCCURS ONCE IN TWELVE YEARS—HAVE HOLY BATH
IN THE GODAVARI**

MADRAS.

CHIEF COMMERCIAL SUPERINTENDENT

426

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LATHES

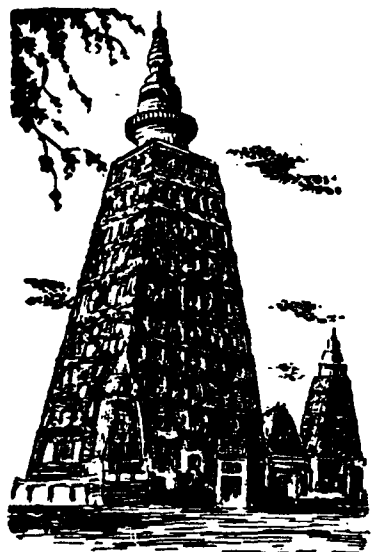


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The Northern Railway is issuing at a concessional fare of 3/4ths of the tariff fare, second, inter and third class tickets for a number of standard tours. These tours cover a number of specific itineraries, details of which are available from station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

Special Trains

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

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

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

THE PUBLIC RELATIONS OFFICER, NORTHERN RAILWAY



SOUTHRAILNEWS

(Official Organ of the Southern Railway)

EDITORIAL NOTICE

VOL. III

No. 2

Editor :

K. SRINIVASAN

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

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

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

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

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THE EDITOR
Southrailnews
18A Mount Road Madras 2

SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S/P5/GB5/34/NGT.

Sealed Tenders are invited for the supply of 1593 Imperial Gallons Paint Ready Mixed Red Lead Non-setting to specification IS 102/1950 and will be received in the Office of the Controller of Stores, Southern Railway, Ayyanavaram P.O., Madras-23, before 15-00 Hours on 29-5-56 and opened at 3-00 p.m. on the same day.

Tenders should be submitted only in the prescribed form obtainable from the Office of the Controller of Stores, Southern Railway, Madras-23 on payment of Rs. 5 per copy in cash or by M.O. with full name and address of the remitter. Remittance by any other means will not be accepted. Tender forms are not transferable.

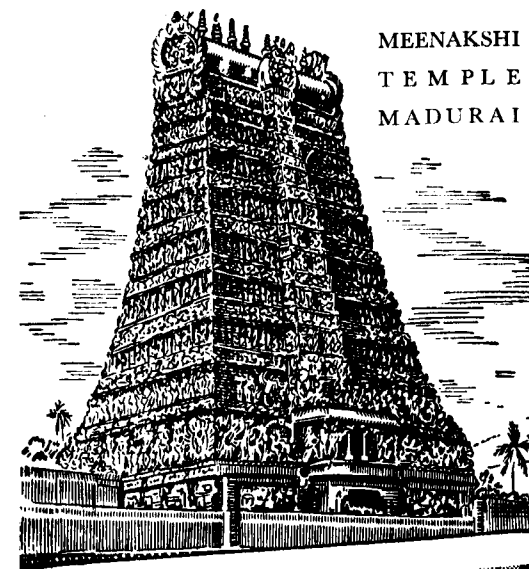
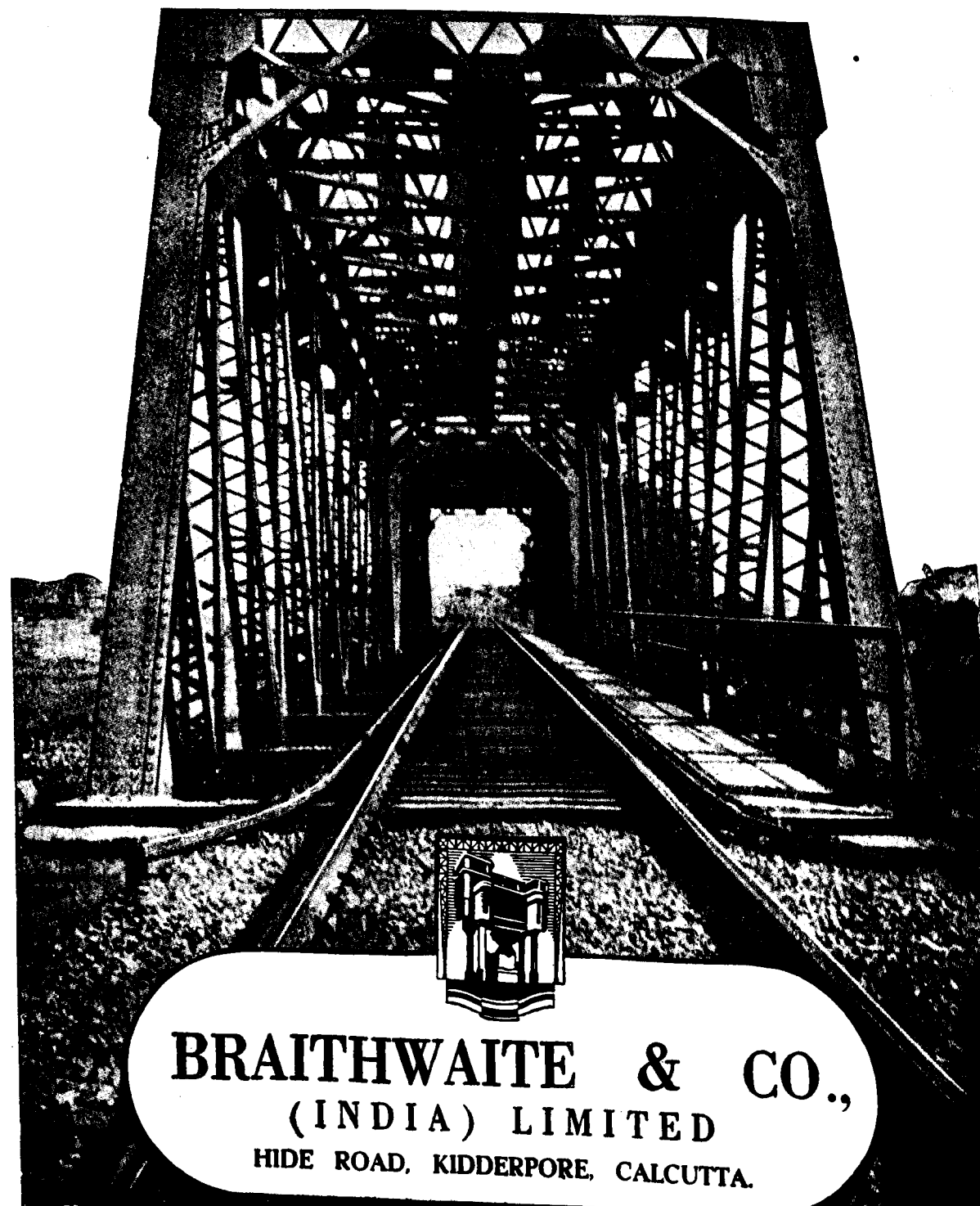
Tender forms will not be issued after 12-00 hours on 25-5-1956.

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

P. N. TALATI,
Controller
of Stores.

STEEL RAILWAY BRIDGES

RAILWAY BRIDGE CENTRAL RAILWAY

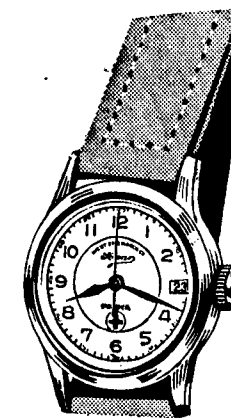


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SOUTH RAIL NEWS

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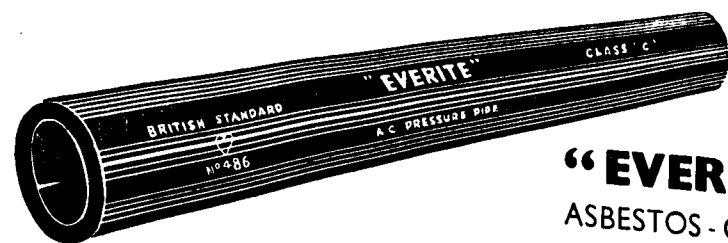
MAY 1956

No. 2



talking of pipes...

There are all manner of pipes, but there are no better pipes than "Everite" Asbestos-Cement Pressure Pipes for the conveyance of water under pressure. They are light but strong and easy to handle. They do not corrode nor rust and they are the perfect answer to corrosive soils.



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RAILWAY WEEK

THE Railways which are our greatest national asset celebrated Railway Week during the period ending April 16, 1956. This marked the 103rd Anniversary of the running of the first Railway train in India from Bombay to Thana.

On this occasion, the importance of public co-operation with the Railways was requested in the matter of putting down Ticketless Travel and avoidance of pulling the Alarm Chain. The Railway staff cannot succeed unless people co-operate. The public has a duty to see that they should do whatever they can do to prevent pilferage of Railway property. While lodging complaints it is to be realised that Railwaymen have to do a gruelling job and they deserve the fullest co-operation from the Railway users.

Mr. Paul C. Sherbeut of U.S.I.S., speaking on the 16th April during the Railway Week celebrations organised by the Social League of the Southern Railway, New General Offices, when Sri S. K. Mukerji, Chief Commercial Superintendent, presided, said that the progress in the First Plan of India was tremendous and he was sure further progress would be made in the Second Plan. Mr. Sherbeut complemented the Indian Railways on the efficiency of service and the remarkable progress they have made. He said that the Indian Railways carried three times more passengers than in America although India had fewer locomotives available for transport.

During the Railway Week the long cherished ambition of the public and the Administration was realised on Monday 16th April, when the

President Dr. Rajendra Prasad declared open the new imposing building of New Delhi Railway station in the presence of a distinguished audience. A highly significant feature of the programme was the award of Certificates of Merit by the President to 10 employees selected from the seven Railway Administrations, two Production Units and the Railway Board. The employee from Southern Railway to obtain this certificate was Sri C. H. Smith, Driver, 'A' Grade, Madura.

Issuing of business reply post-cards was a feature calculated to elicit public opinion regarding suggestions and improvements. Business reply post-cards with slogans "How can we serve you better" were distributed on the seven zonal Railways during the week. It is noticed that quite a number of suggestions have been received.

Apart from picnics and sports at district headquarters and in the districts, there were also social and cultural activities in several of the Railway Institutes.

One of the important features of the Railway Week on the Southern Railway was the inaugural run of the New Electric Multiple Unit Trains from Madras Beach to Guindy and back. The Hon'ble Sri M. Bhakthavatsalam, Minister for Agriculture, Government of Madras, inaugurating the train service extended cordial greetings to the officers, the staff and the thousands of workers of the Railways on the occasion of the new Tamil year. He hoped that even as they commenced the new year with the addition of these fine coaches, the new year

would mean considerable expansion by way of services to the travelling public.

During the week steps were taken to instil into the staff the need for attending to the various needs of the public and of doing it in a courteous and polite manner thereby inducing the travelling public to co-operate with the Railways. Colour slogans were exhibited at important stations.

The recipients of the awards from the Southern Railway Administration were Mr. J. S. Narayana, Inspector, Telegraphs, Adoni and Mr. E. S. Scott, Assistant Foreman, Bitragunta—the former for suggesting improvements to First Vehicle Treddle circuits and the latter for suggesting provision of check plates to the existing spring plates of XD Class engines. Rs. 50 was given as reward for each by the General Manager, Mr. T. A. Joseph.

OURS IS A FAMILY

Ours is a Family is the title of the pamphlet published by the Ministry of Railways, Railway Board, Government of India. The pamphlet, attractively printed in two colours is in the personal communication to each one of India's one million railwaymen. It is written in colloquial language. The pamphlet has been printed in English and 12 other major Indian languages. Every Railwayman (each individual Railwayman of classes I, II, III and IV) will have a copy of it. It deals with the difficulties such as overcrowding, paucity of wagons and coaches. After the war, India found herself with the Railway system in a condition that could be likened to a person fainting for breath, overworked and ill-equipped. "But a nation on the move could not wait: and the Railways, in the face of crippling handicaps and mounting traffic continued to deliver the goods."

Lies can figure prominently but facts and figures cannot be lies. The pamphlet refers to how we have recovered our lost efficiency. With 14 per cent fewer passenger coaches on the line, we had in 1954-55, carried nearly 2½ times as many passengers as were carried in undivided India, 16 years earlier. During 1938-39, the Indian and Pakistan Railways together carried about 14.5 lakh passengers daily.

In 1954-55, in nearly 5,000 trains run daily, the Indian Railways alone carried 34.5 lakh passengers—just under 1 per cent of India's total population—every single day.

The United States Railway network of 225,000 route miles (class I) is over six times as large as India's, with a route mileage of 35,000. Yet, the Indian Government Railways carried nearly thrice as many passengers during 1954-55 as the United States Railways did during 1954.

Key operating statistics have reached high water-mark on the Broad Gauge in 1954-55 as compared to the previous years. Net ton miles per day per engine in use has also reached the highest so far during 1954-55 on the Broad Gauge as well as on the Metre Gauge even compared to the war years.

The pamphlet gives an exhortation to the Railwaymen pertaining to the Second Five-Year Plan. Our performance during the Second Plan must be better than it has been during the First Plan. There are six Commandments given, of which an important one is efficiency of individual workers adds up to the efficiency of our whole system. There is also an advice to the Railway worker not to indulge in idleness during office hours. These are of practical utility.



RAILWAY WEEK AT NEW DELHI

Speaking at the concluding day ceremony of the Railway Week at the New Delhi Railway Station on 16-4-56, Sri G. Pande, Chairman of the Railway Board, said: "This is a week of rededication for railwaymen; it is an effort towards improved public relations and better behaviour towards the public".

Sri Pande said: "This is the first time that the Indian Railways are celebrating a Railway Week. Today is also the 103rd anniversary of the opening of the first railway communication in this country. The main objectives of these celebrations are to focus public attention on railway problems as they affect the railway users and to enlist public co-operation

Sri C. H. Smith, Driver, Southern Railway, receiving the award for outstanding work from President Dr. Rajendra Prasad on April 16.



in their solution; to intensify the campaign amongst railwaymen for rendering better service to the public and to inculcate *esprit de corps* amongst the railway staff. This is a week of rededication for railwaymen; it is an effort towards improved public relations and better behaviour towards the public.

"Indian Railwaymen have big and difficult tasks before them. They are alive to the situation and realise their responsibility in the building up of the nation.

"Within the short time at our disposal this evening, we could only draw out a short programme for your entertainment. The most significant item from railwaymen's point of view, however, is the award of the Certificates of Merit by the President to some of our outstanding workers.

"We have selected ten persons, one from each of the seven Railway Administrations, the two production units, namely the Chittaranjan Locomotive Works and the Integral Coach Factory, and the Railway Board, representing different spheres of railway activity.

"There is a vast multitude of railwaymen who are keenly devoted to their duty and are doing their best in keeping the wheels moving day and night. The presence of a few here is purely symbolic."

MASS EDUCATION CAMPAIGN ON RAILWAYS DURING RAILWAY WEEK

Hundreds of banners with specially-coined slogans painted on them went up at scores of railway stations throughout the country on the 10th

One of the winners in the sports held at the Paharganj Sports Stadium, New Delhi, on 14-4-56 in connection with Railway Week, receiving the prize from Smt. Pande, wife of Chairman, Railway Board.



April, reminding lakhs of passengers of the commencement of the Railway Week (April 10 to 16).

At the more important stations, giant size banners forcefully called public attention to the several ways in which passengers, by co-operating with the Railways, can make travel conditions easier for themselves.

About a dozen common slogans were chosen for display on all the Railways, written in English or in regional languages, inviting the public to "Help the Railways to Serve You Better".

An inexpensive device for mass education of the travelling public, the slogans dealt, among other things, with subjects like ticketless travel, the growing misuse of the emergency alarm chain, the advantages of queuing up, the need for greater cleanliness and sanitation on stations and in trains, etc.

Railway Administrations throughout the country organised during the week cultural and social programmes calculated to provide opportunities for closer contacts among all classes of railwaymen.

"OURS IS A FAMILY"

India's 1,000,000 railwaymen were each given an attractively printed, two-colour pamphlet called "Ours is a Family", specially brought out for mass distribution in connection with the Railway Week.

The text of the pamphlet is in the form of a personal communication from the Chairman of the Railway Board to each individual employee. It narrates what the 'Family of Indian Railwaymen' has been able to achieve during the First Plan period, and how through better effort on the part of each railwayman the 'Family' can make a bigger success of the Second Five-Year Plan.

The pamphlet has been printed in several languages, and a copy will be given to each one of the 1,000,000 railway employees.

STARTLING FACTS

A number of startling facts have been brought out in the pamphlet. For instance, it has been pointed that last year the Indian railways carried thrice as many passengers as the United States railways, although the route mileage of the U.S. railways is more than six times that of the Indian Railways.

The number of passengers, the pamphlet points out, has increased from 14.5 lakhs per day in 1938-39 in undivided India to 34.5 lakhs daily last year in the Indian Union alone. To carry this enormous traffic, however, the Indian railways had 14 per cent 'fewer passenger coaches' in 1954-55 than they had 16 years earlier, in 1938-39.

Listed among other achievements is the fact that during the First Plan period, practically every production target set before the Railways has been exceeded. Also, the goods operating performance in 1954-55, the fourth year of the Plan, was better than the best that was recorded under the pressure of heavy military traffic during the last war.

EXPANSION OF RAILWAYS

The Indian Railways are expected to spend approximately Rs. 46,00,00,000 during the Second Five-Year Plan period on the expansion of their existing workshops and the setting up of new workshops, it is understood.

A careful plan is being prepared to ascertain the requirements of each region, so that the increased load during the Second Plan period may be rationally divided.

Compared to the position at the close of the First Five-Year Plan, the total holdings of railway stock by the end of March 1961 are expected to be increased nearly 1,556 locomotives, over 5,800 passenger coaches and about 99 thousands goods wagons. This additional rolling stock is expected to throw considerable new burden on the repair workshops,

May 1956



A portion of the Maternity section in a railway hospital. There are 75 hospitals and 400 dispensaries exclusively for Railwaymen in India.

It is proposed to set up two new workshops for manufacturing spare parts of locomotives, one to feed the Eastern, North-Eastern, Northern and the metre gauge portion of the Western Railways, and the other to feed the South-Eastern, Southern, Central and the broad gauge portion of the Western Railways.

Major expansion will be undertaken in the case of existing workshops at Gorakhpur and Izatnagar on the North-Eastern Railway, at Jagadhri on the Northern Railway, at Perambur and Hubli on the Southern Railway, at Ajmer and Mahalakshmi on the Western Railway, at Jhansi on the Central and Kanchrapara on the Eastern Railway.

Arrangements have been made to take over the Amritsar Workshop from the Punjab Government and to

develop it for locomotive repairs. The Western, South-Eastern and also probably the Southern Railways will need a new wagon shop each, and the North-Eastern will need a new carriage and wagon shop.

A number of other repair workshops on the Indian Railways will undergo minor expansion, and steps will also be taken to eliminate bottlenecks wherever these exist at present.

LOCOMOTIVE COMPONENT WORKS AT BANARAS— PRESIDENT LAYS FOUNDATION-STONE

The President, Dr. Rajendra Prasad, laid the foundation-stone of the Indian Railway Locomotive Component Works, a large new railway workshop at Banaras, for the manufacture of locomotive parts on 23rd April.

May 1956

NOTES AND COMMENTS

13

This will be the first large unit of its kind to be set up under the Second Five-Year Plan to cater to the expanding needs of the Indian Railways.

The workshop will be located on 300 acres of land near Manduadih, where an important railway transshipment yard is already located.

The Banaras workshop will be constructed entirely by Indian engineers. The total cost of the project, including a workers' residential colony for essential staff, is likely to be in the neighbourhood of Rs. 4,60,00,000.

Employing about 2,500 men when in full production, the workshop will be engaged wholly in the manufacture of locomotive components. Such components are also manufactured at other Railway workshops, but these are also engaged in repair work. These workshops cannot keep pace with the growing requirements of the Indian

Railways under the Second Five-Year Plan.

At present there is believed to be a 15 per cent short fall in the capacity for the manufacture of components. During the Second Five-Year Plan, about 900 additional steam locomotives will be put on the line to carry increased traffic. This will correspondingly increase the pressure on workshops.

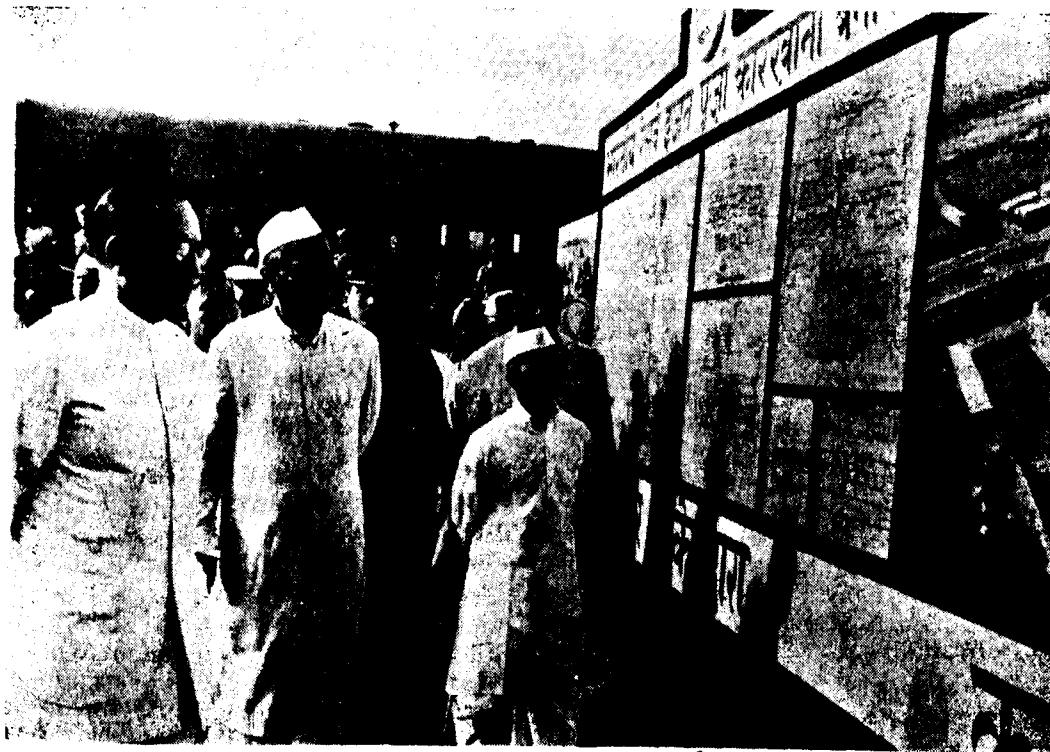
RAILWAY EQUIPMENT FROM ABROAD

Manufacturers of railway equipment in Japan, Belgium and Italy have been given orders for the supply of equipment to the Indian Railways, it is learnt.

The total value of the orders is about Rs. 1,02,000.

A Japanese firm has secured an order for 50 underframes for metre

Dr. Rajendra Prasad being shown the layout of the Indian Railways Locomotive Component Works near Banaras (under construction). The Railway Minister is also seen in the picture.



gauge passenger coaches, while a Belgium firm has received an order of 550 underframes for metre gauge passenger coaches and 50 underframes for broad gauge coaches. An Italian firm will supply over 6,000 broad gauge wheel sets.

The delivery of the orders will be completed early next year.

RAILWAY BUDGET LITERATURE IN HINDI

An important step in the use of Hindi for official documents has been taken by the Railway Board with the publication in Hindi of the two volumes of the Annual Administration Report for 1954-55, Volume Two containing the Works, Machinery and Rolling Stock Programmes for 1956-57, and the popular pamphlet "Indian Railways 1954-55".

These documents cover about 1,500 pages of printed matter in Hindi. What makes the production of these volumes in Hindi more noteworthy is

the fact that they largely consist of tabular statements and statistics.

With the publication of these volumes, the entire budget literature of the Ministry of Railways presented to Parliament has now been covered in Hindi.

ANTI-CORRUPTION DRIVE ON RAILWAYS

Five convictions were secured by the Special Police Establishment, Government of India, in connection with the anti-corruption drive on the Railways during the quarter ending March, 1956.

The accused were a havildar, Watch and Ward, a goods clerk, and a store clerk.

The charges related to accepting illegal gratifications, etc. The sentences of imprisonment ranged between three months and two years and fines amounted to Rs. 2,300. The offences were committed at Madras, Kasargal, Lucknow, Thakurganj and Sitamarhi.

Last year 75,00,000 passengers were caught travelling without tickets. Photo shows a "surprise raid" in progress.



Indian Railways participated in the Arts and Crafts Exhibition held in Jammu from 27-2-56 to 6-4-56. The Nilgiri Mountain Rack railway working model was exhibited in our Railway's pavilion. It attracted huge crowds and there were days when the police had to be called in to control the crowds. Photo shows, left: Prime Minister Bakshi Ghulam Mohammed and right: Sardar-e-Riyasat Karan Singh, Maharajah of Jammu and Kashmir, inspecting the model.

(Photos: Murugesan)

The Conference of General Managers of Indian Railways was held in New Delhi on May 3; Sri G. Pande, Chairman, Railway Board, presided.



"A RAILWAY STORY"

An Officer's Reminiscences

A popular Railway Officer, who would rather make offenders repent than punish readily, detected some fraud in signatures.

He was working in the Personnel Branch as a Senior Personnel Officer. One employee was posted as A.S.M. to a station near the Headquarters to which another employee had also been posted as A.S.M. The former feeling jealous of his colleague being given the same chance along with him wrote a confidential letter (as from 40 persons)—himself signing on their behalf—to the effect that the A.S.M. in question was known to a P.W.I., who had influence with the higher officers and by virtue of this, the A.S.M. had manoeuvred to get posted at a convenient station.

When the letter was received, the Divisional Officer wanted a note on it. The Assistant Officer dealing with Establishment matters wrote as under: "This is a serious matter and should go to the police." But the District Officer who was very sympathetic in nature remarked that neither was a note necessary nor should it be enquired into by the police. He also observed that it would have been appreciated if the fact that the handwriting of all the signatures appeared alike and that the same person had signed for all the 40 persons had been noticed. So it was established that this was a fictitious petition.

The District Officer called the Establishment Head Clerk and asked

him for the names of the staff who had applied for transfer and who among the line staff were reported to have quarrels amongst themselves. Four people came into the picture out of which two were working at the nearest two stations. The handwriting and signatures of these two persons were called for. One of them, suspected to be the culprit, was asked to report to the office in person and when confronted with the petition, he admitted his offence. He fell at the feet of the District Officer and craved his pardon.

Though the wrong-doer deserved severe punishment in this case—now that he had confessed—some consideration had to be shown to him; for a man who confesses should be given some consideration. If wrong-doers confess, it is easy to deal with them (for psychologically they do not repeat the offence); if they will give false statements, there is no chance of their becoming penitent and changing their ways. This is the moral lesson one has to derive. As a matter of policy if some consideration is shown for those offenders who make confession it will have a beneficial effect. This does not mean that offenders should be exonerated altogether but only that those who confess their faults will receive consideration commensurate with the circumstances of their confession and the nature of the offence. The object of punishment is to make it not worthwhile for the wrong-doer to do the wrong thing.



WORLD OF RAILWAYS

ARTHUR L. STEAD

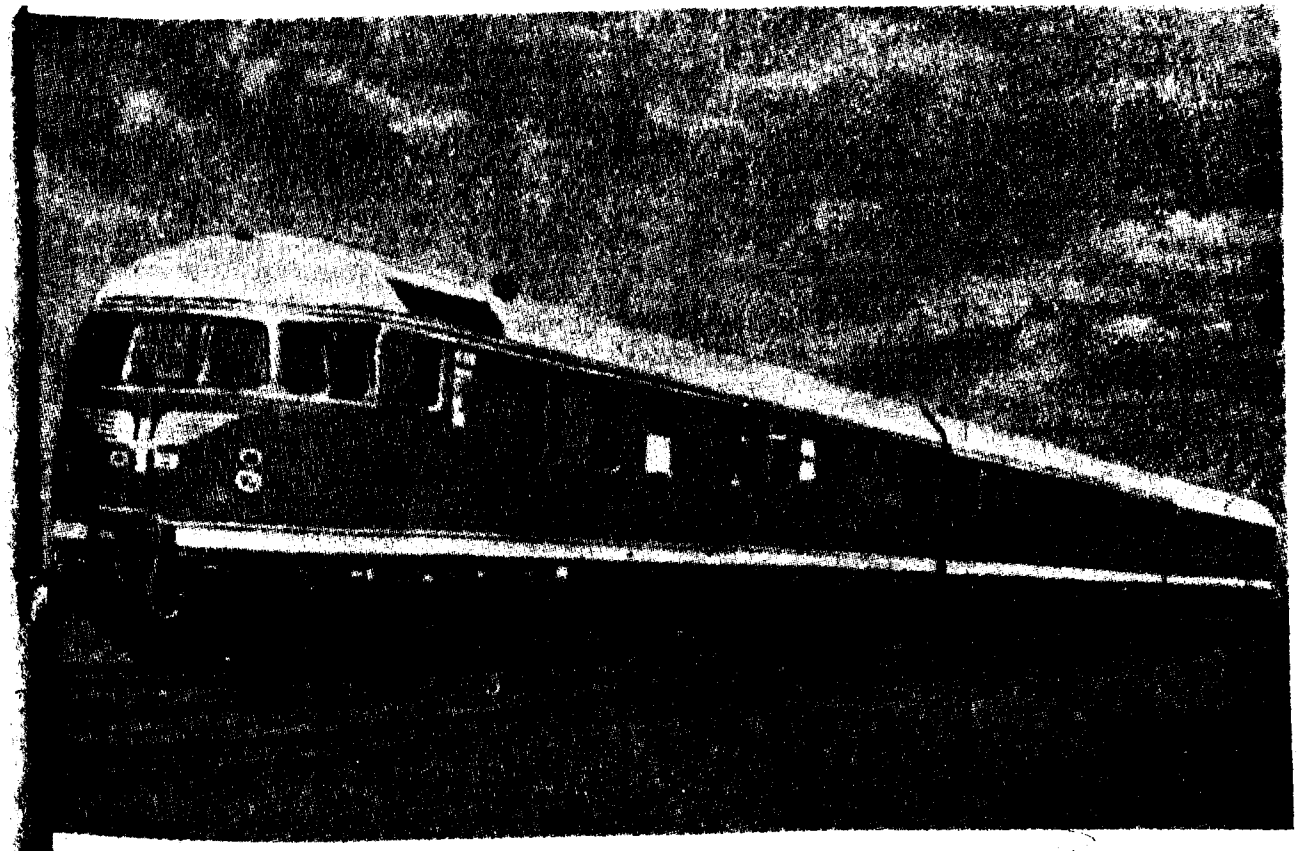
Our London Correspondent

EUROPE is served by many different railway systems. Newest of all—because of its having been practically entirely rebuilt and re-equipped since the end of World War II—is the **Bundesbahn**, or German Federal Railways undertaking.

The war had a truly catastrophic effect on the German Railways. The whole system was a virtual ruin in 1945, and to make matters worse the

country was split into two sections, over one of which—East Germany—the Germans themselves lost control. However, the West German railway authorities tackled the restoration problem with tremendous grit and determination, and today as you journey through this go-ahead European land you find railway services of the highest standard everywhere placed at public disposal.

Light weight diesel railcars are the German Railways' answer to road competition



May 1956

It was your Correspondent's job some years ago to serve as Railway Traffic Officer at Cologne with the Allied Army of Occupation. Revisiting Cologne recently, I was amazed at the modern facilities there installed for traffic handling, and in particular by the novel new signal apparatus brought into use.

In the course of post-war reconstruction, Germany has installed ultra-modern signalling on a major scale, a feature being the introduction of relay interlocking, with searchlight signals, power points and panel-type control. Known locally as *druck-tasten-technik* (press-button technique), the new German signal system has been developed by the Federal Railways in association with the firm of Siemens. The new system is rapidly being brought into use at the principal centres, and the Cologne area is now reaping the benefit of this refinement.

The two principal passenger stations in the Cologne area are the Central station, on the left-hand bank of the River Rhine; and the Deutz station,

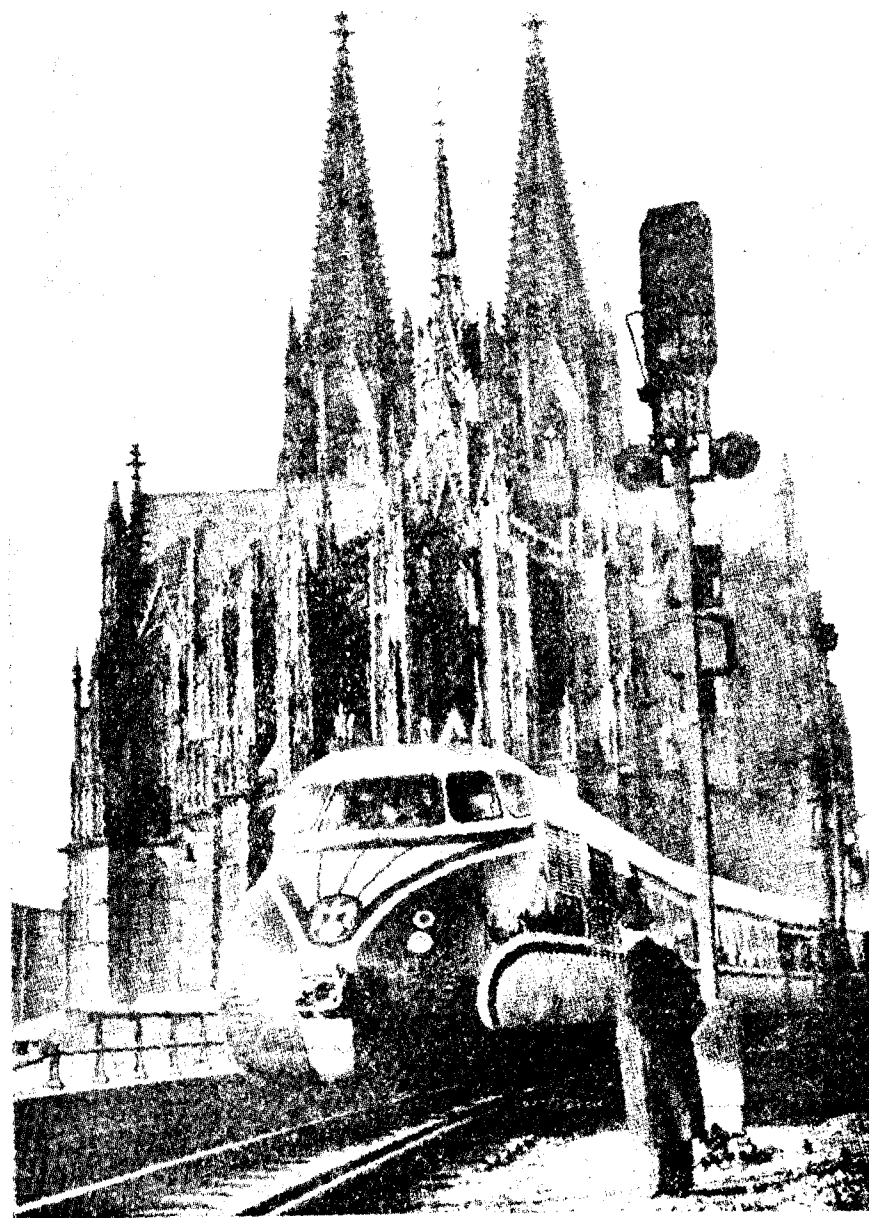
on the right-hand bank. These busy stations—on the main west-east trunk route between France, Belgium, Holland, and Berlin—are linked by the double-tracked Hohenzollern Bridge. In addition, there are numerous important marshalling yards, sidings and goods stations in the area.

In the new Cologne signalling, two signal boxes—at Cologne Central and Deutz stations respectively—replace eight former boxes. The new installation includes 85 main signals, 149 shunting signals, 277 points and 350 track-circuited sections.

On the control desks, the push buttons for the control of points, routes and signals, are geographically arranged on an illuminated route diagram, which represents the track layout. In order to avoid the expensive single-piece manufacture of diagram desks for every individual box, the panels are made up of small units, which are assembled as needed for a particular location.

Actually, the German Railways have adopted six alternative methods of

Interior of new Signal Box at Cologne Central Point and Signal Controls on panel at left, track diagram with train number indicators at right



Cologne-Basle Express of the German Railways, leaving Cologne Central Station, with the beautiful Cathedral in background

assembling the diagram desks. All of these are standardized on the multiple-unit system, which is employed exclusively for the smaller frames. Only about twenty-five per cent of the installations call for special wiring.

In the Cologne area, all tracks have been equipped with automatic section locking, and the number of sections has been increased in order to achieve smooth and efficient operation. By

sub-dividing the routes into very short locking sections, especially in the departure zones, and by providing them with automatic section locking, the capacity of the Hohenzollern Bridge over the Rhine has been increased so as to permit of the same number of trains (600 to 650) over the present two-track route daily, as before the war, when four tracks were available. If required, the interval between trains can be reduced to two

minutes. The two tracks can also be employed for either-direction running, a most useful thing during such periods and during bridge and track repairs.

Throughout the whole Cologne area, newly-developed multi-section light signals have been introduced. These display the aspects of the distant and home signal combined in one screen. Included in the sectional signal arrangement is the sub-dividing of the very long platform tracks at Cologne Central station. This permits each platform track to be occupied at the same time by three full-length trains.

The new Cologne installation includes an electro-optical train number indicating system. Identifying numbers of trains approaching Cologne appear on a large indication panel which reproduces the track layouts at all the stations in the area, as well as the arrival and departure lines and the signals.

The train number is dialled in at the outlying stations and appears on a ground-glass plate. This is taken along, under the influence of the train, from section to section, over the relevant graphic lines and platform tracks of the diagram until it eventually disappears on the outward track.

Thanks to this clever indicating system, the signalman has a complete and up-to-date picture of the traffic situation in his area, and he is relieved of the conventional exchange of messages by telegraph or telephone. The neighbouring station boxes to those of Cologne are provided with sectional diagram panels which indicate traffic conditions in their districts.

Cologne is one of the busiest railway junctions in Europe. Traffic handled averages no fewer than 63 daily international passenger services, as well as a heavy local passenger and freight business. The new signalling installation is proving of the greatest value in day-to-day working, and

actually represents one of Europe's biggest contributions to railway signal progress since the war.

All over the German Railways, progress and research have gone side-by-side with restoration of war damage. In the growing city of Nuremberg, for example, there has recently been completed one of the world's most modern and fully mechanised remote-control systems of train working. At Munster, points, crossings and signals are no more set from signal boxes; they are automatically controlled from the trains themselves, which actuate the points that set the road for the station receptions and departures. Signals interlocked with the points automatically indicate to the locomotive men the road that has been set for their train.

Apart from signal and interlocking developments, the German Railways have been progressively extending the electrification of important Main-lines, and already about 1,500 miles are electrified.

Electrification means cleaner travel, higher speeds and quicker starting, in addition to economy in operation on heavily-worked routes, and the Germans are replacing steam, wherever they can, in favour of electric traction.

German has no natural oil resources, so that diesel operation is not so attractive. However, a number of diesel services have courageously been introduced, even though these have to depend upon imported oil fuel. The very latest main-line diesel locomotives are giant 2,000 h.p. machines with an overall length of 61 feet and weighing 75 tons. They haul passenger trains at speeds of up to 85 m.p.h. with relative ease, and also perform splendid work on the freight side.

Streamlined diesel trains introduced on the German Railways two years ago included unique light-alloy multiple unit articulated outfits of entirely

modern conception. These link the cities of Hamburg and Basle, and operate at speeds of up to 93 m.p.h. There are separate designs of streamlined diesel trains for day and night service respectively, and many new ideas are incorporated in each design.

A novelty is the provision aboard these trains of special luggage and wardrobe space, in which patrons may deposit and register their portable baggage and clothes. This feature makes it possible to omit luggage racks in the passenger sections, and generally has resulted in much tidier car interiors. Both day and night trains carry full air-conditioning apparatus and sealed double windows (safety glass inside and plate glass outside), with attractive Venetian-type blinds.

A recent interesting development is the appearance of "one-piece" multiple-unit lightweight diesel railcars on certain German main-lines. The trains are driven by mass-produced highway truck engines, and are

provided with an air-conditioning unit, running hot and cold water in toilets, and fully automatic kitchen equipment. These handy outfits are the German Railways' answer to road competition on secondary rail routes, and they are proving most helpful in retaining passenger business to rails and securing new traffic.

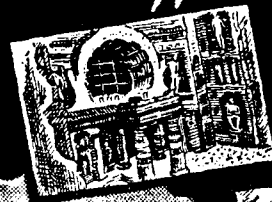
A new railway system in every sense of the term, the German Federal undertaking of 19,000 miles (excluding East Germany, for the moment dominated by Russia) is not only virtually back to normal in train operation, but it is forging ahead to better its services, and almost every day something new is being developed or tried out.

The Germans have many novel rail devices "up their sleeves", and remembering how they took the headlines before the war with their famous "Flying Hamburger" Zeppelin train, we may anticipate many striking developments in the next few years on this important European rail network.

Cologne Central Station interior. New signalling permits three trains standing on each platform line at the same time



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CENTRAL RAILWAY



A fine frieze with Buddha protected by the Nagas—Nagarjunakonda

BUDDHIST ARCHITECTURE IN SOUTH INDIA

T. N. SRINIVASAN

BUDDHISM—the great cult of Gauthama Buddha the enlightened, whose 2,500 birthday anniversary is just being celebrated in the most fitting manner throughout our country,—enriched our land in several aspects. From the ethical aspect, it gave a new outlook on life here and beyond, animated by the spirit of *ahimsa*, a doctrine which subdued even the most ferocious and the wicked. From the literary point of view, this new religion gave a tremendous impetus to the production of classical literature both in *Pali* and *Sanskrit* and also in

the Dravidian language—*Tamil*, for Sathannar's *Manimekalai*, an acknowledged *Tamil* literary masterpiece, drew inspiration from the Buddhist doctrines and ideals.

In the realm of art, be it painting, sculpture or architecture, the renaissance that was created from the spreading of this new religion, was responsible for remarkable achievements and developments. In fact, it may be definitely asserted that the concept of a lasting edifice to house divinity—which later came to be known as temple or shrine

was the creation of the Buddhist artisans. In the pre-Buddhistic epochs, the relics that the Vedic culture created for the worship of divinity were more or less of a transient nature. For the vedic altar had only temporary gateways, bounded by a fence all round to mark this excluded site from the adjacent dwelling places of the hermits. Symbolic representations were made to signify the divinities which were used at the time of the *yagna* and subsequently destroyed—so much so, the vedic cult left behind no permanent relics of their rituals. The *kunda* or the sacrificial pit where the vedic priests did *homa*, was left over being covered with mud to form a small mound: even so was the temporary nature of the place where they cremated their leaders of thought, when also the site was covered over by a mound to mark the spot.

It is the Buddhist priests and the artisans that they trained up that first conceived the idea of having a more permanent structure at places which they held sacred—be it a place of worship or a place of cremation. While the fence and the gateway became the *vedika* and the *torana*, the central site slowly assumed a definite hemispherical shape which later gave rise to the *stupa*. Simultaneous with this preliminary development, came the genesis of visible symbols like the wheel of life being symbolised in the *Dharma-chakra*, the deification of the great teacher and the Bodhisattvas in images and the concretisation of the several legends of the Jataka tales. Though at first these stupas were very simple in construction and the viharas very modest in design, they became very elaborate as centuries rolled by and created distinct schools of art, which bore a lasting influence on the development of Indian art.

Asoka, the great Buddhist ruler, gave a tremendous fillip to the artistic development of Buddhist art. His numerous edicts embodied in the numerous pillars that he erected in far-flung parts of this country from Kashmir to the banks of the river Kistna in the South, bear

indelible testimony to the impulsive nature of his personal fervour for the development of Buddhism in all channels of culture. Though the main stem of this renaissance took deep roots in Northern India, the subsidiary roots of this culture spread rapidly over South India also and crossed the small strait of sea to Lanka—the Ceylon of the present day. From there this cult crossed the seas and went to far-off islands of *Swarna-dvipa* (Sumatra), *Yavadvipa* (Java), *Varunadvipa* (Borneo) and even beyond, to China and Japan.

Side by side with the development of artistic creations in sculpture and architecture at places like Ajanta, Bharhut, Mathurai, Sanchi, Udayagiri (Orissa) north of the Vindhyas, that same artistic enthusiasm which served Buddhism entered the southern region also. But the movement appears to have confined itself mainly to the relatively limited area on the eastern seaboard, towards the lower reaches of the two main rivers of Godavari and Kistna. Of course it did spread southward to that fertile cultural oasis—the *Thondaimandalam* tract with its pivot at Kancheepuram, where the relics of Buddhism are still in fragmentary existence. It permeated further south into the lower hilly tracts of the peninsula and through the present Mathurai and Tirunelveli districts, crossed the sea to Lanka to places like Anuradhapura, Polonnaruva, Sigiriya and other places.

In the fertile area of the deltas of the river Kistna are the remains of extensive Buddhist sanctuaries, some rock-cut and others structural: while a few are a harmonious combination of the two modes. It is rather doubtful whether any of the work now in existence is of the glorious Mauryan period and the real activity most probably began only at the time of the break-up of this great dynasty of rulers and with the rise of the Andhran supremacy in the South by about 200 B.C. The power of this latter group of rulers was centred in this part of the Andhradesa, as the first



Marble carved slab depicting a stupa with the image of Buddha seated on naga—Amaravati

Andhra capital of *Srikakulam* and the later capital of *Dhanyakataka* (Dharamikota or Amaravati) were both on the banks of the river Kistna, so that this religion flourished, where the people, wealth and patronage were greatest.

Except at this region and at a short distance along the seacoast to the north of it, Buddhism had not made any sort of lasting impression. While in the South, even though the ramifications of this new religion were many, it was hardly possible for it to survive even for a considerable time, because Brahmanism had from time immemorial been the prevailing belief and successive appearances of great teachers like Sri Sankara, Sri Ramanuja and others, prevented the spreading of any other religion in those parts of the peninsula.

are sites where rock-cut architecture belonging to the Buddhist epoch are in evidence. The most important site is at *Undavalli*, which is about sixteen miles north-east of Guntur and two miles south-west of Vijayawada. It is in the southern bank of the river Kistna and is situated in a picturesque spot with a fine scenery all round.

Here the cave-shrines are cut out of the shelf of a hill, being very simple in construction. They are a sort of a four-storeyed monolithic cells, in which there are images of Buddha carved out in bas-relief. These cave-cells are attributed to early Ashokan period and it is also considered that *Sanghamitra*—the daughter of the King Asoka was here for sometime before proceeding to Lanka, for *Duttagamini* of Lanka obtained some Buddhist relics from the Andhra ruler, which he later enshrined with great pomp at Lanka.

Rock-cut chaitya in Undavalli



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Similarly on the Sankaram Hills, which is about a mile east of the town of Anakapalle station, there are a series of rock-cut chambers, with a monolithic stupa, resembling those at Karli caves. The entire situation has the appearance of a huge monastery and hence the cells are singularly simple and austere. The remains of Undavalli and Sankaram hills are remarkable more for their antiquarian interest than for their artistic or architectural values.

If, however, the craftsmen of South India evinced no extraordinary genius in rock-architecture and its appurtenances (the monolithic caves of Mamallapuram being a notable exception to this), on the other hand and as distinct from these, some of the early structural monuments of the Buddhist cult, notably the stupas show both commendable technical skill and a distinct artistic conception and creation. There are no less than a dozen remnants of these marvellous structures between the deltas of the two rivers, the Godavari and the Kistna, within a circular area of about eighty miles radius from Ellore, the famous commercial centre. They include such reputed places like Jaggayyapettah, Gudivada, Ghantasala, Karikapad and Bhattiprolu in Kistna district and Pedda-Ganjam, Amaravati and Nagarjunakonda in Guntur district. Among these, the most outstanding are Amaravati and Nagarjunakonda.

Amaravati is situated about twenty miles north-north-west of Guntur and is connected by a good motorable road. Amaravati and Dharanikota which adjoins it, were the capital of the early Andhra rulers: and today they are full of antiquities of considerable archaeological interest. Epigraphical evidences throw considerable light on the importance of this place as the seat of the Andhra dynasty of rulers for nearly five centuries—from the 2nd to the 7th Centuries of the Christian era.

Amaravati in her glorious days contained one of the most remarkable Buddhist Stupas built out of pure white marble, having one of the finest type of plastic decorations that Indian art could

boast of. It also had a fine apsidal *chaitya*, typical of the post-Mauryan art. But sometime about the year 1800, a local zamindar, ignorant of the intrinsic value of the art that was treasured in the ruins of that stupa, pulled the structure down and pounded the marble for road material. However, the devastation was confined only to the outcrops that were projecting out of the earth mound, for excavations done later by the Archaeological Survey of India revealed the existence of a good portion of this magnificent stupa. These survivals were removed from the site and transferred to the sculpture galleries of the Government museums at Madras and Calcutta, while the best part of the excavated art-treasure was made to adorn the main staircase of the famous British Museum, London.

To quote the emotional sentiments of a well-known authority on Indian art, "But in its day there can have been few structures in southern India more inspiring or impressive. Where it is understood that the whole of its marble surfaces were carved in relief with a fineness approaching that of ivory, some idea of the richness and pulsating effect of the conception as a whole may be realized. In the design and treatment particularly of the figure compositions depicting incidents in the life of Buddha, there is expressed a verve and abandon which is inimitable. If its plastic embellishment so marvellously patterned was in any degree equal to its architectural appearance, then the Amaravati stupa was indeed a superb achievement."

Nagarjunakonda is another important place in the Andhra connected with the Buddhist art. It is situated on the bank of the river Kistna and can be reached from the railway station of Rentichintala, which is on the branch line running between Macherla and Guntur.

More as a sort of compensation for the loss of the Amaravati monument, this site was worked out by the

Archæological department in 1927 and were found to contain a main stupa, eight smaller stupas, two apsidal temples, three monastic sites, a palace-site and a stone-built wharf leading to the river Kistna. The main stupa had the plan of a central brick work hub, circular in shape with radiating brick walls, the space between the walls being filled up with earth before the outer casing was built up. The casing was decorated with sculptured slabs depicting Buddhist *jataka* tales and other decorative designs. The temples were simple apsidal brick structures, with plain inner walls while the outer ones were ornamented with rows of simple mouldings. The other structures were also simple but indicating a definite plan of construction, signifying that they must have been built in the second-third Century after Christ, during the reign of the Ikshvaku rulers of South-east India.

However, this ancient and famous site is fast going under water, for the proposed Nagarjunasagar, the contemplated dam across the river Kistna will submerge this village for ever.

The influence of the Buddhist creations in plastic art reverberated throughout South India for several centuries after the decline of that religion. The Pallavas—a dynasty of powerful rulers, who came into power early in the 6th Century imbibed the structural genius of the Andhras due to their contact with them, since the Empire of the Pallavas extended as far as the southern bank of the river Kistna. The magnificent monuments they saw at Amaravati and other places must have greatly influenced them and culminated in the creation of similar sites in South India, under the fostering patronage of the great Pallava rulers like Mahendra Varman the Great (610—640 A.D.). The cave-temple at Mandagapattu in South Arcot District and that at Dalavanur in Trichinopoly District are, so to say, replicas of the rock-cut caves of the Andhras. Similarly the famous monolithic *rathas* of *Mamallapuram* (the modern Mahabali-

puram) are to a large extent typical Buddhist styles in architecture. The Sahadeva, Dharmaraja and Bhima rathas have the characteristic pyramidal roofs in three distinct storeys with chaitya niches and other ornamentations, resembling the typical facades of rock-cut temples of the Buddhists.

Kancheepuram is yet another place in South India which was once reputed to be the centre of the Buddhist cult. It may be well asserted that this most ancient city had been, from time immemorial, the main axis round which the cultural and religious fabrics of this part of the country was woven and wound, the older layers crumbling down under the weight of newer and more influential waves of culture. Though wanting in authenticity, it is said that the great Gauthama Buddha himself had visited this place but it is certain that Dharmapala-Bodhisattva of Nalanda fame was a native of this ancient city. According to the memoirs recorded by the famous Chinese traveller, Hieun-Tsiang, who visited Kancheepuram by about the year 640 A.D., it was said that this place contained numerous shrines dedicated to the Buddhist cult and many monks of that religion lived there. In addition to numerous stupas, there was a large *sangharama* near the river-side frequented by men of talent and learning. In the subsequent centuries all these relics and those of Jainism were obliterated due to the overwhelming influence of Hinduism. From the epigraphical records, it is learnt that *Ilankilli*, the brother of the Chola King *Todukalavkitti*, built a big Buddhist monastery at Kancheepuram.

In the far off Malabar, not far from the village of Mavelikara on the main road connecting Quilon and Alleppey, images of seated Buddha were found when excavations were done. It is believed that the famous Buddhist temple of *Srimulavasam* must have been washed away by the tidal waves of the sea, as vestiges of a Buddhist colony is traceable in that locality.

(Continued on page 37)

OVERHAUL OF GOODS WAGONS

OPRAIL

WHILE travelling on long rail journeys in crack mail trains, as we pass through yards and stations we must have noticed those long trains consisting of about sixty wagons standing on another track, or lumbering along at a slower speed. These are the unromantic goods trains which are rolling each hour of the day on all our railways, carrying the nation's material resources and merchandise from one destination to another.

The crack mail trains no doubt have an aura of glamour about them, but this does not mean that the slow and humble goods train plays little part in a nation's means of transport. Perhaps their function is more important than the trains carrying passengers, as it is in these goods wagons that coal, vital foodgrains, industrial machinery for factories, and the countless articles a man needs to make life worthwhile, are carried from one point to another. Goods wagons travel far afield, as they are interchangeable on all railways, and a wagon which may start its journey at some station on the Northern Railway will be destined for a station over a thousand miles away on the Southern Railway.

Under normal conditions a goods wagon has to remain in active service on the line for about three years before it is due to be returned to its 'home' railway repair shops for its periodical overhaul. During these three years of active service a wagon has been undergoing all the strains, stresses and fatigues that arise while it rolls over its thousands of miles from one railway to another, in all types of weather from severe cold winters, pounding rain-storms, to the blazing summer of the hottest parts of the country. By the end of the three years that wagon is looking rather battered and worn, with its paint-work dull and faded panels knocked about, and the various moving components worn and fatigued under the strain. The wagon may still be fit for a couple of

thousand miles more of service, but it is reaching its danger point. So when its due date comes, this wagon will be worked back, along with hundreds of others, wherever these may be, back to its home-line workshops.

All wagons sent to workshops for periodical overhaul are first collected in what is known as the 'shop' pocket, where they are stabled, and sent in turn into the repair shop. After passing the neutral line, the wagons are sent into the repair bays. Here the floor boards of the wagon are first scraped and cleaned, and a note is made of defective and torn floor-boards, which are eventually replaced. Next the axle-box rivets are cut. The wagon body is then lifted off the undergear by huge and powerful electric cranes, and the bodies are placed on wooden trestles.

Both the wagon bodies and the undergear now receive examination and attention. A swarm of workshop staff tackle the wagon body. Torn, defective and dented body panels have to be straightened out or replaced. Similar attention is paid to the roof of all covered wagons, as roof panels may be defective to an extent whereby they are no longer water-tight.

At the same time as the wagon body is undergoing repair, the underframes and running gear are getting attention. Every part is thoroughly examined and defects noted for repair. Buffing and vacuum gear, brake blocks, etc., are stripped and sent to the respective repair sections who deal with these, for complete overhaul, or renewal of components which are beyond repair. Wheels and journals are sent to the wagon wheel-shop for attention, and bearings and axle-box parts to the section which does these repairs and renewals.

The head-stocks of the underframes may have been dented or damaged in rough-shunting or some minor accident while in service. These cannot be left as they are, as they would be a menace

to safe running. So along comes a small gang with a hissing blow-lamp, which directs a red-hot flame with a roar on to the damaged parts, softening up the strong hard metal, and when it is pliable enough, men with powerful hammers straighten out all the kinks and dents.

In the body-repair section the shop men are hard at work, stripping defective panels, ripping and replacing defective floor-boards, patching up roof panels and so on, and in amazingly short time, amid the terrific and loud din of hammering, and machine-gun rattle of the rivetting tools, the old and worn wagon body takes on a new look. When this has been completed, a coat of paint is put on.

After all the component parts of the wagon body, underframe, buffing and vacuum gear, brake blocks, wheels, axles and journals, have been repaired or renewed, the wagon is then re-assembled. When this has been done the wagon is ready for its final dressing of paint. But the work is not yet finished. If it is a covered wagon, it must pass a final test to ensure that it is water-tight as far as the roof is concerned. This is a rigid test under overhead water pipes which pour a powerful steam of water over the wagon roof top. This test is very important, as a wagon in service with a roof that leaks, may cause damage by wet during heavy rains to valuable consignments, and involve the railway in claims amounting to thousands of rupees. After passing the water-tight test the wagon, now gleaming and looking new, is ready for another three years of hard and active service.

Apart from the general service open and covered wagons, there are a number of 'special' type of goods vehicles on railways and among these is what is known as the 'tank' wagon. These tank wagons are used for the transport of petrol, kerosene, heavy mineral and vegetable oils, molasses and even drinking water. This type of goods rolling stock receive additional attention when they go into shops for

their periodical overhaul. The under-frame and running gear get the same attention as the general service wagons, but the cylindrical tanks get the special attention.

Each tank wagon is first taken on to a washing line. Here the tank is thoroughly flushed and washed under water jets both inside and outside. Tanks used for transport of edible vegetable oils, in addition, are washed down with a solution of caustic soda and water to dislodge oily and greasy substances adhering to the inside of the tank. After these preliminary baths, men get inside the tanks with their scraping tools, and scrape away all rust and other encrustations sticking to the metal. The tanks are again thoroughly sluiced several times to drain away all the dirt scraped off. If it is found that any tank panels are thin and worn, or leaking, these are replaced.

Tank wagons are also equipped with hand-pumping gear for pumping out their contents. These pumps are also dismantled and thoroughly repaired and then replaced on to the tank wagons.

The tank wagons used for highly inflammable mineral oils like petrol, are equipped with a safety valve device for the outlet of internal gases that may be set up by these oils. These safety valves must be thoroughly tested and defects put right, as a defective safety valve on a petrol tank wagon may be the cause of a terrible disaster.

Be it a general service open or covered wagon, or a special type tank wagon, the wagon repair shop men in the turmoil of hammering, rivetting, etc., have finished their job on that wagon, and back it goes on to the neutral line for the last inspection by the Neutral Control Train Examiner. When he gives it the final O.K. the wagon is sent out into traffic, to start another long and useful period of hauling and carrying, over thousands and thousands of miles, from one end of the country to another.

LOVELY COONNOOR AND PICTURESQUE OOTY

TWO JEWELS ON THE NILGIRIS

N. RAMAKRISHNA

SUMMER is fast approaching. The heat is scorching and the atmosphere humid. People who cannot afford to enjoy the facilities and advantages of cool climate must be content with what they can contrive to have at home, but for those who can really enjoy life there are the Hill Stations. In South India we have the Nilgiris. Ooty and Coonoor are the two lovely places on it to spend the summer.

Nowadays much is talked about Tourism in India. We come across names like Simla, Darjeeling, Nainital, Mussorie, Kashmir and some more places as soon as summer sets in. But very little is said about Ooty and Kodaikanal in South India. These pretty little places may not have snow falls, frozen streams, and lakes. But there still will be the misty mornings, waterfalls, and biting chill in these places. For a southerner who experiences only two climates, hot and

hotter, Ooty will certainly be a haven. In times to come and with the improvements that may take place from time to time Ooty will certainly attract more visitors and tourists and can easily vie with any other hill station in India.

The lovely Blue Mountains mark the point of union of the Eastern and Western Ghats which constitute the eastern and western boundaries of the irregular tableland of the Deccan Plateau. Ootacamund is the Queen on the Blue Mountains and the climate is akin to the English Summer as the place is nearly 7,300 feet above sea level and 11 degrees from the equator.

Ooty is nearly 28½ miles from Mettupalaiyam in the plains and the access to the top is by the Mountain Railway. The train runs on a fairly plain ground for about five miles and from Kallar starts the Ghat Section and the train climbs up the ascent

Coonoor Town





Another view of Coonoor town with the Cathedral prominent

with the engine pushing it from the back. To prevent the train from slipping a Rack System is used. Between the rails rack bars are provided. There is a toothed mechanism in the engine which fits in the teeth of the rack. From Kallar to Coonoor the distance is 12 miles and only here the traveller sees this system. These racks are laid only between stations and do not exist at stations or plain grounds. The engines are specially made ones. The mountain railway is said to have been laid by about 1899.

The Nilgiri Mountain Railway is the only one of its kind in India which runs on the rack. It is an unique engineering feat and is a tribute to the British Engineers who laid it. The traveller is treated to fine scenery right through his climb. The sight of the

plains far below extending for miles in the haze of the sun combined with the grandeur of the towering hills above and cascades falling through the greenery of the slopes presents a wonderful panorama of nature. The Railway line passes through tunnels, over ravines, and along the sides of the steep precipices. The railway has been laid at a great cost. One can reach Ooty from Mettupalaiyam by road also. Good motorable roads are provided and one sees thrilling scenes and hair-pin bends right along the way. Travelling by bus is quicker than by travelling by train.

The principal stations on the Nilgiris are Coonoor, Kotagiri and Ooty. Coonoor is 6,000 feet above sea level, Kotagiri 6,500 feet and Ootacamund 7,300 feet.

Coonoor

At Coonoor the visitor is treated to beautiful landscapes, winding roads, brilliant little waterfalls and well-laidout parks for shade and rest. The best park at Coonoor is the Sims Park well laidout with all possible botanical specimens from all parts of the world. There are beautiful and rare specimens of flowers. A few miles from the road to Mettupalaiyam can be seen the Dolphin's Nose and beyond that in the plains can be seen across the valley the little town of Mettupalaiyam a distance of 17 miles.

But the most lovely and breath-taking views can be seen only from Lady Canning's Seat some five miles from Coonoor. The picturesque plains surrounding this place in the valley rich with vegetation and with clouds floating into the valley area treat to the eyes. The chasm below from this spot is 3,000 feet. A few miles from this place is the Lamb's Rock where a rock rises to a height of 100 feet and ends in a precipice and the drop straight below is 3,000 feet. From here also a panoramic view of the surrounding country can be seen. The most interesting view is the Railway Line in the valley, three thousand feet below, which will appear as a thin line

May 1956

LOVELY COONOR AND PICTURESQUE OOTY

33

six inches long. Coonoor is an ideal place to stay with an ideal climate.

The well-known Pasteur Institute is stationed at Coonoor. It manufactures anti-rabies vaccine to save the lives of thousands of people every year in India. It is also familiarly known as Nai Kadi Aspathri. The International Rabies Conference was held here some years back. There is the Nutrition Research Laboratory also at Coonoor.

Ootacamund

Like Coonoor, Ooty too has picturesque surroundings. There are big and palatial buildings here. Most of the Maharajahs own palaces here

and each is a standing monument of beautiful construction with extensive gardens laid all round. The Government House is yet another specimen. The Governor of Madras stays at Ooty during summer. There are beautiful roads and rest-houses that cater to the needs of the traveller. The places of interest and for sight-seeing are the Ooty Lake, the Race-course, and the Botanical Gardens. The Ooty Lake though not very big is still a place frequently visited by the tourists. Boating is a pastime here. The surroundings are idyllic. A few miles from Ooty are the Pykara Falls and Dodapettah Peak the highest point on the Nilgiris.

The Ooty Train: Unlike the trains in the plains, the engine pushes from the rear end; moves very slowly while negotiating bends and tunnels. The coaches are made light. Picture shows train passing a bridge—note cement road to extreme right





The Lake at Ooty

The Botanical Gardens

The most picturesque and outstanding place that catches the eye of the visitor is the Botanical Gardens in Ootacamund. The garden is more than a hundred years old and according to the information gathered it has an history of its own. The date of its foundation goes back as far as 1845 when a few Europeans thought of growing vegetable garden there. The garden began taking shape and the public also began subscribing to its growth. Experiments were slowly made and various plants and trees found in other parts of the world came to grow at Ooty also. Slowly the

growing of vegetables was stopped and the entire space was taken up for gardening. After ten or fifteen years the then Government took up the management and things began to improve at a rapid rate. The area covered by the garden is nearly 50 acres and the elevation is nearly 7,200 feet. The Ooty gardens are arranged in terraces and the visitor is made to climb from one terrace to another. There is a Band-stand attractively laid out with fine masses of flowers, plants and flower-buds surrounding it. It is said to have been constructed in Italian style. The garden contains many Botanical Specimens of value to the University students and Professors specialising in Botany.

One sees the huts of Todas stationed very near this place. Much is done nowadays to raise and improve their standard of living by the Government of Madras. The little and attractive huts have a very small doorway. The Todas are well up in the art of weaving and bordering in colours of carpets for their use. The womenfolk have a special way of dressing their hair in locks. Above all they are simple and hardworking.

Panoramic view of the country side and the valley from 'Lady Canning's Seat'



Continued from previous issue

ON COURTESY

V. RAMASUBBAN

WE have to deal with the fussy type of individual who is accustomed for his needs to be looked after by half a dozen servants at home, who probably has to travel alone, who has real and imaginary difficulties to be cleared such as finding accommodation for his pet dog, where he will get his food, what type of food will be served, and how it will be served and so on. You must give him all reasonable help within your powers and if you are asked questions that do not pertain to your Department, take the passenger to the employee concerned and if even this is not possible, direct him correctly.

Frequently, there is dislocation in the train service due to breaches or other causes which upset the itineraries of the passengers. Most of them are inclined to be annoyed and run up to the nearest important official to get their difficulties solved. It is realised that this will mean additional work when you are already working under great stress and strain. But it is your duty to be unfailingly polite and courteous even at such times. You have to be patient in dealing with all types of people remembering that when passengers are apt to be quarrelsome, it takes two to quarrel. There is no necessity to shout or jesticulate as this will undoubtedly raise a scene. Trying circumstances are not rare as far as Ticket Collectors, Travelling Ticket Examiners, Booking Clerks and Station Masters are concerned. Interpretation of rules may be taken for rudeness and discourteous behaviour on your part and reported as such, but deal with the passengers, according to rules, courteously and do not be afraid that anything will happen to you. Be disciplined and controlled; but at the same time do not wound the feelings of the passengers and the commercial community who trade with us.

You have been told frequently that 'the customer is always right' but you will realise this if it is remembered that complaints are usually made only when something has gone wrong in our service. If the proper attitude is taken by you and action taken to remove the cause of complaint as far as it lies in your power, the number of complaints that we receive (and it has to be stated that we receive a large number of complaints daily from all sections of the public) will be reduced appreciably. These complaints are in respect of failure of lights, of fans, want of water in carriages, want of drinking water, delay in the issue of tickets and unsanitary condition of latrines at stations or in trains and so on—I can recapitulate scores of them. But in most cases, it will be seen that initially we have been at fault and it is, therefore, necessary to call the Electrician or the Train Examiner or the concerned staff to put things right or put the staff right where necessary, to remove the cause of discontent and all the time to behave courteously with the public. If this is done daily by you in your contact with the public, courtesy will become a daily habit and we will have employees of whom we can be proud of.

Different employees can in their own way be helpful to the travelling public. The Guard, for example, should keep his train to time by making up time wherever possible, when the train runs late, anticipate the wishes of the passengers in regard to their meals and arrange for them, see to the proper working of the bolts and catches of the Ladies' Compartment, etc. The Assistant Station Master can be helpful by seeing that the trains keep right time and that they are not detained at the station and that connections are maintained and by keeping the passengers

to their requirements and the fulfilment by seeing that the stock is ordered, well-cleaned, and fans are in place. The Driver can get his train to time, starting smoothly, stopping at the station, by avoiding bad tracks and by rectifying.

From the lowest to the highest, be helpful by doing your duty efficiently keep the travelling public has to be remembered are not only the railway but also its staff. You will agree that it is a risk displeasing a satisfied customer.

Do not upset the working staff of the Railway. The conditions are levelled at the staff. We cannot blame the staff. We must blame the management. The remedy lies with the management, not with the staff.

Station staff, smartness, essential requirements, play a great role in the relationship with the dressed man, confidence, efficiency. The Station Superintendent, Station Master or the staff in uniform, carry yourself, the public in their hands about furtively, but not. All of us cannot have a smart uniform and a smart personality. But the staff has a smart uniform and a smart personality.

Station Buildings, Waiting Rooms, Vendors' Shops, kept scrupulously working in them and that the

wares sold in the Refreshment Rooms are fresh and wholesome. This will reduce the number of complaints that are levelled at the Administration. It is not hoped that you will live in unsanitary conditions in your own house. When this is so, it is to be wondered why many keep the surroundings of the stations unclean and in an unhygienic manner. Most of the complaints that are brought to us are on account of the lack of amenities obtaining at stations and in trains and when such complaints are brought to us, there is need for great tact in dealing with them. The Indian Railways are spending Rs. 300 lakhs on Passenger Amenities during every year, and an Officer of the Junior Administrative rank has been appointed to look after passenger amenities. We should see that these amenities are properly maintained so that public money spent in this direction is turned to good account. The Railway Board publish every year a pamphlet entitled 'Towards better conditions of Travel', detailing the steps that have been taken in various Railways to relieve overcrowding, to provide better amenities, and better comforts at Stations, Platforms, Waiting Rooms, etc., better drinking water facilities, improved booking facilities, better approach roads, electrification of stations, additional passenger trains, etc. Most of the improvements made are in respect of third class passengers. It will be clear now that the third class passenger has much to say in the running of the Railways and that he deserves as good a treatment from our hands as possible.

There is nothing more damaging to the reputation of the Railways than harassment of passengers. We have received many complaints of such harassment. You will be surprised that a Travelling Ticket Examiner woke up a sleeping passenger by digging him in his ribs. The Travelling Ticket Examiner was punished severely in this case. Then there was a complaint about a Booking Clerk who threw out

the change and the ticket to a passenger in a careless and contemptuous manner. When the complainant got annoyed at this behaviour and told the Booking Clerk politely that 'as a public servant, he should behave better', the Booking Clerk retorted that he needed no lessons from him, but to clear out of the Booking Window. A passenger asked the Station Master as to whether the Trivandrum Fast Passenger was running to time or not and the Station Master who was sleeping in the room refused to give the information asked for and asked him to complain to anybody he liked. These are a very few instances of hundreds of complaints received every month, which could easily be kept down by proper behaviour on the part of the staff. There have been frequent refusals to hand over the Complaint Books to the passengers. This is not to be encouraged. The Complaint Books are to be made use of by the public and if the complaint is frivolous, the employee has nothing to be afraid of. On the other hand, if he has made a mistake and has been the cause of the complaint, he has to take it and face the consequences.

From the time a passenger comes to the station when he meets the Licensed Porters to the time when he leaves the destination station with the luggages in charge of the Licensed Porters at that station, he meets a number of railway employees—Booking Clerks, Assistant Station Masters, Ticket Collectors, Guards, etc. From the outset, you must be respectful and courteous, understand his difficulties and requirements; do what is expected of you

promptly and completely. Your first asset is the spirit of service. You should manifest a required degree of tact and sympathy towards passengers so that they come to look upon you as a friend and a helpful friend. Be tactful in dealing with other railway staff in the course of your work. Do not order them about and let the public have a poor opinion of you. Lastly I will repeat, let your appearance be smart; wear your uniform and badges and let them attract passengers to you. They are symbols of your service to the public.

In a will made in 1951 Herbert B. Bradstreet of Denver after providing for members of his family entered this bequest: 'To the Boston and Maine Railroad, to be used to assist the employees, the sum of two thousand dollars. This bequest is made in appreciation of the many Courtesies shown me by the railroad employees during the many years that I was travelling on the railroad.' Such appreciation of the conduct of the Railway staff, such abiding impression of the courteous behaviour of the staff in the minds of the public is something that we by our conduct should try to deserve.

There stretches on the long track before us a series of signals that ere long will turn green in colour, beckoning us to go ahead, and despite artificial difficulties and handicaps, with will, the spirit of service, courtesy and politeness on our part, the greatest factors that count in public relations the wheels of transport will move faster than ever, past the row of green signals.

BUDDHIST ARCHITECTURE IN SOUTH INDIA

(Continued from page 28)

These are some of the outstanding landmarks in the spread of Buddhist culture in South India and it must be acknowledged that at one time in its history this part of the peninsula must have been under the influence of this great religion, which swept the country

with a forcible wave of religious upheaval. Today, in some stray spots, struggling relics stand mute, signifying the glorious past, feeding the hungry archaeologist and the inquisitive epigraphist.

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TRANSPORTATION AND ECONOMIC DEVELOPMENT OF A COUNTRY

T. M. RANGACHARI

Law Officer

TRANSPORTATION is the movement from place to place of persons or passengers and of goods or commodities by various media of transportation. Considerable progress has been made in the media of transportation in recent times—from human porters, pack animals and animal-drawn vehicles to trains, plains, trucks, steamers, etc. Also the cost of transportation has been brought down to a great extent. There was a rapid development in transportation means after steam was introduced and also electricity and internal combustion engines. Aircraft Carriers are being used to convey commodities to distant places in quantities. Pipe lines have come into vogue to transport oil from one place to another and especially from the fields to the Ports. Though the old modes of transportation are still prevalent in several places, for example, Caravan in Sahara, human porters in African interiors and Dog Sledges in Alaska, the search for cheaper, faster and better means of transportation is always on the increase.

Economic contribution of transportation is **Regional Specialisation** of economic activity. Without adequate and efficient transportation, each area will be obliged to produce all things needed to support life tending to self-sufficiency in that area. If transportation is available, each area tends to specialise in the production of several commodities and exchanges them with others. It is economically advantageous for one area to specialise in the production of goods which it can produce economically than any other area, and then to transport goods to the latter area, provided the transportation cost do not exceed the difference in the costs of production. Inadequate and costly transportation leads to

limit the exchange between areas and also to decrease economic efficiency. Geographical specialisation of an industry is found in areas which have a comparative advantage resulting in lower cost of production. Places where natural resources are available are able to produce commodities at a much cheaper price than areas which have to get the raw materials before producing the goods.

It is economically advantageous for each geographical area to utilise its economic resources in producing goods in which it has comparative advantages, provided facilities for marketing and transportation of the goods so produced are available and at prices for those services which will not off-set the gains derived by specialisation.

Transportation and Production

Whether an industry is to be run as a small or medium or a big industry depends upon transportation costs among other factors. A small industry may be located where raw materials can be obtained nearby and the products can be marketed in near areas. Large industries may draw raw materials even from long distances and market the goods in National and International markets. Many aspects of industrial management are concerned in problems of industry and transportation factor is one of them. Transportation facilities are indispensable for any industry whether small or big.

Transportation and Supply or Distribution

Transportation makes it possible to supply goods required by producers (of industries) or by the public (as consumers). Adequate and efficient transportation increases the quantity

and variety of commodities available to the consumers. Fresh fruits, vegetables and milk can be made available throughout the year by efficient means of transportation. Because of improved transportation the working man is better fed as variety of commodities are available and in quantities also. If transportation facilities are not available it might be that there may be surplus in one district and famine or shortage in another. Things which are plenty in one place and of no value, if transported to another place, may fetch money, for example, gravel, ores, timber, etc., may fetch a very good price if transported from these places to other places.

Transportation and Price Stabilisation

Adequate and low-priced transportation leads to stabilisation of prices on commodities among different producing and consuming areas or markets. If

demand is more than the supply in any area prices will shoot up if transportation is lacking. Transportation enables the goods to be brought to that area so as to meet the demand from places where they are cheaper. This results in reduction of prices in one place and increase of prices in the other place until there is a stabilisation. This is just like a pipe connecting two water-tanks containing water. The pipe leads to equalise the level of water in both the tanks.

Transportation also tends to establish related prices of commodities in markets. The prices are stabilised partly by the availability of transportation and the prices are related, approximately represented by transportation and the marketing cost. Crop failure, surplus production, etc., which may have terrible consequences are mitigated to some extent by transportation facilities. If the prices shoot up in a place, goods are purchased in a

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cheaper place and transported to the former area till the prices come down to a level at which it is not advantageous to bring goods.

Transportation and Population

Transportation facilities are necessary for concentration of population in urban areas. As standard of living increases transportation service also must increase to meet the demand for goods.

Development of industry and commerce in modern times has resulted in concentration of persons in cities and urban areas. They are completely dependant upon transportation facilities for food, etc., for example, milk, vegetables, fruits, etc. Suburban trains are run to relieve the congestion in the cities and to afford facilities for the people to stay in nearby villages and towns. Concentration of population is the result of over-development of industry and of large scale production and all these are bound up with availability of adequate and reasonable priced transportation facilities and services.

Transportation and Land Value

Land value is increased if the products from that land can be transported to other markets. Unless transportation facilities are available minerals and lands producing large quantities of commodities are not of much value excepting as reserves.

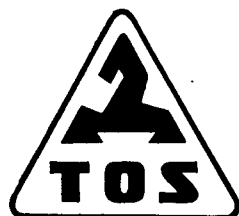
Laying of new Railway lines increases the value of land. Land close to the Railway Line is valued higher. Building sites close to Railway stations are valued far higher than other sites. The products from land close to the Railway station can be brought to the market by Rail easily

and quickly and this results in the value of such land shooting up. Otherwise money spent in bringing the products from the interior to the Rail Head may be costly and the profit in such cases will be less as the prices for both the products, i.e., from the land close to the Railway and from the interior lands is the same. Motor transport is very often used directly from the sources to the market to avoid double transshipment at the Rail Heads. The value of land the product of which cannot be transported easily is measured by the value of its products which is related to the local demand. Effective long distance transportation enables distant producers to reach markets and compete with local producers and this decreases the value of land near the local markets.

Transportation and Provincialism.

More frequent travels in other parts of the country tend to increase the knowledge and the habits and customs of others and to make a better understanding of the points of view and problems of others. There are other factors social and political which foster the provincialism, but a national interest is best secured by a realistic reconciliation and adjustment of sectional interest. The cultures of Provinces are valuable distinctive characteristics and need not be eradicated but they should be reconciled so as to reduce the economic, political and social friction. Good and cheap transportation adds to enjoyment of travel to scenic and historical places and leads to improvement of education. Urban people come to cities to purchase things, enjoy the entertainments and for medical treatment. The city people go out to urban places for picnic, etc.





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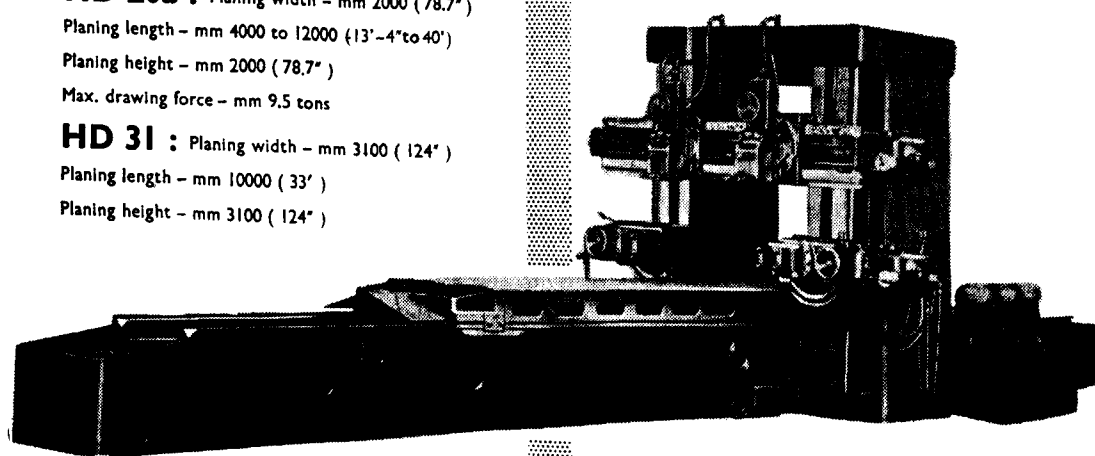
HD 12 : Planing width - mm 1250 (50")
Planing length - mm 3000 to 12000 (10 to 40 ft.)
Planing height - mm 1250 (50")
Max. drawing force - 10 tons

HD 16 : Planing width - mm 1600 (63")
Planing length - mm 4000 to 12000 (13'-3" to 40')
Planing height - mm 1600 (63")
Max. drawing force - 9.5 tons

HD 20a : Planing width - mm 2000 (78.7")
Planing length - mm 4000 to 12000 (13'-4" to 40')
Planing height - mm 2000 (78.7")
Max. drawing force - mm 9.5 tons

HD 31 : Planing width - mm 3100 (124")
Planing length - mm 10000 (33')
Planing height - mm 3100 (124")

**HD 12, HD 16,
HD 20a, HD 31**



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SISTA'S 8-41

HERO IN AMBUSH

"PENN"

I was spending a week-end with my old friend, Dr. Manley, the eminent psychologist and neurologist. We have known one another for years, and have kept in close contact; particularly so, as we get mutual pleasure out of examining the legal implications of his many 'mental' cases. I am myself a barrister-at-law.

On this occasion, dinner was over, and we were sitting near the fire, each with a book. I wasn't very interested in my novel—it was one of those affairs that takes pages and pages to describe the simplest actions and things, and I would gladly have put it down to start yarning with Manley. But he seemed very engrossed in his own book, and I didn't feel like butting in. I therefore gladly welcomed the interruption that came from him.

"I say, Atkins," he said. "You're one of those fellows who likes poking into unusual happenings and circumstances, aren't you?"

"Yes," I replied. "Have you anything queer there?"

"No—not queer in the sense *you* like things to be queer; but still, tolerably weird!" he responded. "This is a book on the Subconscious Mind, and I was rather wondering how you would like to feature as the principal actor in what might well turn out to be something quite unusual."

"Well, if you'd plot out the scenario, I'd be glad to look it over," I said. "Let's have the drift."

"How would you like to win the Bramley Cup?" he asked.

I was completely taken aback! "You mean the Bramley Cup? . . . the Chess Championship of the Midlands?"

"Yes!"

"But my dear chap! You can't be serious! You know only too well that I don't know a Bishop from a Queen,

and that I haven't the faintest interest in the game!" I exclaimed.

"Ah! but that's just where you are wrong, Atkins," countered Manley. "You *do* know the game—you know it *well*—but with your subconscious mind only!"

"Come, come, Manley!" I replied, "Leaving aside my subconscious for the moment, my *conscious* mind tells me that you're going 'crackers'!"

Manley smiled tolerantly. "You really think so? I wonder why."

"Well, my dear fellow, figure it out for yourself," I ventured. "So far as I can tell, I've seen only one game played, and that was well over a year ago: it seemed so long-drawn-out an affair, and so crushingly boring, that I remember being quite surprised that any right-thinking chap could take to it seriously. That, Manley, has been my sole contact with the so-called 'game', and you'll certainly agree that to suppose that my subconscious soaked it up to the extent of *knowing* the game would be stretching it!"

Manley surveyed me with the pitying and patient amusement a mother might bestow upon her none-too-intelligent offspring. "What I'm trying to tell you, Atkins, is that your subconscious mind knew Chess when you were still on the feeding-bottle," he said quietly.

"Rubbish, Manley!" I exclaimed. "Sheer nonsense! If that's what the fellow says whose book you are reading, then he's certifiable! You *can't* take it seriously!"

"But I *do*, Atkins," said Manley. "And I had rather hoped that you would help me to prove it. I think you would be rather a good subject for the experiment, because you have some very notable Chess-playing forebears in your family tree."

"But, good Lord! What have *they* got to do with it?" I asked.

"Only this," he replied, "That one's subconscious has stored within it the combined experience of the Human Race. But more particularly, it records the knowledge and propensities of one's immediate ancestors. In your case, your immediate forebears were good chess players, and so *you* have that knowledge stored by. All I want to do is to bring it out."

This was becoming distinctly interesting. It was certainly news to me that I was in reality a potential Chess champion, and I was all for demonstrating it to the world, if only as a gigantic leg-pull. But Manley was quite worked up about it, and it would have hit him hard if I did not bring myself to share his enthusiasm, even if it did mean offering myself as a guinea-pig to prove his theories.

"Granting the possibility of the impossible," I replied, smiling, "Just how do you propose to set about it?"

Manley was very pleased, and sat back contentedly in his chair. "I propose," he said, "to put you under hypnotic control, and use the method of 'suggestion'."

"That sounds, to me, like cheating," I ventured. "If *you* know all about Rooks and Knights, and you tip me off as to what to do, then, my good Manley, it will be your conscious rather than my subconscious that will be yielding dividends."

"No, no," said Manley, testily. "That's not at all what I mean. What I imply by 'suggestion' is that I shall gradually break down your conscious controls under hypnosis, and release your subconscious. Once that is achieved, I shall leave it entirely to your released subconscious to play, with only this limitation—that all your actions must otherwise be perfectly normal. Your behaviour must be what it usually is, but your mind will

be free to play Chess in whatever manner it chooses."

"Fascinating!" I exclaimed. "I wonder if my Regency-ancestor will come through with one of his somewhat off-colour witticisms and shock you. If he does, be certain to record it Manley. Such a gem mustn't be lost to posterity! When do we start rehearsals?"

"My dear Atkins," admonished Manley. "I want you to take this seriously. It's an experiment that wants wholehearted and single-minded co-operation. Any levity might ruin matters."

"Don't lecture me, old man!" I begged. "When the time comes I shall be a model pupil and subject I assure you! But the Bramley Cup Tournament comes off fairly soon, so we'd better start in with the hocus-pocus, don't you think? You fix the date and time, and I'll be on the stage when the curtain rises."

We decided to start working on the experiment during the coming week-end, so the following Friday saw preparations completed.

In his study Dr. Manley had fitted up a peculiar-looking gadget, consisting of a lamp before which a rotating shutter worked which alternately exposed and shut off the light. He placed me comfortably in an easy chair, with the contraption so situated that I had to look up at the light about a foot-and-a-half away from my eyes.

"Now, Atkins," said Manley, "I want you to relax completely, and to look steadily at this light without particularly concentrating upon it with your mind. Relax now, and give me your mental co-operation."

I settled down comfortably, and awaited the event. I had never been hypnotised before, but I had no misgivings. I felt perfectly safe in Manley's hands.

The shutter began to rotate, slowly at first, and then gradually faster.

Presently Manley began to speak softly, but with a strangely authoritative zone. "You're feeling sleepy now, Atkins . . . very sleepy . . . You want to close your eyes . . . and sleep . . . You're tired, and want to sleep . . . close your eyes . . . and sleep . . . sleep . . ."

I awoke again about two hours later, feeling peculiarly refreshed. Manley appeared entirely satisfied—quite jubilant, in fact.

"How did it go, Manley?" I asked.

"Splendidly, my dear chap! Really very well! I have the greatest hopes!"

"But what have you been doing all this while?"

By way of answer Manley handed me a book, which I found to be a collection of Chess games. "I turned up game number 34, between Anderssen and Dufresne," said Manley. "You will see that it was played way back, nearly a hundred years ago. I played White's moves, Anderssen's, and left it to you to reply on your own, after giving you a powerful and insistent suggestion that you must play the game entirely from your own knowledge and experience of Chess. The result was remarkable! You gave the replies shown in the book over the first fourteen moves, and then you made an entirely original one! On my asking you the reason for it, you gave me a full continuation, demonstrating possible alternatives over no less than nine different variations, one of which was the continuation played in the text! See here, I have jotted down your reply."

He handed me several sheets of note-paper which were covered with what, to me, was an entirely incomprehensible mass of letters and symbols.

"But," I questioned, "How do you know that these so-called continuations aren't just sheer bunkum?"

"I know enough of the game myself to recognise their merit," replied Manley.

"And you're sure it wasn't just a matter of telepathic response under hypnosis?" I pressed.

"It might well have been so," said Manley, "if you had merely stuck to the text moves, for then I may unconsciously have been directing your replies. But the fact that you made one original move—which I myself did not think of at all—and also the fact of your suggested variations, which were quite beyond me to have worked out so readily, satisfies me that it was entirely your subconscious at work." Dr. Manley was as pleased as a puppy with two tails! "At this rate, Atkins," he chuckled, "I see no reason at all why you shouldn't bag the Bramley Cup!—unless, of course, you come across a real Chess genius!"

I felt that he should be deflated a bit, so I said, "However, we'd better have more practice at it so that you can be sure I will not suddenly kick over the traces and 'come to' without your prior sanction. It *would* be a disaster if I suddenly came back as my Chess-ignorant self, and began asking my opponent to explain the moves to me!"

"Yes!" laughed Manley, entirely unabashed. "No awkward situations if we can help it! But first, your entry must go in."

"But isn't there a snag there?" I asked. "I understand every entrant for these championship matches must have some laurels to his credit before he can be accepted. They have no truck with beginners, leave alone those who know absolutely nothing of the game. How do we get round that, Manley?"

"I fancy I'll be able to manage that part of it," replied Manley. "I'll pull strings here and there, and personally guarantee that you will not make a fool of the Managing Committee if they accept your entry."

My entry was sent in the next day; or rather, it was taken personally by Dr. Manley to the Secretary of the Chess Club. What persuasion he employed I don't know, but the entry was accepted all right. It was now entirely up to my subconscious mind to do its stuff!

We had three weeks ahead of us, and there was much to be done in that time. Not only were my latent Chess faculties to be exercised and developed as much as possible, but they were to go hand in hand with perfectly normal behaviour. It must on no account be suspected by my actions and general bearing that I was anything other than perfectly wide-awake and normal. It was to appear that I was the whole time consciously fully aware; it would have been fatal to the entire experiment were I to seem at all dazed or mechanical. I was to hold my own

socially as well as on the Chess-board. All this would call for intensive effort and practice, and Manley and I got down to it in right earnest.

At last the day came round for my first match. It was to start at 10-30 in the morning, and I presented myself betimes at Manley's place. I was as nervous as could be! Would it all work out all right? Would I be up to scratch? We had played over many games by now, and Manley was satisfied that only the very best could beat me. But then, would all that still hold good under the stresses and strains I was now undergoing? That final wait in the study had me all of a dither, fidgetting about like a schoolgirl about to put over her first concert recitation.

Manley came in smiling and hugely confident. "Well, well, Atkins; there you are! Don't look so bleak, my dear fellow!"



"I'm only hoping it'll go all right," I answered dismally. I'm confoundedly nervous!"

"Of course it'll go all right!" he said. "I'm certain as can be that you are going to prove a perfect sensation! You'll be acclaimed today's Chess genius! Come, let's get down to it And the very best of luck!"

I believe I played a remarkable first game, and that my powers waxed round by round. Personally, I remembered nothing of what took place daily between 'going to sleep' and 'waking up' at Manley's place. But perhaps the rest of the story is best given by quoting verbatim the report of the tournament given in the *Chess Times*:

"The Bramley Cup Tournament," wrote the reporter, "concluded last Thursday, and its denouement provided the Chess world with a staggering surprise. W. H. Atkins, an entirely unknown player, came out on top with a score of 14½ points," followed by Michael Richardson, 'the favourite', with a score of 12. This outcome, astonishing enough in itself considering the fact that Mr. Atkins has never previously played in any tournaments, did not, however, prove the sensation of the day. This came when Mr. Atkins requested the Tournament Committee to award the cup to the runner-up, who, he assured them, was the real winner of the tournament! He referred the Committee to Dr. Manley, his sponsor, for an explanation of the fitness of his request regarding the awarding of the trophy.

"Dr. Edward Manley, the well-known psychiatric and neurological expert, assured the Committee that the request made by Mr. Atkins met with his wholehearted agreement. He declared

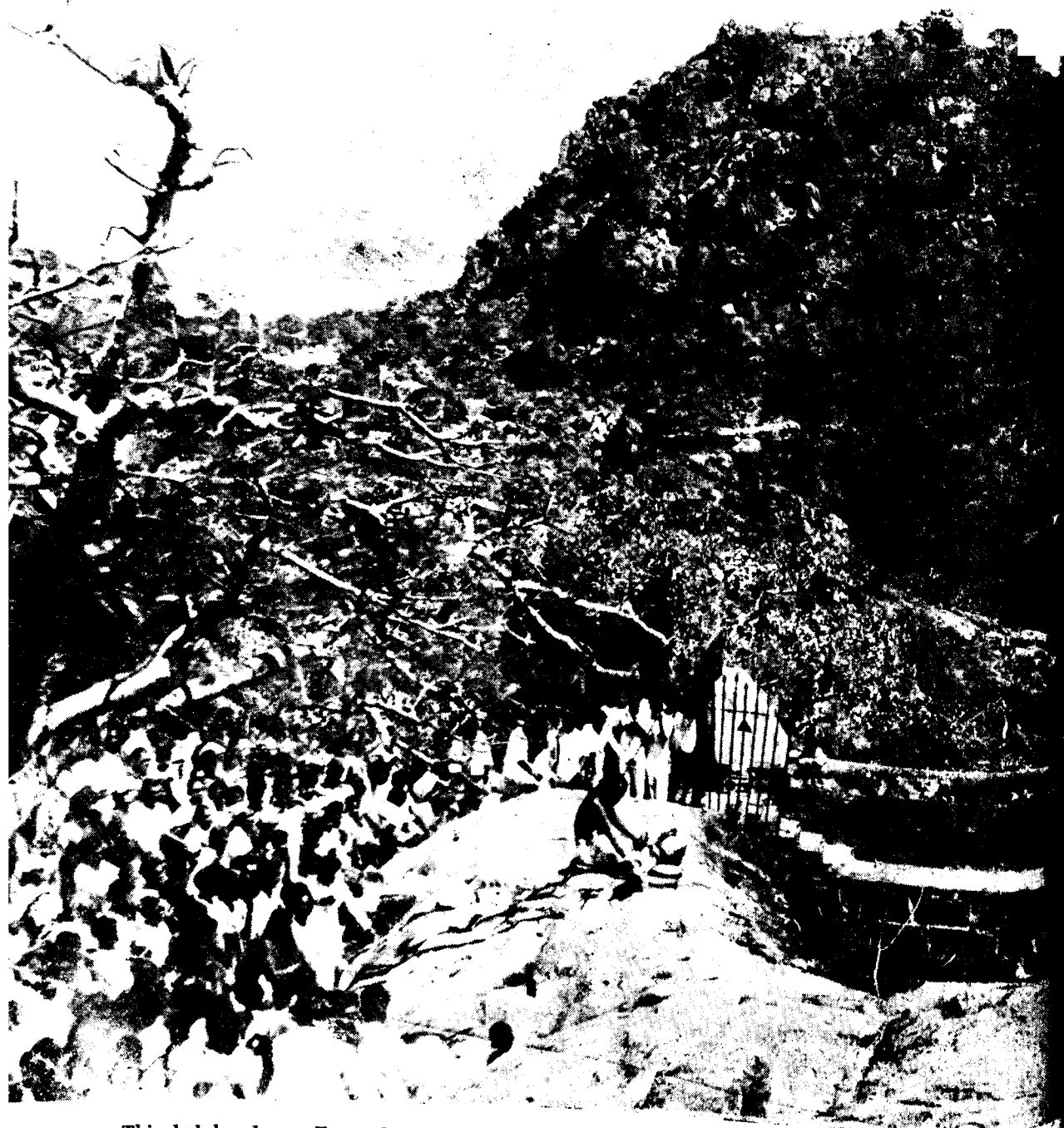
that the entry of his protege had not been wholly *bona fide*, but was part of a research experiment in hypnotic therapy! He begged that the Committee would forgive him for what might well appear to have been a practical joke on his part when he persuaded them to accept Mr. Atkins' entry for the tournament. He pleaded the eminent success of the experiment in mitigation of the somewhat doubtful propriety of the urgent assurances he had given in the matter of his protege's application.

"Dr. Manley went on to say that a detailed explanation of the aims and results of the experiment would be **de trop** on the present occasion, but that he would submit a full report on the matter for the Committee's further consideration. He indicated briefly that the experiment had been devised to explore the latent powers of the Subconscious Mind, but sought their indulgence in not being more specific just then. Dr. Manley's report promises sensationally, and is certain of an eager welcome.

"Meanwhile, there can be no doubt regarding the excellence of the standard consistently maintained by Mr. Atkins throughout the Tournament. The quiet confidence of his play, the forceful and dynamically fresh outlook brought by him to the game, his deep and thorough understanding of every nuance of the game—all these stamp Mr. Atkins with the mark of real genius! The sheer, glittering brilliance of his games should, we feel, amply compensate the Tournament Committee for any loss of face suffered by them from what has proved to be an amazing, but wholly gratifying, hoax!

"*Ars gratia artium!*"





Thirukalukundram—Every day kite-feeding beside Pakshithirtham. People from all parts of India visit Thirukalukundram to witness this scene

IMPROVED METHODS OF FLAT SHUNTING

II

T. S. PARTHASARATHY

Deputy Chief Operating Supdt. (Coaching)

Study the Sequence of Wagons Carefully

FOR larger rakes there is no better way of studying and planning than to write the sequence down. Destinations should be converted into numbers and a formation, after conversion, will look like this.

Engine 6 1 1 2 5 6 6 4 3 3 2 6 3 2 1 1
6 4 5 3 2 1 1 4 3 3 2 2 1 1. While through goods trains may not require 'stationwise' marshalling of wagons, such marshalling is essential for Work Trains (shunting and road goods trains) to enable wagons being shunted 'off' quickly. In each yard one or two smart men can be specially trained to write sequences down, study them and prepare shunting orders.

Do Not Take On Too Many Wagons

A cut of ten wagons at a time is plenty unless a larger number for one destination is found together. Short cuts will save points, speed up each shunt, give a higher acceleration and a shorter braking distance and in addition, the shunter is nearer to the engine.

It is a common fault among the less experienced shunters to do their work with too many wagons on the engine. 'Long' shunts are in every way a handicap to smart and proficient operation. It seems that their prevalence is more a matter of habit than of calculated policy and there is a widespread opinion, which probably has a good deal to support it, that the better shunters are often those whose training took place in yards with restricted accommodation which made long shunts impossible.

The wisdom of having as few as possible wagons on the engine when

shunting at night especially during foggy weather is so obvious as scarcely to need pointing out. Even at other times, short shunts are preferable to long ones. Among their advantages are:

1. The engine driver is nearer the shunter and can be given signals more readily and clearly. This enables the signals to be better responded to and wagons stopped short of the points when desired.
2. The driver has more control over the wagons and can move quicker; the movements are less violent and this, in turn, may avoid damage to wagons and displacement of loads.
3. The work is got through more quickly. Points can be 'saved' more often and this saves time. Needless reversals of the engine are avoided, which frequently promotes good feeling and co-operation on the part of the shunting engine drivers.
4. The quicker disposal of trains results in greater freedom of the running lines.
5. The use of fixed signals is not so frequently required, which facilitates the operation.
6. The aggregate amount of wagon conveyance is reduced; the vehicles have less wear and tear; engine power is economised and less coal is consumed.

When the wagons have to be shunted off in, say, ones and twos, about twenty-five wagons are enough to have on the engine even where the yard is on

a falling gradient towards the marshalling lines and the wagons will gravitate into their positions.

Share Your Ideas With Others

Inform the shunting engine driver and the signal cabin of the work to be done. It is a mistake for a head shunter habitually to keep his plans to himself, leaving his intention unknown to the other staff, shunting engine driver and any signaller concerned in the working of the points and signals. When there is an understanding between the men as to what movements are about to be done, the shunter's orders are anticipated and watched for and when they are given, they are more smartly obeyed.

The knowledge and quickness of the other staff often govern the length of time taken in getting through the operation.

Put Inconvenient Wagons Out of the Way

When a number of wagons which cannot be disposed of at the moment are standing in front of other wagons that have to be shunted, it is generally a needlessly burdensome plan to have them next to the engine, where they will be conveyed to and fro in the process of shunting those that are behind them. I have often had my inspection carriage shunted about for nearly two hours in the night before being attached to a goods train leaving early in the morning. It will often pay, both in time and labour, to put such wagons aside in the first place, even though a shunt has to be made later to pick them up.

Know Your Siding Capacity

A common mistake, which should be avoided by constant observation, is to commence the operation of taking a 'string' of wagons for one destination to a particular siding to be put off there, without knowing whether or not there is sufficient room for them at the time. When the room is unexpectedly found to be insufficient and as a result

the wagons have to be parted and some of them placed elsewhere, this causes not only extra work at the moment but also another operation later on. A shunter should make it his business to know how many wagons each of his sidings will hold and should keep a watch on the number of wagons there and the amount of room still available.

Use Foresight

When beginning an operation that will require successive wagons or batches of wagons to be shunted into a siding, do not place the earlier wagons at the near end of the siding and thus make it necessary to push them down later on, to make room for the following wagons. At the first and other early shunts, the later moves should be anticipated and wagons should be sent well into the siding.

It often happens that a shunter is uncertain of the name of a station to which a wagon is labelled. Being busy, he is tempted to 'take a chance' and form the wagon into a train which he merely fancies is the right one. It is a mistake not to seek and obtain information from some one who knows so as to avoid the risk of having to make a long, heavy and probably inconvenient shunt later.

Marshalling in Limited Space

When traffic is sufficiently light that there is ample siding room, the operations of shunting and marshalling are quite straightforward; but when the conditions are otherwise, the quality of the work depends upon the shunter's expertness and resource. Exceptionally heavy traffic inflicts upon the shunter a two-fold disadvantage. Not only are there a greater number of wagons to be handled but in the handling of them he is hampered by curtailed siding room and restricted working space.

At ordinary times it is, of course, advantageous to achieve economies in time and wagon movements—to use light and short-cut ways of doing the

work; but when the traffic is super-abundant and the available yard room is meagre, great benefit attaches to those methods which require only a minimum of space, movements and time.

Marshalling Exercises

In the following diagrams a series of operations have been shown. The work can be done in several ways, with varying standards of efficiency, assessed on the time occupied, the number of shunts made, the aggregate number of wagons conveyed, the average engine load at each movement, etc.

The reader, after having studied the procedures already described, will find it interesting and instructive to work through these examples and endeavour to improve upon some or all of them.

Let us take the following string of vehicles standing on a line, the numbers showing their destination, to be broken up and marshalled in station order: 4 7 2 3 4 5 6 6 7 1 1 3 2 5 7 5 5 7 4 4 3 2 2 1 1 7 5 6 3 2 1 1

Given seven lines for the seven destinations, an inexperienced shunter will probably break them up like this and reassemble them later:

I.	4 7 2 3 4 5 6 6 7 1 1 3 2 5 7
	4 4 3 2 2 1 1 7 5 6 3 2 1 1 *
II.	7 7 7 7
	6 6 6
	5 5 5 5
	4 4 4 4
	3 3 3 3
	2 2 2 2 2
	1 1 1 1 1

III.	1 1 1 1 1 1 2 2 2 2 2 3 3 3 3
	4 4 4 4 5 5 5 5 6 6 6 7 7 7 7

* Indicates cuts.

Figures in antique show individual put offs.

The method appears quite simple but the shunting analysis of the operation shows

Number of wagons conveyed ...	576
Number of shunts ...	37
Average number of wagons per shunt ...	15.6

This is certainly *not* the most economical method of dealing with the above formation.

If the same shunter is given only 3 lines to do the marshalling in addition to the one on which the formation is standing, he would probably do it in the following manner:

I. Engine	4 7 2 3 4 5 6 6 7 1 1 3 2 5
	5 7 4 4 3 2 2 1 1 7 5 6 3 2 1 1 *
II. Engine 4	7 7 7 7
	23 1132 32211 3211
	45 55 5
	66 44 6 *
III. Engine 4	66 6 7777
	231132322113211
	44 45555 *
	empty
IV. Engine	44445555 6667777
	2311323221132 * 11
	empty
	empty
V. Engine	23 3 3 3 444455556667777
	11 11 11 *
	2 22 2 *
	empty

Analysis

Number of wagons conveyed ... 401
 Number of shunts ... 39
 Average number of wagons
 per shunt ... 10.3

The job can be done much more economically if, instead of moving the whole formation in the first shunt, we break it into small cuts as indicated below :

I. Engine 472345 * 667113
 255744322117563211

II. Engine 66711325574 *
 322117563211

4 45

7

23

III. Engine 322117563211 *

55 44 445

667 7 7

1132 23

IV. Engine 7

5 5 * 4 4 4 4 5

55 66777 *

32211 3211 113223

V. Engine 555666777 7

44445 *

empty

322113211113223

VI. Engine 44445 555 666 7777

empty

empty

322113211113 * 223

VII. Engine 3 3 3 4444 5555 666 7777

11 111

empty

22 2 223

VIII. Engine 22223 333 4444

55555 666 7777

111111 *

empty

empty

Shunting analysis

Number of wagons conveyed ... 216

Number of shunts ... 40

Average number of wagons
 per shunt ... 5.4

Actually, even 3 marshalling lines are not necessary and the job can be done on two extra lines other than the one on which the formation stands. The analysis of the best solution obtained on two extra lines shows:

Number of wagons conveyed ... 293

Number of shunts ... 38

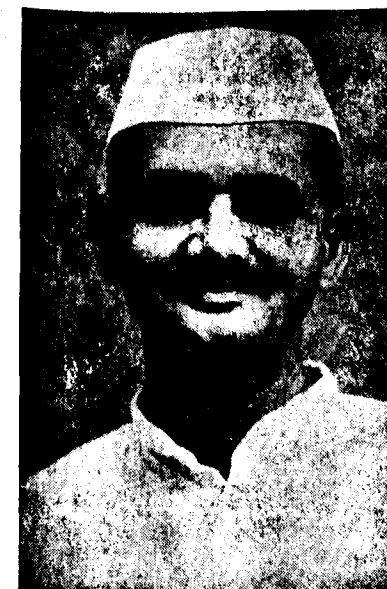
Average number of wagons
 per shunt ... 7.7

Nowhere in railway operation can more time be saved easily and continuously, than through intelligent flat shunting.

(Concluded.)

ORGANISE COMPETITIONS IN BETTER WORK OUTPUT

'Railway Week' Broadcast by
 Shri Lal Bahadur Shastri on 15th April 1956



been having during the past six days serves is that it provides the Railways with a valuable opportunity to take stock of their relations with the members of the public, who are at once their masters and customers.

In fact, in the midst of their daily work, Railwaymen have to give practical demonstration of the real purpose behind the celebration of this week. There should be no slackening in their normal work—only the work is expected to be performed in a better if not an ideal way. I am rather particular that there should be an element of reality behind these celebrations, which should not be considered merely as a formal observance of an event of some remote significance.

Competition in Work Output

I might suggest that besides sports and other activities, there should be a competition in relation to work or output. What I mean to suggest is that an element of competition as regards output of work might be introduced and recognition given or prizes awarded to those who produce the best results. For example, there may be this sort of healthy competition introduced in the case of interim overhaul of rolling stock, punctual running of trains, better turn-round, speedy disposal of cases, etc. This will, I hope, be useful in more than one way.

Then the workers should meet in groups to do some heart-searching in relation to their own work. Let them not hide facts from amongst themselves. Such short-comings or deficiencies as there might be should be clearly analysed and taken note of and an attempt made in future to overcome them. They should also think coolly and carefully over their attitude towards those who work under them and find out for themselves whether

First Train in Asia

It was on April, 16, 1853, that the first train in India—indeed in Asia—steamed out of the Victoria Terminus Station in Bombay, bound for Thana. From this humble beginning the Railways have now grown into a vast and widespread organisation. April 16, therefore, has its own significance for railwaymen and it is indeed in that context that the Railway Week is being celebrated by them.

An occasion such as the Railway Week serves a two-fold object. It provides an opportunity for railwaymen of all ranks to get together amongst themselves, outside their offices—in picnic parties, at social gatherings, on the sports fields and elsewhere—thereby helping to promote a spirit of team-work and comradeship inside the offices and workshops, on the line and elsewhere.

The second equally important object which celebrations such as we have

they are meting out treatment to them which they would like to get for themselves. Only if we tried to see within ourselves a little more carefully, many instances of unfair dealing or unsympathetic treatment and many other pin-pricks in administration might be considerably reduced if not entirely eliminated.

If the week is celebrated in good spirit by all and an initiative taken by different categories of workers to make it a success, I have no doubt it will greatly help in building up the morale of Railwaymen and preparing them for undertaking heavier responsibilities in the coming years. May I point out a few matters which I consider important for the better working of the Railways and in the furtherance of which the staff could make a substantial contribution?

Sense of Urgency

The first and perhaps the most important thing is to fight and resist delays at each and every point. There should be a sense of urgency in us and a keen desire to complete one's own part of the work at the earliest, whether it be on the open line or in the offices. These delays cut at the very root of our efficiency and a new spirit has, therefore, to be shown in tackling both big and small things at a faster pace. If there is slackness it ends in dissatisfaction and leads sometimes to corruption as well. In regard to staff matters, I have often remarked that the establishment side on Railways has to remain very alert and watchful in its working and that there should always be fair and just, as well as prompt disposal of cases.

The necessity for discipline can never be over-emphasised. I was pained to know that very recently, probably during this week, some railwaymen at a few places have shown scant respect for their duties and obligations and have indulged in actions which they themselves might repent if they would think over matters coolly. There is nothing more

wrong than to embark on lightning strikes or to stop the work for a while and then before returning to work ask for various assurances, for example, that no punishments should be imposed, and on top of it all to ask for full payment of wages for the period of stoppage of work. Could there be any situation more improper and so indefensible?

Role of Unions

I sometimes wonder if the unions have given full thought to this sort of attitude and are prepared to share some responsibility in combating it. Their leadership should be strong enough to tell the workers the truth, which might even be sometimes bitter. I have felt sorry that on more than one occasion group or union rivalries have led to these troubles.

May I say in all humility that it is neither fair nor proper for unions to encourage the workers to resort to extreme steps on trivial matters and thus obstruct the work of the Railways and also make the workers suffer on account of group or party interests? In the present context of our country, when we aim at achieving big things, one is inclined to suggest that the very basis of recognition of a union might as well be re-considered and need not be determined mainly on the strength of membership.

There is one thing more—the relations between Railwaymen and the public. There has been a welcome change in our dealings with the public using the Railways and people have unstintingly acknowledged this fact. But what is really required is a radical change in our very outlook and approach from which would automatically flow a different pattern of behaviour. A Railwayman's merit and mettle have in fact to be tested in his dealings with the passengers travelling in the lower classes. And if he is helpful to them and is able to create an atmosphere of friendliness and civility about himself, he has undoubtedly

performed his proper duties to the Railways and to the people.

I have been thinking of advising General Managers and other concerned officers to travel by first, second or third class occasionally, if not frequently. They will be able to know at first hand the many difficulties the passengers have to face and if they will do so it would become easier for them to find out solutions also for these difficulties.

Travel Habits Revolutionised

With the march of time, the travelling habits of people in India, as elsewhere, have been revolutionised. Thus, in 1931-32, only 3,902 people per million of India's population used to travel by rail daily. In 1941-42, the number increased to 4,389 per million. Last year, in 1955-56, the number of passengers increased to roughly 9,437 per million of the population.

A similar but faster trend has manifested itself in regard to goods traffic. For every million of the population in undivided India, the Railways carried only 571 tons of goods in 1931-32 and 682 tons in 1941-42. After independence, the Railways carried 740 tons of goods for every million of the population in 1950-51 and an estimated 825 tons in 1955-56, the last of the Five-Year Plan years.

Second Plan Responsibilities

This increasing traffic is a heavy burden and the Railways have to handle it successfully. It is perhaps not sufficiently realised that the increase in goods traffic is much faster than has been estimated by some experts. The burden on the Railways is going to be immense and I do not think the allotment made to the Railways for the Plan period is in any way unjustified.

What the total allotment for the Railways should have been has become somewhat secondary to me for the time being as the first year of the Second Plan has already begun and we are now actually engaged in literally feverish

activities and heavy work. The First and the Second year of the Plan are of the utmost importance to us. During this period we have to build up reserves of adequate rolling stock, try to complete our line capacity works, extend and expand our present workshops and also set up a few new ones.

If we do not do these things in time, there will be a wide gap in goods movement during the last two or three years of the Plan when the traffic offering would have gone up much higher still. We have, therefore, to spend much more proportionately in the beginning, and expenditure might taper off in the last two years of the Plan period. The allotment for the Railways in the first two or three years of the Plan is, therefore, of vital and utmost importance to us.

First Year's Programme

During the current financial year, 1956-57, we have budgeted for a record expenditure of Rs. 193 crores under the works, machinery and rolling stock programme, etc., out of which rolling stock alone accounts for Rs. 88 crores, new lines for 19 crores, track renewals for Rs. 20 crores, open line works other than track renewals for Rs. 57 crores and machinery and plant for Rs. 5 crores.

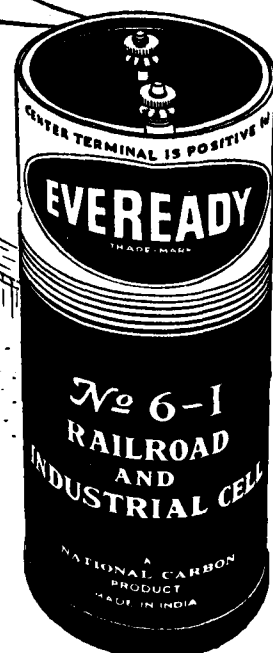
This is a very heavy programme, indeed, and I am naturally keen that there should be no short-fall and every pie allotted is usefully spent. Only, I hope we will now be left in peace to carry on in order to discharge our heavy responsibilities.

The Railways have on the whole done well so far but they have to do still more in future. I have faith and trust in Railwaymen and I am sure each and everyone of them will go ahead in all earnestness with the task allotted to them. This day should kindle in them a real and burning desire to work devotedly for the Railways, so that they may fulfil their vital role in the allround economic development of the country.



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.



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THE DHOBI-BOX

RAMA SRINIVASAN

"We must get a dhobi-box," said I to my husband.

He greeted my pronouncement with an affirmative nod. "What type do you want?" he enquired.

We went on to argue on the comparative merits of a short long box and a narrow tall one. I declared myself in favour of the former and he consequently expressed his desire for the latter kind.

"The long type will take up more floor area," he informed me.

"I know. But we have enough floor space and to spare," I insisted.

"Why are you being so obstinate? How is it more advantageous?" he enquired in an irritated voice. One would think he was not being obstinate in insisting on the other type.

"It is definitely more advantageous. We can place a couple of cushions on it and use it as an extra seat in the drawing room," I explained patiently.

"Dhobi-box in the drawing-room?" he snorted and holding his nose exaggeratedly, he said "The soiled clothes will smell."

"Not if its sides have cane-work," I argued.

"Then the clothes will be seen through the cane-work and everyone will know it is a dhobi-box. What a scream!" he rocked with mock laughter.

"It can have three sides of wood and one of cane, and that side can be placed against the wall," I retorted, not to be outdone by his argument.

At last he had to see reason and grudgingly agree to place an order for the short long box, not that there was any doubt as to the outcome of the discussions which goes to show that there would be less unrest in the domestic sphere if only husbands would listen to reason and leave important decisions to the wives.

When it arrived I was horrified to find the mess that had been made of

my beautiful idea. It had four short—too short—legs so that it would not rest flat on the floor as I had intended it to. My husband, the poor sap, explained proudly that he had ordered it with forethought so that it would facilitate sweeping underneath. But I had to point out to him—with quite some pleasure, needless to say—that the legs were so short that it would be impossible to reach under and sweep properly and by his modification he had achieved just the opposite of what he had intended to and provided a place for dust to accumulate.

To make things worse it had cane on three sides and wood on one, instead of the other way around. My husband had no explanation for this and I told him that I should have expected just this muddleheadedness from him. It was about a foot higher than our other furniture and seemed an impossible seat. It was too short to be a side table and too high to be a comfortable seat. At best it could serve as a punishment perch for tiny tots. It had a wooden knob on one side to prevent the lid from falling back when opened, and a latch on the opposite side. So neither side could be placed flat against the wall. When I sat on it to demonstrate how unsuitable it was as a seat, the thin plywood top started cracking and giving way, making me jump off hastily.

After all this, he had the cheek and nerve to say to me with a complacent smirk, "Ha-ha! I told you so. Your design was no good."

"Oh! You have gone and spoilt my wonderful design purposely and wasted a lot of money," I wailed and ranted.

However within three transfers, the jerry-built box was reduced to firewood.

"I have placed an order for a new dhobi-box," my husband informed me one day casually. "And this time I have been discreet in not asking you

May 1956

for advice, and am getting the tall type. You wanted a tall table or tea-poy to place a flower vase on, in the drawing room. You may use this."

I greeted the new box with secret delight. It was about five feet high with cane on all four sides, and just as I thought there was no mode of removal of clothes from it except by lifting the lid. For this, one had to stand on a chair or stool and lift the lid before one could either put in or remove clothes from it. Obviously it was unsuitable as a stand for anything, leave aside a flower vase. We had a demonstration of its inadequacy for this purpose even on the first occasion when the dhobi came to take the clothes and knocked off a flower vase while attempting to extract clothes without first removing the vase. Moreover, as it had cane on all four sides and was so tall, it was impossible to have it in the drawing room for the

various reasons cited by my husband when I first mooted the question of a dhobi-box.

The climax occurred when my husband, fishing for clothes, in trying to avoid falling into the box, came down with a crash bringing down the box also with him. This incident completely proved even to him, the shortcomings of his design.

I refused to have anything to do with it but I had endless pleasure in ragging him about his unique 'design'. It is now not only a dumping place for unwanted, inanimate things like frayed clothes, old bulbs and worn-out shoes, but a dwelling place for rats, lizards, cockroaches and such live organisms as well.

* * * * *

"We must get a dhobi-basket," said I to my husband

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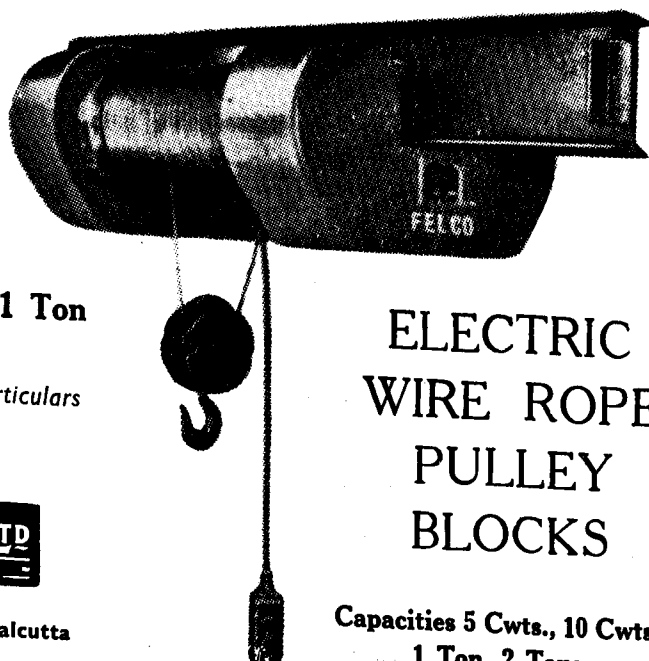
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T. A. JOSEPH

General Manager, Southern Railway.



This section, although one of the main trunk routes on Indian Railways, had not been originally designed to carry the heavy traffic that gradually found its way through it, with the result that it soon became one of the heaviest single line sections in India. The line now constitutes the main artery through which an enormous volume of north to south traffic, including railway and public coal, moves to Madras and places beyond in South India.

Increase in Traffic Density

The following figures of net ton miles moved from Bezwada over this section for the last four years will give an idea of its traffic density as compared with the Waltair-Bezwada section which lies immediately above. (A 'net-ton-mile' is a statistical unit which shows the net volume of freight moved in tons multiplied by the distance in miles carried.)

	Millions Net Ton Miles	
	Bezwada-Madras section	Waltair-Bezwada section
1950-51	404	269
1951-52	422	277
1952-53	441	263
1953-54	428	290
1954-55	476	310

The three main channels through which the bulk of the north-south goods movement takes place are the routes via Waltair, where the South-Eastern Railway joins the Southern Railway and via Bezwada and Raichur which are junctions where the Central and Southern Railways meet. The traffic moving via Waltair and via Bezwada converges at Bezwada and this combined stream has to be moved over the single line section proceeding from Bezwada to Madras.

During the war period, the highest priority was naturally accorded to military traffic, and so heavy was the strain imposed on this section that material for the Defence Department could be moved only by curtailing passenger train services and by moving goods traffic in block loads. Even by adopting these stringent methods, the then Madras and

Southern Mahratta Railway found it difficult to move more than 350 wagon loads of traffic daily from Bezwada in the direction of Madras.

After the termination of the war, passenger train services on this and other sections had to be restored gradually to their pre-war level with a corresponding reduction in goods traffic handled, and this resulted in great difficulty being experienced to move even 300 wagon-loads from Bezwada to Madras. As a matter of fact, the actual performance fell very much short of even this reduced target.

Integration and After

On April 14, 1951, the three railway systems of South India, viz the Madras and Southern Mahratta Railway, the South Indian Railway and the Mysore State Railway, were integrated into a single railway zone, the Southern Railway. This coincided with the commencement of the first Five-Year Plan, although this fact had not been realized then, but only two years later.

One of the first problems to which the newly constituted Southern Railway had to apply itself was the easing, if not the complete removal, of this chronic transport bottleneck. It was then considered that if the railway could move daily 420 loaded wagons from Bezwada, it would be just sufficient to meet the traffic demands of the period, provided 50 per cent of the coal movement was kept to the sea route.

It should be mentioned here that coal carried by sea costs much more than when it is transported by rail, but the Railway decided to incur the extra expenditure to enable more general merchandise being moved instead.

The Southern Railway accordingly launched a scheme for increasing the line capacity of the Bezwada-Madras section and completed, before the end of the first Plan period, the construction of nine new crossing stations and the extension of loop lines at fifty

stations to enable longer goods trains to be run.

The fleet of locomotives on the section was gradually replaced by new W. G. class engines with a greater hauling capacity than the X.D. type engines which were formerly working the trains.

Two other major works which had been approved in principle at the commencement of the Plan period, but which were actually taken up only towards the end of it, were the conversion of the Renigunta-Gudur section from metre gauge to broad gauge and a large-scale remodelling of the Bezwada yard.

The completion of the first stage of the Bezwada remodelling has resulted in the capacity of the yard being augmented considerably, while the conversion of the Renigunta-Gudur section is expected to be completed early in 1957. When this is completed, it would be possible to divert traffic coming from the north to stations south and west of Madras via this new link, by passing the congested Madras area altogether.

To Stations beyond Madras

A sizeable portion of the goods traffic moved from Bezwada to Madras is actually destined to stations beyond Madras and has to be dissipated mainly in three directions:—

- (i) to Metre gauge stations via Arkonam and Katpadi;
- (ii) to broad gauge stations via Jalarpet; and (iii) to metre gauge stations via Bangalore.

To enable this being done, a number of works like the remodelling of the Bangalore yard and the provision of improved transshipment facilities at Bangalore, Arkonam and Katpadi were undertaken. The first group of these works have now been completed, and the railway is now in a position to move without difficulty 450 loaded wagons daily from Bezwada to Madras.

In addition, these works had a salutary effect on the clearance of traffic in general on the broad gauge section of the railway and enabled it to achieve loading targets which were aimed at. There was a steady increase in loading as the following figures will illustrate:

Total Broad Gauge loading in wagon loads		
1951-52	...	2,87,774
1952-53	...	2,78,298
1953-54	...	2,91,682
1954-55	...	3,03,259
1955-56	...	2,70,604 (for ten months)

The drop in 1952-53 was mainly due to a definite slackness in demand during August, September and October 1952. Since then there has been no such drop and no slack season.

The increase in loading soon outstripped the demands for wagons and to quote a single but typical example, arrears of demands for rice on the Bezwada District which stood at over 10,000 throughout 1955, declined to a bare 327 by the end of January 1956.

Planning for future Increase

The various measures enumerated above adopted by the Railways for a gradual elimination of the Bezwada-Madras railway bottleneck did not, however, remove the bottleneck entirely although they effected a substantial easing of the transport position in general.

The country is now on the threshold of the second Five-Year Plan and with an all-round increase in the economic activity and the setting up of huge plants, the demand for rail transport is expected to register a phenomenal rise. The transport machinery should be geared up adequately if the various projects of the second Plan are to be completed successfully.

The remodelling of the Bezwada yard and the conversion of the

Renigunta-Gudur section into Broad Gauge mentioned already will result, no doubt, in better operation, but cannot increase line capacity. The single line section between Bezwada and Madras has reached its saturation point as its capacity has already been increased to the maximum by the provision of various operational facilities.

The Southern Railway have, therefore, worked out a number of proposals, to be included in the second Five-Year Plan, to increase the line capacity of this section to an extent which would permit of an almost free flow of traffic. The most important of these works is the doubling of the line between Bezwada and Gudur (182 miles) by stages during the second Plan period.

To afford immediate relief, the following sections would be doubled within the next two years and the rest later:

Stage I (1956-57)

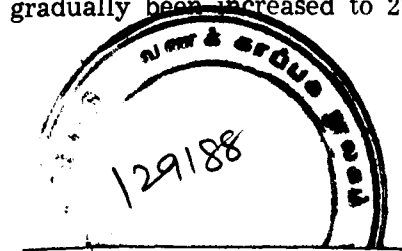
Ulavapadu to Surareddipalem	...	17 miles
Kadavakuduru to Bapatla	...	19½ "
Total	...	36½ "

Stage II (1957-58)

Surareddipalem to Ongole	...	6½ miles
Bapatla to Tenali	...	26½ "
Chinna Ganjam to Kadavakuduru	...	2½ "
Total	...	35½ "

Increased Intake from Waltair

As the ultimate doubling of the entire Bezwada-Gudur section will increase the line capacity considerably, it is proposed to increase the intake of traffic from the South-Eastern Railway at Waltair. It will be of interest here to note that in 1950-51 this intake was only 180 wagon-loads per day and this has gradually been increased to 270 at



present. It is proposed to further increase this to 400 daily after the Plan period.

With a view to achieving this, proposals are in hand to double the Samalkot-Rajahmundry section (31 Miles) and to open six additional crossing stations between Waltair and Bezwada. A new diversion line will be laid to avoid the heavy gradient through Annavaram station and the bank between Narasapatnam Road and Gullipadu will be regraded.

Another important work calculated to increase line capacity north of Bezwada and to enable free loading of rice to be undertaken in the Circars is the proposed conversion of the Bezwada-Gudivada section into mixed gauge and the Gudivada-Bhimavaram section into Broad Gauge. These lines pass through the fertile deltaic areas of the Godavari and the Krishna, commonly known as the 'rice-bowl' or the 'granary' of South India.

The exportable surplus of rice from these areas has always far exceeded the transporting capacity by rail. A through Broad Gauge connection from Bhimavaram to Bezwada via Gudivada will not only enable this vast traffic potential to be tapped more fully but will also serve as an alternative line to the heavily-worked main line section between Bezwada and Nidadavolu.

At Bezwada, it is proposed to increase the intake from the Central Railway to 300 wagons daily.

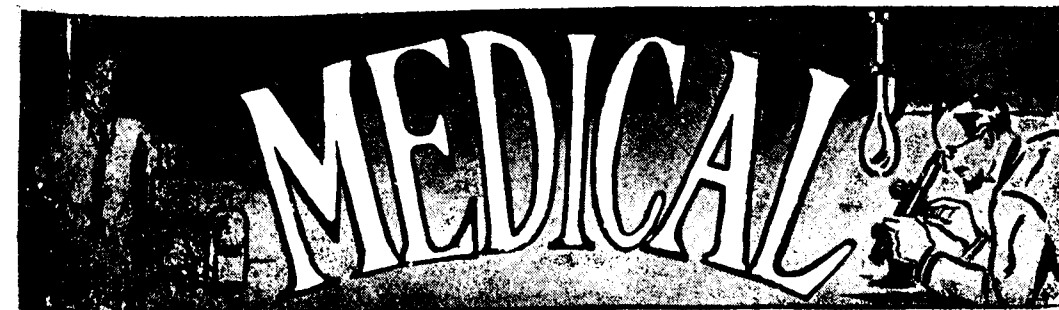
Traffic Down South

Down south, the capacity of the various sections through which the additional traffic from the north will flow and get dissipated, is being

increased. The Arkonam-Jalarpet section, which is second in importance only to the Bezwada-Madras section, is programmed to be doubled during the second Plan period and it is also proposed to double a length of sixty miles of the Jalarpet-Erode section (120 miles). Two sub-sections on this line, where gradients act as a limiting factor to locomotives hauling their full load, are proposed to be taken up for doubling next year. The intake at Jalarpet for traffic in the direction of Erode was originally 180 wagon loads daily and this has already been raised to 225 at present. The target for this route at the end of the Plan period will be 350 wagons daily.

After the conversion of the Renigunta-Gudur section into Broad Gauge, a fair portion of the traffic moving from Bezwada in the direction of Madras will get diverted via Gudur and Renigunta and converging with the stream of traffic coming from Raichur side, will throw a great strain on the Renigunta-Arkonam single line section. This section, which has a few gradients, will have to be ultimately doubled and the first instalment of about 19 miles is being taken up next year.

The Southern Railway confidently hopes that when these works are completed, the administration will be in a position currently to meet all demands for transport placed on it at the end of the Plan period. The removal of the Bezwada-Madras bottleneck will open an era not only of unrestricted north-south movement of goods but also one of prosperity to the Northern Circars of the Andhra State by the substantial increase in rice loading which it will be possible to achieve.



SMALL-POX AND CHICKEN-POX

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

SUMMER has set in. The incidence of the epidemic of small-pox will be more common in these months—April to June. Chicken-pox also is common during this period.

As the symptoms and course of these two diseases are similar in some respects it is considered appropriate to discuss them together.

Chicken-pox is caused by a virus present in the discharges from the nose, mouth and from blisters on the skin. It is contagious and it spreads by both direct and indirect contact with infected materials.

The incubation period (from the date of first exposure to beginning of signs) is from two weeks to three weeks, and the period during which it is most contagious is from one day before onset of the early signs to about six days after the appearance of blisters.

This disease is most common among children under 15 years and usually occurs in the hot season and there is no specific prevention known at present. If once attacked, the patient usually gets life-long immunity.

It usually begins with fever and loss of appetite. Within 24 hours, the skin or the mucous membranes of the mouth, scalp and the arms, legs and especially the trunk of the body, break out in small, raised spots which change to small, water blisters.

The blisters and the ensuing crusts (Scabs) always appear in successive crops, and we can find spots, blisters and crust at one time and in various stages of development.

The scabs fall off and are not contagious. This stage lasts from 3 to 5 days. Scratching or breaking the blisters may cause serious sores and disfiguring scars. We must ensure that children when they are attacked do not scratch themselves.

The child with signs of chicken-pox must be isolated from others and it must be ascertained from a doctor that the case is really chicken-pox.

Treatment should be the responsibility of the attending physician, and all regulations stipulated by the Public Health Department should be rigidly complied with.

Small-pox is one of the ancient diseases that have afflicted mankind. Even nowadays, in certain countries of the world, particularly in the tropics the severe form of the illness occurs and the mortality is fairly high. On the otherhand, a milder type occurs in countries like the United States, Canada and England with a low fatality rate.

In a country like India where caste, religion and superstitions more often prevail in such a way even to the detriment of public health, the time-old 'treatment', of even concealing

this infectious disease without letting it known even to a doctor, should go. The medical man alone can decide what type of eruptive fever it is and will give proper advice. I have observed that certain customs are being followed in South Indian homes where small-pox cases are present. Placarding with margosa leaves is one and I fully approve the same. Even in England they have placarding by notice board for all home-isolation cases. It is good that everybody knows that there is an infectious disease and they are forbidden to enter and it is a good prevention too from spread of the disease. But my appeal is that a doctor should be called in to see the case and asked to follow it. Another custom, I have noticed is that they do not prepare fried foodstuffs and even the sound of boiling oils, etc. is forbidden and I am not competent to give my opinion on this. But sentimental objections can be certainly entertained if they do not affect the course of the illness in any way. I wish to impress once again that the belief the oldest lady in the family can treat all cases including the small-pox and chicken-pox, should disappear with the march of science.

Now let us see what small-pox is. It is caused by a virus present in pocks (sores) in the skin and mucous membranes of the mouth, nose, bowels and bladder. Hence, any contact, either direct or indirect, with these infected materials will spread the disease. The incubation period is seven to sixteen days, commonly 12 days but rarely 21 days.

Small-pox is communicable from the first symptoms until all the scabs have disappeared.

It affects children and adults alike and occur in epidemics where and when vaccination is not enforced.

Now, what are the signs and symptoms of small-pox?

It usually occurs with chills, headache, pain in the back, vomiting, and

a sudden rise in temperature. From one to five days later, the skin breaks out in red spots which change to blisters; these then turn to the pustule stage.

Scabs now form, and they fall off in from 10 to 40 days, but we never find spots, blisters and crusts in successive stages like in chicken-pox. The face and body have most of the crusts with relatively few on the arms and legs. In severe small-pox pitted scars or pock marks are left after the scabs fade away.

Now coming to the treatment proper, the best way to treat this disease is by prevention, i.e., vaccination.

Edward Jenner, the English physician, introduced vaccination in the year 1798 and it was introduced in India in 1802. The best time for primary vaccination is between the ages of 3 to 6 months. In tropical countries particularly in India re-vaccination should be repeated once every year. It is essential that a fresh lymph stored in a refrigerator should be used, otherwise potency is rapidly lost.

Isolation of the case is very essential. No specific therapy is available for small-pox till date. The antibiotics and sulphonamides are of value in complications of this disease. Skilled nursing is the treatment in small-pox. Complete bed-rest is essential. Sleep must be ensured with sedatives. Careful attention should be paid to the eyes, mouth and throat. When the rash begins to appear, the patient should be given a warm alkaline sponging. This has a soothing effect on the skin. Headache and pain in the body will require administration of analgesics. Patients should have plenty of fluids and a liberal easily digestible diet.

In conclusion, it must be emphasised that small-pox is essentially a preventable disease and the prevention is of utmost importance and it can only be done by vaccination and timely re-vaccination.

THE SECOND FIVE-YEAR PLAN

Broadcast Talk by Shri M. Ganapathy, Chief Engineer, S. Rly.
on 15th April from AIR, Madras



THE proposal to celebrate the Railway Week may be a matter of surprise to the public. Though Annual Celebrations like Army Day, Navy Day, Industrial Week, Handloom Goods Week, etc., may be viewed as necessary for the public to get acquainted with them, it may be asked whether it is necessary to have a Railway Week in view of the Railway's close association with the public and its day-to-day acquaintance with almost every individual in the vicinity of the Railways. I feel it is very necessary as such celebrations will help to bring about closer and closer contact between the Railways and the travelling public. You may be interested to know that the first Railway line in India, from Bombay to Thana was opened on 16th April 1853 and it is therefore appropriate that the Railway Week should be celebrated during this period every year, 10th to 16th April.

We have just come to the end of the First Five-Year Plan and are now about to launch on the Second Five-Year Plan, and on this occasion, it

may not be out of place to recapitulate the achievements so far made and the future plans to increase transport on Railways and amenities to the travelling public; how they have helped industries and projects in the advancement of the country, and in so doing, I crave the indulgence of the listeners, for it may be like blowing one's own trumpet in narrating the achievements.

The main objective of the First Five-Year Plan which has just come to a close with the 31st March 1956, was rehabilitation of Railway assets which had fallen into great arrears during and after the Second World War. The original allotment made to the railways was 350 crores of rupees and this was later raised to 400 crores, but the expenditure is expected to be in the order of 432 crores of which the Southern Railway's portion comes to about Rs. 60 crores. The major schemes on the Southern Railway which were started or were in progress during this period are:

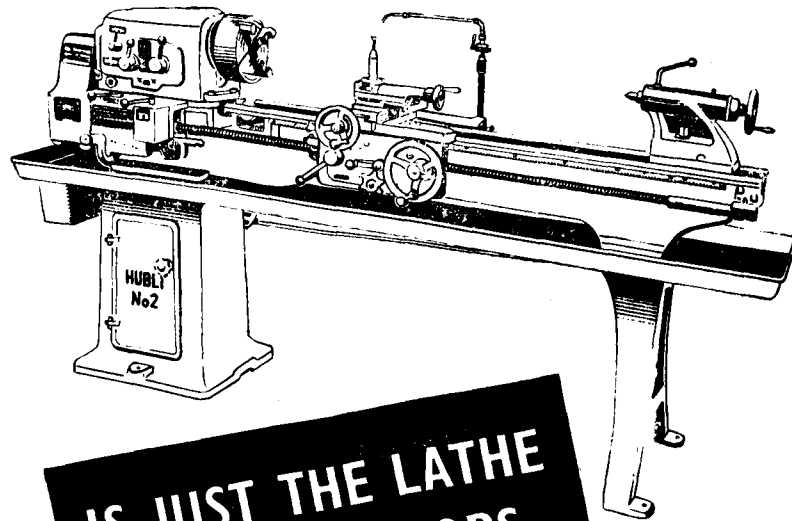
(a) New Constructions

- (i) Arantangi-Karaikudi link—M.G. 17 miles long (opened on 30th March 1952).
- (ii) Quilon-Ernakulam (M.G.)—96 miles in progress.
- (iii) Irugur-Coimbatore diversion—B.G. 9 miles (opened on 1st January 1953).
- (iv) Renigunta-Gudur Conversion of M.G. line into B.G. 52 miles—in progress.

(b) Restoration of dismantled lines

- (i) Madura - Bodinayakanur Railway—M.G. 56 miles (the first 23 miles were opened on 10th September 1953 and the remaining length on 25th July 1954).

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P-28a

- (ii) Shoranur-Nilambur Railway—B.G. 42 miles (the first 18 miles were opened on 16th April 1953 and the remaining length on 15th April 1954).

(c) **Major Works**

- (i) Bezwada Yard and station remodellings.
- (ii) Improvements to the Operational facilities on the Madras-Waltair, Madras-Raichur, Madras-Bangalore and Madras-Mangalore lines such as extension of loops at several stations, remodelling of yards, provision of new Crossing stations, conversion of flag into crossing stations, improvements to tranship facilities, signalling arrangements, etc.
- (iii) Relaying of permanent-way and regirdering of bridges to admit of heavier engines being run and at greater speeds.
- (d) Provision of additional passenger amenities to the travelling public.
- (e) Surveys of projected lines undertaken during this period relate to:
- (i) Salem-Bangalore Railway Traffic and Engineering Surveys.
- (ii) Nipani-Raibag - Ghatprabha Railway—Traffic Survey.
- (iii) Hassan-Mangalore Railway—Traffic and Engineering Surveys.
- (iv) Kadur-Saklespur Railway—Traffic and Engineering Surveys.
- (v) Trivandrum or Tinnevely-Cape Comorin—Traffic Survey.

assisted by the Deputy Minister whose thoughts every moment concentrate as to how to improve the Railways in the matter of serving the public and especially the so-called III Class passengers who contribute mainly to the railway passenger traffic and so form the backbone of the existence of Railway passenger traffic system, the amenities to this class of passenger have been given the place they deserve and the achievements narrated are sufficient testimony to them. More and more works are proposed so that at the end of the Second Five-Year Plan this class of passenger, in particular, will have all the conveniences and comforts of a rail journey.

We are trying to attain self-sufficiency for the needs of the millions of this country. This means expansion of the existing industries and starting of new industries and projects. I do not think there is any industry which does not look forward to Railway transport and naturally the workload on the Railways has increased and is still increasing. As you know, self-sufficiency is absolutely necessary for a country to be economically independent and even though the cost of production may be more than the cost of imported product, as long as all the materials are produced in the country out of materials and labour of the country, the cost of production cannot affect the economy of the country.

I now come to the Railway's Second Five-Year Plan. Originally, the Railway Board had got out a plan costing Rs. 1,480 crores, but the Planning Commission could only set apart 1,125 crores of which, it was indicated, that the Railways will have to find 375 crores from their own revenues during the plan period.

The Southern Railway has got a very modest scheme for its Second Five-Year Plan commencing from the financial year 1956-57 spread over the different categories of works, such as line capacity and signalling works, doubling of tracks, conversion of lines,

Under the wise guidance of the Hon'ble Minister for Railways ably

track renewals and bridge rehabilitation, modern machinery workshops and running sheds, expansion of goods sheds, trial stations and tranship points, electrification schemes, amenities for Railway users, additional locomotives, coaches, wagons, etc. Construction of new lines is also envisaged. Excluding rolling stock which is arranged on a bulk order basis for all Railways, and new lines, our portion for the period of five years is roughly estimated to cost Rs. 97 crores which includes a sum of 3 crores for amenities for rail users.

I must in brief give you an idea of the major works and schemes on which the money is proposed to be spent on the Southern Railway during the Second Five-Year Plan period.

- (a) About 50 crores have been set apart for line capacity works such as doublings, conversions improvements to station yards and laying of diversion of lines consequent on the expected increased intake of loads from the S. E. Railway at Waltair and from the Central Railway at Bezwada and Raichur and the anticipated increase in economic activity of the various regions served by the Railway due to several development schemes now in progress.

The B.G. Sections proposed to be doubled are

(i) Samalkot-Rajahmundry	... 31½ miles
(ii) Bezwada-Gudur	... 182 "
(iii) Renigunta-Arkonam	... 41½ "
(iv) Arkonam-Jalarpet	... 90 "
(v) Jalarpet-Erode	... 60 "
Total	... 405 "

At an approximate cost of Rs. 35 crores

The M.G. lines which are proposed to be converted to B.G. are

(i) Guntur-Bazwada	... 21 miles
(ii) Bezwada-Masulipatam	... 49 "
(iii) Guduvaja-Bhimavaram	... 41 "
Total	... 111 "

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There is also a proposal to convert the Miraj-Sangli and Miraj-Kolhapur sections, 35 miles into B.G. and link them with Kurduwadi when the Central Railway convert the present Kurduwadi-Miraj N.G. line into B.G. These conversions are estimated to cost about Rs. 7 crores.

The surveys proposed to be undertaken during 1956-57 so far as the Southern Railway is concerned, are

- Nellore—Maidukur,
Kottur—Harihar,
Manamadurai—Aruppukottai—
Virudhunagar,
Chinnasalem—Chingleput (via
Kallakurichi, Tiruvannamalai and
Wandiwash) and
Katpadi—Vellore—Conjeevaram
Railways.

Among the other major works proposed to be tackled during the Second Five-Year Plan period, mention has to be made about:

- (a) The electrification of the
Tambaram—Villupuram Sec-
tion at a cost of Rs. 368 lakhs.
(b) The construction of overbridges
or under-bridges in place of
the existing level-crossings,
38 in number costing about
Rs. 60 lakhs (Railway
portion only).
(c) Track renewals estimated at
Rs. 15 crores.
(d) Rehabilitation of bridges at
about Rs. 3 crores.
(e) Improvements to and expan-
sion of Workshops—7 crores
Under this head, the com-
plete remodelling of the
Hubli Shops, a new B.G.
Wagon shop at Perambur
and expansion of the Mysore
and Golden Rock Mechan-
ical Shops and the Arkonam
Engineering Workshops are
included.

- (f) Expansion of goods sheds and
allied facilities—cost Rs. 2
crores.

- (g) Provision of Quarters for
Railway staff (5 crores) and
other welfare amenities
(2 crores).

Staff and Labour

The Railways are the greatest nationalised undertaking which employs the maximum number of staff. Nearly 10 lakhs of employees are working in Railways at present, of which 1.53 lakhs are on the Southern Railway alone. Providing essentials and amenities for their welfare is a big problem but due attention is being paid to these. More and more staff quarters are being built, colonies are formed where staff are concentrated in numbers with full facilities of protected water-supply, electric lighting, etc. No less than 7 crores of Rupees are proposed to be spent in this direction.

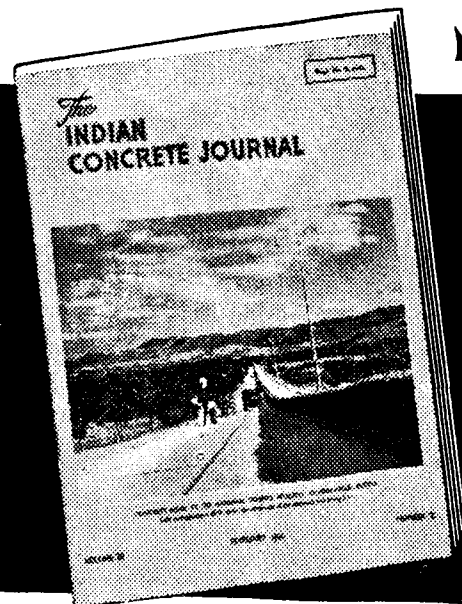
Generally, in an undertaking it is the teamwork that increases the efficiency and in Railways, it is all the more necessary as their end and aim is to serve the public to the maximum extent. The working of Railways is not sufficiently advertised, much less the Department to which I belong, but the Railways are doing their best to keep abreast of the times and provide the necessary improvements and facilities to the travelling public and the Trade.

The Second Five-Year Plan is, no doubt, a big and bold venture and I am sure, with the co-operation of the public and the staff, we will be able to push through successfully and achieve the desired results.

I thank you all for kindly listening to me this night and hope that every Railwayman or Railway user or Railway well-wisher or a combination of these will do his little bit for promoting the prestige and welfare of this greatest nationalised undertaking in the interests of our Great Mother Country.

JAI HIND

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FESTIVAL OF FIRE-WALKING

N. V. R. SWAMY

WALKING on fire is one of the important event in festivals conducted in the villages generally in Madras State and in Tanjore district in particular. This is the main item of the annual festivals to propitiate Kali, Draupadi, Mariamman, etc., conducted generally during the months in summer. In some villages the 'car' festival is alone in vogue and wherever both of them are in practice the 'car' festival is followed by Fire-walking either on the same day or the next day.

The importance of the festival is that people take vow to participate in the festival for reasons of their own. Normally, they take this vow when they fall sick or seriously ill and pray the presiding deity of the village for their speedy recovery. Even ladies undertake this vow and in the case of children, either the father, mother or some other member of the family fulfils the vow by walking on the fire, taking the child in his or her arms. Persons who have taken this vow observe fast on that day, till the time of its fulfilment.

On the day of the festival, the deity is decorated and kept in the 'car' and drawn through the main streets of that village. Where there is no 'car' the deity is kept on a wooden platform specially intended for that purpose and carried by men along the streets with the support of two strong bamboo poles. When the deity is taken out of the temple, the persons who have taken the vow also accompany it, wearing dhoti or saree dipped in turmeric water. The 'poojari' of the temple leads them with 'karamam' (a vessel called 'kudam' with pompous decoration, containing Holy water taken from nearby river or tank) on his head, who also wears the dhoti dipped in turmeric water.

When the deity passes through the streets, the villagers break cocoanuts and burn camphor before the deity in token of their devotion and to escape the wrath of the God.

On the festival day, a rectangular pit of approximately 20 feet long, 5 feet wide and 9 inches deep is dug in front of or adjacent to the temple, where big logs of Babup tree are kept in heaps and fire is lit. This kind of tree grows on the bunds of paddy fields, and are used for fire-wood purposes by villagers, as this gives more heat. The deity is taken out of the temple in the afternoon and is brought back and kept in front of the fire-pit at about 4 or 5 p.m. when the fire-walking commences. By this time, the heaps of fire-wood would have turned into a blazing fire. A few minutes before the arrival of the deity at the spot, the fire is kindled to the entire area of the pit, leaving a small portion of one end with partition, which is filled with water to which a small quantity of milk is also added. Now everything is ready for the commencement of the festival. The 'poojari' with his 'karamam' on his head walks first on the fire, dipping his feet in the water-pit at the other end and others follow him one after another. Their family members will be waiting readily there, to receive the person after successful fulfilment of the vow, when they will be given tender coconut water or buttermilk. When all the persons had discharged their vow of walking on the fire, immediately water is taken out of the big vessels kept already nearby, and poured on the fire to put it out and the festival is declared to have come to a close.

Though there are occasions when some fall unconscious after walking on the fire, none of them is injured or fall victim to this by the Grace of the Divinity.

Common Traits of Human Character

12. COMPLAISANCE

S. R. SRINIVASARAGHAVAN

Integral Coach Factory

COMPLAISANCE has been defined as an attitude of the mind whose main intent is to please others. To enlarge upon the definition, the complaisant man conceals his personal opinion about men and events and gives expression only to ideas that will please the men about him.

The complaisant man will look an *avatar* of courtesy, a born master in the art of politeness and pleasurable behaviour. The complaisant man is generally very successful in life because every third man he meets is of the sincere opinion that he is the most inoffensive, goody-goody man he has ever met.

Addison gives succinctly the advantages of complaisance. According to him it 'renders a superior amiable, an equal agreeable, and an inferior acceptable'. Expanding his thoughts on the subject, Addison observes that 'complaisance, though in itself it be scarce reckoned in the number of moral virtues, is that which gives a lustre to every talent a man can be possessed of'. In short Addison classifies complaisance among the 'social' virtues.

In the limited scope of my life I have had opportunities to know some complaisant men who got shot up into positions of power and pelf by having mastered this 'social virtue'. K— was a junior officer in the central government services and his immediate superior was very fond of getting praised and pleased. Since K— was head over heels in applauding whatever action his superior took in which ever sphere, the latter called him once

in a minute every day and used to dilate on his achievements. One of those days a discussion ensued on the advantages of admitting the superior officer's daughter in a Convent School. The conversation began with a question from the superior whether a convent school was a good place for admitting his girl in. K— was very tactful as usual. He put in a counter question as to what actually was the superior's opinion. Of course, the question was not so plainly put, but in a very pleasing form. The superior began eloquently to give expression to his ideas about a convent school. It was a place where culture was instilled into young boys and girls from very early stages in their lives, and men and women that left the convent schools were perfect symbols of 'gentlemanliness'. K— had the previous day by chance a discussion with me over schools in general and the quality of the education that is given to children there. K— had expressed himself thoroughly against convent schools. So this was K—who has been successful in life, his whole attention being intensely cast upon pleasing his superiors. I hear just now that K— is occupying a very high position.

Though, from a superior angle, complaisance should be condemned as a base quality, for all practical purposes it is, like money, 'the midwife' of modern civilisation. In a world full of untruths, there is really something worth choosing in a pleasant untruth. After all, complaisance is a quality worth having for an average individual who is naturally anxious to earn and live well.

INDIAN TRANSPORT THROUGH THE AGES

K. S. VENKATARAMAN

TRANSPORT today takes rank next only to defence in the life of a nation; actually it is an integral part of defence itself playing there a vital role. One of the youngest nations in the Modern World and at the same time one of the earliest cradles of civilization, India has been enjoying her cultural life from the hoariest ages of mankind. It is therefore natural to see in the present times, too, the use of all kinds of transport that have been only gradually evolving through the ages.

The human agency such as we read of in the *Mahabharata* is still in use as the only mode of transport in the dense forests of Madya Bharat and Assam. That Legend tells us how Hidimbi offered to bear on her shoulders the redoubtable Bheema, his Pandava brothers and their mother Kunti to a safe shelter far away from the wrath of her cannibal-brother. Head-loads are the only transport in thick woods; in World War I, 20,000 troops (of Germans and Africans all told) held at bay three lakhs of Allied Army, dismantling guns and transporting and re-assembling them in that way.

Next to that comes the litter, a cradle slung on a pole and carried by men at either end. This *dholi* was in current use until about twelve years ago on Tirupati Hills. Some three hundred families had this as their occupation; but their protests were by-passed in favour of the motor road. A funicular railway was proposed and would have served best, adding to the rich varieties of Railway enterprise; but somehow it was dropped.

At a very early time, pre-historic man learnt to tame animals for his use. The geography of the several localities placed many an animal at his disposal. The ox and the horse, the ass and the mule, the camel and the elephant have

been from very early times animals used for transport. There are pictures even of English Sahebs riding the buffalo in the 17th Century in India, with advice given not to ride too near the horns and not to urge it to more than three miles an hour.

In course of time the cart-wheel was invented. The solid wheel still seen in villages negotiating the baulks of village fields was such a scene to the scientist-traveller, Buchaman Hamilton (1800), as to make him give it a full two-page folio drawing. The ancient chariot or *ratha* was an arm of the old time Indian Army which released to the archer both his arms, the charioteer having the reins. (Cf. the Concept of Parthasarathi.)

The wheel of spokes and felines came into the picture later on; and is still in widest use in India while the motor or rail handles but a small part of traffic.

The cattle for transport was the power upon which the Army had to rely in India almost wholly for its transport and commissariat services. A principal source of power which made Tipu Sultan so dreaded by the British in India was the cattle wealth of his Mysore. When he was overthrown, all that wealth passed to the British, who immediately reorganised under Col. Arthur Wellesley (the later Duke of Wellington) their commissariat for use against the Mahrattas who relied on their native horse.

Meanwhile, from early 17th Century, transport was making rapid strides in Europe; road and carriage, wayside stalls and regular service were each being improved from day to day in the 18th to 19th Centuries until the coming of the railroad; nor have they ceased improving since then.

It was only to be expected that whatever was done in England would in

ten or twenty years be brought to India—both ideas and things. It is one of the sights at Calcutta on the occasion of a solemn pageant the procession of ancient coaches, cabs, sedans and palkies richly decorated and still retained in ancient families and used by them. The procession of the Temple Deity on certain solemn days is the very picture of the old Maharajas making royal progress in their realms; such privilege of royalty was enjoyed by the Heads of Mutts as well.

Attention to roads has been one of the solemn and pious acts of charitable objects enjoined by the *Shastras*. The planting of avenue trees, the load-rests, free supplies of buttermilk and water at wayside halts, rest-houses, choultries and serais, dharmasalas and water-tanks, all betoken the persistent piety of ages in the inner parts of the country.

They could be seen until recent times broadcast everywhere.

There were arterial roads like the Grand Trunk Road or Madras-Bangalore road well built up and linking up places wide apart. But the demands of the present day go much farther; and are supplied accordingly. We must move fast; we change quickly and we no longer circumscribe our activities to the village bounds. That had been the common condition of places when mechanical traction got a firm footing in Europe too and spread out despite all protests at the time. In a decade or two it spread to India at the capital cities and towns.

The Railway locomotive put on the rails by Stephenson about 1830 was started in India by Lord Dalhousie (1853). He was a great statesman conscious of the role of the British in

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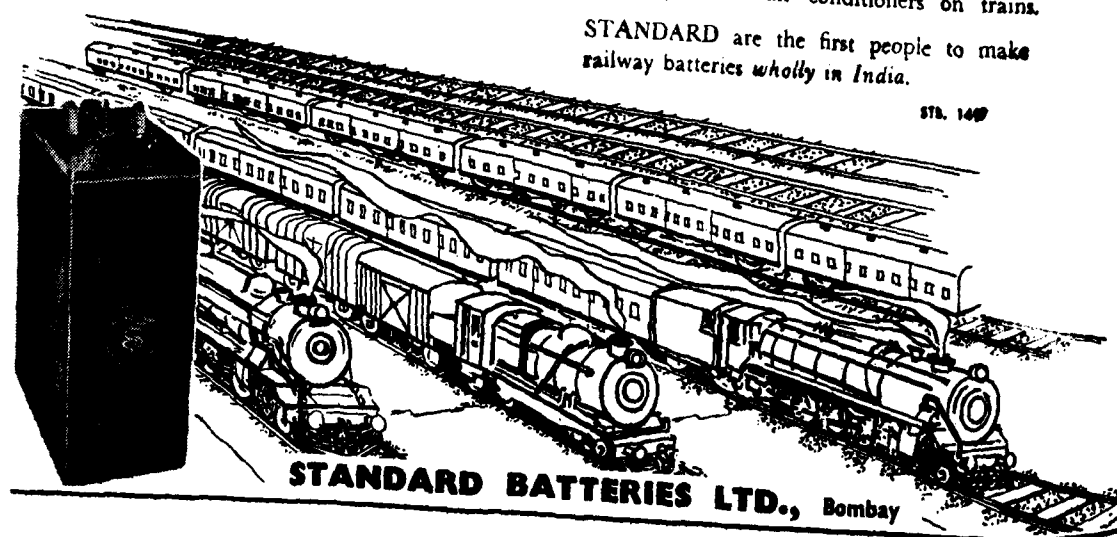
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India to rule India and modernise her. He looked ahead far into the future and conceived of the Railway, the Post and the Telegraph as national responsibilities of the order of public utility service. Such concepts were his own; they were not known to Europe then. So he borrowed the Know-How and Administrative Experience of European Companies, invited them to lay the plate and run the Railway on liberal terms of guaranteed dividends and of compensation on redemption after certain stated periods. He placed at their disposal the resources of Government. Such was the origin of Railways in India which now ranks as the third largest system in the world. After witnessing the German Government's use of their Railways in World War I, the Government of India, too, took over the Railway System from the several companies as and when they fell due. That is also the Union Railway Policy.

Now competitors to the Railway have sprung up on land, in air as by sea, with the invention of Diesel Engines in the Eighties. Revolution in transport has been taking place ever since, with the conquest of the air, and the railless transport both thereby made possible. But all the same, the bulk of the traffic is carried on safely, cheaply and in bulk by the Railway System only. Motor-car and lorry cover but a small part of the short distance traffic (and that, too, mostly out of reach of railway) say, three hundred miles, while country carts still ply about thirty miles a day and the bicycle ranges in a six-mile radius.

As established in our system, the motor-car and lorry are far from rendering 'efficient' service. Their traffic is neither punctual nor business-like. They run on tramp service, neither have nor keep to time-table, and are highly incommensurate. But they have successfully penetrated into far villages and have been opening up the country-side.

The aeroplane is no competitor to the railway even in passenger traffic. Save and except for those who travel at

Government cost and those who are rich enough to pay for their ticket, it is too costly to attract much custom. And its safety cannot be compared to Railways. It is good that Government have taken Inland Air Traffic themselves. That is as it should be. Regular and ordered service may therefore be looked forward to.

Already the post office has availed itself of the aeroplane which has placed its fast-moving service at its disposal. Before the coming of Railways, Postal Service was done by relays of post horses (hence post-haste) so that little time had to be spent at wayside stations. The Railway quickened the pace; the Mail Trains and Expresses are fully taken advantage of. The aeroplane has now come into the picture. A card posted at 10 p.m. at Madras can be read at Delhi at 8 a.m. the very next morning without extra charge. What a revolution this means and is bound to bring about is beyond conjecture.

Another great rival to the Railway has been the waterway. Before Railway came into the world (i.e., about 125 years ago) the waterway was in the forefront. It was and has been the cheapest albeit the slowest of all methods of communication. Their range of operation in India is small save for a little traffic such as on the Ganges where rail and water run close together. The Railway holds the virtual monopoly.

The side of Administration of so great a business as the Indian Railway System, has evolved the Railway Board as a Central Authority placing it above the tides of democracy that ebb and flow with the leaders for the time being. Another step in the evolution is the constitution of the Zonal System. The amalgamation of different systems into a zone has the advantages of efficiency and economy and better attention to the people's needs. And there is at the head of all a Railways and Transport Minister in the Union Government in special charge of the portfolios.

OUR COMMERCIAL News Letter

EARNINGS

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

(Figures in thousands of Rupees).

	FEBRUARY 1955		FEBRUARY 1956	
	For 28 days	Per day	For 29 days	Per day
Passengers	1,37.64	4.92	1,49.54	5.16
Other coaching	36.24	1.29	34.66	1.19
Goods	1,61.22	5.76	1,85.32	6.39
Sundries	9.02	32	11.50	40
	3,44.12	12.29	3,81.02	13.14

Increase in earnings under 'Passengers' was mainly due to considerable pilgrim traffic for the Mahamakham festival at Kumbakonam which took place this year from 16-2-1956 to 29-2-1956, the important day being 25-2-1956.

COMPENSATION CLAIMS

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

1. Number of compensation claims received during the month of February 1956 ... 3,557
2. Number of claims disposed of and the amount paid during the month of February 1956 ... 4,227
Rs. 2,44,015
3. Number of claims outstanding at the end of the month ... 3,496
4. Number of days taken to settle a claim ... 38 days



YOUR FAMILY

V. S. SHANTHALAKSHMI

ONE of the most common problems that often besets an Indian girl as soon as she steps into the threshold of married life is the adjustment to her in-laws Ltd. New as she is to married life, when she closes the chapter of carefree and sweet girlhood days in her parents' place, and goes to her in-laws, she finds herself completely lost in her new surroundings. And as luck would have it, if the in-laws happen to be a little inconsiderate and uncooperative, poor girl she feels most miserable and wretched; for before she can understand her new responsibilities and adapt herself to her new environments and settle down properly—of course everybody will take a little time for it—the in-laws lose their patience and no sooner, the wind carries the complaint that so and so's daughter-in-law is no good, from house to house!

To deal with these problems that invariably accompanies marriage tactfully and psychologically, so that no one's vanity is hurt and no one's ego injured, while the girl herself retains happiness and mental peace, requires the patience of a saint, the technical training of a psychiatrist, and the luck of 'the devil' and the smiles of beneficent Providence. Now, now, let not this prelude of mine suggest that I am going to teach women to be saints nor that I can give a full course in

psychiatry. And of any magic panacea which will make fortune smile on you I have none. But what I can venture on, is an outline of some difficulties that have to be met with and some trenchant suggestions about the technique of handling a family.

A wife in the average Indian homes finds herself obliged to support her old and dependent in-laws. And it is but fair that she does it. Hence her loyalties are divided between her own immediate family and her in-laws. She feels that she should be a grateful daughter of the house and give some attention and help to the in-laws who have often sacrificed much to educate and protect her husband during his early days. But adjusting her opinions of men and matter to their old world ideas and trying to keep them always in good humour so that they have no cause for complaint is really a problem. But this problem becomes more complicated than the Gordian knot when the parents, belonging as they are to a past generation insist on interfering and meddling in the upbringing and education of their grandchildren. Untold conflicts and emotional explosions result.

One cannot really resolve all the conflicts of emotion and loyalty that arise out of these family relations. But it should be pointed out that a woman's first loyalty must lie towards

her own family, her own husband and her own children. I am afraid this may sound brutal to some who have been brought up in the strictly traditional manner. But analysing it psychologically, it can't but strike one as a sound doctrine. This doesn't mean that poor dear parents should be neglected; but what I mean to emphasise is that for the sake of filial duties and affection one should not sacrifice the comforts and proper upbringing and education of their children as well as their and their husband's happiness. Your duty as a mother is certainly greater than your duty as the daughter of the house. We are not Chinese to keep our eyes turned always to the past and not heed the future. Your children are your future treasure and hence they should be your first consideration.

Most of our in-law troubles find their origin only in our belief in joint-family system. Ask any foreigner; he will tell you that there has never

been in his country a house built large enough to shelter simultaneously three generations. No woman, they will declare, can live in peace and harmony without any misunderstandings, and hurting each other's ego—with her husband, children (not young kids but old and independent ones) and her parents-in-law. Let me tell you that realisation of this great psychological truth will save you untold anguish.

One of the most ingenious and effective solution to this problem which I have encountered, was worked out by a young acquaintance of mine in Bombay, whose life was being ruined by the in-law situation in her home. She was living in a small three-room flat and had a servant cum cook to help her in her household, since she was a writer of great talent and of considerable success and could not devote much time to house-keeping. But her in-laws, who being used to the old world ideas of self-help and who don't believe in having servants, never

lost a single opportunity of pointing out her inefficacy in running her house herself and even chided her on her uneconomical ways. Coming from a orthodox family and used as they were to a village life they found it hard to adjust themselves to the ways of the Bombaywallahs. Having revelled in the naive, unsophisticated life of the country-side, they could not reconcile themselves to what they called 8th pompous and conceited life in the cities. Hence due to maladjustment, misunderstandings and untold misery and unpleasant feeling reigned in the house.

The lady of the house surveyed her situation and realised that no price was too high for the attainment of peace in her home. One day she took her husband aside and had a heart-to-heart talk with him about this. Devoted though he was to his parents, he retained enough insight to realise that his filial attachment was ruining his marriage and home. So tenderly he explained to his parents the situation and wished them to go and live in their village where they would be more at home in the atmosphere of temples and lakes and green fields and agreed to send a substantial amount for their comfortable maintenance monthly.

Once a year the son with his family visits the parents in the village. And occasionally, if they desire a change they are requested to come over to Bombay for a short time. This young woman says that she would do without a new saree for Deepavali, or deny herself a membership at the Ladies Club or the Music Sabha or even renounce all the pleasures in life in order to pay her parents-in-law 'alimony'. You will really thank me in the end for my advice. Many a woman have become victims of neurosis or have been hurtled into nursing-homes shattered and broken mentally

and psychologically because she has attempted to solve this psychological problem. You may have all the filial affection that you please, but it must never be given at the expense of your affection and interest in those to whom you are wife and mother.

A 'family' is an inevitable institution, the best possible means of preparing the young for independent life outside the family. It affords just the right, friendly atmosphere for the healthy mental, physical and psychological growth of the children. A good family environment and nurture help the children to grow up in a balanced way, into ideal manhood, very courageous, self-confident, honest, affectionate with a respect for the rights of others and a sense of fairness and justice. Hence every child owes his family a debt of gratitude, of obedience and filial duty. But that should not be ventured at the expense of one's own happiness and peace.

Joint family system is still one of the greatest evils in India now. Unless it is uprooted radically social emancipation amongst us will be rather slow. Why not follow the people of other countries who believe in finding a separate home for a boy as soon as he gets married. If every parent takes it into her or his head to do this, then it will really save all the embarrassment and ill-feelings and misunderstandings and miseries, on either side. Really what is the point in having a false sense of filial duty and making your parents live in a house where neither they nor your family can live in happiness or peace. Most of the family conflicts and quarrels that occur arise only from a blind and irrational adherence to Joint Family System. Don't you agree with me when I say that it is high time we try to erase it from our list of social institutions? I am sure it will improve matters much.



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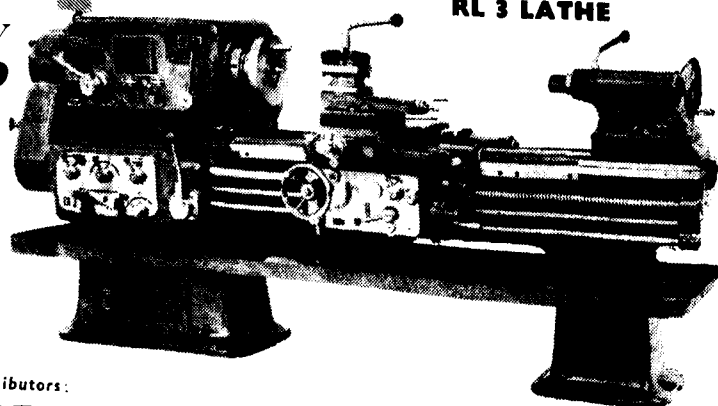
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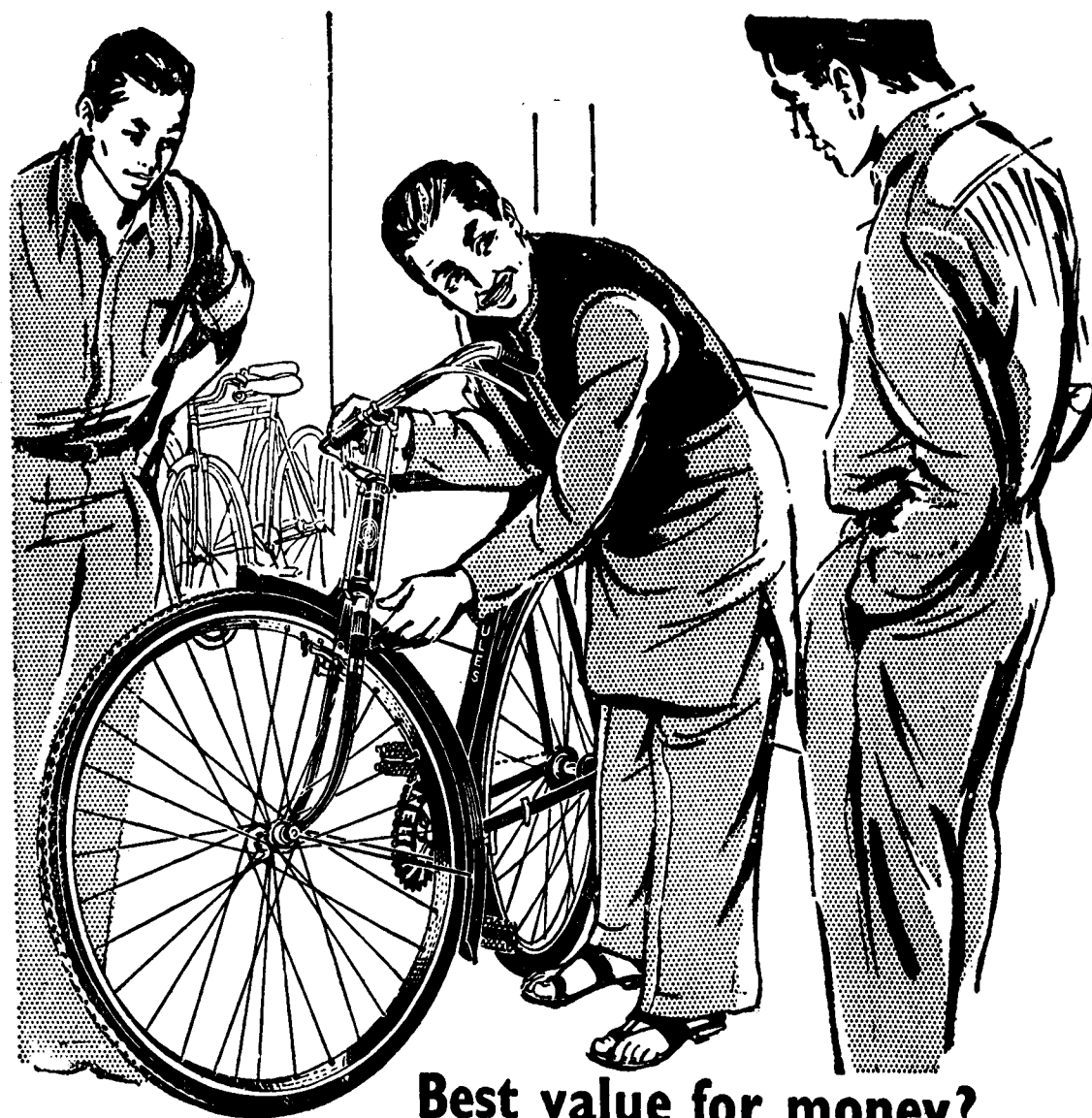
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Children's CORNER



"Jewels and Precious Stones"

TWO young girls were out shopping one day when they stopped outside a jeweller's shop to admire the rings, bracelets and other costly and glittering pieces of jewellery that they saw displayed in the shop window. One girl pointed a finger at what looked like a bright diamond bracelet and said to her friend, "When I'm married I'd like to have a lovely bracelet like that." The other girl replied, "And I'd like to have one of those beautiful ruby rings."

Now you can guess what I would like to talk about this month—the story of jewels and precious stones. At this point the boys may say, "Who wants to hear about jewels, 'they're only for girls and ladies.'" But wait a minute, boys will one day grow up to be men and husbands, and if they have enough money, I am sure they will want to buy some lovely piece of jewellery for a mother, sister or wife. So even the boys should know something about jewels and precious stones.

First, let us turn back the pages of history and try and find out how the custom of wearing gems and precious stones started. We do not quite know how long, long ago this happened, but more than three thousand years ago the Egyptians, Greeks and Romans seem to have started the custom. These ancient people did not wear such precious stones because of their beauty, or value, but because they believed that

by having some such precious stone on their person, it acted as a charm to ward off bad luck, or to help them have good luck.

Certain stones were considered lucky, others unlucky; some brought health and good fortune, and others by turning dull gave warning of the presence of an enemy. The diamond was believed to ward off lightning; the opal to be unlucky; the amethyst to drive away evil spirits. Even today, after hundreds of years have passed, there are still people all over the world who believe that by wearing certain jewels or precious stones in rings or brooches, they will always have good fortune, and if they lose these little, but expensive ornaments, their good luck will run away. There are countless stories and legends about these beliefs in precious stones—and some of them are really thrilling and interesting—but these cannot be told here.

In spite of all these beliefs about good and bad luck from wearing gems and precious stones, today they are judged on their cash value, more than anything else. Some stones are more precious than others, and therefore cost so much more. So, if anyone wants to buy a ring, a bracelet or some other piece of jewellery in which gems are set, he, or she, must be sure that what is being bought is the real thing, and not a fake or an imitation. But how can we tell the real from the fake?

Perhaps, most of us who do not know the secrets of the jewel trade, cannot

tell the difference, so we must rely on the advice of the experts. Like every other profession, men and women are trained in this trade, and can almost tell at a glance the real from the faked. The gem expert is called a Lapidary, although most of us call them 'Jewellers,' because they buy and sell gems and precious stones. The expert, having been specially trained, knows all the tricks of this trade, but it would take a book to give us some idea of the secrets of the lapidary profession. But there are lots of people, who are not gem experts, but by long experience, can soon tell the difference between the real and imitation jewels.

Practically all gems and precious stones come from the earth, and most famous of all, is the diamond. These come mostly from South Africa. The ruby, sapphire, oriental emerald, topaz and amethyst all belong to the same general family of precious stones, but differences in colour makes a big difference in their costs. The rubies that come from Burma, Siam and Ceylon are the finest, although those from Burma are richest in colour. The sapphire is the chief gem of value found in the United States of America. Emeralds come from Africa, Asia, Australia and North America, but the largest number of these are found in South America. There are also different kinds of gems, but not so precious as those already mentioned. These are lapis lazuli, jade and agate, which are found mostly in Switzerland, Russia, China and Japan.

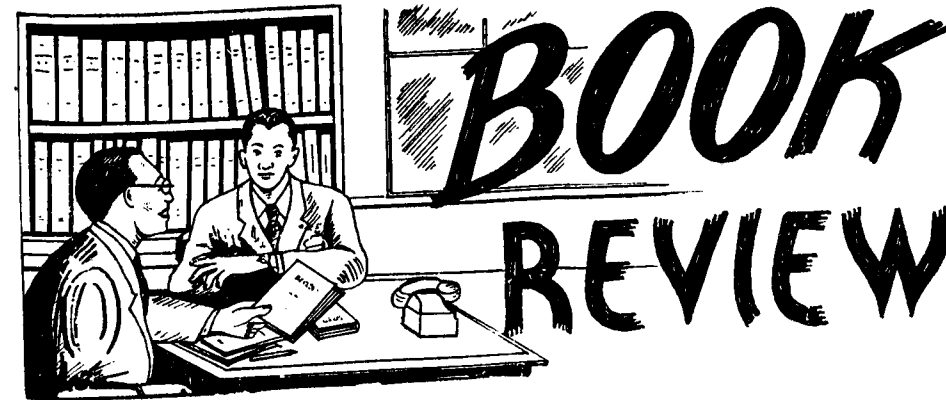
Man is always searching all over the world for whatever mother-earth has hidden away deep down. He digs and finds various objects, of different sizes, shapes and colours. These he takes away to his laboratory, to break up and study from every angle, to find out what chemicals or elements go to make up what he has found. Then using the same chemicals and elements, and by the aid of all that science has taught him, he tries to make these things. Even with precious stones, man has succeeded in making these

so expertly that people like you and I would hardly be able to tell the difference from the precious gem that was dug out of the earth, and the gem made in the laboratory.

The gems made by man in his laboratories are known as 'synthetic' stones. But like all natural things, the real gems that come from the earth are always preferred, and are much more costly than those made by man. What good old mother-earth gives to man, after much toil and hard work, by the hundreds, man then makes with his machines by the thousands. When this is done, these things became cheaper and cheaper, are more and more are made and put on the market for sale. And who likes such cheap things, when and if they can afford to buy the real thing. But all of us are not so rich, so those who are not, must be content to make themselves look bright and beautiful with the man-made gems and precious stones, which are more within our reach.

So we come back to the two girls looking in at the jeweller's shop window. If they step inside and take a look around, they will see rings and ear-rings, bracelets and brooches, all fashioned in different shapes and sizes, some with the burning fire of the diamond, others with the blood-red rubies, or the deep green of the emerald, and in settings that shine and glitter. Some of these may be the real thing, the precious stones that came out of mother-earth, and others that came out of man's laboratories. If our two girls wanted to know which were the real and which the imitation, they would have to ask the wise old jeweller. And if they happened to ask the price of a lovely diamond bracelet, the real thing, they would be politely told that they would have to dig out about five to ten thousand rupees for it. Well, that would be a shock, wouldn't it. But at least, they did see that lovely diamond bracelet.

UNCLE TELLATALE



BURMAH-SHELL NEWS March, 1956

Monthly publication of the Burmah-Shell Oil Storage and Distributing Co. of India Ltd., Bombay.

"During the Second Five-Year Plan the targets have to be pitched on a higher key and we have to prepare the ground for the next jump and not step" remarked the Hon'ble Prime Minister of India. The target round which all developments are planned is a higher standard of living brought out by increased production which means greater demands on transport, both rail and road. Petroleum is the most vital industry in India for transport, besides its contribution to the building of India's river valley projects and agriculture. The Burmah-Shell—India's life and part of it—which is playing such an important role in India's industrial development, as a top-ranking concern, is now blazing across the literary horizon by publishing valuable booklets and magazines which contain articles of not only technical but general interest, with excellent illustrations.

The magazine under review possesses valuable articles written by eminent writers and also various important news of general interest in pictures.

Under the heading 'A New Household Word' the editor explains what Burshane is. 'Burshane' is the trade name for liquefied petroleum gas, being a composition of the words Burmah-

Shell and Butane. It is a petroleum gas produced in Burmah-Shell Refinery and consists mainly of Butane gas. It is one of the petroleum gases which are liquefiable under moderate pressure, and which are generally known under the term 'Liquefied Petroleum Gas' or L.P.G. It is used mainly as domestic fuel for cooking, water-heating, lighting and refrigeration, but it has industrial application as well. For the first time, in India this gas is being made available to the public.

Mr. J. Charanjiva in his article 'The Fifth International Lawn Tennis Championships of Asia' describes the various championships which rank high in the world. The most interesting point made by the learned writer is his view on sports which reads as under:

"Sport is a great leveller and a great binder; international sport is even more so, provided it is participated in a healthy spirit of friendly contest. The manner of winning or losing sometimes makes more friends than victory itself and one cannot do better than end by quoting Sir Henry Newbolt:

"To set the cause above renown,
To love the game beyond the prize,
To honour, while you strike him down,
The foe that comes with fearless eyes;

To count the life of battle good,
And dear the land that gave you birth,
And dearer yet the brotherhood,
That binds the brave of all the earth."

Mr. J. A. Beveridge's 'First Impressions' illuminates the magazine. While stressing the necessity for better development in India's film industry, this writer has pointed out the importance of entertainment films. In every country, films prove the great contemporary mass entertainment. But, in India, there are very few alternative kinds of entertainment linked with dancing and singing for entertainment; these associations have been carried over in present-day circumstances so that the songs and dances which once were a popular living entertainment, have now become an integral part of the synthetic entertainment films.

Mr. D. Dutt's article 'Calcutta Tramways' is also very interesting. The writer gives the history of the Calcutta Tramways which began operating in 1881 with metre-gauge horse-drawn trams. [The Madras Electric Tramway Company (which is no more) began operating in May 1895, six years before electric tramways were running anywhere else in India, or in U.K.!]

Under the heading 'The News in Pictures' up-to-date topics of general interest are described with illustrations. Due prominence is also given to the Agents and Representatives of Burmah-Shell. From the various activities of the staff both in social and official line, containing in this magazine, one can guess the labour relationship of the Burmah-Shell management. Under the head 'Refinery' the new installation of 'Feed-prep' which is an another advancement in Burmah-Shell's industrial service, is well explained with a flow chart.

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The cover is specially illuminating with an ubiquitous multicolour Champa tree seen against the ever-charming background of the Bombay skyline. (It is gratifying to note that the cover page in future issues also will be devoted to the flowering trees and shrubs of India.)

The Editor Mr. D. A. Jilla deserves all compliments for the excellent get up of the magazine.

S. VEDANTAM,
C.C.S.'s Office, S. Ry.

Thirukalyanam, Panguni Uttaram (25-3-56) at Ekambranathar Temple, Kancheepuram. A special feature on this occasion is that hundreds of marriages are solemnised simultaneously in front of the deities, with the result that elaborate ceremonies and unnecessary expenditure usually occurring in the matter of wedding celebrations are eliminated.

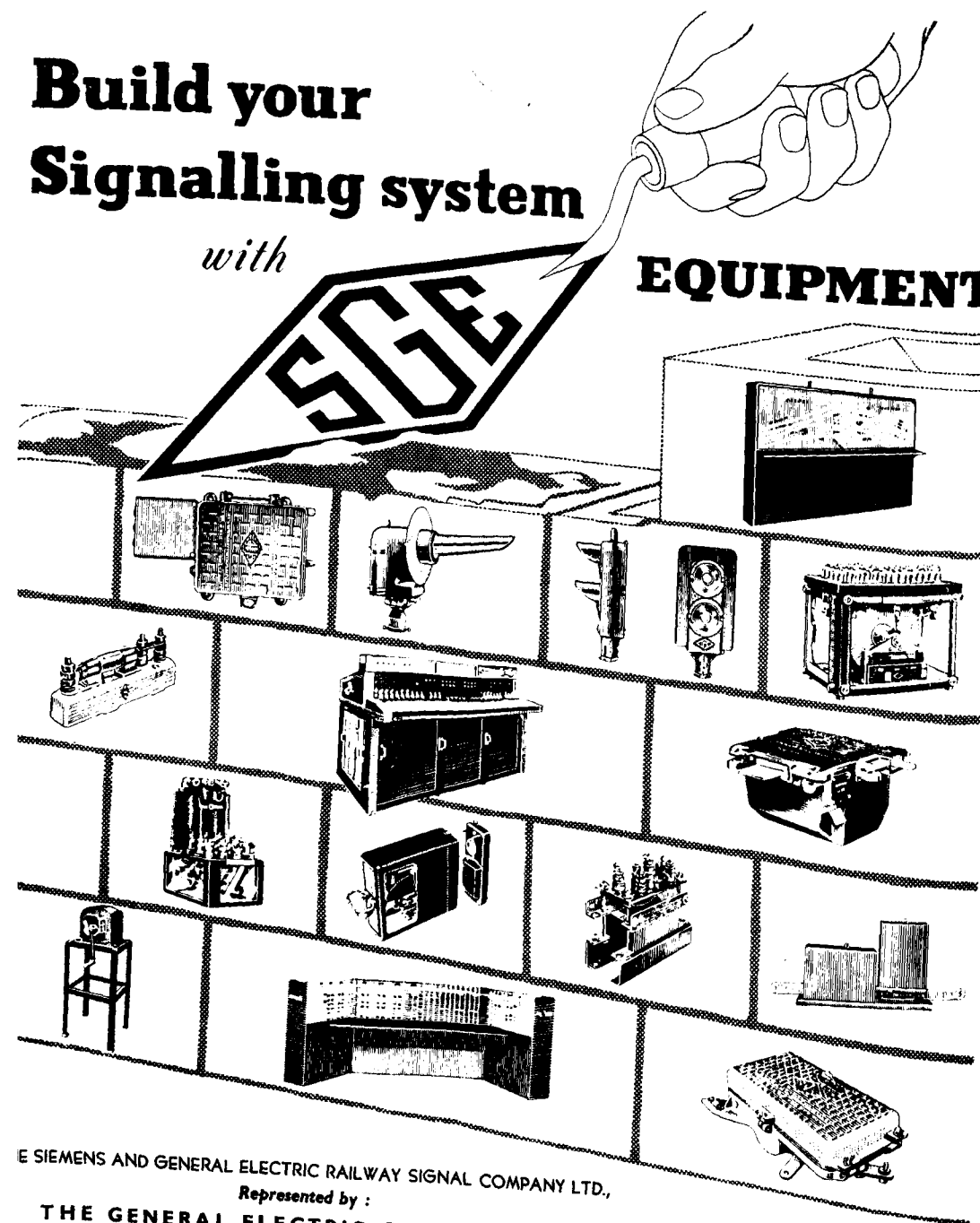
Photo: P. S. Vedachalam.



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DIFFICULTIES FACING THE RAILWAYS AND THE WAY THEY ARE TACKLED

K. SRINIVASAN

THIS is the second of a series of articles. Besides educating Railwaymen in the better performance of their duties, it is considered necessary to bring home to the public at large the special problems or difficulties facing the Railways and the way the Railways are tackling them.

The first article of the series which was published in the April number of 'Southrailnews' dwelt on "How the Railways are tackling tasks bristling with difficulties." In this article it is proposed to go into greater detail about various difficulties facing individual Railways, beginning with Southern Railway, and how the Railways are solving them.

This is merely an endeavour, through dissemination of factual information, to promote better appreciation by the public of the role which the Indian Railways are at present playing in the face of difficult tasks.

It is felt that little or no thought has been given to the myriad problems that the Railways and Railwaymen have to solve before a train can move. While thousands of good acts done by Railways will be conveniently forgotten, perhaps, somewhat disproportionate attention will be devoted to the failings of the Railway system and the shortcomings that are inevitable on the human side of a large organisation like the Indian Railways, which convey daily 36 to 37 lakhs of passengers, with close daily contact between the Railway staff scattered over six thousand stations throughout the length and breadth of the sub-continent of India.

Railways Difficulties—Operational

The Southern Railway, as pointed out by Sri T. A. Joseph, General Manager, Southern Railway, in his illuminating article, "Breaking the Bezwada Bottleneck", while moving the traffic from the North to South, have to move the bulk of the goods via three routes—via Waltair where the

South-Eastern Railway joins the Southern Railway, via Bezwada and Raichur which are junctions with the Central Railway. At Bezwada the traffic via Waltair converges. Besides this, Central Railway traffic also has to be dealt with at Bezwada junction. Bezwada had not been originally designed to deal with heavy traffic, with the result that it has become one of the heaviest single line sections in India. Large quantities of North-to-South traffic in public coal moves to places like Madras and beyond South India. The traffic during the last four years has increased by leaps and bounds over Bezwada section from 404 millions net ton miles in 1950-51 to 476 Million net ton miles in 1954-55, i.e., on Bezwada-Madras section. On Waltair-Bezwada section it has increased from 269 millions net ton miles to 309 millions net ton miles.

During the war period though priority was given for military traffic by stringent restrictions the then M. & S.M. Railway was not able to move 350 wagon loads of traffic from Bezwada in the direction of Madras. The Southern Railway launched a scheme for increasing the line capacity of Bezwada-Madras section and completed, before the end of the First Plan period, the construction of nine new crossing stations and extension of loop lines at 50 stations to enable longer goods trains to be run. The Railways are now in a position to move 450 wagon loads from Bezwada to Madras. This is one of the objectives which has been achieved before the end of the First Plan period.

The fleet of locomotives on the section was gradually replaced by WG engines with a greater hauling capacity than XD types which were previously working the trains. Two of the major works calculated to improve better operation—conversion of Gudur-Renigunta section into Broad Gauge

and the remodelling of Bezwada Yard—have been commenced. The Gudur-Renigunta section conversion is expected to be completed in 1957. The completion of the first stage of Bezwada remodelling of the Yard has resulted in the capacity being augmented considerably. Several works like remodelling of Bangalore Yard, improvement of transit facilities at Arkonam and Katpadi have also been undertaken.

As for increasing the line capacity, the important work calculated by Southern Railway for improving the same during the Second Five-Year Plan is doubling the line between Bezwada and Gudur by stages during the Second Plan period. As doubling of this line will increase the line capacity augmenting the intake of traffic is proposed from the South-Eastern Railway at Waltair. It is proposed to increase the intake from 270 wagons at present to 400 daily at Waltair after the Plan period. In order to achieve this result, proposals have been put in, to double the Samalkot-Rajahmundry section and open six additional crossing stations between Waltair and Bezwada.

Another important work calculated to increase line capacity north of Bezwada is the proposed conversion of Bezwada-Gudivada section into mixed gauge and Gudivada-Bhimavaram section into Broad Gauge. A through Broad Gauge connection from Bhimavaram to Bezwada will facilitate surplus from Godavari delta to be transported and will serve as an alternative line to the heavily worked main line between Bezwada and Nidadavolu.

For doubling of Arkonam-Jalarpet, Jalarpet-Erode and Renigunta-Arkonam sections proposals are on hand and will be taken up one after another during the Second Five-Year Plan period. One of the major difficulties of the Southern Railway was the Bezwada-Madras bottleneck which has been solved by the measures adopted by the Railway.

SOUTHERN RAILWAY

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Tenders should be submitted only on the prescribed form obtainable from the Office of the Controller of Stores, Southern Railway, Madras-23, on payment of Rs. 3 per copy in cash or by M.O. with full name and address of the remitter. Remittance by any other means will not be accepted. Tender forms are not transferable.

Tender forms will not be issued after 12-00 hours on 24-5-1956.

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Madras-23. } P. N. TALATI,
For
General Manager.

Increasing Rolling Stock Holdings

Most of the Railway Workshops were built many years ago and designed to meet the requirements of Railways in those days. The Rolling Stock on the various Railways have been increasing gradually. From 5,416 locomotives on 31-3-51, it has increased to 5,463 locomotives on the Broad Gauge on 31-3-55 and it is likely to increase to 6,380 locomotives by 31-3-61; on the Metre Gauge from 2,494 locomotives on 31-3-51 it has increased to 2,800 locomotives on 31-3-55 and is likely to increase to 3,428 by 31-3-61. As for coaches (B.G. units) there were 10,818 on 31-3-51. It has increased to 12,081 on 31-3-55 and is likely to increase to 14,484 on 31-3-61. On the Metre Gauge units from 7,380 on 31-3-51 it has increased to 9,400 on 31-3-55 and is likely to increase to 12,834 on 31-3-61. The following are the figures of 4-wheeler wagons:

	On 31-3-51	On 31-3-55	On 31-3-61
B.G. ...	160,564	169,646	243,394
M.G. ...	53,779	71,559	96,677

The Rolling Stock is expected to increase still further even after 1960-61. Already Railway Workshops have been working under great pressure. Therefore, it has been found necessary to expand the existing workshops to the maximum extent possible. Some new workshops will have to be built to meet the future requirements. As a result of the detailed survey, which has been made, it has been decided to undertake major expansion of Perambur and Hubli Workshops on the Southern Railway, Jagadhri Workshops on the Northern Railway, Kanchrapara Workshops on the Eastern Railway, Ajmer and Mahalakshmi Workshops on the Western Railway, Jhansi Workshops on the Central Railway and Gorakhpur and Izatnagar Workshops on the North-Eastern Railway.

In addition it is proposed to set up two new workshops for manufacturing new type of locomotives—one to feed the Eastern, North-Eastern, Northern and M. G. portions of the Western Railways and the other to feed South-

Eastern, Southern, Central and B.G. portions of the Western Railways.

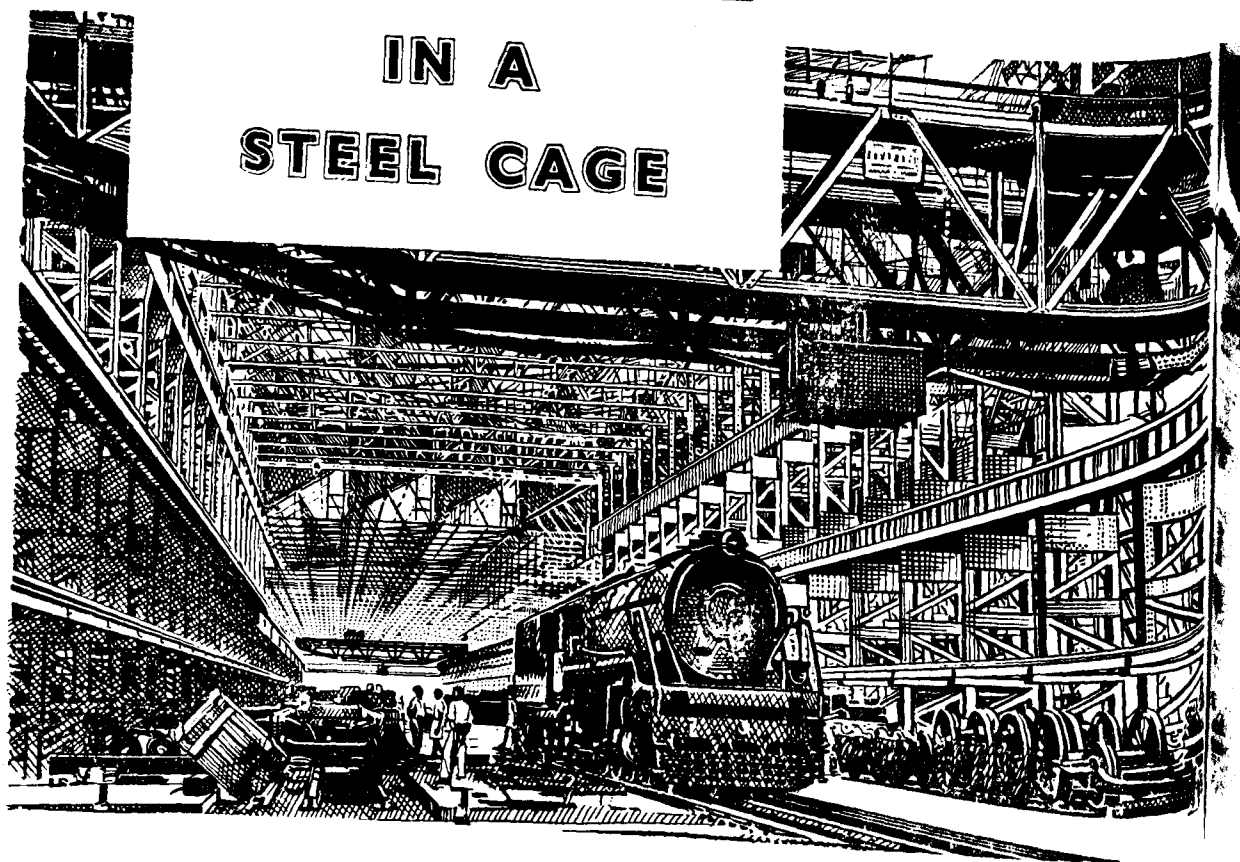
The estimated cost of the expansion and the setting up of new units will be about 46 crores. The expansion of the existing workshops involves a great deal of planning because this will have to be done consistently with keeping the scheduled out-turn (while at the same time carrying out the expansion schemes).

Here it seems relevant to mention that even under the reduced plan, out of every rupee worth of investment in the whole country in the public sector, the Railways alone will claim three annas. This shows the measure of effort that India's one million Railwaymen will have to put in if the allocation made to the Railways is to be put to the best advantage. 46 crores referred to in the above para is only a small portion of 1,125 crores allotted to the Railways in the Second Plan.

Expansion of workshops has been one of the major items of the Second Plan period. Coach production, wagon production and loco manufacture are works in which Indian Railways have made considerable headway. Besides Rolling Stock, the Railways have substantially contributed to the development of other ancillary industries such as the manufacture, through Railway patronage and guidance, of wheel castings, locomotive injectors, vacuum-brake fittings, train lighting equipment and components, train lighting batteries and belting, signalling components, plywood, carriage flooring and compounds, linoleum, leather cloth for upholstery, etc.

The task under the Second Plan is far more difficult than has ever been undertaken. Knowing that our demands in the Second Plan would far outweigh those in the First Plan the Railway Minister who has been in the forefront for drive towards self-sufficiency has set up a committee under the Chairmanship of Sri G. B. Kotak who has been carrying out a very detailed examination of all the problems pertaining to self-sufficiency of Railways.

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RAILWAY WEEK CELEBRATIONS

PAKALA

The celebration of the 'Railway Week' commenced at Pakala on 10th April with Sports Day arranged in the Indian Railway School, Pakala. Prizes to the children were distributed by Smt. I. Kannan, and Sri I. Kannan, Manager and Correspondent, presided over the function.

On 14-4-1956, Cash Prizes were distributed to the staff at Tirupathi East Station which was adjudged as the best kept large station on the Pakala District. Sri C. Anna Rao, Executive Officer, Tirupathi-Tirumalai Devasathanam, after distributing cash prizes addressed the staff and impressed upon them the need to keep the station premises neat and tidy and also advised them, that they should put forth their very best while on duty, in order to keep up the fair name of the Southern Railway. On the same day, a function was arranged at Kalahasti in the evening which had won the prize for the medium sized station for the period ending 31-3-1956. The linking of the Broad Gauge rails was also performed on this day at Kalahasti in the presence of a large crowd. Sri Balaram Reddy, M.L.A., presided over the function and the prizes were distributed by Mr. Thomas, D. S. P., Chittoor.

On 14-4-1956, a Children's Concert was arranged by the children of the Indian Railway School as well as the

Anglo-Indian Railway School. This was followed by 'Burra Katha' by Sri Venkateswara Rao, ASM/CGI and Party. The story narrated, dealt with the accident which occurred between MCU and BTM in June 1953. All those present very much appreciated the rendering by Sri Venkateswara Rao.

On 15-4-1956, the Indian Children's Treat was held at the Indian Railway Institute, Pakala. Sports were conducted in the morning and prizes were distributed in the evening by Sri I. Kannan, D.T.S./PAK. Sri Kesava-murthy, AEN/PAK, distributed the lucky dip prizes to the Railway employees.

In the night, a drama in Telugu called 'Natakam' was staged by the Railway staff which was well attended.

On 16-4-1956 Venkatagiri Station secured the prize for a small station for the period ending 31-3-1956 and prizes to the staff were distributed by Sri Thangaswamy, XEN/RU.

The concluding day's programme commenced at Pakala, with the distribution of sweets to the children of the Indian Railway School as well as the Anglo-Indian Railway School in the presence of Sri I. Kannan, Manager and Correspondent, of the School.

In the evening, an exhibition of Handcrafts, Maps and Models made by the children of the Indian Railway

School was opened by Sri I. Kannan. This was followed by a function in the Indian Railway School at which prizes were distributed for the proficiency in studies, and medals for good attendance, etc., by the Manager and Correspondent. Sri Sambamurthi, Deputy Inspector of Schools, Chandragiri, presided over the function. Many parents visited the exhibition and attended the prize distribution function. Sri I. Kannan, DTS/PAK who presided over the function, congratulated the prize winners and assured the parents that the education and training of the children would be looked after well in the school. Sri Sambamurthi, in his speech, suggested the raising of the standard upto III Form and the appointment of an additional lady teacher in view of the large number of girls attending the school. The function terminated with a vote of thanks by Sri Muniswamy, Assistant Teacher, Indian Railway School, Pakala.

In the evening Jai Hind Natyamandali, Southern Railway, Pakala, put on boards 'Neetinyayam', a drama in Telugu at the Indian Railway Institute. Sri I. Kannan, D.T.S., Pakala, in his introductory speech, explained to the audience the various amenities provided on the Railways and those proposed to be taken up in the Second Five-Year Plan and called upon the public and the staff at Pakala, to extend their co-operation in order to run the Railway on efficient lines. The drama was attended by a very large number of people and they highly appreciated the dramatic talent exhibited by the Railway staff.

JALARPET

The premises of station, P.W.I.'s Office, Indian Railway Institute and other local offices were gaily decorated with flags and festoons.

The week was started with flag hoisting at the Indian Railway Institute by Sri G. Srinivasan, P.W.I. and Vice-President of the Indian Railway

Institute. The children of the employees reading in the Indian Railway School and other local schools, dressed in their best attire, marched in a procession from the Indian Railway Institute and went round the colony under the lead of Sri S. Nagappa, Chairman, Indian Railway Institute and Asst. Engineer, Jalarpet.

The SM, AS, SINI, PWI and his staff and HM and his staff of the IRS/JTJ participated in the procession. The children and staff of the Anglo-Indian Railway School joined the procession from their school.

In the evening Sri S. Nagappa inaugurated the week and explained the importance of the day and stressed the need for contact by the Railway employees with the public and *vice versa*, that the Railways may serve them better. Sri A. Loganathan, Asst. Teacher, IRS/JTJ, spoke about the activities and achievements of the Railway.

The children of the IRS/JTJ and children of the employees of RCM School provided a variety entertainment in colourful costume which was largely attended by the public and employees.

A special stage illuminated in bright colours was arranged for the entertainment. The station premises presented a colourful appearance due to the extra illuminations specially made for the occasion.

With a vote of thanks by Sri Muthuswamy, Secretary of the Indian Railway Institute, Jalarpet, the programme of the day ended.

RAICHUR

A meeting of all Railway staff and several prominent citizens of Raichur was arranged in the station premises on 15-4-1956 at 4 p.m. to celebrate the Railway Week with Sri Ekbalchand, I.A.S., District Collector, Raichur, in the chair.

After tea Sri P. T. Mathews, Station Master, Raichur, welcomed the chairman and the other prominent citizens who attended the function. In his



speech he stated that besides celebrating the Railway Week the function was mainly arranged to have the station garden which was started eight months ago, opened as "Railway Centenary Garden".

This was followed by a speech by Sri M. A. Uthappa, District Traffic Supdt., Rayapuram, who announced that Raichur Station was awarded the first prize among large stations in Rayapuram District for general cleanliness and best kept station garden. He also requested Sri Ekbalchand to give away the prize of Rs. 500 to Sri P. T. Mathews, Station Master, to be distributed among staff who assisted him in the maintenance of the station and the garden. He also requested the Collector to have the station garden opened which is much appreciated by the travelling public and about which he has received many an appreciation letter from *bona fide* passengers.

Sri Ekbalchand in his concluding speech stated that he is very much pleased to see a well-planned station garden which is very rare at other stations. He thanked the Station

Master and the staff for the upkeep of the station and the garden in such a way as to secure the first place among large stations of Rayapuram District. He also expressed his great appreciation of the increased efficiency of the Indian Railways and narrated the various amenities provided to the travelling public, especially third class passengers, proving in itself void, the general feeling among a section of the people that with the withdrawal of the Westerners from India, the general efficiency of the Indian Railways will be deteriorated. On the other hand, he stated that the various improvements on Indian Railways and the amenities provided for third class passengers have sufficiently proved that our own people can manage the Railways efficiently without any outside help.

The Railway Centenary Garden was then formally opened by the Collector who went round the garden with other Railway Officers and the public and appreciated the way in which the station garden is maintained. He specially requested Sri Uthappa, District Traffic Superintendent, and Sri Jacob, District Engineer, Gooty, that they should encourage such amenities at stations which would go a long way in refreshing a weary passenger in his monotonous journey.

The meeting was dispersed after a vote of thanks by the Station Master.

BITRAGUNTA

Railway Week was conducted at Bitragunta under the auspices of the E. & A. I. Institute, on a grand scale—11th and 13th April 1956 being the highlights of the week.

On the 11th, all the School-going and other children of Railway employees were entertained to sumptuous tea after participating in the sports, which was specially arranged for the occasion. Prizes were distributed to all the children who took part in the sports and the winners were given additional awards. There was a large gathering of parents during the sports. The



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May 1956

S. R. NEWS

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children and the parents thoroughly enjoyed the function. School Mistresses sang a song specially drawn up for the occasion.

Sri M. Nagaraja Rao, D.M.E., Bezwada and Chairman of the Institute, was present on the occasion.

On 13-4-1956, a gala function was arranged at the E. & A.I. Institute at 8-30 p.m. and a large gathering of Railway employees and their wives were present and thoroughly enjoyed the function. Whist-Drive, Dances—English and Indian—and Music were the highlights of the function.

Sri M. Nagaraja Rao, D. M. E., Bezwada and Chairman of the Institute, distributed prizes to the winners of the Whist-Drive competition.

KADAMBATTUR

In connection with Railway Week, a largely attended public meeting was held under the presidentship of Sri K. Subbaraya Mudaliar, Local Panchayat Board President and District Board Member at the Station premises which was beautifully decorated and illuminated for the purpose.

Many prominent agriculturists and officers attended and addressed the gathering on the importance of public and Railway relationship and some good suggestions were made; one among them is to stop Nos. 425 and 426 Raichur Passenger at the station for the convenience of passengers.

The introduction of 'Railway Week' is much appreciated by one and all alike.

COONOR

With the observance of the 'Railway Day' on 16-4-56, the celebrations in connection with the Railway Week came to an end here. The arrangements were under the supervision of Mr. M. A. Sheriff, Inspector-in-charge. Arches were put up at the entrance and other suitable places in the station premises. Selected captions inviting public help and offering efficient service for the successful running of Railways were

exhibited at several places. The station building was brightened up and tastefully decorated to attract public attention.

The Railway Institute hummed with activity on the evening of the 15th instant. After flag hoisting exactly at 5 p.m. the function under the



presidency of Mr. P. S. A. Salaam, Municipal Chairman was inaugurated by Sri H. B. Ari Gowder, M.L.A. Sri K. N. Narayanan Nair, Hon. Secretary of the Institute, in his welcome speech, explained the significance of the Railway Week and how Railwaymen would welcome useful suggestions from the public to improve the quality of their service. The President expressed his immense delight in the changed attitude of Railwaymen to win the heart of the common man with an offer to help him probably for the first time in the annals of Railway history. He hoped that the railuser would fully utilise this offer to his best advantage. Prizes to winners in the sports held on the 14-4-56 were then distributed followed by sweets to children.

Railwaymen artistes from the Local Kerala Samajam then staged a one-act play 'War or Peace' in Malayalam followed by a Tamil Social drama by the S. R. Nataka Manram.

High appreciations of their cultural talents rose from the audience to punctuate the performance at intervals

which came to a close at 10-30 p.m. With a vote of thanks by Mr. Mohamed Ismail the crowd disbursed as the tunes Jana Gana Mana rent the air.

MYSORE

With a view to mark the 103rd Anniversary of the Indian Railways as sponsored by the Railway Board, the Railway Week was celebrated at Mysore from 10-4-1956 to 14-4-1956.

The Mysore City Railway Station had been tastefully decorated with flags and festoons. The entire premises of the Railway Station had been kept spotlessly clean. The main entrance of the Railway Station was specially decorated to present a very decent appearance. The Railway Station and the Railway Central Offices were illuminated.

In connection with the above, the Southern Railway Institute, Mysore, arranged a picnic for the children of the Railway employees on 15-4-1956 at the Zoological Gardens at Mysore. About 200 children of the Railway

employees assembled at the premises of the Railway Institute at Mysore at 14 hours, wherefrom they were taken to Zoo Gardens in buses. On arrival at the Zoo Gardens, the children were taken round the Zoo Gardens in batches. At 18 hours, the children enjoyed a luncheon at the Band Stand at the Zoo Gardens. At 19-30 hours, the children were taken back to the Railway Institute, Mysore, from Zoo Gardens in buses.

During the picnic, the children enjoyed a fine time, in the Zoo Gardens, Mysore.

MADURA

The Railway Week was celebrated from 8th April to 15th April, 1956. The Railway Station, Madura, was decorated with flags and festoons on all the days. Instructive slogans were exhibited at conspicuous places in the station and a pictorial film was exhibited in the quadrangle opposite to the station buildings on a few days.

Group photo taken at Pakala in connection with Railway Week celebrations.

See Page 91.



On 15-4-56, the week was celebrated in the Railway Institute at Madura under the auspices and Presidentship of the D.T.S./Madura. All the District Officers and Assistant Officers were present. The programme commenced with sports for children between 7 and 15 years. Sweets were distributed to all the children who were present. The Fancy Dress competition closely followed and there was a keen competition. The Music and Dances by the children of the employees were highly appreciated by the large number of employees assembled. The special efforts taken by the School Mistresses of the Anglo-Indian School in getting up the events for the School children are praiseworthy. A Railway employee, Sri Muthukumaraswamy, TTE/MDU, gave an instructive speech on the need for the close co-operation of the employees with the management.

Mrs. Lakshminarayana Rao (wife of D.M.E./Madura) gave away the prizes. The President (D.T.S./Madura) eulogised the Members of the Institute and the Railway staff in general on their splendid co-operation they extended to the management in making the function an unqualified success, and also stressed the need for unity among all ranks of Railway employees and selfless devotion to duty.

With a vote of thanks, the celebration terminated at 20/30 hours.

On 14-4-56, the Railway Week day was celebrated at NRGM by switching on the Electric lights at the station at 16 hours by Sri A. R. Subbiah Mudaliar, President, Panchayat Board, Idakkal and Member, District Board, Tinnevely. The station was beautifully decorated and the function was largely attended by the residents of the surrounding villages. Assistant Traffic Superintendent (General) and other Inspecting Officials of the Railway also attended the function. The Assistant Traffic Superintendent (General) addressed the gathering and impressed on them the need for co-operation of the travelling public in all railway

enterprises and finally thanked the chief guest of the evening.

On 15-4-56, the Railway Week Day was celebrated at Virudhunagar. The station was specially decorated. Sri S. S. Natarajan, M.P., VPT., presided over the occasion and put on use the Electric Watercooler at 12 hours. Sharvasri Iyyam Perumal Nadar, Chairman, Municipal Council, VPT, V. V. Shunmuga Nadar, M.L.A., and other leading citizens at VPT attended the function. The A.T.S. (G) and other Inspecting Officials of the Railway also attended the celebration. The A.T.S. (G) delivered a speech on the occasion and this was followed by the Municipal Chairman and Railway staff. The concluding speech was delivered by the President and with a vote of thanks, the celebration came to a close at 13-0 hours.

PODANUR

In connection with the celebrations of the Railway Week, about 150 children of Railway employees, between 7 and 15 years of age from Podanur were taken for a Picnic to Kallar Gardens on 14-4-1956, under the



guidance of Sri A. S. Zeccheus, A.T.S./Podanur and assistance of Sri A. Venkataraman, Asst. Labour Welfare Inspector. Excellent catering was done at Mettupalaiyam and Kallar by Sri Ramaswamy Iyer, Licensee, V.R.R., Mettupalaiyam.

Sports for the children of Railway employees were conducted in the

Anglo-Indian Railway School grounds, Podanur, on Sunday, the 15th April, 1956, at 3-30 p.m. Prizes were awarded to the winners in each competition by Sri K. Raman, District Mechanical Engineer/Podanur (Correspondent of the Railway School). After sports, sweets were distributed to 250 children present.

A Social Tamil Drama 'Samadhi' was staged by the members of the Fine Arts Association in the Railway Institute, Podanur, on Monday, the 16th April, 1956, at 21-30 hours under the direction of Dr. K. R. Jagannathan, AS/PTJ. A large gathering attended the Drama.

ARKONAM

The Indian Railway Institute celebrated the Railway Week from 10th April to 16th April 1956 (both days inclusive) in its own brisk jubilant way. On 10-4-1956, the celebrations were most auspiciously inaugurated by Sri P. Krishnaraju, B.A., B.E., M.A.R.E.A., Works Manager, Engineering Workshops, Arkonam. Sri M. Kannan Menon, Asst. Engineer and Chairman of the Institute, presided. Sri M. Narasimhan, Member-in-charge, welcomed all. Welcoming the occasion, the Chairman exhorted the Railway employees to get together and make the attempt of the Institute to celebrate the week a grand success by their active participations in the celebrations. The watchword for the day was 'Play the Game'. Sri P. Krishnaraju, in his inaugural speech, explained to the gathering the importance of the week and also the full import of watchword—'Play the Game'.

On 11-4-1956 with the watchword 'Sing a Song', a rally in individual songs was conducted in which Railwaymen, officers and senior subordinates and Railwaymen's children participated. Sri V. K. Rangachari, Asst. Engineer, Additional Tranship Facilities, presided. Sarva Sri G. Pitchumani, Travelling Inspector of Accounts and E. O. Mollen, P.W.I., acted as judges. One Sri Paramasaradass, Khalasi, Loco

Works, Perambur, knocked off the 1st prize for his exquisite display on moun-organ, Sri P. Krishnaraju, WM/EWS/AJJ, won the 2nd prize for singing two Kanarese songs and Sarvasri Nagarajan and Rangamani, Clerks, won the 3rd and the 4th prizes respectively. In the children's songs, Baby S. Rajalakshmi and Master S. Venkata-subramaniam annexed the 1st and 2nd prizes.

On 12th and 13th April 1956, Railway Employees' and Children's Sports and 'Children's Treat' were held. Sri M. K. Menon presided. The funny events for Railwaymen like Sack Race, Pinning the Tail, Tug-of-War, breaking the chatties and cock sight were very much enjoyed by the spectators.

The highlight of the two-days' function was the light entertainment by the Anglo-Indian Railway School children on the evening of 13-4-1956. The items contributed were superb and no small credit to the head-mistress and teachers, who organised them. Watchwords for the two days were—'Be a Sportsman' and 'Be Happy and Be Jolly'.

14-4-1956 was exclusively allotted for Scouts earmarking the Day as the 'Railway Scouts Day'. Portraits of Lord Baden Powell and Sri Bajpai were unveiled by Sri P. Krishnaraju, Chairman of the Engineering Workshops, (Rover) Scouts Crew, Arkonam. Visitors' amusements arranged by the Indian Railway Institute crew were very much appreciated by the visitors on the occasion. The day went with the watchword 'Be Prepared'. Sri M. Narasimhan, Rover Scout Leader, IRI/AJJ, Crew No. 1, spoke on the importance of the Scouting Movement.

On 15-4-56, competitions were held on a grand scale. The function commenced at 5-45 p.m. with the Works Manager in the chair. Messrs. G. Pitchumani, TIA and P. S. Shanker Iyer, Retired SM/AJJ and Miss Stevens, Head-mistress, Railway School, acted as judges. Dress-Display competitions for Railwaymen's children

of 5 to 12 years of age were the first to be held. A number of children took part and added colour to the function. The fancy dress competition was the next in which the first prize was won by Sri S. R. K. Kannan, lame and blind beggar and the second prize by Sri Gajapathy, SINI/PTMS who acted the round-head samiyar, an accomplice of the lame and blind beggar. The



entertainment was noted for the variety of the items that followed each other in quick succession that the guests had not the least chance of being bored. Earlier, an oratorical contest in Tamil for Railwaymen's children was conducted with the subject 'What Railways have achieved during the last 100 years'.

16-4-1956 was marked as the Railway Day. The keenness and enthusiasm displayed on that occasion by Sri Pushparaj, Circle Inspector, Sri Rahimutullah and Sri Gabriel Paul, Sub-Inspectors, Railway Protection Force, Arkonam, to make the ceremonial parade a grand function

surpassed all records. The National Flag was hoisted in the Institute Ground by Sri P. Krishnaraju and the whole force stood, while the National Anthem 'Jana Gana' was sung. This was followed by the March Past, the salute being taken by the Senior Officer, WM/EWS/AJJ. At 6-30 p.m. a public meeting was held in the Institute Main Hall. Sri M. Kannan Menon, Assistant Engineer and Chairman presided. Sri P. Krishnaraju gave an interesting talk on the 'American Rail Roads'. A short music followed. Prizes to the winners in sports items and competitions were distributed by Srimathi M. K. Menon. Then the chairman, concluding the 7 days deliberations, paid warm tributes to the Members for their excellent co-operation in the functions, which were held as a festival. He made special mention of the services of Messrs. E. O. Mollen, FWI/ATF/AJJ, M. Narasimhan, Member-in-charge, 'Fine-Arts', K. Ramachandran, Member, G. Jayanathan, Secretary, V. R. Srinivasan, Treasurer, and C. S. Arunagiri, Vice-Chairman. The Institute remained gaily decorated with flags and festoons and a stage erected and ornamented with colour lights throughout the week.

NEGAPATAM

The meeting, called for under the auspices of the Robinson (Railway) Institute, in connection with the Railway Week was held on 16-4-1956 at 5-30 p.m. under the presidentship of Mr. K. Kalyanasundaram, Deputy Commercial Tax Officer, Negapatam. The Hony. Secretary in the unavoidable absence of the President at Madras, on duty, welcomed the gathering and explained the objects of the celebration of the Railway Week. In his introductory remark, the President complimented the Railway Minister down to the rank and file of the Railwaymen for their service to the public in the matter of maintaining the India's life-line—Railways efficiently. Mr. S. Balasubramaniam, Asst. Scout

Commissioner and Secretary, Railway Passengers Association, Negapatam, spoke at length on the various achievements of the Indian Railways since Independence and gave some suggestions to improve upon certain aspects. The President in his concluding remarks paid glowing tributes to the services rendered by the Railwaymen and appealed to the public for their co-operation and helpful suggestions in making the Indian Railways the best in the world.

Kumari R. Neela (daughter of Mr. Reghunathan) and party gave a music performance which was much appreciated by the audience.

Mr. M. Ratnasabapathy, Hony. Secretary, proposed a vote of thanks.

The Institute premises were kept illuminated for the whole week.

ARSIKERE

The Railway Week was celebrated at this station under the auspices of the Railway Institute, Arsikere.

Cinema show on platform No. 1 at Bezwada station on 14-4-56 in connection with Railway Week Celebrations
(Photo: G. S. Raju)



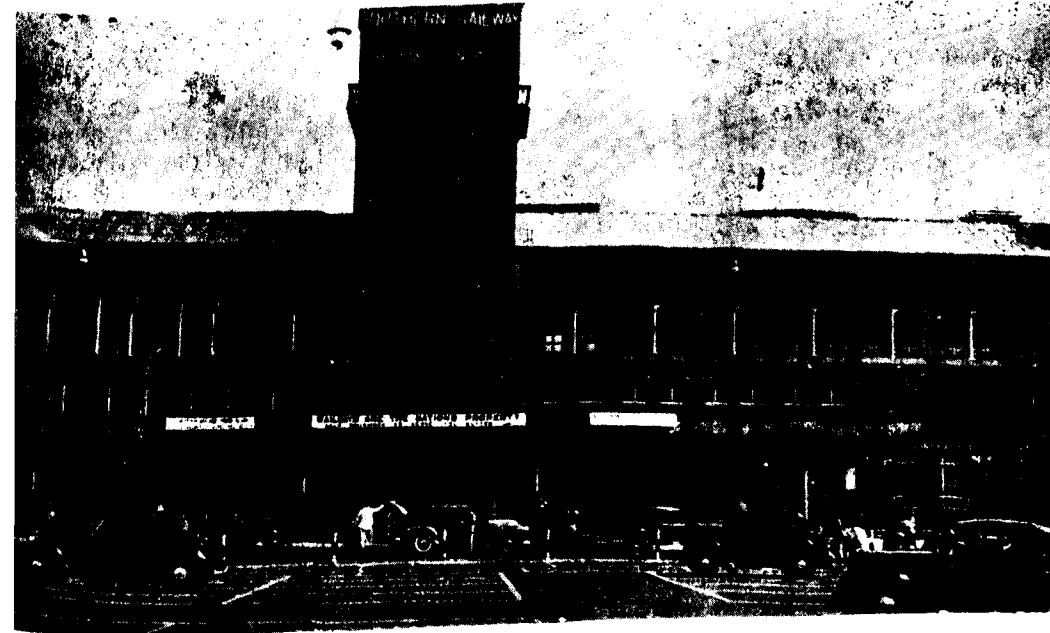
During the above week two important functions were held, and these were attended not only by Railwaymen but by the public of Arsikere Town.

On 11-4-56, the function included vocal music by Sri K. R. Narayan, titter khalasi of Loco department and Harikatha performance by Sri Thammanna, ASM/AJP.

On 15-4-56, the final function was organised. In the morning there was good gathering of children of Railway employees, who enjoyed the sports very well. In the evening there was a huge gathering of all the Railway employees with their families and a member of local officials and non-officials. At the end of the function, the President and Secretary of the Institute explained the significance of the Railway Week and exhorted the Railwaymen to do their duties honestly and intelligently.

GOLDEN ROCK

The Southern Railway Institute, Golden Rock, celebrated the 'Railway



Madras Central Station—note the Railway Week slogans exhibited on the portico
(Photo: G. S. Raju.)

Week' from 10-4-1956 to 16-4-1956 in a grand manner. Various entertainments were arranged daily under its auspices when both staff and their children were given opportunities to display their talents in dance, drama, music, etc. Each day's celebration was conducted under the presidentship of an officer.

The Railway Week commenced with a huge and orderly procession of about 3,000 children of the Railway employees studying in the Railway Schools at Golden Rock. It was headed by the band of the Railway Protection Force. On the 10th evening a free cinema depicting the industrial progress of our country and developments in the Railway was shown. The Works Manager presided on the occasion. On the night of the 12th a Tamil Drama 'Oorvasi' was staged which was witnessed by about 2,000 people. On the 13th, the Tamil New Year's day, the audience was treated with excellent music. Scout display, fancy dress competition and gymnastics were other features of the programme. Sports for children of Railway employees were conducted on the 15th and prizes were distributed to the

winners. On the 16th sweets were distributed to the Railway School children by the Personnel Officer, Golden Rock.

The celebrations ended with a meeting at the Institute hall on the 16th evening when various speakers explained the aim and object of the week.

The entertainments, spread over the whole week, attracted a huge gathering.

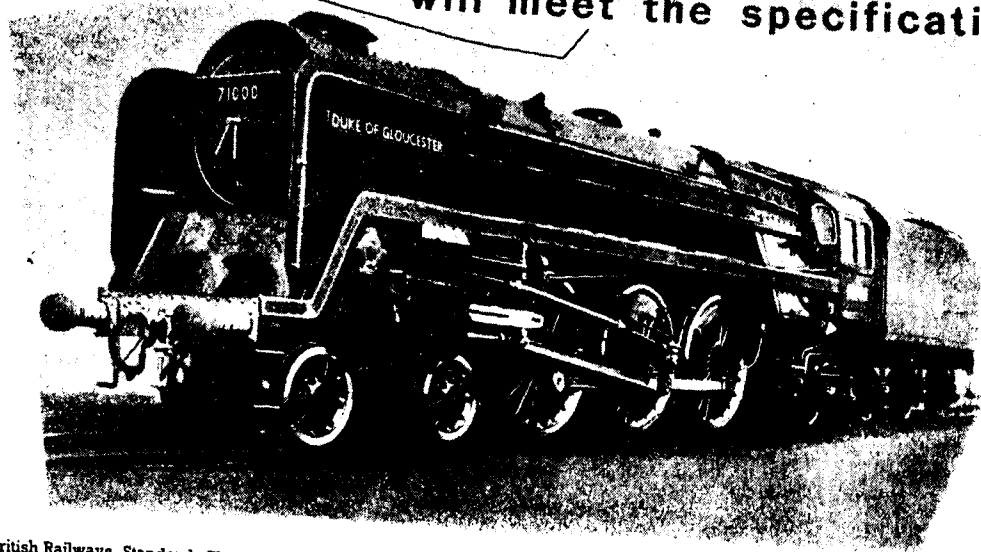
TANJORE

'Railway Week' was inaugurated on the evening of 10th April 1956 in the presence of a vast gathering in the Railway Institute premises by Sri T. R. Radhakrishnan, District Engineer, Tanjore. The function opened with parade and March past by the Railway Protection Force headed by Subedar Sri P. V. Padavetti. Sri T. R. Radhakrishnan, District Engineer, hoisted the Railway flag on the occasion and took the salute.

To encourage the artistic talents of the Railwaymen and their families, music performances, dance and dramas were arranged during the week and a

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large number of Railway staff and their families participated in the events.

Seven slogans both in Tamil and English were boldly printed and exhibited at various places in the station and platforms.

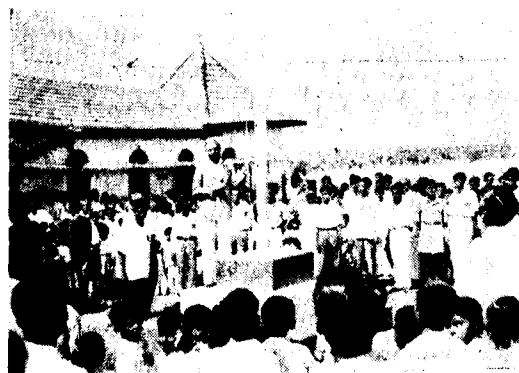
The function was also well attended by the public who appreciated the co-operative and family spirit exhibited by the Railway employees in celebrating the Railway Week.

The function terminated with distribution of prizes to the artists, fancy dress competitors and children who took part in the drama and sports, followed by a short speech made by the President thanking both the members of the staff and public for their co-operation in the successful celebration of 'Railway Week'.

Sri A. Natarajan, Secretary for the Railway Week Celebration Committee, Tanjore, proposed a vote of thanks.

THE CHILDREN'S TREAT AND RAILWAY WEEK, MYSORE SOUTH

Both the functions were celebrated simultaneously at Mysore South in the spacious grounds opposite the Canteen on Sunday the 15th April 1956. The day's events commenced with the unfurling of the National Flag by Sri Mohamed Ali Khan, Assistant Works Manager. All the children present circled round and saluted the flag as it went up and fluttered majestically over the 50 ft. mast. The Rover Scouts/MYSS took the salute.



Over 400 children participated in the sports. The children were divided into convenient age groups. Separate events were drawn up for boys and girls.



After the sports events were over, the children posed for a photograph. During the day, a liberal and free supply of butter-milk was made available by the Railway Canteen.

Nearly 800 toys and other useful articles were displayed for the Lucky Dip. Packets containing one sweet, one savoury and one plantain was supplied. The Railway Canteen functioned throughout supplying refreshments, fresh fruit juice, coffee or tea to children and parents.

The assembly took place inside the tastefully decorated Canteen Quadrangle.

Mr. M. Cheluve Urs, Works Manager, presided, and Mrs. Cheluve Urs kindly distributed the prizes to all winners in the sports and competitions. Several other officers, their wives and children also responded to the invitation and they included Mr. & Mrs. Venkataswami and Mr. & Mrs. Krishnamurthy.

The Railway Institute Orchestra, conducted by Sri Raju, Foreman, Machine Shop, rendered fine music. The Institute Amateur Dramatic Group put on boards 'Samajadurantha', a social drama. Special arrangements were made with the Mysore State Transport authorities to take the children and their parents home after the function was over.

A vote of thanks was proposed by the Secretary Sri Byroji Rao. The Treasurer Sri Vasudeva Rao read out the names of the winners assisted by Sri G. Ramaswamy, Joint Secretary. The Assistant Labour Welfare Inspector submitted the report of the General Committee.

JALARPET RAILWAY EMPLOYEES' CHILDREN'S PICNIC PARTY AT KUPPAM

A party of about 200 children of Railway employees of Jalarpet Railway Colony between the ages of 7 to 16 arrived at Kuppam on 14-4-1956 by the Bangalore Passenger under the direct supervision of Sri S. Nagappa, Chairman, Indian Railway Institute and Assistant Engineer, Jalarpet, assisted by other officials.

They were received at the station by Sri Besterwitch, PWI/Kuppam and other Railway officials. Immediately on arrival they were served with cool drinks.

The party marched round the Railway colony with band and music carrying placards and posters signifying the Railway Week and visited the Quilt and Sandalwood Industries. The party also visited the quarters of Sri Prasada Rao, A.P.W.I./Kuppam, and saw the collection of fishes that Mr. Prasada Rao is maintaining as a hobby.

The children were assembled in the spacious Mani's Cafe where a special picnic had been arranged for them.

The Railway Administration had made necessary special accommodation and provided all facilities for the children.

CHILDREN'S TREAT—1956 AT MYSORE

The Children's Treat for the children of the employees of the Railway, stationed at Mysore, was celebrated under the auspices of the Southern Railway Institutes, Mysore, on 8-4-1956. About 700 children of the Railway employees at Mysore participated in the treat.

The treat commenced at 7-30 a.m., at the Sports Ground of the Railway Institute, with sports for the children aged between 7 and 12 years. There were 8 events for boys and 8 events for girls. Three prizes were awarded to the first three in each of the events. About 500 children participated in the sports. Parents of the children as also officers of the Railway were present at the sports ground to witness the jubilant children in the bright morning at their sports activities.



Lucky Boy in the Lucky Dip
(Photo: T. Srikantiah)

In connection with the children's treat a 'Lucky Dip' had also been arranged. This programme together with the distribution of sweets to the children were held from 14 hours to 17 hours. The articles in the lucky dip consisted of toys, utensils, toilets,



Kumaris Usha, Nandini and Latha

etc., the value of which ranging from Rs. 10 to As. 8. Each child got an article valued not less than As. 8 and a sweet packet consisting sweets and savoury.

The assembly commenced at 17 hours. Sri M. Cheluve Urs, RME/MYS and the Chairman of the Southern Railway Institute, Mysore, presided over the function. A variety entertainment was presented, which comprised of Fancy Dress Competition, and Music Competition. Three prizes were awarded to winners in each of the competitions. A dance recital by Kumaris Usha, Nandini and Latha had been arranged under the guidance of Sri K. L. Simha. The dance recital was very much appreciated by all and attracted attention of the audience.

Mrs. Cheluve Urs distributed the prizes to the winners in the several sports and other activities.

Sri B. P. Nanjundaiah, Welfare Inspector and the Joint Secretary of the Children's Treat Committee, proposed a hearty vote of thanks to all concerned with a particular mention



Smt. Cheluve Urs distributing the prizes
(Photos: T. Srikantiah)

to the Southern Railway Co-operative Society, Mysore, who had donated a sum of Rs. 101 to the Children's Treat.

Later, the 'Railartists' staged a Kannada drama, entitled 'Short Cut to Become Rich', the author of the play being Sri Ankappa, B.A., of the RAO's Office, Mysore. The drama was very interesting and the talents of the 'Railartists' were considerably appreciated.

The function came to a close after singing of the National Anthem.

INDIAN CHILDREN'S TREAT, GROUP 'A' LOCO WORKS, PERAMBUR, 1955-56.

The Indian Children's Treat for the Loco Works Group was held at the European and Anglo-Indian Railway Institute, Perambur, on Saturday, the 25th February 1956. Sri N. G. Hoskote, Regional Mechanical Engineer, Rayapuram, presided over the function and Mrs. N. G. Hoskote distributed the prizes. 2,340 children of Loco Works employees participated in the treat

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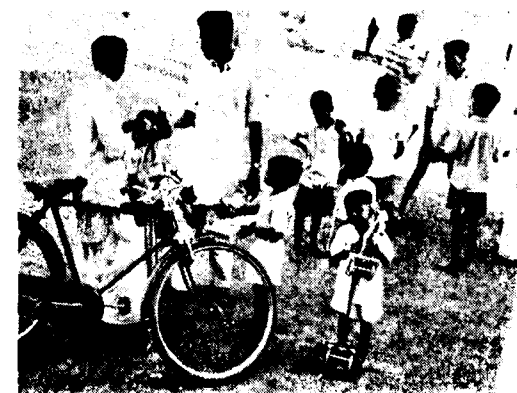
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which was declared open by Sri R. K. Thyagarajan, Production Engineer, Perambur.

A number of items of sports was gone through and three prizes were given in each event. The competition was keen as a large number of children took part in each event. There was also Music contest which was largely represented and for which attractive prizes were given away. Srimathi Hoskote and Sow. Hoskote were the judges. This proved to be an interesting item particularly so far as the little tots were concerned as their performances caused quite a sensation among the audience.



throughout the function and added to the splendour of the occasion.

Mr. T. V. Aravamuthan, Hon. Treasurer, proposed a vote of thanks on behalf of the Managing Committee.

The function was brought to a close with the singing of the 'National Anthem'.

RAILWAYMEN'S CONFERENCE IN MYSORE

Under the auspices of the Southern Railway Employees' Union, a conference of Railwaymen, was held at Mysore on Sunday the 25th March 1956 in the Rangacharlu Memorial Hall, Mysore, with Sri S. Channaiah, President, Mysore Pradesh Congress, in the chair. Railwaymen besides a number of invitees attended the function and the hall was packed to capacity.

The Railwaymen submitted a memorandum urging for the following:—

(1) The setting up of a Committee to examine and review the implementation of the Central Pay Commission scale on the Ex-Mysore State Railway.

(2) The retention of the Ex-Mysore State Railway Staff in Ex-Mysore State Railway area in the Divisional System by forming a Division at Bangalore instead of at Guntakal in addition to the one at Mysore in view of the lack of civic amenities at Guntakal.

(3) The establishment of a wagon building shop in the Mysore South as an adjunct to the existing central workshop.



A wide range of toys was available and children were immensely pleased with the attractive toys that came to their lot. A 'Merry-Go-Round' was provided for the amusement of the children and sweets were distributed to each one of them. A Tea Stall was also run on the occasion by the 'Anna Poorna Cafeteria' for the benefit of parents and friends attending the function. The Band of the Railway Protection Force was in attendance

Among the elites who were present and who spoke on the occasion, were Sri S. Channaiah (Chairman), Sri N. Rachaiah, Member of Parliament, Sri Krishnamurthi Rao, President, City Municipal Council, Mysore, and Sri Venkataramanaiah, M.L.A., Mysore. In the course of his speech, the Chairman exhorted the Railwaymen to maintain and strengthen their unity and also to put forth their best to increase production in the country. He also assured his maximum assistance in solving the problems before the Railwaymen.

After the Chairman's speech and vote of thanks by the President of the Southern Railway Employees' Union, Mysore Branch, the National Anthem was sung and then the Conference terminated.

UNVEILING OF A STATUE OF MAHATMA GANDHI AT LOCO WORKS ON MAHASIVARATRI DAY

A statue of Mahatma Gandhi was unveiled opposite the Time Office of

Sixty-three Nayanmars in procession, Mylapore Kapaleeswar Brahmotsavam



the Loco Works, Perambur, on 10th March, 1956, in the presence of a gathering of workers of about 4,500 men.

Sri V. S. Ramaswami, Loco Works Manager, Southern Railway, Perambur, exhorted the people to remember the Father of the Nation and follow his great teachings. He stated that it was the proud privilege of one and all that they live during the Gandhian era which brought about Independence to our country through Ahimsa. The four cardinal principles for which he stood, viz., Truth, Love, Purity and Devotion should be our guiding principles in our day-to-day thoughts and actions.

Mr. C. Chengalvaroyan, Secretary, Southern Railway Employees' Association, also addressed the gathering and exhorted the workers to follow the tenets laid down by our revered leader.

The gathering dispersed with thundering shouts of 'Mahatma-Gandhi-ki-Jai' three times and thus

imprinted into the atmosphere of the Loco Works their determination to work for the country devotedly and in good purity for the advancement of the country.

LINKING OF BROAD GAUGE RAILS FOR GUDUR-RENIGUNTA SECTION

An impressive function was got up by the Engineering Employees of Conversion Works on the 24th March, 1956, when the work of laying Broad Gauge track and linking of new rails from Gudur end which is the second phase of the two-crore major project of converting the present Metre Gauge section between Gudur and Renigunta, a distance of 52 miles, was inaugurated by Mr. K. R. Thangaswamy, Executive Engineer, Southern Railway. A large gathering of Railway employees and public participated in the function.



Sri G. P. Ramachandran, Assistant Engineer of Works, Gudur, presided. After puja, the rails were formally linked amidst cheers. The President in his opening remarks briefly outlined the progress in the execution of the first phase of the project.

Mr. K. R. Thangaswamy explained the main object of the conversion work as that of releasing congestion of traffic between Vijayawada and Madras and easy and direct haulage of goods traffic from the North to



places of West Coast via Arkonam without touching Madras and avoiding shunting and marshalling en route. He said that the major portion of the works of reconstruction of about 135 bridges, major and minor, regrading and re-sleepering of the whole length and heavy earthwork of widening the banks and cuttings in the first phase which was actually commenced in January 1955 was nearing completion; and said that the staff had to face many an ordeal in the rainy season when the works were done mostly with temporary arrangements almost under water and with diversions in two or three places; but still allowing the regular Metre Gauge train service to continue. The execution of works in trying conditions were giving enough anxiety and it was the grace of Lord Venkateswara that saved some situations from any mishap. He deplored that sufficient labour was not forthcoming in the area on the alleged linguistic bias that the contractor was a Malayalee which fact was duly brought to the notice of the present Speaker of Lok Sabha and other public men who hail from these parts and made a fervent appeal to one and all to co-operate for the successful completion of this National venture. He paid tributes to the

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temporary staff engaged in the conversion works who were doing more work than the regular staff and also thanked for the co-operation received from the officials of the other Railway and Revenue Departments. Compared with the enormous work involved, vagaries of monsoon and other set-backs, the period of two years was too short, but he said that they are determined to complete the work in record time to facilitate inauguration by 26th January 1957 as desired by the Railway Deputy Minister.

Sri A. Munuswamy of the Southern Railway Employees' Association of Gudur branch narrating the labour problems in relation to the development works, pleaded for better treatment and extension of more benefits to the so-called temporary employees who were devoid of any permanent status.

Sri G. P. Ramachandran in his concluding remarks hoped that with the co-operation of one and all, they would be able to keep up to the target date and complete the work as scheduled under the able guidance of the chief guest.

Sri P. Vaidyanatha Iyer, P. W. Inspector, Gudur, in proposing vote of thanks, thanked all those who kindly participated in the simple but a novel get-together function of stimulating effect in a fitting manner which is a source of inspiration and impetus for the staff engaged in the project to play their part in the Nation's progress.

CHILDREN'S TREAT RAILWAY INSTITUTE, BELLARY

The Annual Children's Treat for 1955-56 was celebrated at the Railway Institute, Bellary on 11-3-56 with great enthusiasm by all the employees and their children.

Nearly one thousand children took part. Fine brass and aluminium vessels were distributed in addition to sweets to the children.

Sports were conducted for the children in which a large number of them took part with great interest.

Sri K. Raghavendra Rao, DMO/GTL, presided over the function in the evening and Smt. Ganesan distributed the prizes. Sri S. Ganesan, Chairman, Railway Institute and the District Engineer, Bellary, welcomed the gathering and explained the purposes of conducting such treats.

The children and employees were entertained with dance performances by Baby Lalitha and a Tamil drama by the employees which were very much appreciated, and proved to be of very good entertainment for children.

CULTURAL ASSOCIATION RAYAPURAM

The Rayapuram Cultural Association put on boards a special play 'Before and After' in the Soundarya Mahal on 23-3-1956. The play traced the vicissitudes of a businessman from prosperity to poverty and back to riches, the underlying philosophy being the value of hard work and self-reliance. Alongside this serious theme, light comedy was also provided mainly through the medium of the minor characters of the play. The acting throughout was good, Sarvashri Thottakara Viswanathan, Swaminathan, M. Jayaramulu, C. K. Nageswaran, Mali, Vadiraj and Devikarani being particularly brilliant. A feature of the drama was the great attention given to minor details. The tempo of the play was very fast, the events following each other in breath-taking succession.

Sri A. V. Subramanyam speaking
on the occasion



Sri A. V. Subramanyam, R.P.O., who presided, expressed great appreciation of the high artistic standards maintained in the drama and congratulated Sri T. R. Devaraj, the Secretary, and other office-bearers of the Association and Sri T. Viswanathan, whom he wished to refer as 'Kalai Thottakara Viswanathan', as he was fostering the garden of art with such loving care. He wished the Association every success in its efforts to encourage the practice of dramatic art among Railwaymen. Sri V. R. Venkatesan proposed a vote of thanks.

INDIAN RAILWAY INSTITUTE, ARKONAM

The inaugural meeting of the Fine Arts, Music and Drama branch of the Indian Railway Institute, Arkonam, was held in the Institute Main Hall at 17-00 hours on Sunday, the 1st April, 1956. Sri M. Kannan Menon, Assistant Engineer and Chairman of the Institute, presided.

In his welcome speech, Sri M. Narasimhan, Member-in-charge, eulo-

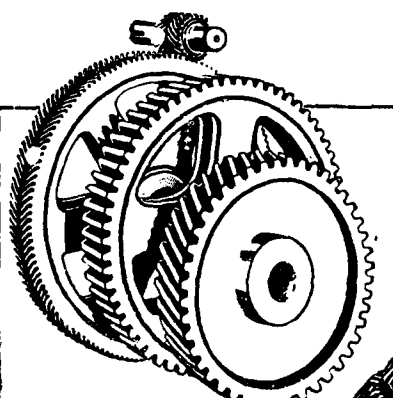
gised the good qualities of the two distinguished speakers, viz., Sri S. Sivakumar, M.A., and Sri A. V. Subramanyam, B.Sc., B.T., Dip-in-Social Science, I.R.S., Regional Personnel Officer, Rayapuram, Madras.

Sri S. Sivakumar, delivering the inaugural address dwelt at length the treatment of arts in Tamil literature, quoting profusely from authoritative Tamil books. His speech, which lasted for an hour and 15 mts. was charged with eloquence and was heard spell-bound by the audience. Sri A. V. Subramanyam speaking next endorsed the views of the former speaker and supplemented further on the subject: 'Art in Tamil Literature'. His lecture was thought-provoking.

Sri P. Krishnaraju, B.A., B.E., Works Manager, EWS/Arkonam, also spoke.

Sri M. K. Menon, in his concluding speech, said that artists are not always born but they are made. He appealed to all members of the Institute to cultivate an aptitude for arts and develop 'Art Consciousness'.

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A music concert by Sri Thulasirajan, one of the members of the branch, followed.

With a vote of thanks by Sri M. Narasimhan, the meeting concluded.

SOUTHERN RAILWAY SOCIAL ASSOCIATION, MADRAS

The Southern Railway Social Association was inaugurated by Miss Lore Termehr, a German lady, reputed for her social work specially among the Catholics. The Mayor of Madras Sri V. R. Ramanatha Iyer presided over the function.

Mr. Ramanath, President of the Association, welcomed the gathering.

The Secretary of the Association Mr. B. Viswanath in his speech enunciating the principles and policies of the Association declared that their basic principle was to promote and foster a family feeling among the thousands of Railway workers. The official status of officers, supervisory staff, class III and IV staff should be submerged in the glorious feeling of brotherhood so that one might look upon the other not with an eye of official status but with a spirit of a responsible citizen. It does not mean that the lower ranks should not show



Sri A. R. Rao addressing the gathering the respect due to their officers: far from it. The officers will be looked upon as elder brothers in a family. The Association is non-political, non-religious and non-partisan in character. The doctrine of Ahimsa as preached by the Father of the Nation, Mahatma Gandhi, should be exemplified in their daily activities. One must work not as a mercenary but with the thought that the Government is theirs and the Railway is theirs and that every one of them forms an important link in the mighty machinery, of the administration, so that every one does his work with a love for work and for the ultimate well being of the country.

Mr. A. R. Rao, the Senior DGM of the Southern Railway, also addressed the gathering. He said that the Administration would help the Association with a sympathetic attitude and would



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watch all its activities. He wished them all success in their endeavour.

The Mayor of Madras in his presidential address while thanking the Association said that it gave him much pleasure to understand the activities of Government servants. The starting of Associations like this at this juncture, would promote good feelings, so essential in our lives.

Other speakers Mr. Chengalvaroyan, Mr. Kothamangalam Subbu and Mrs. Jothi Venkatachalam, M.L.C., followed.

The function came to a close with a dance recital by Baby Sakuntala and Kasturi. A vote of thanks was proposed by R. L. Rajabather.

THE SOUTHERN RAILWAY BHARAT SCOUTS AND GUIDES RAILWAY INSTITUTE MYSORE SOUTH

For the purpose of introducing Rover Scouting as a branch of the Institute, a meeting of the employees of the workshop was held in the Canteen Premises at 16-45 hours on 13-4-1956. Sri D. Venkataswami, W.M., and Chairman of the Railway Institute, presided. The meeting was attended by 65 members who have expressed their desire to join the movement.

The chairman in his opening speech explained in detail the significance of the movement and how it helps in character-building, team work and disciplined behaviour. He exhorted all those present to join the movement in good numbers. He desired that the strength should grow and not dwindle.

Sri G. B. Ambrose, SLWI (Scouts) who was present on the occasion was then requested to address the gathering on the organisational aspect. Sri Ambrose spoke at length tracing the history of the movement on the Railway and how the movement is already functioning over the Ex-S.I. and M.S.M. portions. He said that the movement is universal in character and there is no discrimination of caste, creed or nationality. He said that if a branch takes shape in Mysore South, a separate District will be formed for Mysore State. Answering questions raised by the members, Sri Ambrose said that Scouts will have to provide their own uniforms within 3 months of enrolment. They should subscribe any amount they decide and must authorise its recovery along with Institute subscriptions. The amount so subscribed should be utilised by the crew for its general purposes like purchase of scarfs, etc. For rallies and other meets, they will be given leave and passes as for sports.

The A.L.W.I. of the Shops, Sri M. Vittal Rao was chosen as the Rover Leader. He will be assisted by two other Rover Leaders. He suggested the Rover Leaders to undergo preliminary training course for Rover Scout Leaders to be held shortly in Madras.

In response to the call over 80 members have already enrolled themselves as Rover Scouters.

The Institute Rover Scout Group was inaugurated on 13-4-1956. Sri D. Venkataswamy, W.M., unfurled the Scout Flag and declared open the local Rover Scout Headquarters.

Speaking on the occasion, Sri D. Venkataswamy wished the Rovers all success and exhorted them to conduct

themselves worthy of admiration and imitation.

The APO and AWM were present on the occasion.

THE SOUTHERN RAILWAY BHARAT SCOUTS AND GUIDES SOUTHERN DISTRICT, GOC

District Scout and Guide Competitions

The 7th April 1956 was an important day for a large number of units of Bulbuls, Cubs, Guides, Scouts and Rovers comprising the Southern District of the Railway's Scouts and Guides. The units had sent forward their selected teams to display their skill and initiative. There were young boys and girls from Madura, Podanur, Golden Rock, Rovers from Trichinopoly, Golden Rock, Salem and Madura, gathered in the Railway High School areas.

The function began with a review of the units by the District Commissioner, Sri A. K. Rao, and by the District Commissioner (Guides), Mrs. J. DeMonte. Judges had been specially invited from Madras State Organisation mainly for



Madura Bulbuls at the Camp Fire

the benefit of comparison of standards and to encourage happy liaison between the two organisations. There were intensified competitions in the various fields of activities for all the categories and this occupied the major portion of the day. Apart from assessment of relative merit, the competitions were a splendid opportunity for the units to realise their particular weaknesses in any of the subjects and to take

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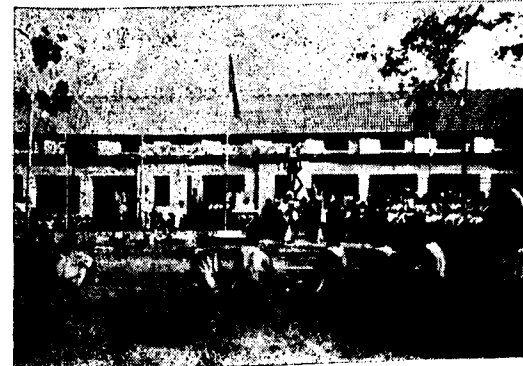
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remedial actions to improve the standards in these subjects. The conduct of the functions was under the overall charge of Sri N. Aravamudan, Assistant District Commissioner.

After the close of the competitions, a function was got up in the evening in the presence of our President, Sri S. Venkataramanan, and guests, including Sri D. S. Aruldoss, Headquarters' Commissioner. There was an interesting programme of variety entertainment drawn out by the Secretary of the Association, Sri K. Viswanathan, which was highly appreciated by the audience. A short sketch, 'Gurusapam', recitations by the High School Scouts and pedlar by Golden Rock Rovers might be specially mentioned.



Shri S. Venkataramanan, REN/TPJ, with Shri A. K. Rao and Smt. K. DeMonte, seated on either side

Shields were distributed by the President to the successful teams who are now to proceed to Madras to take part in the State Competitions.

Mention should be made of the excellent organisational work that had been put forth by the Assistant Secretary, Sri V. Vaithilingam, and his band of Rovers and this ensured the smooth and efficient conduct of the competitions and the entertainment.

TRAIN HALT CONVERTED INTO A FLAG STATION

Pullampet train halt situated between Reddipalle and Rajampet on the Renigunta-Nandalur section was converted into a flag station and formally opened for traffic on the eve of the Telugu New Year's Day on 12-4-1956.

The opening ceremony was performed by Sri Parthasarathy Naidu, M.L.A., of Koduru. In declaring the station open, he explained to the public who had gathered in large numbers, that with the advent of Independence, the responsibility of the public towards the Railway has undergone a thorough change. He stated that the Railways were their own property and anything done detrimental to the interests of the Railway was equal to harming themselves. He said that the opening of this flag station was but one of the diverse steps the Government was taking to serve the public and exhorted them to co-operate with the Administration to run the Railway efficiently and to their best interests. He deprecated actions such as ticketless travel, theft of fittings from carriages, etc. He expressed great sorrow at the thoughtlessness of the public in pulling down Puri station during the recent disturbances in those parts.

At the outset Sri C. Nanjundiah, ATS (General), Rayapuram, welcomed the gathering. He wound up the proceedings thanking Sri P. Parthasarathy Naidu for having accepted the invitation to open the station and the local public for having turned up in large



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numbers to make the function a success.

Prominent officials and non-officials from Koduru, Rajampet and Pullampet attended the function. Sweets were distributed to children and light refreshments served to all the invitees. The station building and its entrance were tastefully decorated.

OPENING OF GODAVARI AS A CROSSING STATION

Tanuku was taken over as a crossing station on 28-4-56 at about 18 hours and the station staff had arranged a small function, which was attended by a few old citizens of Tanuku, Doctors and News correspondents.

Palakol and Viravasaram were taken over as crossing stations and thus all the three stations on the NDD-NS branch have been restored as crossing stations and Godavari opened as a crossing station.

The merchants of Palakol were very happy over the restoration and they got up a small function, which was presided by the Municipal Chairman. There was a fairly good gathering comprising of merchants, the Municipal Commissioner and a Member from the Chamber of Commerce. They presented two addresses, and the D.E.N. (Sri Srinivasa Rao) replied them suitably. He stated that the Administration is anxious to provide better amenities which are actually required but, as a number of amenities have to be provided, these are to be discussed in the Passenger Amenities Committee, who would consider the 'pros and cons' and decide what facilities have to be provided in order of priority. However, the grievances expressed by them will be brought to the notice of the higher authorities.

**SRI M. CHELUVE URS,
REGIONAL MECHANICAL
ENGINEER,
SOUTHERN RAILWAY,
MYSORE, RETIRES.**

After long and meritorious service of over 30 years, Sri M. Cheluve Urs, who laid down his Office as RME/MYS in the Southern Railway on the 14th April 1956, has had a brilliant career



[Photo : T. Srikantiah]

both as a Scholar and as an Officer on the Railway.

Sri M. Cheluve Urs, who was born on 14-4-1901, after successfully completing his educational courses in India and with a view to enrich his knowledge in Technical Education, left India for England in the year 1920, where he joined Messrs. Kerr Stuart & Co. as a premium pupil for 3 years and successfully completed the Engineering School course for 3 years and returned to India in the year 1923, when he was selected as a Mysore Government Scholar, for operating experience for the Ex-M. S. Railway. In the meanwhile, he obtained Damodardas Scholarship for 2 years from the Government of Mysore for perusing his Technical Education in foreign countries. Sri Cheluve Urs was the only officer on the Ex-M. S. Railway to get this distinguished scholarship. In the year 1924, he left India and joined Messrs. Cammell Laird & Co., Nottingham, where he was engaged in the construction of Steel Railway Carriages and Wagons. He was then transferred to Birmingham to the Midland Railway Carriage and Wagon Company, Limited. After gaining sufficient experience in building

coaches and wagons for about 3 months, he joined the London and North-Eastern Railway for operating experience. During this period, he worked in several important Loco Depots like Nottingham, Manchester and also worked in the District Loco Superintendent's Office, Manchester.

Completing his technical training in foreign countries for 7 years from 1920 to 1926, he left England in August 1926, and on his return to India in October 1926, he was appointed as Assistant Loco Superintendent in the Ex-M. S. Railway and continued as such, till he was promoted as District Loco Superintendent in the year 1931, and continued to be in charge of Railway Workshops at Mysore South till 1942. On the eve of the Second World War, he was transferred to Bangalore as District Loco Superintendent to meet the emergency war traffic and continued as such till 1946. In the year 1946, he was promoted as Loco and Carriage Superintendent in the M. S. Railway, i.e., as the Head of the Mechanical Department.

After Federal Financial Integration of Railways, he assumed charge as Regional Mechanical Engineer in the Junior Administrative Cadre in the year 1952 and continued in this capacity till the date of his retirement, i.e., 3-4-1956. In appreciation of his services, the Railway Board has been pleased to reappoint him as the Works Manager of the Southern Railway Workshops, Mysore South from 4-4-1956.

Sri Cheluve Urs's service on the Railway is unique in many respects. He was taking keen and lively interest in the Staff Welfare and Sports activities. As Regional Mechanical Engineer, he was also rendering his services as the Chairman of the Staff Benefit Fund Committee, Chairman of the Southern Railway Athletic Association, Mysore Region, and as Chairman of the Southern Railway Institute, Mysore. He used to associate himself with the officers and

staff in almost all the social functions of the Railway.

Sri Cheluve Urs's entire service has been on the Ex-M. S. and Southern Railways. By his long association with this railway, he has been widely known, deeply loved and regarded for his generosity, kindness and high sentiments not only by officers and staff of his own department, but also by the officers and staff of other departments of the Railway, with whom he had closer contact in several of their activities.

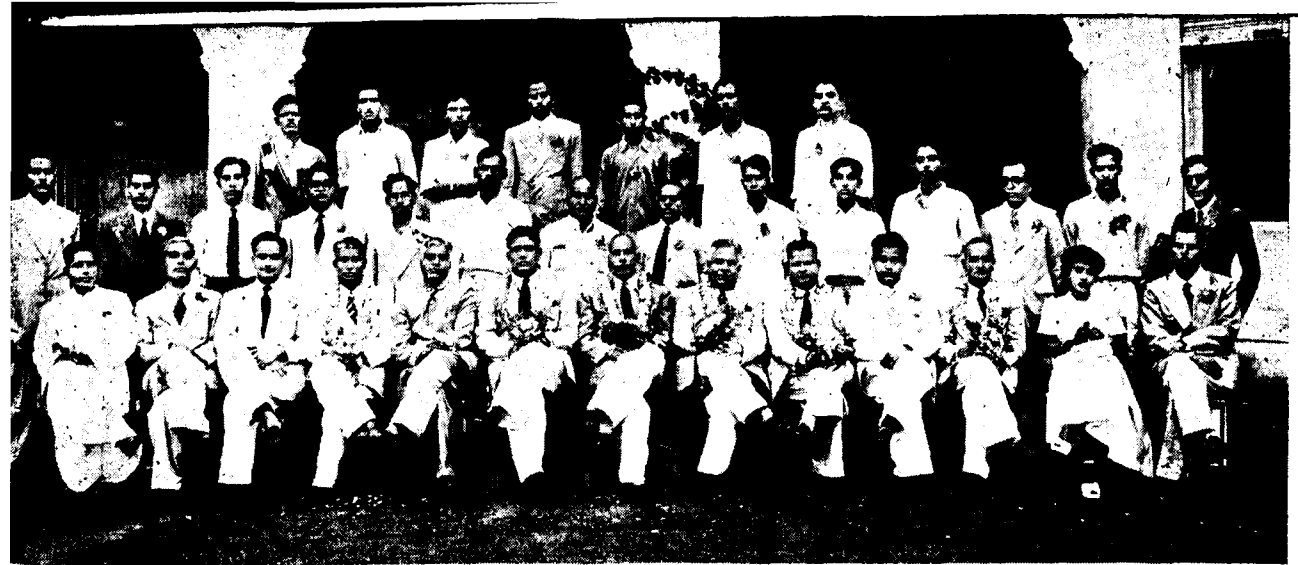
SOUTHERN RAILWAY ATHLETIC ASSOCIATION, MYSORE

The Mysore Regional Tennis tournaments were conducted by the Southern Railway Athletic Association, Mysore, at the Southern Railway Institute Courts at Mysore from 17th to 22nd March 1956. Sixteen teams for Singles and 11 teams for Doubles from Guntakal, Mysore, Bangalore, Hubli, and Bellary contested.

In the Doubles finals held on 21-3-1956, Sri M. M. Nathaniel and Sri S. Shama Rao of Mysore beat Sri Jagannatha Rao and Harischandra of Guntakal. Sri M. Cheluve Urs, Chairman of the S.R.A.A., and Regional Mechanical Engineer, Mysore, distributed the trophies.

In the Single finals held on 22-3-1956, Sri Shama Rao of Mysore (Holder) beat Sri Harischandra of Guntakal. Sri P. V. Narayanaswamy, Vice-Chairman of the Railway Institute, Mysore and DEN/MYS, distributed the trophies.

The tournaments were largely attended by the members of the Railway as also public.



SHRI V. G. VERGHIS RETIRES

Sri V. G. Verghis entered Railway service in 1925 as a clerk in the Audit department of the Ex-S. I. Railway by passing first in the Audit Entrance Examination. He was later transferred to statistical Branch and from there to the Chief Commercial Superintendent's Office in 1936. While he was in the office as a clerk, he evinced initiative and originality in several ways. He read a paper on "Is statutory protection from Road Competition necessary for Indian Railways" which was published as a supplement to the **South Indian Railway Magazine**. He is responsible for the change of station name from Angamali into 'Angamali for Kaladi' thereby bringing a Pilgrim centre into prominence. He was selected as Assistant Traffic Canvasser in 1939 and thereafter he continued to work on the executive side as Claims Inspector in the Commercial Department. In 1947 when the Complaints Organisation was formed he was selected as Complaints Inspector and in 1948 he was selected as Headquarters Complaints Inspector in the Grade 260-350. Even in spite of the unpleasing nature of the job, by his genial temperament and tactful dealings, he endeared himself with one and all, he came in contact with. He should have normally proceeded on 4 months full pay leave from 16-12-1955 but his leave was refused in the interests of the administration and was permitted to avail 6 months' leave from 16-4-1956. He has proceeded on

leave on and from 16-4-1956 preparatory to retirement. The readers of the "Southrailnews" will remember his article on 'Civility in Public Life' in the September 1956 Issue. We wish him a peaceful retired life.

Railway Employees' Children's Picnic at Sikkil on 15-4-1956

All the children and the guides assembled at Negapatam Station at 7-00 a.m. and after the roll-call, boarded the train bound for Sikkil, which steamed out at about 7-30 a.m. On reaching Sikkil, children under the guidance of the guides marched to Singaravelavar Temple, where the Executive Officer was kind enough to receive them and accommodate them in the spacious Coronation Hall. Breakfast was served to the children at the Vedha Patasala, next to the Coronation Hall.

Children assembled again in the Coronation Hall and some among them gave dance and music recitals which were much appreciated. The performances were also helpful to enable the children to forget the sweltering heat. At 10-30 a.m. sweet drinks were served to them.

They were then taken to the temple, where they witnessed the Dwajaroohanam (flag hoisting) of Chitra Festival. The Executive Officer took them round the temple and the finer points of the sculpture and architectural beauties of the temple were explained. They were also taken to the gopurams, the heights of which

were a source of joy for the children. The gold and silver plated vahanams were also shown to them.

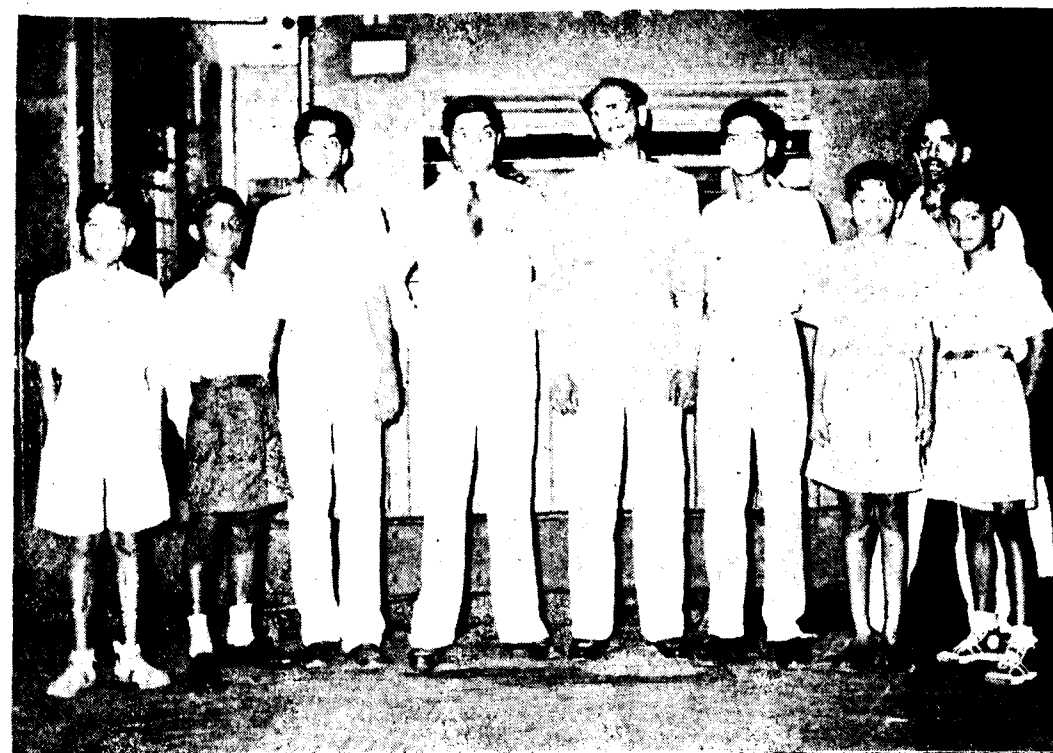
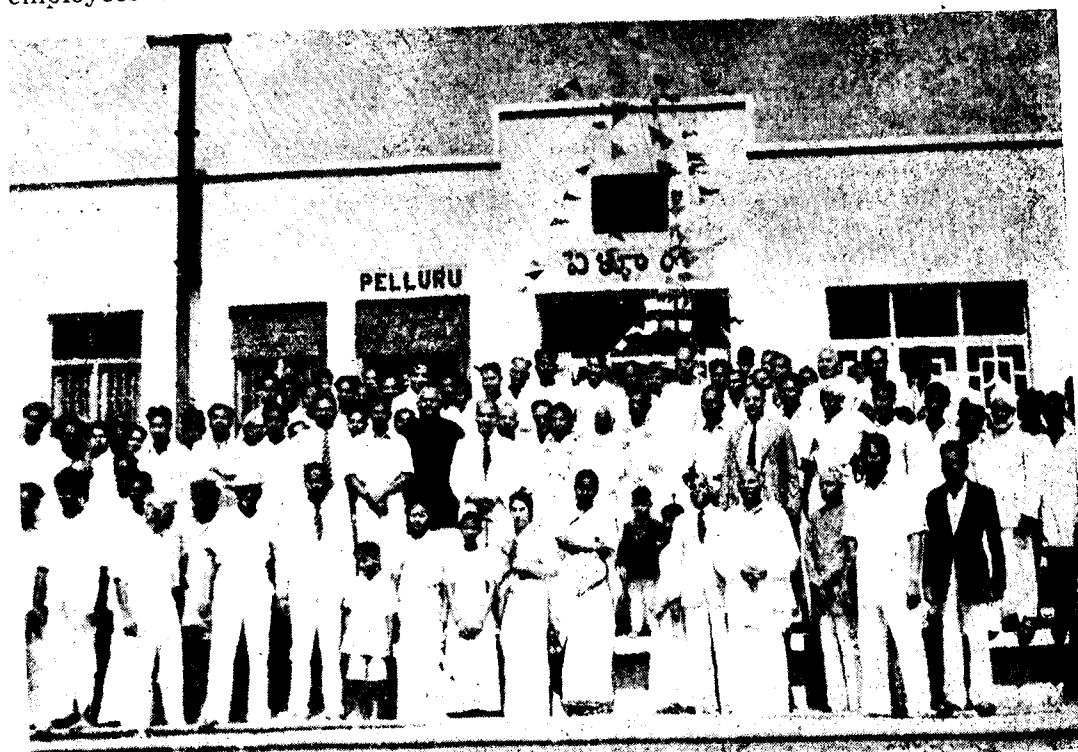
At 12-20 p.m. the children and the guides marched to Sikkil station, where they boarded the train at about 12-45 p.m. back to Negapatam. On arriving at Negapatam, they marched to Robinson (Railway) Institute where they were served with lunch. They took rest for one hour and had a group photo thereafter. The Hony. Secretary thanked the parents and guardians of the children and the able guides for their co-operation in conducting the picnic successfully.

The picnic was attended by about 125 children and nine guides. Apart from being uneventful, every programme of the picnic was enjoyed by the children and their joy knew no bounds till they dispersed with their parents. Mr. Sirengachari and the Executive Officer of the Sikkil temple did their best in making the picnic a grand success. All the Railway employees whose children took part

in the picnic expressed their thanks to the Administration for having arranged it for their children.

OPENING OF PELLURU RAILWAY STATION

Pelluru station was opened for Passengers and Luggage traffic in local booking only on Thursday the 12th April, 1956. Though it is a small station, there was a large gathering from Ongole and nearby villages. Sri V. C. Kesava Rao, M.P., hoisted the National Flag and Sri A. L. Narasimha Rao, M.A., LL.B., Sub-Judge, Ongole declared the station open for Passenger traffic and No. 427 Parcel-cum-Passenger was the first train to be dealt with. Sri C. K. Iyer, Assistant Traffic Superintendent (General), Bezwada, welcomed the guests on behalf of Sri K. S. Charyulu, District Traffic Superintendent, Bezwada. After a photo and light refreshments and distribution of sweets to children, the opening ceremony ended by singing the National Anthem 'Jana Gana Mana'.



Holiday Camp for Children of Railway Employees

At the invitation of the General Manager of the North-Eastern Railway, Gorakhpur, six children of Railway employees of this Railway were selected and sent under the charge of an experienced Junior Labour Welfare Inspector to Kurseong—a hill station 18 miles from Darjeeling to join the Fourth Children's Holiday Camp organised by that Railway. A send-off was given to the children at the Madras Central Station on 18th April 1956.

The photo above shows Sri E. S. Kalyanaraman, Assistant Personnel Officer/Labour and Sri T. S. Venkateswara Rao, Junior Labour Welfare Inspector in charge with the six children.

Robinson Railway Institute Negapatam

The Annual General Body Meeting and the Annual Day celebrations of the

Robinson Railway Institute, Negapatam, took place at the Institute premises on the 18th April, 1956. The Institute was gaily decorated with flags and festoons and the building was colourfully illuminated. The whole place presented a very beautiful appearance. Sri R. Parthasarathi, District Controller of Stores, Negapatam, President of the Institute presided.

On being called upon by the President, Sri. M. Ratnasabapathi, Honorary Secretary, presented the Annual Report in which mention has been made of the all-round progress of the Institute and also of the additional amenities to be provided in due course. The Annual Report and the Balance Sheet which was circulated in advance were adopted by the members by acclamation.

The President complimented the Honorary Secretary and the members of the Managing Committee for the good work done by them and also

congratulated the new members on their election. Then the members retired for light refreshment and tea.

Resuming after tea, Sri R. Parthasarathi, President of the Institute, unveiled the portrait of Sri T. Narayanasamy Pillai, who was Hon. Secretary of the Institute for a period of 14 years from 1942 to 1956. The President, before unveiling the portrait, eulogized the valuable services rendered by Sri T. Narayanasamy Pillai as the Honorary Secretary of the Institute for the past 14 years and also paid glowing tributes to Sri T. Narayanasamy Pillai for having guided the affairs of the Institute with enviable zeal and enthusiasm and the ways and means adopted by him for improving the finances of the Institute without detriment, to the amenities and normal activities of the Institute. The portrait presented by Sri M. Kayaroghanam Pillai, a member of the Institute, was gratefully accepted by the President.

Then there were a Dance Performance by Kumari A. Elizabeth, daughter of Sri T. Arokiasamy of the District Controller of Stores' Office,



Sri Narayanasamy singing the National Anthem

[Photo : S. Sriramulu]

Negapatam and Gymnastics and acrobatic feats by Sri G. Balasubramanyam and Party of the District

SOUTHERN RAILWAY

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Tender No. P1/C/S/1/D/1624

Sealed tenders are invited for the supply of 117 Nos. of Jacks 15 tons capacity similar to type 217 A as shown on page 12 of the "Simplex Jacks" General Catalogue No. 50 & will be received in the Office of Controller of Stores, Southern Railway, Aynavaram P. O., Madras-23 before 15-00 hours on 30-5-56 and opened at 11-00 hours on 31-5-56.

2. Tenders should be submitted only in the prescribed form obtainable from the undersigned on payment of Rs. 3/- per copy in cash or by M.O. with full name and address of the remitter. Remittance by any other means will not be accepted. Tender forms are not transferable.

3. Tender forms will not be issued after 12-00 hours on 21-5-56.

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Controller of Stores' Office, Negapatam, which were very much appreciated by the audience.

Srimathi Parthasarathi distributed the prizes to the Winners and Runners-up in the Annual Tournaments of the Institute and also to those who took part in the Dance Performance and Feats.

Sri M. Ratnasabapathi, Honorary Secretary of the Institute, proposed a vote of thanks.

After the singing of National Anthem, the function came to a close.

MOTHERS' DAY CELEBRATIONS INDIAN RAILWAY INSTITUTE HUBLI

The Indian Railway Institute, Hubli, initiated a new era when for the first time in its history since its inception, it celebrated the Mothers' Day on 11-3-1956 by providing an opportunity for the wives of Railwaymen to meet in a pleasantly got up social gathering. A wide programme embracing an exhibition, a sports meet, a music competition and a variety entertainment spread almost throughout the day was gone through.



Smt. Rajagopal distributing the prizes

The exhibition, the main feature of the programme attracted a very large gathering. Various articles, being the toil of Railwaymen's wives, in the shape of embroidery pieces, crocket works, woollen knitware, fancy stitching, hand-made articles such as paper flowers, toys and models, hobbies such as stamps and paintings, numbering over 500 in all, were exhibited in spectacularly arranged stalls. The exhibition proved so popular, that by public demand it was extended for one more day. The standard of articles

Smt. Rajagopal with the organisers and volunteers



exhibited were of a very high order, and surpassed all expectations.

In the afternoon a sports meet was arranged where various interesting items as tug-of-war, musical chair, lime and spoon race and running race were arranged. Over 50 ladies took part in the meet and the events proved to be extremely interesting.

The music competition was conducted in North Indian and Karnatic style separately and attracted as many as 20 entrants.

The variety entertainment provided instrumental music in Karnatic style, vocal music in North Indian style, interesting classical and modern dance items, a mimicry and folk dance in Marathi style, and also a Kummi by Tamil ladies. Another interesting item, 'Lighting the Candles' evoked a great cheer from the large audience present.

Light refreshments were served to all the ladies, numbering over 500, who thronged the auditorium of the Institute to its full capacity in gay colours and bright faces, with their children. Special buses were run for providing easy means of transport on the day for ladies residing in the far away MTS Railway Colony.

The celebration ended with prize distribution for the best pieces of work in the exhibition, winners of sports events, the successful musical contestants and also for those who contributed towards the success of the variety entertainment. The prizes were distributed by Smt. S. Rajagopal, who was also the guiding spirit behind the organisation of the celebrations. Smt. Kamala Krishnamurthi presided over the prize distribution.

This novel celebration, perhaps the first of its kind to be organised on the Railway, took the organisers over two months to get it ready. The idea of the function happily falls in line with that of the Railway Board recently mooted in its notification wherein it has advocated the desirability of extending a part of the privileges offered by the Railway Institutes to the wives of Railwaymen also.

SOUTHERN RAILWAY

TENDER NOTICE

Tenders for "Collection and training out of stone ballast including loading and unloading of P. Way materials for the work of relaying for 18½ miles from Mile 193/23 to Mile 209 and Mile 218 to 221/7—Jalarpet-Bangalore Section—Madras District."

The Regional Engineer, Southern Railway, Rayapuram, Madras-13, invites sealed percentage schedule tenders for the above work upto 12-00 hours on Monday the 11th June, 1956.

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

Tender forms will be issued upto 15-00 hours on Wednesday the 6th June, 1956.

Earnest money of Rs. 18,000 (Rupees Eighteen Thousand only) should be paid in advance to the Chief Cashier, Southern Railway, Madras-3, or Regional Accounts Officer, Southern Railway, Trichinopoly or Mysore, not later than 12-00 hours on Thursday the 7th June, 1956 and the receipt submitted along with the tender. No Cheque or Demand draft, etc., should be attached to the tender.

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 per his accepted tender towards Security Deposit.

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

Tenders will be opened at 14-00 hours on Monday the 11th June, 1956 at the Office of the Regional Engineer, Southern Railway, Rayapuram, Madras-13.

The total approximate value of the contract is Rs. 3,60,000.

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

Judging from the fact that it was the first attempt made by the Institute in organising a Mothers' Day, the success achieved was most encouraging. The magnitude of the work involved in the healthy and graceful conduct of the celebrations fell on the shoulders of a few energetic and active ladies residing in the various Railway colonies at Hubli. Their work richly deserves a word of praise.

CHIEF CLERK RETIRES

The staff and the Inspecting officials of the Chief Commercial Superintendent's Office, Southern Railway, Trichinopoly, gave a tea party at 5 p.m. on 16-4-56 to Sri T. S. Krishnaswamy Iyer, Chief Clerk, on the eve of his retirement due to superannuation. After tea, a meeting was held, with the District Commercial Superintendent, Southern Railway, Trichinopoly, in the chair. Prayer over, Sri Srinivasan, presented a farewell address eulogis-

ing the meritorious services rendered by the retiring employee. It was followed by supplementary speeches by Messrs. R. Rajagopalachari, Chief Clerk, M. G. Natarajan, T. S. Sundaram, M. Natarajan, etc., appreciating the enviable qualities of the head and heart of the chief guest.

The President, in his concluding remarks, expressed his admiration for the excellent qualities of Sri T. S. Krishnaswamy Iyer and exhorted the staff to offer the same kind of co-operation to the incoming Chief Clerk and to discharge their duties with a high sense of duty as befitting the illustrious citizens of India. Sri M. Ranganathan, Assistant Commercial Superintendent (Claims), was also present. With a vote of thanks with special reference to Messrs. M. P. Srinivasan and M. Natarajan for having organised the function, the meeting terminated.



SOUTHERN RAILWAY

TENDER NOTICE

The Engineer-in-Chief, Southern Railway, Park Town, Madras-3, invites SEPARATE SEALED PERCENTAGE SCHEDULE TENDER for each of the following works :-

District	Name of Work	Total approximate value of Contract	Earnest money to be paid
Bezawada	Bridge works between Ulavapadu and Surareddipalem :	Rs.	Rs.
"	1. Between mile 159 and 174	1,36,800	6,840
"	2. " 157 and 159	1,77,200	8,860
"	3. " 159 and 166	2,07,000	10,350
"	4. " 167 and 171	4,27,400	21,370
"	5. " 171 and 173	4,10,500	20,525
"	Bridge works between Kadavakuduru and Bapatla :		
"	6. Between mile 205 and 221	1,48,900	7,445

The above tenders are to be sent to the Engineer-in-Chief, Southern Railway, Park Town, Madras-3, so as to reach him not later than 12-00 hours on Wednesday, the 6th June, 1956.

Tenders should be submitted in the prescribed forms obtainable from the Office of the Executive Engineer, Southern Railway, Royapuram, Madras-13, or from the Office of the Engineer-in-Chief, Southern Railway, Park Town, Madras-3, 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 form. Extra copies can be had, if available, on payment of Rs. 2 (Rupees Two only) each. In no circumstances will the cost of the tender forms be refunded. The tender form is not transferable.

Tender forms will be issued upto 15-00 hours on Monday, the 4th June, 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 Monday, the 4th June, 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 Thursday, the 7th June 1956 at the Office of the Engineer-in-Chief, Southern Railway, Park Town, Madras-3.

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.

Inauguration of Breda Coaches on Madras Beach-Tambaram Section on 13-4-56, by Sri M. Bhakthavatsalam



Sri T. A. Joseph, G.M., S.Ry., introducing the Italian Engineers, Sri S. K. Mukerji, Sri M. Ganapathy, Sri B. Venkatraman and other guests to the Minister

Sri M. Bhakthavatsalam cutting the tape before the inaugural run of the new multiple unit





The Minister addressing the guests

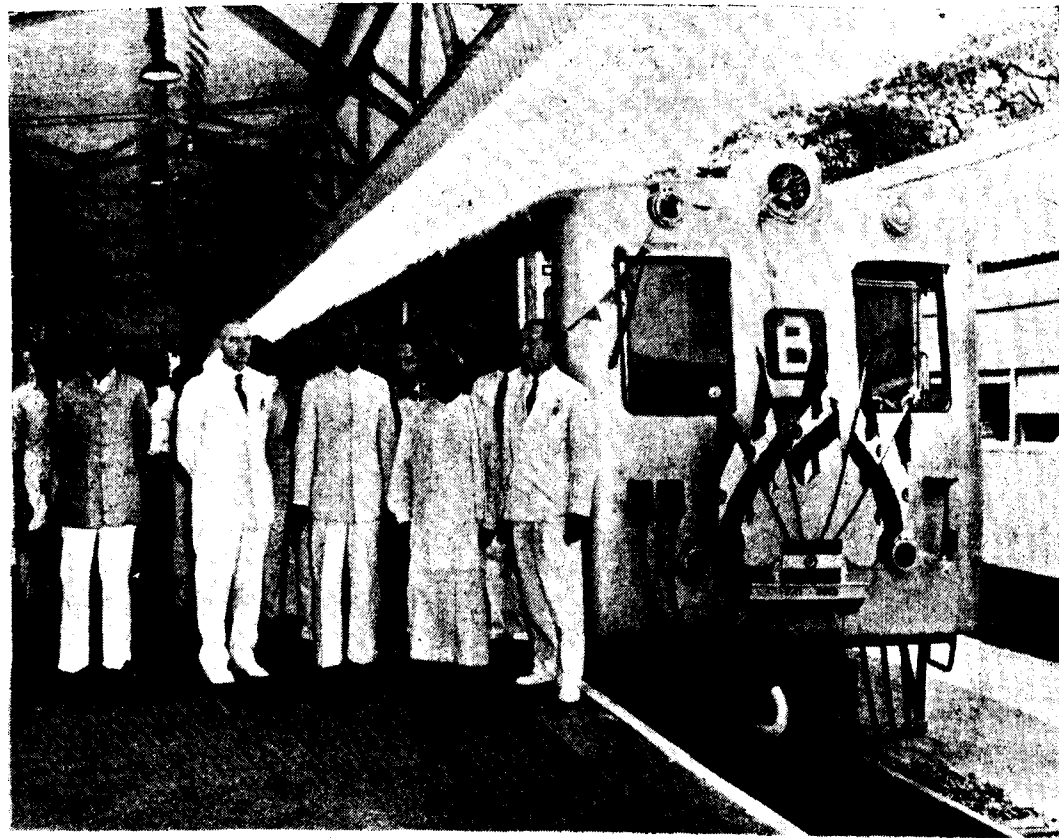


Sri S. K. Mukerji, Sri M. Ganapathy and Sri Ratan Lall seated behind the Italian Engineers

A view of the gathering

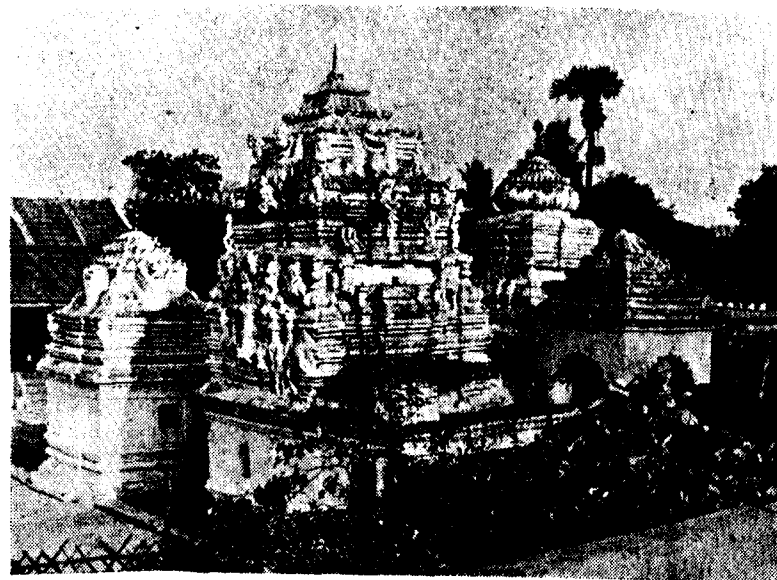
Sri T. A. Joseph and Sri M. Bhakthavatsalam with others in the train during its maiden run





Sri A. K. Natesan, Hony. Presidency Magistrate, Madras, Italian Engineers and Sri T. A. Joseph snapped with the Minister

Kotilingeswara Temple, Rajahmundry



'OUR VILLAGE'—A drama enacted by Railwaymen's Fine Arts Society, Chetpat



The Railwaymen's Fine Arts Society, Chetpat, staged a drama, 'Our Village' at the Museum Theatre on -4-56. Picture above shows a scene from the drama

A section of the audience



SOUTHERN RAILWAY

TENDER NOTICE

Quilon-Ernakulam Railway Construction

Section II—Kottayam towards Mavelikara

The Engineer-in-Chief, Southern Railway, Park Town, Madras-3, invites **Separate Sealed Tenders** for each of the following works :

Name of Work	Approximate value of work	Earnest money to be deposited
Supply of stone jelly, rubble, sand etc. required for the construction of :	Rs.	Rs.
1 1-40'-0" Span Girder Bridge No. 287	20,500	1,025
2 1-40'-0" Span Girder Bridge No. 317-F	17,200	860
3 1-40'-0" Span Girder Bridge No. 323	18,000	900

The above tenders are to be sent to the Engineer-in-Chief, Southern Railway, Park Town, Madras-3, so as to reach him not later than 12-00 hours on 14-6-1956.

Tenders should be submitted in the prescribed form obtainable from the Office of the Engineer-in-Chief, Southern Railway, Park Town, Madras-3 or from the Executive Engineer's Office, Quilon-Ernakulam Railway Construction, Ernakulam South on production of a receipt for the sum of Rs. 10 (Rupees ten only) paid to the Chief Cashier Southern Railway, Park Town, Madras-3, or the Station Master, Ernakulam South or Quilon **towards the cost of each tender form**. Spare copies of schedules only can be had on payment of Rs. 2 (Rupees two only) if available. In no circumstances will the cost of tender forms be refunded. Tender forms are not transferable.

Tender forms will be issued upto 15-00 hours on 11-6-1956.

Earnest money as detailed above should be paid in advance to the **Chief Cashier**, Southern Railway, Park Town, Madras-3 not later than 12-00 hours on 12-6-1956 and 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 work 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 15-6-1956, at the Office of the Engineer-in-Chief, Southern Railway, Park Town, Madras-3.

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

May 1956

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Sri T. A. Joseph, G.M., Southern Railway, appreciating the drama

The General Manager addressing the audience



SOUTHERN RAILWAY

TENDER NOTICE

The Chief Engineer, Southern Railway, Madras-3, invites Separate Lumpsum—Percentage Sealed Tenders for the Construction of Quarters at Madura as per particulars below, upto 12-00 hours on Tuesday the 12th June, 1956.

Serial No.	Station	Type of Quarters	No. of units	Total Approximate value	Earnest Money
				Rs.	Rs.
1	MADURA	II (Storeyed)	100	5,06,000	25,300
2	"	III (Storeyed)	4	32,000	1,600
3	"	IV (Storeyed)	4	50,000	2,500

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

The last date for the issue of tender form is 7th June, 1956, upto 15-00 hours.

The earnest money for each tender mentioned above should be paid in advance to the Chief Cashier, Southern Railway, Madras-3, or to the Regional Accounts Officer, Trichinopoly or Mysore and the Receipt issued by him should be attached to the tender. No Demand Draft or Cheque is to be attached to the tender. **The earnest money should be paid on or before 12 hours on 8th June 1956.**

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

The tenders will be opened by the Chief Engineer or his representative at 12-00 hours on the 13th June 1956.

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

May 1956

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SOUTHERN RAILWAY OFFICERS' ASSOCIATION—ANNUAL DINNER



The Annual Dinner of the Southern Railway Officers' Association was held on 16-4-56. Left to right: Sri K. Sadagopan, CAO/ICF, Sri T. A. Joseph, GM/S. Ry., Sri B. Venkatraman, CME, Sri S. S. Vasist, Member, Railway Board and Sri A. R. Rao, SDGM

A section of the gathering

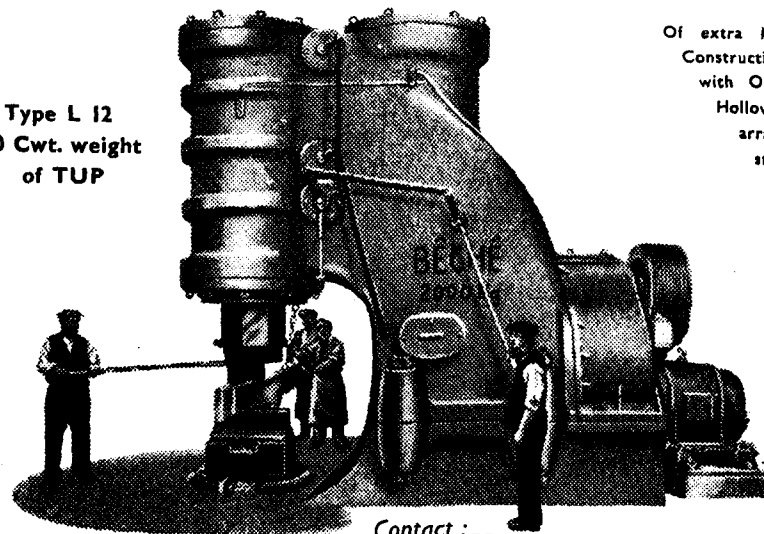




Sri B. Venkatraman, CME,
speaking on the occasion

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Sri S. K. Mukerji, CCS. addressing the gathering

Another view of the officers at dinner



SOUTHERN RAILWAY

TENDER NOTICE

Renigunta-Gudur Section—Conversion to Broad Gauge—Collection, Loading and Unloading of Hard Stone (Quartz) Ballast

The Engineer-in-Chief, Southern Railway, Park Town, Madras-3, invites sealed tenders for the above work upto 12-00 hours on 14-6-1956.

Tenders should be submitted in the prescribed form obtainable from the Office of the Engineer-in-Chief, Southern Railway, Park Town, Madras-3 or from the Executive Engineer's Office, Renigunta-Gudur Section Conversion Works, Renigunta, on production of a receipt for a sum of Rs. 10 (Rupees ten only) paid to the Chief Cashier, Southern Railway, Park Town, Madras-3 or any Station Master on the Southern Railway towards the cost of tender forms. Extra copies can be had, if available, on payment of Rs. 2 (Rupees two only) each. In no circumstances will the cost of the tender forms be refunded. Tender forms are not transferable.

Tender forms will be issued upto 13-00 hours on 11-6-1956.

Earnest money of Rs. 3750 is to be paid in advance to the Chief Cashier, Southern Railway, Park Town, Madras-3, not later than 12-00 hours on 12-6-1956 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 15-6-1956 at the Office of the Engineer-in-Chief, Southern Railway, Park Town, Madras-3.

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



Brahmotsavam—Kapaleeswar Temple—
Mylapore—Madras—Car procession

CIRCUMSTANTIAL EVIDENCE

CRIMES are the actions of physical beings with an evil intention of abusing their physical powers against justice and to the detriment of society. Fictions of law and artificial presumptions (juris et de jure) have little or no place. The presumptions which belong to criminal cases are those natural and popular presumptions which are only observations turned into maxims, like adages and apophthegms, and are admitted (when their grounds are established) in the place of proof, where better is wanting, but are to be always overturned by counter-proof.

These presumptions mostly go to the intention. In all criminal cases, the crime (except where the law itself implies malice) consists rather in the intention than the action. Now the intention is proved but by two ways; either, first, by confession—this first case is rare, but simple—secondly, by circumstantial proof—this is difficult, and requires care and pains. The connection of the intention and the circumstances is plainly of such a nature as more to depend on the sagacity of the observer than on the excellence of any rule. The pains taken by the Civilians on that subject have not been very fruitful; and the English law-writers have, perhaps as wisely in a manner abandoned the pursuit. In truth, it seems a wild attempt to lay down any rule for the proof of intention by circumstantial evidence. All the acts of the party,—all things that explain or throw light on these acts, all the acts relative

to the affair, that come to his knowledge, and may influence him,—his friendships and enmities, his promises, his threats, the truth of his discourses, the falsehood of his apologies, pretences, and explanations, his looks, his speech, his silence where he was called to speak, everything which tends to establish the connection between all these particulars,—every circumstance, precedent, concomitant and subsequent become parts of circumstantial evidence. These are in their nature infinite, and cannot be comprehended within any rule or brought under any classification.

Now, as the force of that presumptive and conjectural proof rarely, if ever, depends on one fact only, but is collected from the number and accumulation of circumstances concurrent in one point, we do not find an instance where attempts have been made by any court to call on the prosecutor for an account of the purpose for which he means to produce each particle of this circumstantial evidence, to take up the circumstances one by one, to prejudge the efficacy of each matter separately in proving the point,—and thus to break to pieces and to garble those facts, upon the multitude of which, their combination, and the relation of all their component parts to each other and to the culprit, the whole force and virtue of this evidence depends. To do anything which can destroy this collective effect is to deny circumstantial evidence.

—EDMUND BURKE

May 1956

SOUTHERN RAILWAY TENDER NOTICE

Doubling of line between
 (1) Ulavapadu and Surareddipalem } on Madras-Bezwada Line.
 and
 Kadavakuduru and Bapatla
 and
 (2) Mukundarayapuram and Latteri } on Madras-Erode Line.
 and
 Vinnamangalam and Tirupattur

Manufacture, supply and erection of pre-stressed concrete girders over bridges,
 to IRS Broad Gauge Main Line standard loading.

The Engineer-in-Chief, Southern Railway, Park Town, Madras-3, invites sealed tenders from Tenderers who have specialised in pre-stressed Concrete Structures for the above work to reach him not later than 12-00 hours on 13th June, 1956.

Tenders should be in the prescribed form obtainable from the Engineer-in-Chief's Office upto 12-00 hours on 12th June, 1956 on production of a receipt from the Chief Cashier, Southern Railway, Park Town, Madras-3, or from the Station Masters on the Southern Railway, for payment made towards the cost of Tender Forms at the rate of Rs. 10 per set of Tender Forms. In no circumstances will the cost be refunded.

The work is divided into five sections and the following is the Earnest Money required for the work in each of the Sections:

Section No.	Mileage	Br. No.	Description	Approximate total cost	Earnest money to be deposited	Remarks
				Rs.	Rs.	
I	Madras-Bezwada line Mile 157/22 to 160/6	516	19-39'-0" PRCG	3,92,000	19,600	
		516A	4-40'-0" ..			
		518	9-60'-0" ..			
II	Madras-Bezwada line Mile 169/16 to 168/10	533	33-40'-0" ..	3,50,000	17,500	
		535	2-39'-9" ..			
III	Madras-Bezwada line Mile 169/16 to 217/11	537	3-40'-0" ..	4,60,000	23,000	
		541	22-40'-0" ..			
		542	5-39'-9" ..			
		610A	7-40'-0" ..			
		612	5-58' 7 1/2" ..			
IV	Madras-Erode line Mile 71/3-13	299	56-30'-0" ..	3,36,000	16,800	
V	Madras-Erode line Mile 123/23 to 129/19	574	4-30'-0" ..	1,44,000	7,200	
		583	12-28'-2" ..			
		595	5-30'-0" ..			
		600	3-30'-0" ..			

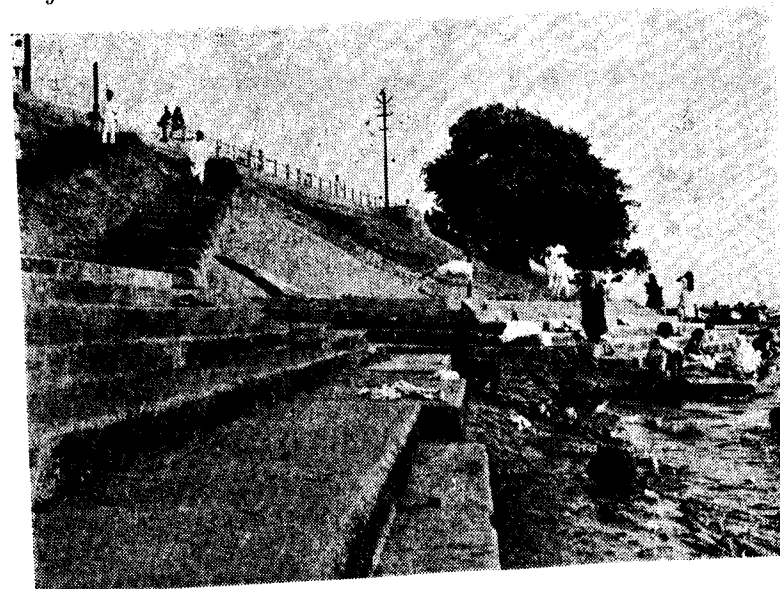
Earnest money as detailed above should be paid in advance to the Chief Cashier, Southern Railway, Park Town, Madras-3 not later than 12-00 hours on 12-6-1956 and the receipt submitted along with the tender. No cheque or demand draft should be attached to the tender.

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 14-6-1956 at the Office of the Engineer-in-Chief, Southern Railway, Madras-3.

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.



Markandeya Ghat, Godavari



A view of the Pushpagiri Ghat, Godavari

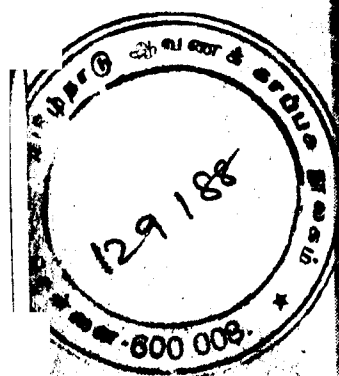
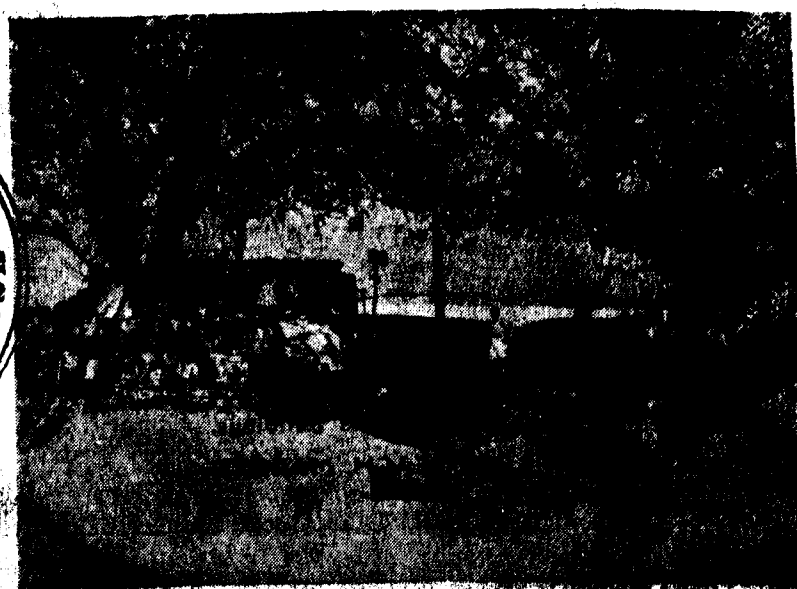


A view of Markandeya Temple



Moolasthanam, Markandeya Temple

Kotilingalu Ghat, Godavari



ask Jacks about it

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Harrows, Cultivators,
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Sprayers.

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Plants, Concrete Mixers.

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etc.

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Compound, Wire Fencing,
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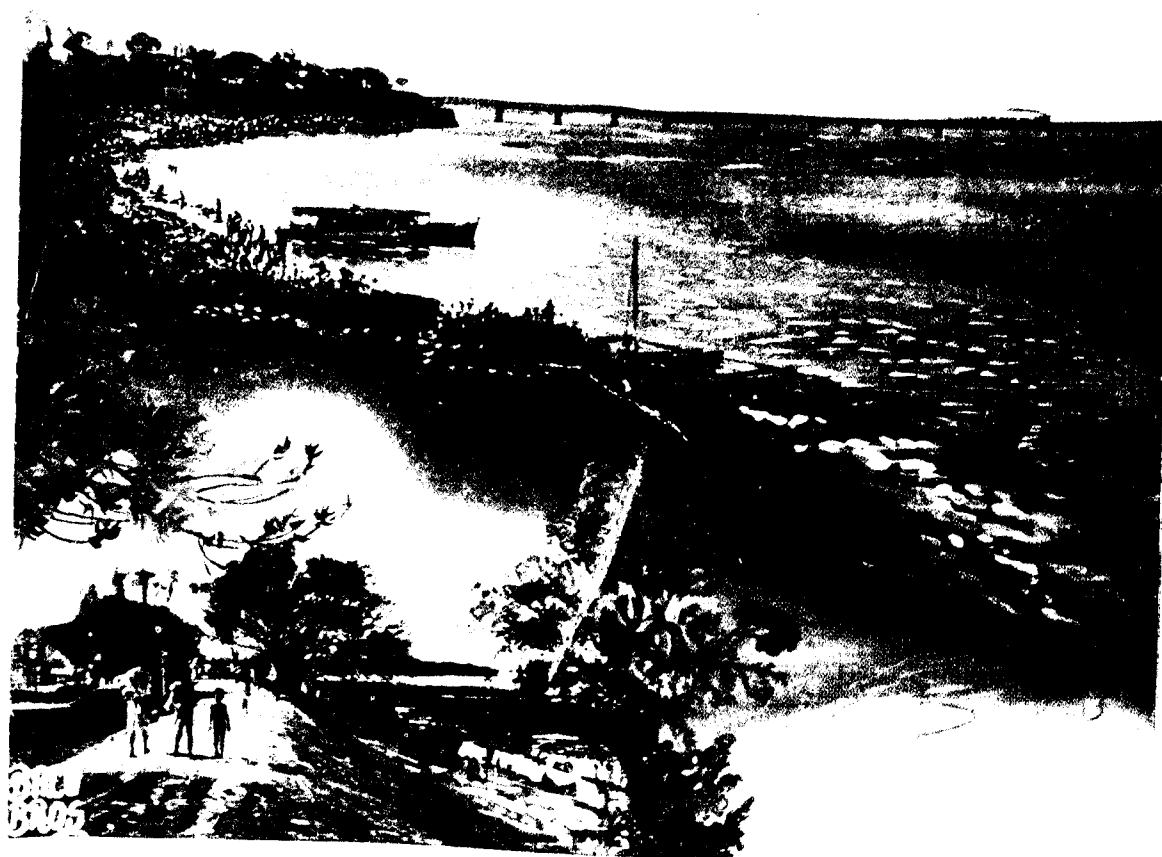
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SOUTHERN RAILWAY

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