

Southrail news

1957- August



NO. 5

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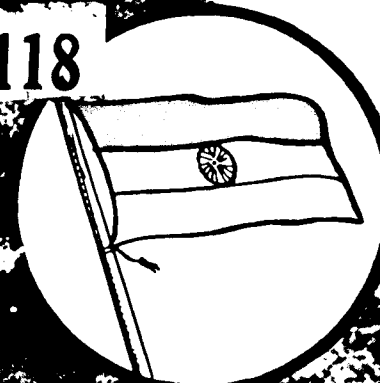
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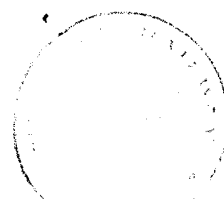
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INDEPENDENCE DAY
NUMBER



37 Naye Paisa



Southrailnews

PUBLISHED BY THE SOUTHERN RAILWAY

"SOUTHRAILNEWS"

NOTICE

October Number of the 'Southrailnews' to be published
on 2nd October 1957, Mahatma Gandhi's Birthday

It is fitting and proper that the October Number of any magazine in India is brought out on the Second October, which is Mahatma Gandhi's Birthday. The Father of the Indian Nation also gave some advice to railwaymen besides setting an example by his austere life. Mahatma Gandhi has also given a life to railwaymen, especially about third class travel and also ticketless travel.

This Special Number bought and preserved, read and referred to, offers unique value to Advertisers. The advertisements are a constant reminder of the products and their utility. You will be interested in this October Number under preparation and would like to advertise in it. We shall thank you to send your advertisement material by 18th September 1957. Kindly advise your space requirements early, so that we may reserve the space and ensure the best possible position for you.

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CIRCULATION

The 'Southrailnews' circulates over the entire area covered by the Southern Railway which includes the States of Madras, Andhra, Kerala, Karnataka and Bombay. The Minister and Deputy Ministers for Railways and Transport, the Chairman, Members and Directors of Railway Board, General Managers, Controllers of Stores, Chief Engineers (Civil, Mechanical, Electrical and Signal and Telecommunications) of Indian Railways, Members of Zonal Railway Users' Consultative Council, Industrialists and Commercial Firms are on our permanent mailing list. Copies are available at Railway Bookstalls.

Though this will be a special number with a multicolour front page and other colour pictures, it will be sold at the usual price of 37 Naye Paise to the public and 25 Naye Paise to the Railwaymen per copy.

18-A, Mount Road,
MADRAS 2.

EDITOR,
'Southrailnews'

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THE BETTER LAMP

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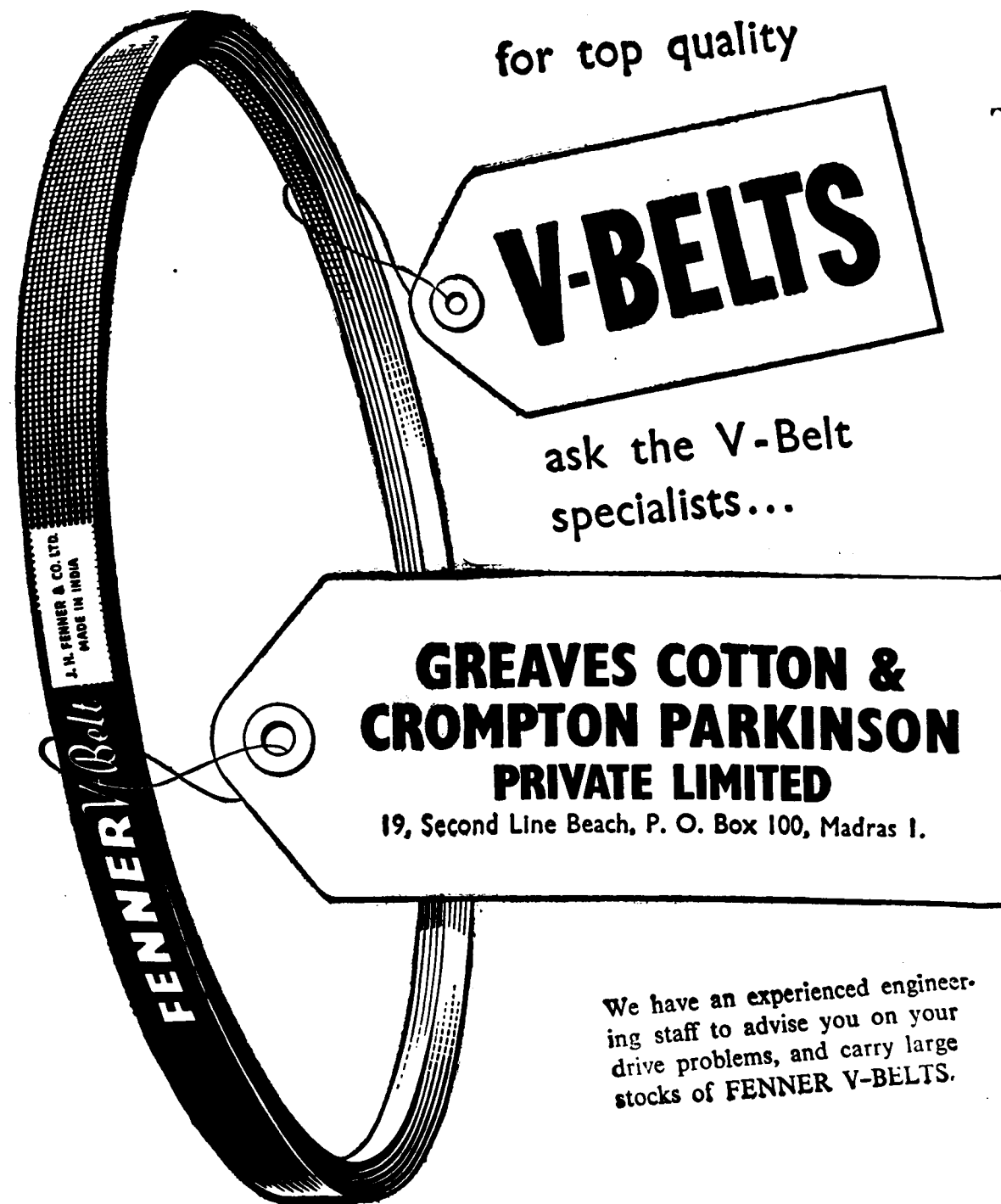
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On the 15th of August 1957, we celebrate the Tenth Anniversary of the attainment of Independence by India. This is a great day of national rejoicing. Let us pray for the prosperity of our country and do our best for making our Railways Second Five-Year Plan a success.

The Second Five-Year Plan is now gaining momentum. Many of us are already seeing the signs daily—the building work at stations and depots, new track being laid, track being doubled, track being relaid, etc. The main aim of the Second Five-Year Plan for Railways has been declared to be development of capacity to move the increased freight traffic that will arise as a result of Second Plan developments in the country. This is vital. If we fail, other developments will have to be arrested as without the means for getting raw materials and distributing finished products, no industry can develop. We have, therefore, a big part to play in the Second Plan and a correspondingly high responsibility to shoulder.

In order to increase the line capacity, the Southern Railway has taken up the doubling of the line between Bezvada and Gudur and between Arkonam and Jalarpet, in stages, during the Second Plan. When these works are completed, it will be possible for the Southern Railway to meet all demands of transport over the important routes.

Two major works on Southern Railway are nearing completion. The Gudur-Renigunta conversion from Metre Gauge to Broad Gauge is likely to be completed in a few days. Another big project, i.e., remaining 59 miles of Quilon-Ernakulam construction is also likely to be completed by November this year.

Every railwayman is expected to do his best in order to achieve the Second Five-Year Plan targets. Railwaymen of all grades have to put in co-ordinated and concerted efforts in order to attain the targets fixed in the Second Five-Year Plan for the Railway.

V. C. Srinivasan

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The air-conditioning provides for a constant temperature all through the year, the air in the train being kept cool in the hot weather and warm in the cold weather. Besides, dust is completely eliminated and noise is reduced. The trains are extremely comfortable and passengers desiring to travel by these trains have to pay a surcharge of only 4 pies per mile per adult over the III Class mail fare and 2 pies per mile per child over the child's mail fare. Reservation of III Class seats can be done 10 days in advance, and of berths in the usual air-conditioned class under the normal rules.

Passengers are allowed to carry with them only small packages, attache cases, tiffin boxes, etc., which can be conveniently kept on the rack inside the compartments. All other luggage must be booked in the Brake-Van; passengers are therefore requested to present and book such luggage at the Luggage Booking Office and at least 30 minutes before the departure of the train to avoid inconvenience.

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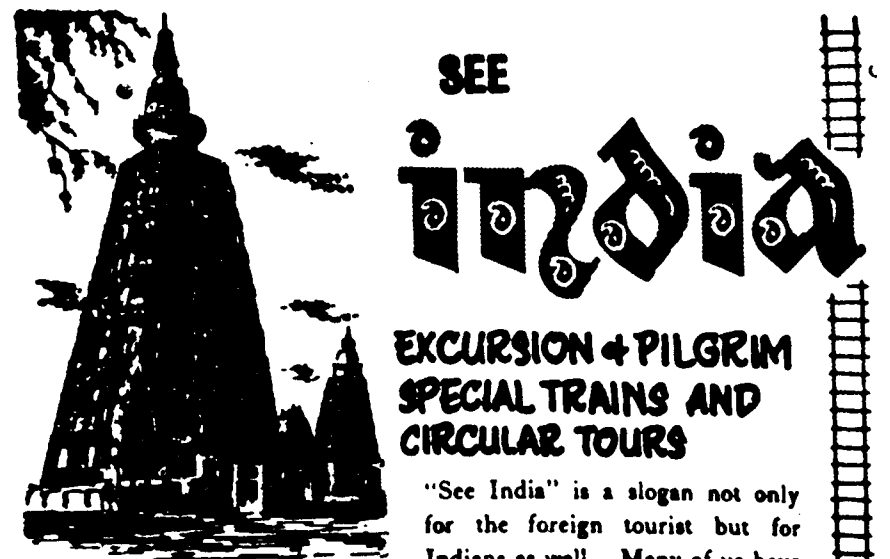
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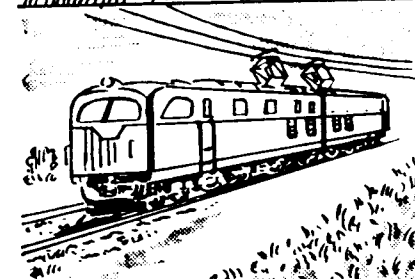
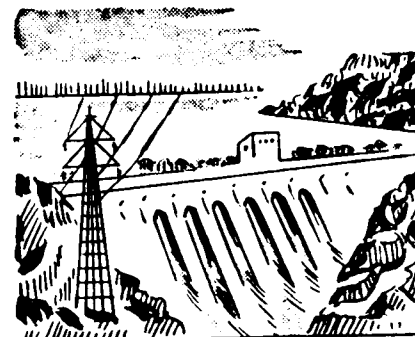
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- (iii) For tours exceeding 1,500 miles and over, a concessional fare equivalent to $\frac{3}{4}$ th of tariff fare will be permissible under certain conditions.

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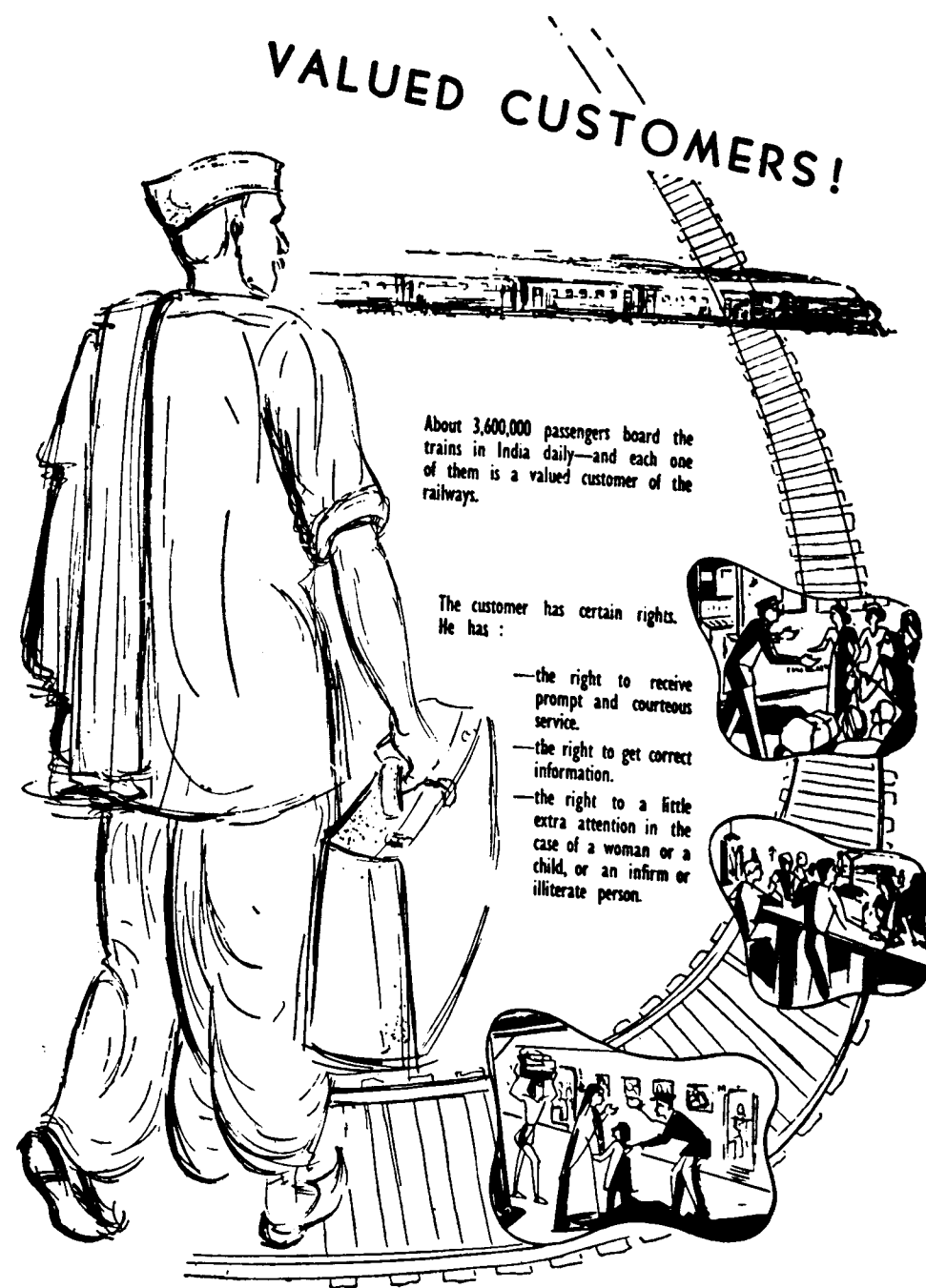
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SOUTHRAILNEWS

(Official Organ of the Southern Railway)

EDITORIAL NOTICE

VOL. IV

No. 5

Editor :

K. SRINIVASAN

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

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

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

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

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THE EDITOR

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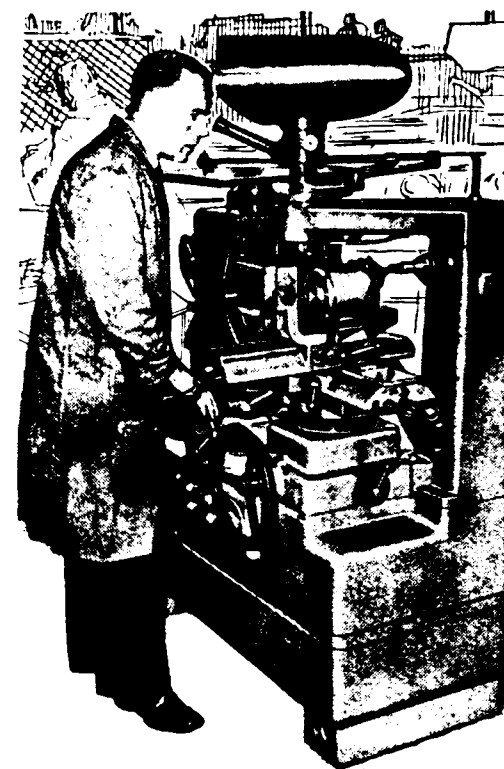
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SOUTH RAIL NEWS

VOL. IV

AUGUST 1957

No. 5

STEPS TO REDUCE OVERCROWDING

As a measure of reducing overcrowding in III Class compartments, the Railway Minister announced in the Lok Sabha on the 19th July 1957 that Government of India would decide shortly on cutting down air-conditioned coaches from certain trains and replacing them by III Class bogies. Further manufacture of air-conditioned coaches have been stopped.

The cutting down of Dining Cars in certain trains and a general increase of III Class coaches, even if it meant the curtailment of the normal speed of trains and other measures proposed by the Railway Minister would increase the III Class capacity of the Railways. In particular sections of the Railway in which overcrowding is rampant, it is proposed to make a study in order to bring about a reduction in overcrowding. The question of increasing the capacity of passenger trains was dependent on track capacity which will have to be increased only by the additional allocation by the Planning Commission; but this is also dependent on the availability of material like timber, iron and steel of which there is a general shortage.

levels would be formed to go into the question of amenities for passengers in the trains and at stations. Each of these Committees will consist of 5 or 6 persons.

PLANS FOR SPECIAL FORCE FOR PROTECTION OF RAILWAY PROPERTY

A bill was introduced in the Lok Sabha on the 15th to provide for the constitution and regulation of a force to be called the "Railway Protection Force" for the better protection and security of Railway property. Replying to the debate in the Lok Sabha, Mr. Shaw Nawaz Khan, Dy. Minister of Railways, said:

"In view of the thefts of Railway property and attack on running trains by armed gangs particularly by hostile Nagas in Assam, it has become necessary to reorganise the Watch and Ward Department and arm it, with more powers to prevent thefts and ensure safety of travel. The railways paid claims to the extent of 3 crores every year for goods lost in transit. Besides, a number of articles belonging to the railways such as fans and dynamos are also stolen causing great loss to the nation."

PASSENGER AMENITIES

The Railway Minister has announced that Joint Committees of Railway officials and subordinate staff at all

The powers sought to be conferred on the members of the protection force were not wide as apprehended by a section of the public. The members of the force were being given

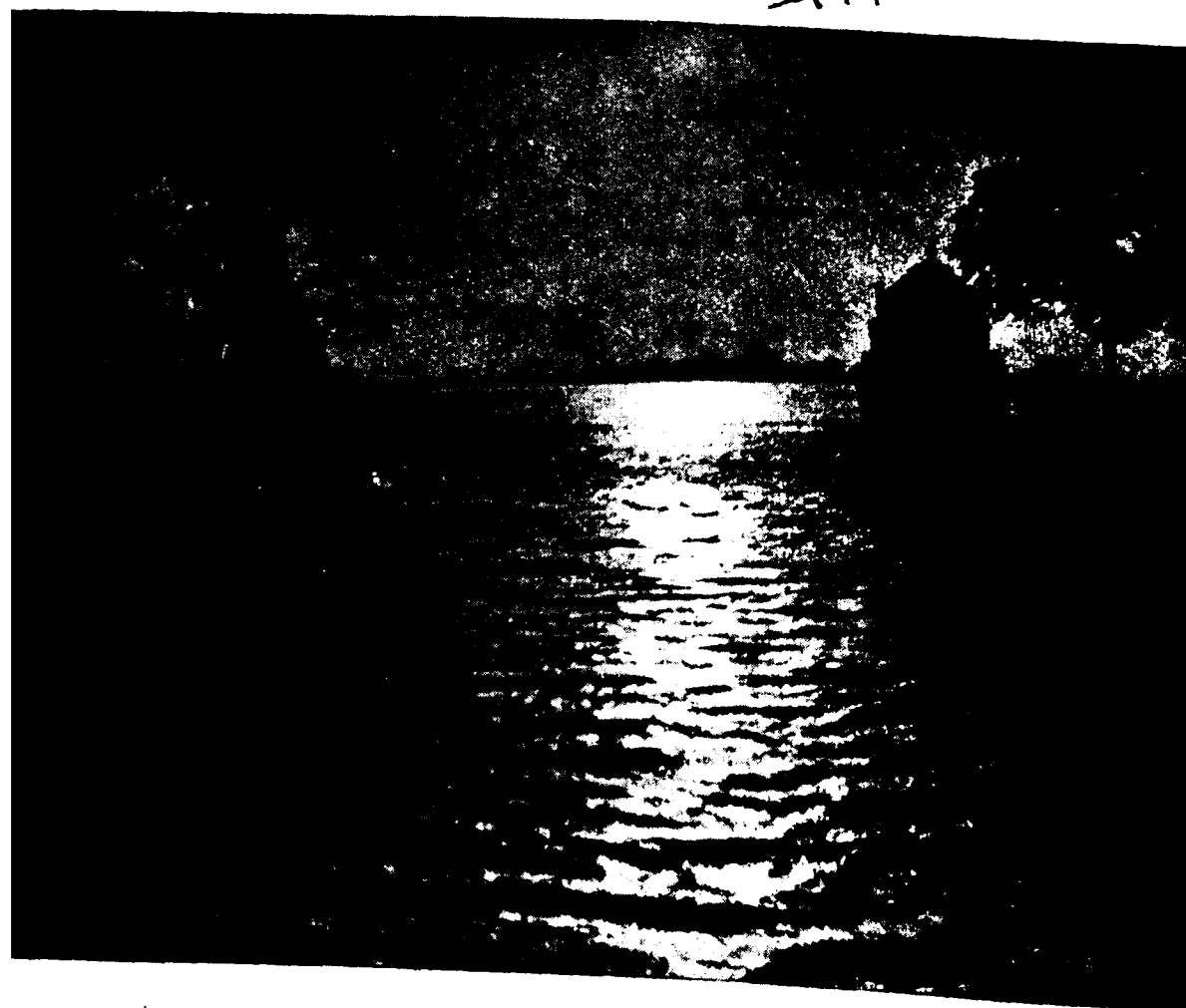
August 1957

the same protection as was extended to members of other security services. There was a clause, the clause which gave power to the force to detain and search any person concerned in an offence which was criticised as likely to be misused; but it was later on clarified that in the case of a person detained in connection with theft of railway property his belongings should be searched forthwith. Punishment for neglect of duty by members of the force was enhanced from 3 months,

simple imprisonment to one not exceeding 6 months. The present bill as explained by Shaw Nawaz Khan sought to redesignate the Watch and Ward Department as the 'Railway Protection Force' which would enable the personnel of the force to be brought under a set of disciplinary rules and confer on them in certain conditions, powers to arrest and search without a warrant. The force should also provide in times of need suitable assistance to the Government Railway police.

Cauvery in spate

[Handwritten signature]



Notes on Current Rly. Topics

URGENCY OF STEEL PROCUREMENT FOR RAILWAYS

With effect from April 1, 1957, the Ministry of Railways has taken over from the Ministry of Commerce and Industry the work relating to the procurement of the more important categories of steel requirements for the Indian Railways.

This has been done to enable the Indian Railways to take urgent measures for the procurement of their steel requirements, supplies of which, at present, are in heavy arrears.

The supplies with which the Ministry of Railways will be concerned are rails, steel sleepers, fish-plates and bearing plates. A small steel procurement unit has been set up for this purpose in the Railway Board office at New Delhi.

The Government of India sent a small Steel Purchase Mission to Europe to negotiate the supply of steel and conclude contracts on the spot, without having to refer back matters to New Delhi.

The Mission was led by Sri K. P. Mushran, Member, Railway Board and included Sri N. C. Deb, Additional Member (Finance), Sri H. D. Singh, Director of Railway Equipment and Sri M. N. Bery, Joint Director (Works), Railway Board.

The Mission visited the United Kingdom and other countries in Europe which produce steel. The Mission also visited Canada.

It is proposed to depute an officer also to Japan to make investigations

into the possibility of obtaining steel from that country.

GANGA BRIDGE AT MOKAMEH EXPECTED TO BE COMPLETED BY DECEMBER 1959

The over-all progress of the work in connection with the construction of the Ganga bridge at Mokameh is 53.5 per cent and the bridge is expected to be completed by the end of December 1959.

A statement of progress made, show that all the training works, involving the use of about 7.7 crores cft. of earthwork and approximately 2.5 crores cft. of pitching stone, weighing 65 lbs. to 120 lbs. each, have been completed.

Steel for the bridge girders has been arranged. Almost all the imported steel has been shipped and over 75 per cent has been received. All the indigenous steel arranged has been received.

Earthwork is being done with the Earth Moving Plant. Out of a total of about 20 crores cft. more than 12 crores cft. of earthwork has been done. Major portion of earthwork in the Marshalling and Transshipment Yards and main line formation up to Garhara on the North Bank has been completed.

Indents for the supply of permanent way material and signalling and interlocking material have been made.

Preliminary arrangements for the execution of other items have been made and preparation of drawings is in hand.

RAIL CONCESSION TO CANCER PATIENTS

Travel concessions by rail announced recently for blind persons and T.B. patients are extended to cancer patients on similar terms with effect from July 1, 1957.

Cancer patients travelling alone for admission to or on discharge from hospital or an institute where cancer patients are treated will be allowed to travel on payment of only one-fourth of the normal fare. When accompanied by an attendant, the patient and the attendant will be allowed to travel on payment of only one single journey fare.

The concession, which applies to the first, second and third classes, will be allowed only on production of the necessary certificate from the incharge of the hospital or institute concerned to the effect that the applicant is a *bona fide* cancer patient travelling for admission to or on discharge from a hospital or institute.

SAFETY OF RAIL TRACK AND BRIDGES—COMMITTEES TO BE SET UP IN EACH STATE

The Railway Board has proposed to all State Governments that a Standing Committee of Engineers should be set up in each State to keep under constant review matters affecting the safety of railway track and bridges against floods and heavy rainfall.

It has been proposed that each committee should consist of representatives of the Zonal Railways serving each State, and of the State Public Works, Irrigation, Forest and Local Self-Government Departments.

The subject of achieving maximum co-operation between railways and the State Governments in regard to safety of railway track was discussed at a meeting of the State Chief Ministers with the Railway Minister held in New Delhi on June 5, 1957.

FUNCTIONS OF STANDING COMMITTEES

Each State committee will meet at frequent intervals and its members will exchange information about schemes envisaged by any one department likely to affect the working or safety of the assets of another department and discuss the consequential safeguards to be adopted.

The committees would evolve a procedure for obtaining and broadcasting by the departments concerned to officers in other departments, warnings or forecasts of heavy rains, floods, storms as well as the actual heavy rainfall recorded.

The committees would also evolve procedure for inducing public co-operation in promptly conveying to the department concerned any unusual occurrences. They would assess whether waterways, protection works, etc., provided by any department in a particular area severely affected by floods have proved to be inadequate and whether improvements are needed for the future.

The Railway Board has requested the General Managers of all the Zonal Railways to get into touch with the State Governments concerned immediately and see that these committees are constituted and start functioning very early.



London Office of "Bradshaw" in the Eighteen-forties, showing stage coaches conveying travellers on right

World of Railways

ARTHUR L. STEAD

Our London Correspondent

AMONG the staff magazines of the Indian Railways, SOUTHERN RAIL NEWS now has become quite a sturdy youngster. Like the Indian lines, the systems of Britain have for many years published monthly magazines for the benefit of their employees, and oldest of all these journals is the SOUTHERN MAGAZINE, which first saw the light of day away back in the eighteen-seventies as the SOUTHERN WESTERN GAZETTE.

The GAZETTE was first issued for the benefit of the men and women workers on the London & South-

Western Railway Company. In time, it became the employee journal of the Southern Railway Company, and then of the Southern Region of British Railways.

Old as is the SOUTHERN MAGAZINE of Britain, however, its long record of continuous publication is beaten by another famous British railway monthly BRADSHAW'S RAILWAY GUIDE. This, it is true, is not a railway staff magazine, but it is probably the oldest monthly railway publication in the world, having been issued regularly since 1841.

It may be among my reader friends there are many who have never heard of George Bradshaw, producer of the world's first railway time-table. Let me tell the story of this clever nineteenth century Britisher who, with his monthly RAILWAY GUIDE, contributed almost as much in his own way to world railway progress as did George Stephenson, the "Father of Railways," himself.

To appreciate our debt to Bradshaw, we have to go back to the old stage coach days, before the "Iron Horse" was invented. In that romantic era, it was the habit of the horse-drawn stage coach proprietors in England to advertise their services by means of printed bills, usually displayed outside the historic coaching inns that

were such a feature of the principal highways.

These advertisements were not genuine time-tables as we regard them, but more or less general indications as to the services provided by the stage coaches. Times of departure were given, but intermediate timings and arrivals at destination were cleverly omitted or hinted at only vaguely. Gradually, the stage coach proprietors did give definite departure and arrival times in their announcements, but right up to the coming of the railway nothing comparable with a genuine time-table made its appearance.

On the opening of the world's very first public railway the Stockton & Darlington line, built by George

A typical railway train announcement of 1835. Note that train departures are listed, but no arrival times given

TRAVELLING BY THE Liverpool and Manchester Railway. 1835.	
The following are the Times of Departure both from Liverpool and Manchester.	
SEVEN o'Clock	1st Class Train.
Quarter-past Seven o'Clock	2nd Class Train.
TEN o'Clock	1st Class Train.
Half-past Ten o'Clock	2nd Class Train.
Twelve o'Clock	2nd Class Train.
TWO o'Clock	1st Class Train.
Three o'Clock	2nd Class Train.
FIVE o'Clock	1st Class Train.
Half-past Five o'Clock	2nd Class Train.
Except on Tuesdays & Saturdays, when the Evening second class Train from Manchester will start at Six o'Clock, instead of Half-past Five o'Clock; and on Tuesdays and Saturdays, in addition to the above departures, a First Class Train from Manchester will also start at SIX o'Clock in the Evening.	
THE FOLLOWING ARE THE DEPARTURES ON SUNDAYS.	
Seven o'Clock	2nd Class Train.
EIGHT o'Clock	1st Class Train.
FIVE o'Clock	1st Class Train.
Half-past Five o'Clock	2nd Class Train.
F A R E S.	
By First Class Train, Coaches, Four Inside	6s. 6d.
Ditto, Ditto, Six Inside	8s. 6d.
By Second Class Train, Glass Coaches	5s. 6d.
Ditto, Open Carriages	4s. 0d.
Charge for the conveyance of Four-wheeled Carriages 2s. each.	
Ditto, Two-wheeled Ditto	12s. "
Horses—For One Horse 10s.—Two Horses 18s.—Three Horses 22s.	



George Bradshaw

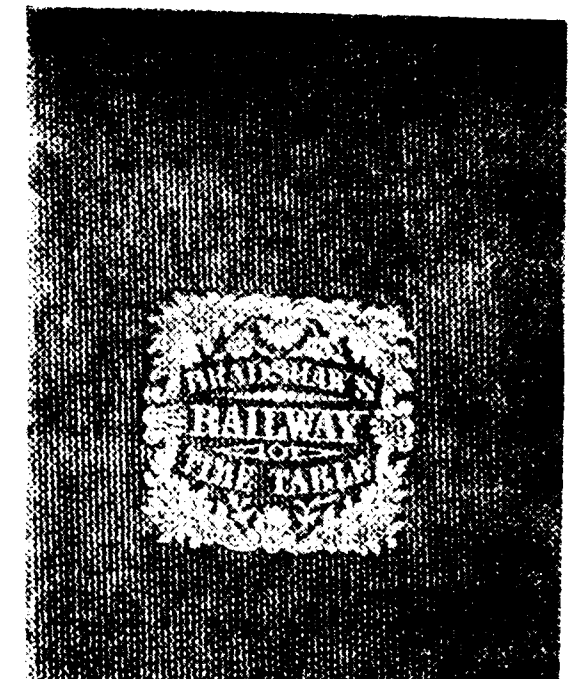
Stephenson and brought into use in 1825—there was prepared and exhibited an official advertisement which gave the time of departure of trains from Stockton and Darlington respectively, but cleverly relieved the company of responsibility for delays by prefixing the little word "about" before the arrival times.

Five years later, the Liverpool & Manchester Railway was opened, and on this line, too, the proprietors fought shy of giving definite train arrival times in their advertisements. Even in 1835—after five years of operation—the Liverpool & Manchester Company continued to give details of train departures in their announcements, while carefully avoiding publishing arrival times. Imagine what confusion and inconvenience would today arise were the Southern and other Indian lines to merely advertise the hour of departure of trains and leave arrival times more or less a matter of guesswork!

In the eighteen-thirties, "Railway Guides" by the score began to appear in Britain, each containing a history of railways and a description of the territory passed through, but carrying little detailed information as to train arrivals. One guide of the period, however, did improve upon its contemporaries. This was THE IRON ROAD BOOK & RAILWAY COMPANION, written by Francis Coghlan and published by A. H. Baily & Co., London, describing "the towns, villages and mansions" on each side of the line, and giving unlike previous publications—the times of departure and arrival of trains on the London & Birmingham Railway.

September 18, 1838, saw through rail communication established between London, Birmingham, Manchester and Preston, and this momentous event brought into the limelight the

The world's first railway Time-table published by Bradshaw in 1839



genius of the railway time-table—George Bradshaw—born at Windsor Bridge, Salford, Manchester, on July 29, 1801.

Like George Stephenson, young George Bradshaw came of humble parents. He was the only child of Thomas Bradshaw and his wife, the former Mary Rogers, and while they gave George as good an education as their purse would permit, it became necessary for the boy to leave school at 14, when he was apprenticed to a Manchester engraver named Beale.

In 1820, Bradshaw moved to Belfast, Ireland, and commenced business as an engraver, but he returned a year later to Manchester, where he commenced the engraving of maps. In 1831, an apprentice named William Blacklock came to work for Bradshaw, and letterpress printing having been added to the firm's activities, Blacklock became a partner, and the name of the firm was changed to Bradshaw & Blacklock.

When Bradshaw first began to toy with the idea of printing railway time-tables, it was the custom of the various local railways which had sprung up in Britain to advertise the times of their trains in the newspapers serving their particular regions. It became obvious to Bradshaw that travellers required some handy sort of guide they could keep in their pockets for ready reference.

Out of this idea came the first issues of BRADSHAW'S RAILWAY TIME-TABLES, issue number one being dated "10th Mo." (the Quaker equivalent for October) 1839. The complete title of the book was: BRADSHAW'S RAILWAY TIME-TABLES AND ASSISTANT TO

RAILWAY TRAVELLING. It was a slender volume in a green cloth cover, measuring three inches by four-and-a-half inches.

Bradshaw's first book of time-tables sold at six pence per copy. There were three issues, all dated October 1839. On October 25, 1839, George Bradshaw published another book, covering the English railways to the south of Manchester, including the London & Birmingham and the Great Western systems. On the same date, he published a third volume which was a sort of combination of the other two works, and bore the title: BRADSHAW'S RAILWAY COMPANION.

The COMPANION for a time proved a great success. By 1841 it had grown to about 50 pages, and in 1845 it commenced to be published monthly.

BRADSHAW'S RAILWAY GUIDE actually was being published at the same time as the COMPANION (later discontinued), the first number appearing in December 1841. This original number may today be inspected by visitors to the Bodleian Library, Oxford. It carries the title "BRADSHAW'S RAILWAY GUIDE, containing a correct account of the hours of arrival and departure of the trains on every railway in Great Britain; a map of England with the railways completed and in progress; hackney coach fares, etc." From this, it will be seen that, while railways were gradually coming into favour, the good old hackney (horse-drawn) coach was still a power to be reckoned with.

When publishing his RAILWAY GUIDE, Bradshaw faced most of the problems which today confront the time-table experts and printers, plus a host of other difficulties arising out

of the fact that railways were then in their infancy, the electric telegraph had not been perfected, and universal time did not exist.

In those days, each individual railway favoured its own pet methods of train timing, the larger systems frequently making alterations to train running at any moment that suited their convenience, without any prior consultation with connecting systems. Today, of course, throughout the world of railways, alterations to train timings and additional trains which affect neighbouring systems normally are made only after prior arrangement with the interested parties.

Bradshaw fought all his life for time-table uniformity among the different railways, but it was not until long after his death in 1853 that the railways agreed to adopt a standard system for announcing changes in their train services, and to furnish the railway time-table printers with details of all changes by a recognised date—in Britain, the fifteenth of the month preceding issue of the time-tables.

BRADSHAW is published every month with clockwork regularity. In addition to BRADSHAW'S RAILWAY GUIDE, there is also an ambitious volume, BRADSHAW'S CONTINENTAL RAILWAY GUIDE, covering rail services throughout the European Continent; and a BRITISH & INTERNATIONAL AIR GUIDE. Today, BRADSHAW is found in all European, and in many Indian travel offices, hotels, steamships, and so on. Throughout a great part of the globe, BRADSHAW rubs friendly shoulders with the local railway time-tables, and in many ways it has become one of the traveller's best friends.

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10th Mo. 25th, 1839. (No. 3)

*Title-page of the 1839 Railway Time-table
of Bradshaw*

BRADSHAW, as we have previously noted, is not a railway staff journal, but it is one of the outstanding railway monthlies of the five continents, and in a sense the "daddy" of all regular rail publications. There is no railway time-table in the world which has not, in one way or another, been largely influenced by BRADSHAW, and as Southern Railway men and women thumb their own system's time-tables and turn the pages of SOUTHRAILNEWS, they may ponder over the great contribution to railway working paid through the years by George Bradshaw and his 116-year-old monthly.

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1

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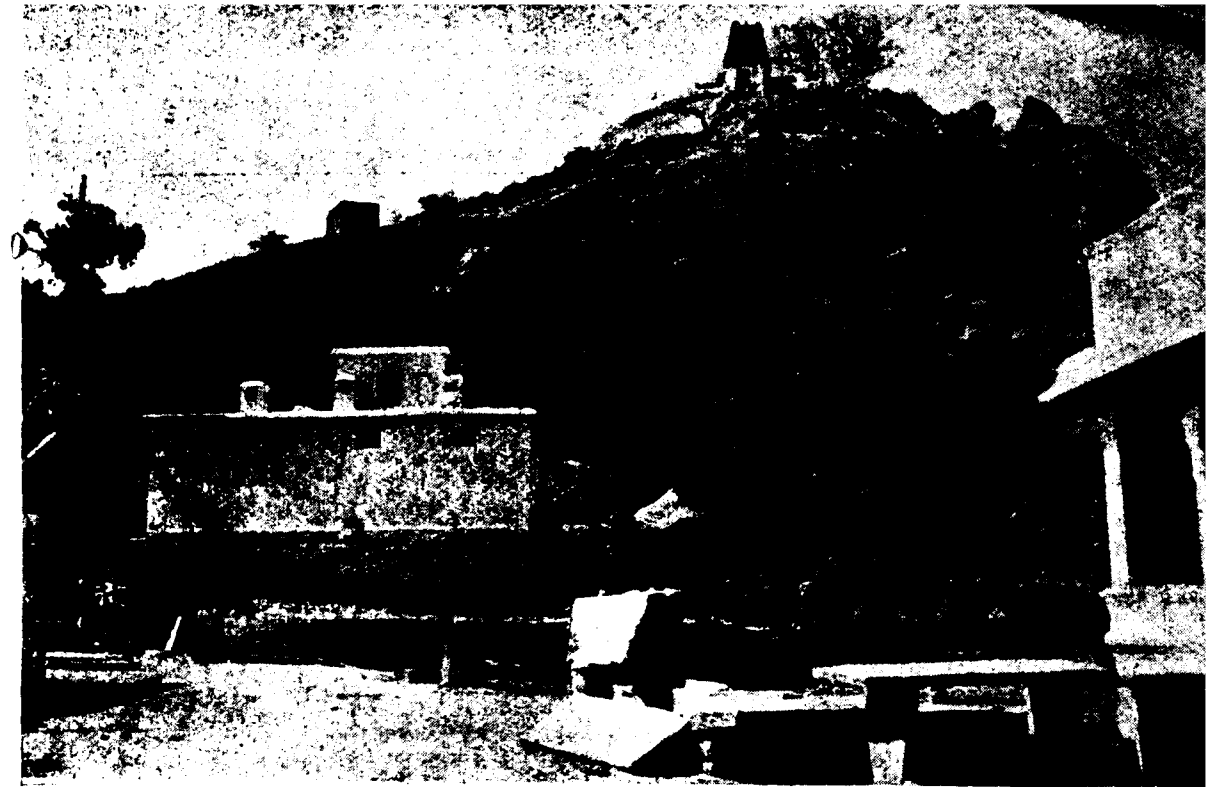
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Chinnamalai—the temple on top is Sri Anjaneyaswamy Temple

SHOLINGUR

T. N. SRINIVASAN

CAN anyone state the name of the place wherefrom one can be sure of attaining *moksha* or salvation by a very easy method, without undergoing the arduous course of yogic perfection? While our *sastras* and moral codes prescribe a rigid observance of fast life and pious acts for attaining bliss, for which the human soul yearns for, a very short but sure way is held out to the pious devotee—it is only incumbent on his part to proceed to the sacred *kshetram* of **Kadigai** and stay there for the duration of a *kadigai*. The first mentioned *kadigai* refers to that famous Vaishnavite place of pilgrimage, now more popularly known as "**Sholingur**" and the subsequently mentioned *kadigai* denotes the period that involves the time

taken for snapping one's fingers—that fraction of the minute known in Tamil grammar as the '*matrai*'. This gave the original name to this place as "**Tirukkadigai**".

Sholingur, whose original Tamil name was '*Chola-simha puram*' is, at the present time, a small town in the North Arcot district of the Madras state, situated about 4 miles north of the railway station of the same name—**Sholingur** on the Southern Railway, on the Madras-Bangalore Broad-gauge line, a couple of stations west of Arkonam junction. This town, being the taluk headquarters, is provided with many of the modern amenities, which makes one's stay at that place quite comfortable and pleasant. There

are also many choultries here where pilgrims can stay free of cost. This ancient town was at one time, especially during the period of the Chola rulers, very prosperous and was the capital of one of the several Chola mandalams, which gave it the name *Chola-simha puram*. Since it was then a rich place full of green fields and trees, the earliest of the Sri Vaishnavite azhwars—Sri Peyazhwar refers to this place as “வண்டு வளங்கிலரும் நீள் சோலை வண்பூங் கழிகை” in his *Iyarpasuram*, when he had sung about this sacred place. This reference also indicates to the original Sanskrit name of this place—*kadigai*, which also denotes a place containing numerous fruit-bearing trees and sweet-smelling flower plants. *Kadigai*, as has already been mentioned, denotes the time taken for the snapping of one's fingers and it is stated that one who spends at least this space of time in the adoration of the presiding deity of this place—*Sri Yoga Narasimhaswamy*, is assured of *mukthi* or salvation, which is the highest of one's ambition in and after life.

Today, the town of Sholingur bristles with a dual crowd—one of pilgrims that come here for mental solace and the other of business men and litigants who come for material gains and selfish motives, as this place forms the centre of business for all the villages round about it. To the pious, it is a very sacred place hallowed with antiquity, for it is one of the sacred one hundred and eight Tirupathis, held in great veneration by the Sri Vaishnavites. Since there are also the shrines of Sri Narasimha and Sri Anjaneya here, the Madhwas also consider this place very holy and important.

As a rule temples dedicated to Sri Narasimha aspect of Vishnu are located either on hill-tops or in caves situated in forests, as this particular aspect of Vishnu is considered very ferocious, and enjoins a certain amount of *achara* or observance of religious canons of purity on the worshippers before they go to worship this deity. The rigidity is more rigorous when one had to go to a shrine of *Sri Ugra-Narasimha*, which represents this deity as destroying the demon *Hiranyakasipu*, as He is worshipped at places like *Ahobilam*. But there are less fierce forms of this deity like *Sri Lakshmi-Narasimha* or *Sri Yoga-Narasimha* and among these, the *Yoga-Narasimha* aspect is considered as the most benevolent form of this deity. This is this aspect that is adored at Sholingur where the shrine of the deity is situated at some distance from the town and is on a hill-top, which is surrounded by forests and tanks, set amidst many other hills.

The particular hill on which the temple of *Sri Yoga-Narasimhaswamy* stands is known locally as *Peria malai* or the big hill, to distinguish it from a similar hill here where Sri Anjaneya's shrine is situated and which is called the *Chinna malai* or the small hill. The *Periya malai* is first visited and is about 300 feet in height and can easily be climbed as the entire way is paved with fine steps. At the foot of the hill is a small village known as *Kondapalayam*, where dolies—small cradle like contrivance in which the weak and the infirm are carried by two men, are available. There is also a fine tank here where the pilgrims usually bathe before ascending the sacred hill. The footpath is over a mile in distance and there are a number



Sri Yoga Anjaneyaswamy (moolavar)

of mandapams *en route*, where the weary pilgrim can rest a while, and continue the upward journey. At the beginning, the gradient of the route is not very high but after going half-way, the hill becomes steeper. Somewhere here one can see an old dilapidated shrine with a mandapam in front—this was the original shrine of the Thayar, *Sri Amirthavalli Thayar*. Because of the later muslim marauders, the deity was removed to the top of the hill for safety and now She is inside the hill-temple.

After ascending aside the huge boulder of rock that stands opposite to the main hill on which the temple stands, the pilgrim reaches the last

lap of the hill, which is rather very steep with narrow steps cut out of the hill itself. Here one feels the difficulty of ascending, but when one reaches the last step and stands at the doorway of the *Rayagopuram*, regaining his breath from the cool draft of breeze, one is sure to forget all the arduous ordeals that had been undergone and the prospect of having darshan of Lord Sri Narasimha, soon removes all the pains and pangs of the stiff climbing.

Passing through the *Rayagopuram* and turning to one's left, the wall of the inner prakaram is seen. On the eastern side of this prakaram is the *dwajasthambam* and the *balipeetam* at which the devout prostrate themselves. Coming to the southern side, there is an entrance on the right, which takes one into the inner prakaram in which the shrines of the *Perumal* and the *Thayar* are situated, both of them facing east. A few steps to the south takes one to the shrine of Lord Sri Yoga Narasimhaswamy, which itself is reached by ascending nearly a dozen steps. Inside this shrine which is crowned by *Simhakostakrithi Vimanam*, popularly known as *Hemakota Vimanam*, the devotee

The Utsava image of Sri Yoga Narasimhaswamy and Sri Amirthavalli Thayar





Rayagopuram, on Periamalai, with the steps leading to it

beholds *Sri Narasimhaswami* in *Sukhasana* pose—as seated on an elevated *Padmasana* with his two front hands resting on his knees in yogic aspect while the two back hands carry the usual *ayudhas*, namely the *Chakra* and the *Shanka*. In addition to this main deity, there are many other minor images including good images of *Garuda* and *Adishesha*.

This shrine is monolithic—as it is scooped out of the rock which makes up the sacred hill and the peculiar nature of this can be verified when one goes round the *vimana pradakshinam*. Here portions of the hill can be seen over which the *vimanam* has been constructed later. *Sri Narasimha* is

said to have first appeared to the famous seven sages called *Saptarishis* whose stone images are set up just opposite to the main shrine facing the Lord. Coming out of this shrine and turning to the left, the pilgrim will reach the separate shrine in which *Sri Amirthavalli Thayar* is worshipped.

Coming out again to the southern *prakaram* one sees the kitchen and the *yagasala*. Adjoining this, there is a doorway which leads one outside the temple where a few steps down takes one to a natural water reservoir in which good drinking water seeps out at all times of the year. In fact it is this water that is used both for the worship of the Lord and also for cooking the *prasadams* that are offered to Him every day. The water is clear and it is a wonder how it exists at that altitude.

Before leaving this hill-temple, a careful observer would have seen that in the main shrine of *Sri Yoga Narasimhaswami*, there is no *Utsavamurthy* which is invariably seen in all *Vaishnavite* temples. The *Utsavamurthy* of this deity is installed in a separate shrine in the town proper of *Sholingur* about which a detailed reference would be made later.

Going round the western *prakaram* and turning to the right, the devotee comes again to the *Rayagopuram* and it is now time that he descends the hill, so that he can go to the adjacent hillock called the *Chinnamalai* or the small hill where the famous shrine of *Sri Anjaneya* is situated. For this purpose, the pilgrim has to come down the *Periamalai* and traverse a short distance of about a mile. At this juncture it is worthwhile knowing the puranic lore connected with these ancient shrines.

The *Katikachala Sthalapuranam* which forms part of the famous *Sri*

Brahmandapuranam narrates at length the importance of this temple.

In the *Tretha yuga*, there was a king named *Indradhumnani* belonging to the lunar dynasty ruling at *Vadamathurai*, the present *Muttra*. Once while he was hunting in the forests of *Deccan*, he chanced to spot a very lovely deer. Anxious to kill it, he chased the deer for a long distance and when he was about to shoot an arrow at it, the deer turned round and begged the king to give it a little respite so that it could go to its mate and inform her about the calamity that had befallen him. The king was so much amazed at this peculiar request that he not only granted freedom for the deer to go unhurt but followed it to see the sacred place in which this pair of extraordinary deers were living.

He was thus brought to a very lovely uninhabited glade in the forest the solemnity of which pleased him much and tempted him to stay there doing penance. After long years of austerity, *Lord Siva* appeared before the king and asked him what he desired to have. Since *Indradhumnani* was praying only to *Lord Vishnu* he was not willing to ask any boon from *Siva* but requested Him to help him in the realisation of his desire to see his Lord. He was directed by *Siva* to go to *Katikachalam* and pray there. On his way to this sacred place, *Indra* the king of the Gods met the king and asked him to rid that part of the country of a demon king known as *Kumbhodharan*, who had desecrated all sacred shrines.

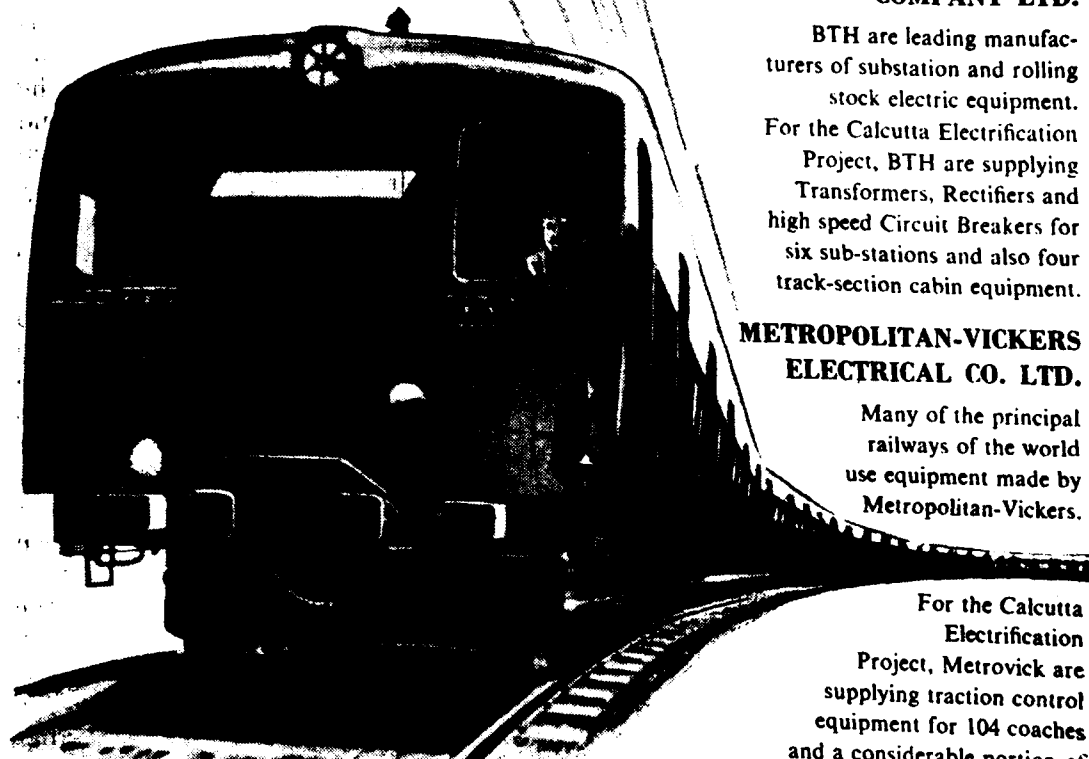
Taking the orders of *Indra* as God-sent, the king went to *Katikachalam* but soon found himself powerless to fight single-handed the monstrous demon. So he prayed to *Sri Narasimha* to give him worthy



Panoramic view of Periamalai with the temple of *Sri Narasimhaswamy*

assistance and help him to destroy the demon. Pleased with the fervent prayers of the king, *Sri Narasimha* directed *Sri Anjaneya* to proceed to the battlefield and before that endowed *Sri Anjaneya* a pair of additional hands and gave him also His own *ayudhas Chakra* and *Shanka*. King *Indradhumnani* with the able assistance of *Sri Anjaneya* was able to destroy the demon and his entire army and prayed to *Lord Narasimha* for the help. He rendered and for His further orders. *Sri Narasimha* appeared before the king and directed him to clear the forest that had overgrown over his temple and to reorganise His worship as before. The

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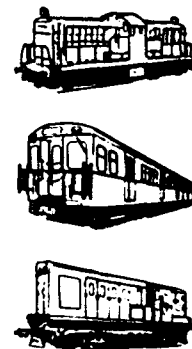
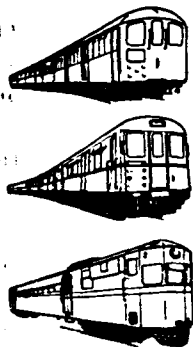
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AIC 174

August 1957

SHOLINGUR

29

king had the overgrowth pulled and saw the sacred image of *Lord Sri Yoganarasimha* covered over by a gigantic ant-hill.

The king poured large quantities of cow's milk over this hill and having dissolved the mud, reinstated the sacred image with due ceremonies. As this day was a Friday, it is even now customary to have a grand milk abhishekam done to *Sri Narasimhaswamy* on every Friday. And this weekly function attracts a lot of devotees. Pleased with the assistance given by *Sri Anjaneya*, Lord Narasimha allowed him to stay in a hill opposite to His own in the same aspect in which He is—yogic aspect. Even today we see *Sri Anjaneya* here installed in that peculiar disposition.

By now the pilgrim would have reached the *Chinnamalai*, which is about two hundred feet in height and which is easier to climb even though the pilgrim may feel exhausted by then. As already indicated this hill is crowned with a small but elegant temple dedicated to *Sri Yoga Anjaneya Swami*. The moolavar is depicted as seated in *Yogasana* with four hands the lower ones bearing garlands of beads used in prayer, while the back ones carry the *Shanka* and the *Chakra*. In fact, this is the only place in the whole of India where there is an image of *Sri Anjaneya* in this peculiar aspect. In front of him is the utsavar (also with four hands) but in a standing posture. This deity is considered very powerful and people afflicted with maladies like lunacy or possession of evil spirits come here for a rigid course of worship. In most cases, where medical assistance had failed to cure such mental afflictions, mere psychic cure coupled with faith in

the efficacy of prayer, had been successful in making such patients resume normality in life.

In an adjacent mandapam there are shrines dedicated to *Sri Ranganatha* and *Sri Rama* and it is in this mandapam that one can see everyday, women of varying ages behaving incoherently due to their peculiar afflictions. It is said that in their dreams these patients are given divine directions as to the period that they must stay there and strict compliance with such orders invariably result in their getting completely cured from the vicious afflictions.

Having worshipped at these two hill-temples (as by now the day must have well advanced) it is better to come back to the town of Sholingur to one's personal needs. At one time Cholasimhapuram had to its credit no less than one hundred and eight *thirthams*. But due to modernisations that had crept into these ancient villages, many of them have been silted up. But yet a few important ones still remain. Among them the most important is that big tank known as the *Brahmatirtham*, which is on the road leading to the *Periamalai* from Sholingur town. It is one of the tanks containing good drinking water and so most of the inhabitants of the town use this water for drinking purposes. On the western side of the tank, stands a small shrine with a mandapam in front of it. Here is installed the image of *Kanchi Sri Varadarajaswamy* depicted as He presents Himself on His famous *garudavahanam*.

To account for this peculiar shrine, there is an incidental legend connecting it with a famous devotee named *Sri Thozhappachar*. This pious man was a Srivaishnavite, resident of Kanchi and a great devotee of Sri

Varadarajaswamy. On one occasion, he came to Sholingur and had to stay there, when the famous *Vaisaka utsavam* of *Sri Varadarajaswamy* was being celebrated at Kanchi. Having never missed to worship Him—especially on the *Garudaseva* day—*Sri Thozhappachar* was feeling very much for his inability to be at Kanchi that year. While taking his bath in the *Brahma-tirtham* early that day, he was picturing to himself the several highlights of the *garudotsavam* festival. Realising the piety of this man, *Lord Sri Varadaraja* presented himself before His devotee in *garudaseva*. Even today, to mark this incident a special *arathi* is done called *Thozhappachar arathi* just when the *garudaseva* procession of *Sri Varadarajaswamy* comes out of the temple at Kanchi.

In the *Periamalai*, there is a *tirtham* about which mention has already been

made. In the *Chinnamalai* there is a similar *tirtham* known as *Chakra tirtham* and it was here that *Sri Anjaneya* washed the *Chakram* after killing the demon *Kumbhodharan*.

In the town proper of Sholingur stands the ancient temple which once enshrined *Sri Adikesavaperumal*. Later when it was found to be very difficult to conduct the several festivals on the hill, the *Utsava* image of *Sri Yoga Narasimhaswami* was brought to this temple. He was installed in a special temple constructed in front of the original shrine of *Sri Adikesavaperumal*. The *Utsavamurthy* along with the *Ubhayachariars* is kept here and only for a very few functions He is taken to the *Periamalai*.

Sholingur is a good place for week-end trips and besides convenient trains from Madras, there is a fine metalled road connecting the two places.

Departmental Functions in Brief

The Medical Department

OPRAIL

WHAT is the importance of the Medical department to a railway administration, and how does it help keep the wheels moving? The question is a pertinent one, that may come from the lips of a non-railwayman. And the answer? Like every other man, woman and child, the railwayman is liable to sickness, bodily ailments, accident, injury and finally death. To answer the question tersely, we can say that the main function of the Medical department is to take care of the health of every railwayman, and more especially those directly connected with the operation of trains, and in workshops. This is how it is done.

A major railway system employs as many as 100,000 and more personnel. To take care of the health of this enormous staff roll, and their families also, a Railway Medical Corps consisting of officers, doctors, nurses, dispensers, dressers, ward attendants, etc., is engaged by the Railway. The entire department functions under the administrative control of the Chief Medical Officer, posted at headquarters. The department is split up into smaller and more compact units, either by divisions, districts, or workshops, and each of these smaller units are under the executive control of a Divisional, District or Workshop Medical Officer. Working under these are the doctors, nurses, dispensers and other types of personnel essential for the efficient functioning of the medical department.

Each divisional and workshops headquarters is provided with a fully-

equipped and fully-staffed hospital, which can deal with both indoor and outdoor patients. At some of these hospitals there is also a fully-equipped and up-to-date X-ray department under a qualified Radiologist.

To have an idea of the daily functioning of the Railway Medical Department, one would have to visit and spend a few hours at one of the larger railway hospitals. From early in the morning, employees and/or their families, will be assembling outside the offices of the railway doctors. By 8 A.M. the doctor is at his desk ready for the patients. One by one they file in. Each individual explains his symptoms, obviously helped by the doctor so that he can make a correct diagnosis of the malady. The doctor then enters up in his daily register all the relevant details of the employee, what ailment or disease he is suffering from, writes out a prescription, or advises treatment from the dresser.

The patient then goes to the dispensary to have his prescription made up, or to the dresser to have his cuts, sores or wounds attended to. If the patient is the employee himself, the doctor must decide whether he is to be put on the 'sick' list. If this is necessary the employee is given a 'sick' certificate, which entitles him to stay away from work until the doctor declares him 'fit' again, after going through a course of treatment.

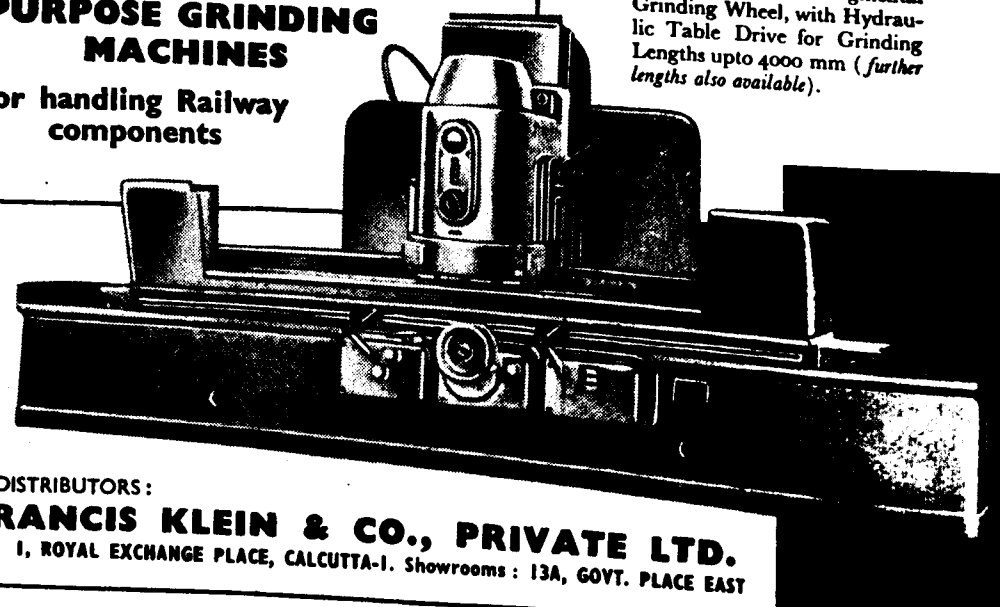
In this daily round of seeing patients the doctor is not only there to advise on medical treatment. He must also see that employees are not deferred

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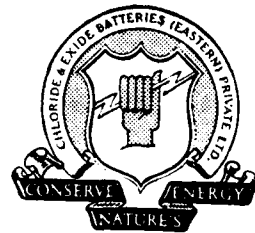
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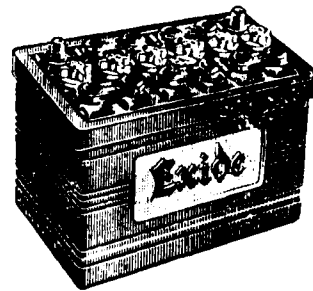
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to the 'sick' list unnecessarily as this would mean the loss of valuable man-hours to the administration. The doctor must also discourage the malingering type who, because he has been the victim of some ailment or illness, tries to wheedle the doctor into giving him a few more days on the 'sick', when he is perfectly fit for work.

The majority of patients who pass through the doctor's expert hands each day are there for ailments mainly of a minor type. But there are also a number of patients who may be in the initial stages of a serious illness. If the illness is of a nature that requires hospitalisation, the patient is immediately admitted into the hospital as a bed-patient, and kept there, given the best treatment available, and not discharged until he is thoroughly fit and strong again. If the illness of the employee indicates that he must be X-rayed, or his blood, urine, stool, etc., requires clinical or bacteriological examination, all such facilities are provided for him, so that a correct diagnosis of his illness or disease can be arrived at, and the proper treatment and care given.

During times when epidemics are stalking through towns in the vicinity of railway stations or railway colonies, the Medical department takes prompt, preventive and prophylactic measures to arrest the spread of the epidemic amongst the railway staff and their families. As soon as diseases like cholera, small-pox, typhoid, influenza, etc., are declared to be epidemic, steps are immediately taken to ensure that all—or the majority—of railway staff and their families in the locality are given the necessary inoculations, vaccinations, etc. The efficacy of the prompt action taken by the medical

department during epidemics can be gauged by the fact that the incidence of railway personnel and their families who contract such diseases is low. The importance of epidemic control amongst railway staff does not need stressing as, if any epidemic disease attacks large numbers of staff, especially those responsible for the running of trains, it will mean considerable slowing down in the movement of traffic.

Another important feature of the work of the Medical department is that of medical examination of every new recruit to railway service, and the periodic re-examination of those already in service. Men who are seeking employment in the ranks of 'running' staff like drivers, firemen, guards, etc., will only be passed fit if in all respects they are considered A. 1, the stress being laid on perfect eyesight.

A railway system which covers a vast stretch of country, often has stations or districts which are considered malarious. If the railwaymen who happen to be posted in these districts fall victims to malaria, it will mean a high incidence of sickness, a considerable loss of man-power, and deterioration in operational efficiency. To offset this, special anti-malaria measures are taken regularly, so that the tiny mosquito that comes buzzing round a bed at night, is rendered more or less harmless and prevented from injecting the poison of malaria into a railwayman's body.

The Medical department is also responsible for the cleanliness and sanitation of railway stations and colonies. One can imagine the immensity of the task of keeping clean the premises of a large junction or terminal station, through which passengers in

their thousands pass each day. If this was neglected even for a few hours, the station premises would become foul. But the Sanitary Inspector, with his battalion of cleaners and sweepers, is constantly on the job of cleaning all lavatories, sweeping the litter off platforms and between the rail tracks on which passenger trains normally stand. No chances are taken with the carelessness of the human being who litters and fouls up station premises with odd bits of paper, spitting, food-leavings, fruit peels, etc., all of which are ideal breeding grounds for disease-spreading bacteria. All is swept away, washed down and disinfected.

There is still yet another important function of the Medical department, and that is when accidents occur. As soon as an accident is reported where people have been injured, a fully-equipped medical relief van, complete

with doctors and staff, is rushed to the site of the accident, so that all possible medical relief, treatment and succour can be given to the victims. Until every injured person is safely removed from the scene of the disaster the Medical staff must be present on their humanitarian job.

One could write a book on the activities of the railway's Medical department, but what has been disclosed are some of the major functions of this department. So we can close with the comforting thought, that the driver on the engine, the guard in his brakevan, the fitter in workshop or shed, the clerk at his office desk—in fact, every railwayman from the General Manager down to the unskilled labourer or office peon—knows that when he, or a member of his family, needs medical treatment, it is provided for him by his own Medical department.

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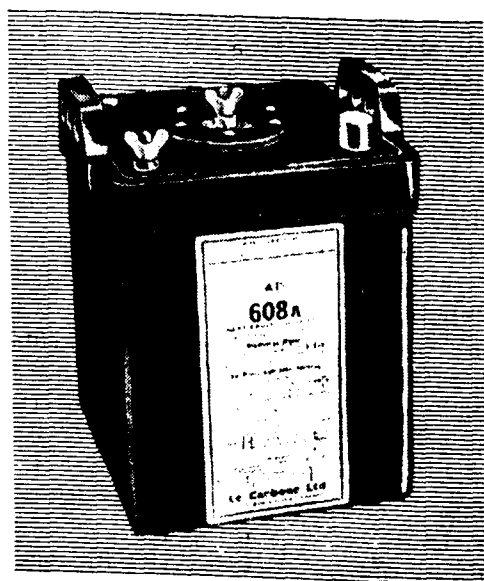
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The Psychology of the Good Samaritan

A. V. SUBRAMANIAN, D.P.O.

THERE is an aphorism in Samskrit about good men. "Good men do not conform to the ordinary laws which are in operation in this world. They are meek but men honour them. They eulogise the virtues of other men but in that very act they propagate their own finest traits of character. They bestir themselves on other people's errands all the time but in this very endeavour have all their own ends achieved!"

The idea at the base of this aphorism is subtler than it seems. For instance, the last part of the passage does not merely imply that good men achieve their ends through the medium of grateful persons to whom they have rendered help. It just suggests that good men find their fulfilment in serving humanity. The point is that it is in the very nature of a good man to efface himself completely in the contemplation of the woes of his fellowmen and so he achieves the pinnacle of happiness when it is given to him to ameliorate their lot through his own exertions.

An analysis of the psychology of a Good Samaritan reveals a number of peculiar characteristics which justify fully this antithetical aphorism. The first quality which strikes the analyst is that of compassion. It is almost a definition of a Good Samaritan that he is compassionate by nature. This compassion is altogether free from patronage or condescension. the love of a Good Samaritan is that of a compeer; not for him is the simulated "love" of the sympathetic aristocrat for the sweating sans-culotte whom he secretly despises! No Good Samaritan

looks down on the world, perched high on the top bough of snobbery!

Nor does a Good Samaritan put on at will moods of compassion to alternate with periods of pragmatic "good sense." He is not like some of our high-born social workers who serve in the soldiers' canteen or knit comforters for an hour in the evening. As the quality of compassion is an integral part of his personality, a Good Samaritan can never shake himself wholly free of its influence at any period of time in his life. Compassion is not a veneer on the surface, it is a dye that has chemically combined with the very texture of his soul. A Good Samaritan can no more live without compassion than a lyre fail to emit melodious music when its chords are swept by dexterous fingers!

While the possibility of a Good Samaritan being an atheist cannot be ruled out, I incline to the belief that all Good Samaritans are men of deep piety whose faith in a benevolent God, in themselves, and in the fundamental decency of man are unshakable. Like Simon whose rock-like faith earned him the name of Peter from the Son of God, the good person goes through life believing steadfastly in one ultimate force of good triumphing over all evil. A Good Samaritan is good because his ultimate inspiration is the goodness in divinity.

Besides these two features which have reference to the emotional set-up of a Good Samaritan the analyst notices in him an intellectual quality born of a realistic appraisal of his role in society. As man has chosen to live in society, man achieves full stature

only as a member of society. The evolution of the individual can generally be judged by the extent of his contribution to the society of which he forms a part. Having realised this aspect very clearly early in his life, a Good Samaritan proceeds to equip himself with all the qualities necessary to enable him to serve the Society in keeping with his own aptitudes and limitations. The fields of service chosen may be very varied as indeed they must be in this complex world. With a gift for shooting straight and a love of the outdoor life Jim Corbett could render incalculable service to the villagers of Kumaon by killing off man-eating tigers. The skills which he brought into use during his career as a tiger hunter—that of interpreting the cries of wild animals—were consciously developed by Corbett during the course of a very busy life. The

basic thing is the consciousness that one has to work within the framework of one's aptitudes towards the betterment of society and under the urge of that consciousness to equip oneself for the chosen role by study and by training.

Every Good Samaritan enjoys sound mental health. Psychotic and neurotic states cannot co-exist with dynamic altruism. Mental ills are generally set off by exaggerated self love which is a quality foreign to the nature of a Good Samaritan. The onset of mental disease in a patient makes him a drag on society while those given to proffering a helping hand to the ones in distress are the most productive members of society.

The case of a hypochondriac is most illustrative of this point. A hypochondriac expects her whole household (for more often than not this malady afflicts members of the weaker sex)

to dance attendance on her while she suffers from her imaginary ailments. She makes so many importunate demands on her doctor that he is effectively disabled from attending on genuine patients who may need his services badly. If the harried doctor tells her there is nothing wrong with her body, she changes over to the one who is prepared to pamper her in her illusions. This kind of mental attitude does not permit the person to think of any one outside his or her own ego. Hence a healthy mind is a basic ingredient in the recipe for a Good Samaritan.

It must not be supposed that the person who has all these qualities in him automatically becomes a Good Samaritan; the supreme test is whether he is prepared in mind and body to rush into the fray without hesitation and succour the afflicted. In the story of the man who travelled from Jerusalem to Jericho and fell among the thieves, it may be recalled that two men who saw the wounded person lying on the road merely passed by on the other side. Of these, one was a priest who might have been a godly man of high ethical principles. The priest and the Levite just happened to lack the needed vigour of approach which the good man from Samaria possessed in abundant measure. Have we not come across in our own lives persons of goodwill who shirk their responsibilities to society on the grounds that they do not want to "interfere" in the affairs of other men? On the other side of the medal the vigour of approach seen in some rare personages assumes such proportions that it endows them with a single-minded sense of mission. Joan of Arc possessed such a sense of

mission in abundance. Florence Nightingale was capable of writing combustible epistles to the War Department to provoke them from sloth to constructive action. It was not mere peevishness which prompted her to write such letters but her urgent sense of mission. It is this sense of mission which distinguishes Mahatma Gandhi from a million other Indians endowed with patriotic feeling.

In some cases, as for instance, John Brown this sense of mission made the person a ruthless driver who went ahead regardless of consequence. Simon Bolivar who liberated half the countries of South America was vain and conceited and was not always pleasant to deal with; here again the sense of mission and not the man was at fault. The urgent call to go out and succour the afflicted does not permit of half way houses and is intolerant of compromises. This makes these good Samaritans tough customers whose friends sometimes have greater cause for complaint against them than their foes. Such a driving sense of mission is not born of caprice but is consciously built up from vague yearnings to a whipped up state of righteous fury. The whole life of Abraham Lincoln is an instance of how the vision of his mission grew up with him from a vague ideal during his log cabin days to a burning fanaticism on his arrival at the White House. Enduring things take time to build. The personality of great men is the product of ordered design and takes a generation of conscious effort to build it. The resourceful Chinese are reported to have spent the best part of a hundred years in fabricating the incredible Wall round their country!

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Railway Signalling Practices

(VII)

T. S. PARTHASARATHY

Deputy Chief Operating Superintendent (Coaching)

I shall now examine the signalling practices in a few other European countries, the United States of America and finally Japan.

GERMANY :

All-relay interlocking ensures electrical interlocking of points and signals even at roadside stations. No operating staff is provided. The Home Signal, which is placed at a distance of about 350 ft. from the facing points, is approach-lit and the points locked by the approaching train lock not only the facing points but also the Home Signal at the other end. Normally, trains run through the Main Line. In the event of a crossing or a precedence which is arranged by the Controller, the guard of the first arriving train on the Main Line sets the route, points and signals for the second train. When any shunting is to be done in the siding, which usually takes off the loop line, the guard of the goods train concerned extracts a key from the switch panel and this locks the approach signals on both sides in the 'on' position. After the shunting is over, the signals are unlocked for normal working.

All-relay signal boxes in Germany have replaced multiple cabins which were in existence before and are compact installations commendable from the point of view of operation. All points and signals are worked by means of push buttons located on the illuminated diagram panel corresponding to their actual location in the yard. The operation is all centra-

lized on the panel and the Station Master can deal with all movements expeditiously without having to leave the panel. The push button control enables him to work the points immediately they are cleared by trains or vehicles.

The Centralized Traffic Control system has been provided at Nuremberg, controlling the Ratisbon—Nuremberg double line section of about 60 miles. This was, however, only a trial as its provision was not justified either for reasons of economy or for increasing the line capacity which was far from being saturated before its installation. But a useful feature incorporated in the C.T.C. panel is the automatic train describer which transfers the number of a train from one section of the panel to the other according to the movement of the train on the section. The number of the train is initially recorded with a keyboard when the train leaves the starting point of the C.T.C. section and is automatically carried with the figure of the train from one section of the track circuit to the next. This feature facilitates the location of each train number-wise.

Synchronized with the train movement is the 'train movement recorder' which indicates on a slow-moving paper-tape the time at which sections are occupied and cleared by trains. Incidentally, these recorders are not confined only to C.T.C. sections; they are installed at signal boxes of major stations and eliminate maintenance of train registers.

August 1957

RAILWAY SIGNALLING PRACTICES

39

Mechanical signalling in Germany is of the Main and Distant signal type and this is applied to both semaphore upper quadrant and colour-light signalling. Different signal indications provide both speed and direction aspects. The first signal of a station is preceded by three distance markers serving as a warning to the driver that he is approaching it. The first marker is about 800 ft. from the signal. The others are located 250 ft. apart, the distance between the last marker and the signal being 300 ft.

German Railways use mechanical, electro-mechanical and all-relay interlocking types of signalling. Double wire is used for working both points and signals. Certain other interesting features of German Railway operation are enumerated below :—

(1) On the double line, trains run on the right hand track: all trains are run to working time-tables.

(2) Control working is in force on some lines with heavy traffic. When the traffic gets too heavy, the Central Control from Headquarters takes measures.

(3) Shunting in the face of an approaching train is allowed upto a

distance of 300 ft. of the Home Signal at danger. Most stations have, however, shunting necks on the loop lines which obviate shunting on Main Lines.

(4) Speed over turnouts of 1 in 9 is limited to 25 m.p.h., over turnouts of 1 in 11 to 40 m.p.h., and over symmetrical turnouts of 1 in 11 to 60 m.p.h.

(5) The maximum speed of passenger trains is 75 m.p.h. and goods trains 65 m.p.h.

BELGIUM :

C.T.C. is not in use. Relay interlocking is used at several important stations where points are worked electrically and multiple-unit colour light signals, with directional light indications and illuminated track diagrams in the signal boxes are provided.

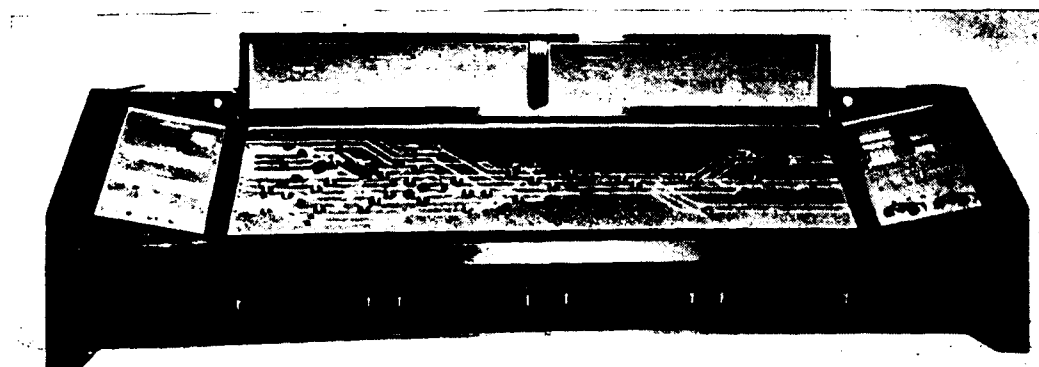
Most of the other signalling is of the mechanical type worked by double wire. Other interesting features are :

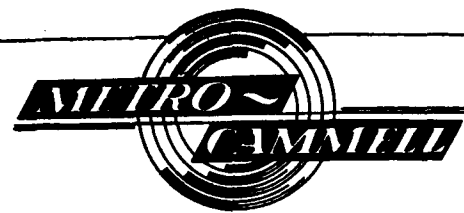
(1) Trains run on the left hand track on double lines.

(2) Control working is extensively in use on all main lines. Permissive block is not in use.

(3) Speeds over turnouts vary from 25 to 75 m.p.h. Shunting in

Full view of All-Relay Control Panel





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the face of an approaching train is allowed upto 300 ft. from the Home Signal.

(4) Passenger trains run upto 90 m.p.h. and goods trains upto 65 m.p.h.

NETHERLANDS :

The latest type of relay interlocking machine is in use on the Dutch Railways. It is of the NX type on which routes are lined up by pushing an entrance knob and an exit button. By this simple action, all points involved in the route are "positioned" and after the locking of the point is effected, the signal is cleared.

The NX system of electrical interlocking is similar to the relay system. The important difference lies in the setting up of the routes. The NX system reduces the setting up of routes to the fundamentals of recognising where a train is entering the plant and identifying the point where it is to leave the plant. The basic idea is that every route has an entrance and an exit. On a miniature track diagram, there is an entrance knob at every possible entrance and an exit button at every exit.

On the Dutch Railways :

(1) Trains run on the right hand side.

(2) Control system is not in use. A central control post regulates traffic.

(3) Short stretches of line are equipped with Automatic Block and for the rest, Siemens and Halske closed block is in use.

(4) Speed over turnouts of 1 in 9 is limited to 30 m.p.h. : over turnouts of 1 in 11 to 45 m.p.h. : and over symmetrical turnouts to 60 m.p.h.



Colour-light Signals with route indicators

(5) The maximum speed of passenger trains is 75 m.p.h. and goods trains 60 m.p.h.

UNITED KINGDOM :

Power signalling is extensively used and is of two types : (a) switch control panels operating on route relay interlocking principles and (b) miniature lever frames with electro-mechanical or electrical interlocking. Three or four aspect colour-light multi-unit signals are mainly used.

On the mechanical side, a variety of lever frames is in use, which have been evolved by separate companies over many years and which, out of necessity, are still being retained. These will, however, disappear when the modernisation scheme of British Railways is completed. The standard running signal is the upper quadrant type, though the lower quadrant signal is also used on many sections. The general arrangement of signals is Distant (Warner), Home and Starter and in some cases, where connections

are ahead of the Starter, an Advanced Starter is installed.

The Absolute Block System is in use. No train is allowed to enter a block section without the permission of the station in advance and such permission should not be given unless not only the block section but also an adequate distance beyond is clear. On the single line, the driver must have a tangible authority, i.e., a token or a 'line clear' ticket to enter a block section.

All goods trains run strictly to timings. Speed limit is 60 m.p.h. if the train is fully vacuum-fitted, 50 m.p.h. if only 4 vehicles are vacuum-fitted and 40 m.p.h. if not vacuum-fitted.

FRANCE :

At important junctions, all-relay interlocking is used with facilities for pre-setting of routes. A route is set by simply pressing a button. It is also possible for the leverman to pre-set another route for the Loop Line so that after the Main Line train has cleared the first route, the points will automatically take the correct position for the second route and no other action of the leverman will be necessary for the reception of the second train. Furthermore, after the passage of the second train to the Loop, the route will again be set automatically for the Main Line. The signals are of the multiple-aspect colour-light type and points are operated by electric motor mechanism.

C.T.C. is used on certain important sections like the double line between Paris and Dijon. In addition to directional running on double track, it has also been made possible to provide

reversible working on one or the other line to deal with abnormal unidirectional traffic. Some stations on this section have been provided with a common both-way crossing loop in between the two main tracks. Here, in addition to giving precedence to trains, reversible working of lines can also be effected.

Mechanical lever frames are of the continental type working the semaphore or disc signals by wires and points by rods.

To an approaching train, the first signal encountered is a Distant, located about 5,100 ft. away from the facing points. This consists of a red disc, which either faces the train or revolves off to edgewise position, the night indication being red and yellow. The second signal is a yellow diamond shafted disc facing the train or revolving off edgewise and displaying yellow or green lights respectively at night. The Home Signal at the entrance of important and junction stations is a square white plate with two red squares painted on it diagonally. It shows two red lights by night when facing the train and when turned edgewise, it shows green. On the top of the Home Signal is an inverted triangular yellow coloured plate, showing two yellow lights by night. The latter is a caution signal indicating that the train has to take a turnout and has to stop.

There is only one departure signal (Starter) provided on the Main Line and this applies also to the loop. It goes back to danger after a train has passed it. Trains can be received simultaneously from both directions and there are no sand humps, isolation or adequate distance.

On the French Railways,

(1) Trains run on the left hand track.

(2) Speeds over turnouts vary from 20 m.p.h. to 75 m.p.h.

UNITED STATES OF AMERICA :

In the United States, Automatic Block signalling on both single tracks and multiple tracks is in use on the several railways. The block signals usually show "normal-clear" aspect and are of several types: the semaphore upper quadrant motor-operated, position light, colour position light, multiple unit and searchlight type colour-light signals.

In the Absolute Permissive Block signalling on single track system, trains may follow one another from block to block as on multiple tracks. Opposing train movements are governed by absolute or "stop and stay" signals, the block extending from one crossing station to the next. For following movements, the track between crossing stations is divided into two or more blocks, as traffic conditions require. Entry into these blocks is governed by intermediate signals, which are permissive signals as "stop, then proceed" is their most restrictive aspect. The initial entry of a train into a block between crossing stations causes all opposing signals to display their most restrictive aspects. This establishes the direction of traffic. As the train advances, the signals in its rear change from red to yellow to green, thus enabling following trains to follow.

Some railways, which run frequent and fast trains, provide several kinds of safety appliances like landslide detection, flood detection and fire detection. If anything untoward happens, an electric contact is made and puts the signal protecting that particular block to its most restrictive aspect.

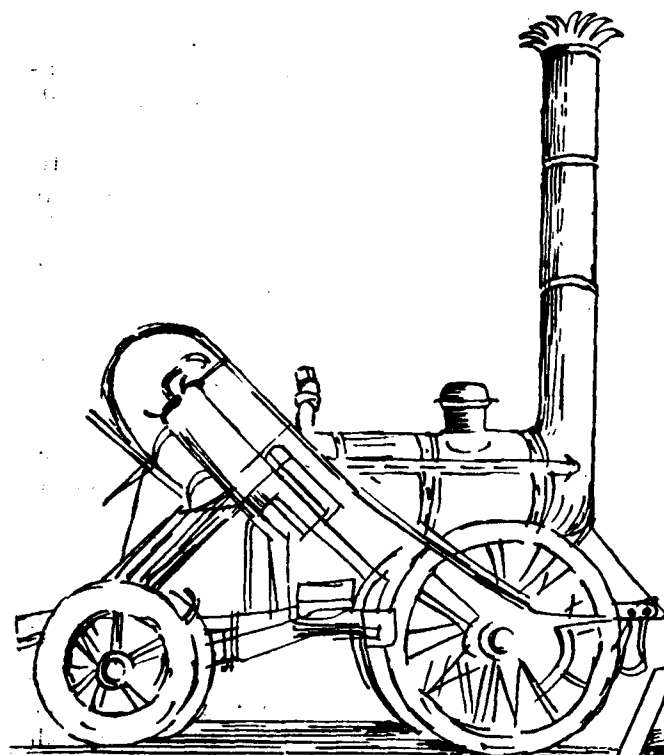
In the terminals and stations with high density of traffic, consolidation of interlockings by means of power plant has been provided. This has been made possible by the abundant supply of electric power all over the country.

Three types of signals—colour light, position light and colour-position-light—are generally used. Semaphore signals, wherever they exist, are being gradually replaced by colour-light signals as and when renewals are made.

The height of remote control with power installation has been achieved in what is commonly known as the Centralized Traffic Control, which has already been described in this series of articles. C.T.C. on single lines has been recognised as a modern operating device by almost every railway in U.S.A. These installations are of a great economic value to the railways not only because such installations save operators but also because they eliminate the train order system with its severe limitations and place the means of instantly deciding a train move in a whole despatching division at the fingertips of the man who operates the control machine.

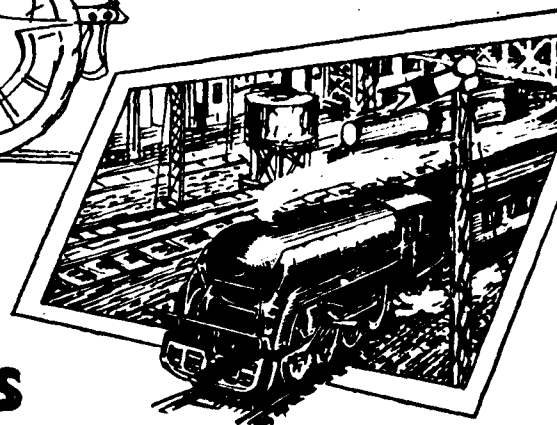
(To be continued)

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THE LUCKLESS LAWYER

MRS. TRUESTORY

OUR friend Mr. Goby is liked by all, loved by a few and hated by none. Now well past middle age, he is no nearer realising his youthful ambition of becoming the Chief Justice of the land despite his brave confidence in his own brilliance as a lawyer. But this sorry fact has not dimmed his sense of humour or childlike candour or lack of guile. He hobnobs with the great and the poor of the land and his manner is the same to all. Consequently his popularity at least is not of the waning variety.

Mr. Goby's father was a protégé of my father-in-law, then in Bangalore. Goby was the third among four brothers. The elder two were entertained in Government service by my father-in-law, but Goby missed the bus by being still in College at Madras then. My husband, Mr. A and Goby were a happy trio at College, the first one's ambition being to become the Governor of the Madras State, and the second one's to become the Surgeon-General. I have already mentioned to what dizzy heights Mr. Goby aspired. Even at that stage, Goby was the butt-end of all jokes. On one occasion, they were cycling back to the hostel without lights after a late football match. A policeman seeing this, gave them chase. Goby was riding pillion behind a friend, while Mr. A and my husband were on the other cycle. It was Goby's unfortunate habit to be seized by paroxysms of giggling in crucial moments. At the sight of the policeman pursuing them, Goby started laughing and could not stop, thereby putting his friend also out of gear.

The result was that this pair was caught and put in the lock-up while the other two cycled desparately off to safety. On arriving at the hostel Mr. A and my husband disposed of the offending cycle, returned to the rescue of their two friends and got them out on bail. Next morning Goby and friend had to appear in court. Goby was prompt but alas! his friend was not. So the friends engaged a lawyer to appear for Goby's friend. After hours of bargaining they succeeded in beating down the charges from Rs. 10 to eight annas. Just when they had to appear before the Magistrate, the friend materialised. The Honorary Magistrate that day happened to be an aunt of ours who was known to Goby and his friends. With an amused twinkle in her eyes at the sight of Goby at the bar, she let them off lightly with a fine of two rupees. Goby and friend were walking off happily, when they were confronted by the lawyer demanding his "pound of flesh." Goby tried his best to get out of parting with the eight annas, pointing out how in the nick of time the friend had arrived, but it was no use. The eight annas were irrevocably lost.

While Goby was toiling through his B.A. classes, he lost his father suddenly. He was genuinely attached to his father. The shock of his sudden bereavement drove him temporarily out of mind. He left College and went back to his home in Bangalore. He grew a beard and long hair like Samson and moped about a good deal. During his wanderings, he struck up a friendship with a famous

English racehorse owner and trainer whom I shall call Mr. R. Goby's appealing innocence and meekness endeared him to Mr. R so much, that he more or less adopted him as his own son. Goby became an inmate of Mr. R's household and as such, was a passive participant in many wild drinking parties. Goby himself has never touched drink in all his life, and has remained a strict vegetarian. At these parties beautiful dames used to call him darling, sweetheart, etc. Goby was immune to all their charms. He was like a breath of fresh air in a putrid atmosphere. News of these disturbing goings on came to his mother's ears, and he was persuaded by friends and relations to return home. But his welcome was definitely not that of the prodigal son. His eldest brother, with a heavy stick in hand, hid behind a door, and as Goby walked in, down came the stick on his head. This cowardly attack was not to be borne. Goby turned on his brother like a fury and kicked him to within an inch of his life. This incident made him turn his back resolutely on "home, sweet home," and go back to Mr. R. Mr. R was a very rich and influential gentleman. Being the owner of some shares in a circus company, he was able to get Goby a job as an usherer in it. The circus company on its tour eventually arrived in Madras. Goby, though now a man of independent means, had not forgotten his old friends. He went to the Christian College, and with a grand air dispensed complimentary tickets for the next evening's circus show, to Mr. A and my husband. After sundown, next eve, Goby had to usher in not only his two friends but also eighteen others

who had come in as a body not to miss this chance of seeing a free show. The outcome of this was a foregone conclusion. Goby got the sack the next day and had to return to Bangalore.

During the racing season in Madras, Mr. R who was there, fell suddenly very ill. He knew he was on his death-bed and wired to Goby at Bangalore to come to him. But the telegram was intercepted by his wife with whom he had not been very happy and who feared that he might bequeath a considerable portion of his wealth to Goby. Thus Mr. R died and Goby didn't know a thing about it, till he received Mr. R's dog—a spaniel—and a billiard cue left to him by Mr. R. These had not been valuable enough to be kept back from Goby. All Mr. R's money went to his wife, and that was how Goby missed coming into a fortune by a hair's breadth.

Though by nature placid and non-aggressive, Goby could be a veritable tornado when his moral indignation was aroused. Once my eldest sister-in-law, who was not too affluent at the time, had to travel third class with her three children. The Indian third class compartment being full, she sat in the Anglo Indian third class compartment. Objection was made to this and she was asked to go back to the crowded Indian compartment. Goby who had gone along with her brothers to see her off, flew into a temper at this and lay down on the railway track in front of the engine—one of the new heavy specific locomotives which had just come in. He refused to move from this position till my sister-in-law was left in peace.

After a few years of these aimless wanderings following his father's death,

Goby came to his senses and decided to go back to his studies. By then, his two friends were many classes ahead of him, which did not worry him in the least. During this period occurred a deflating experience for Goby. My eldest sister-in-law's husband was at that time dabbling at being a racehorse owner. He had a horse named Dilawar Jung which had not run very well so far. But on a Cup Event day, his trainer told him that the horse was in excellent form and had every chance of winning the Cup. My brother-in-law immediately contacted the trio at the college, and gave each of them ten rupees with express directions to bet on Dilawar Jung. On arrival at the race-course, Goby discovered that a horse by name "Golden Arrow" owned by a friend of Mr. R, his old patron, was running in the same race. Posing himself as a great authority on racing, he dissuaded his two friends from betting on Dilawar Jung and persuaded them to stake their all on Golden Arrow. Golden Arrow came last whereas Dilawar Jung came streets first. It paid 70 rupees for a 2-rupee ticket, and thus all of them lost 350 rupees each, by having lent an ear to the foolish advice of Goby. He was given a merciless beating at the race-course itself and later he received another at the hands of my brother-in-law. From then till now, Goby has not held forth on the subject of horse racing.

My husband and Mr. A were good athletes and sportsmen and devoted more time and energy to sporting activities than to studies. They were always thinking up pursuits involving strenuous bodily exercise. But not so Mr. Goby. He did not believe in unnecessarily exerting himself and

whenever possible dissociated himself cleverly from any plan involving physical exertion. So when my husband, Mr. A and two other friends decided to cycle all the way from Madras to Bangalore, Mr. Goby went by train as usual, and was at Bangalore three days ahead, waiting to welcome the cyclists. On another occasion, the friends decided to climb the Nandi Hills near Bangalore which are about 1,600 feet high. In those days no road had been cut to the top of the hills, but there were chair-bearers to convey tourists up to the top. Our friend Mr. Goby took a chair and was at the top much ahead of his companions waiting to receive the amateur mountaineers.

At long last after about six years Goby passed his B.A. and entered the Law College. But alas! here he failed and was forced to go to Trivandrum to try for B.L. there. He was no less popular at Trivandrum. Witness this incident for instance. When the College reopened after a summer vacation, Goby for some reason was absent for a week. This gave one of his friends a good idea. He arranged for a telegram seemingly coming from the Bangalore Telegraph Office, to be sent to the Principal of the Law College from the local Telegraph Office conveying the news of the sudden death of Goby. This news spread a gloom all over the College. A condolence meeting was called with the Principal in the chair. They had just passed a resolution recording their grief at the sudden demise of good Mr. Goby and were wording a condolence telegram to his mother, when in walked Goby looking as hale and hearty as ever. This sudden apparition caused wild speculations in the

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August 1957

THE LUCKLESS LAWYER

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minds of all, some of whom were convinced it was the ghost of Goby come from the nether shades to attend his own condolence meeting. When the truth dawned on them, the relief and joy at having Goby alive in the midst of them was so universal that no one thought of uncovering the source of the false rumour.

Goby took about four years to achieve his B.L. This elongated academic career gave rise to the favourite joke of his friends that Goby must have contributed a major portion of the cost of the University Buildings which were being built then, on the Marina. Now that he was a full-fledged lawyer, he took up a small practice in Madras. By then my husband had been in Railway service for some time, and Mr. A had passed from the Medical College. The latter decided to go to Singapore to set up practice there a step of which his parents did not approve and therefore refused to supply him with the wherewithal for the outward journey. However his two friends came gallantly to the rescue, my husband with an offer of financial aid, and Goby with nothing more concrete than helpful suggestions and kindly advice. It must be mentioned here that Goby has always been tight-fisted probably because he has had to battle through life all on his own. One of his suggestions at this juncture was to recommend a shop in Broadway where reasonable prices prevailed and where he himself had an account. Dr. A ordered the major part of his outfit from this shop and told the salesman to charge the expenses to Mr. Goby's account thus turning the tables on Goby for once. But Dr. A had underestimated Goby. When the former,

after a long interval, returned as a lakhier from Singapore, Goby presented himself with Dr. A's wrist watch, his Parker fountain pen, and as many silk shirts as he could lay hands on, in settlement of the old score!!

Even Goby's marriage has a fairy tale touch about it. Kamala, an only child of doting parents, was a distant cousin of Goby. From childhood, she had maintained, she would marry none except Goby and when the latter came of marriageable age, he did marry Kamala. But there was a sorry sequel to this. Goby's marriage took place during his College days. In his opinion marriage was a joyful occasion to be celebrated in a fitting manner. Accordingly he invited not only his friends and relations but also most of his College mates. He placed taxis at their disposal and served them good meals at all hours of the day. The celebrations lasted 7 days, by the end of which his father-in-law found he had to sell the better one of his two houses in Madras—his sole worldly possessions—to meet the heavy marriage expenses. Goby, bride and the parents had to retire to the smaller house which is still their abode.

My eldest sister-in-law was the President of the State Congress in Travancore, when the movement was suppressed there. Consequently she was arrested and in jail while her husband who was working for the Congress outside the State was banned entry into it. During one of his political tours, he happened to come to the Alwaye Railway station with Goby as his A.D.C. The Travancore State Police were waiting behind the barrier to arrest him. The station

itself was the property of the Central Government. This situation tickled Goby's sense of humour enormously, and called forth good natured sallies from him such as, "Aiya, just poot your foot inside the barrier, nobody is going to do anything to you. Just step over, surely you must be feeling rather tired, waiting so long at the station. Come, let us go, and have a nice, hot, hot cup of coffee." But my brother-in-law preferred to remain free, so that he could put in some good work for the Congress.

Over the years, Goby has been able to set up a modest practice by dint of sheer hard work. On one occasion he came very near to being appointed to a good post in the Judiciary. But as usual, the job went to some one else at the last moment. This brought on one of his famous tempers. Riding on the crest of the wave of his righteous anger, he bought a brand new Morris-8. "If not a job, at least a car" was his psychological reaction. He has lavished as much care on it, as on any of his three children, and it looks as new as it did five years ago when it was bought.

Goby's first aeroplane trip was a memorable experience. He had to go to Delhi in connection with some case or other. He decided to go by air, as the expenses of the trip were being met by his client. With understandable pride and great sang-froid he entered the plane. But after half-an-hour of mild lurches high up in the air, Goby's face had a pinched and green look about it and he started being sick, not in the paper cones provided against such a contingency, but on the floor, to the annoyance of the air hostess and his co-passengers.

And as if this were not enough, on arrival at Palam Airport he was getting into the airport bus when he discovered that his purse containing Rs. 200 was missing. Thus has Dame Luck always eluded Goby.

Goby might have been more of a success had it not been for his reputation as a funny person based on the fund of humorous stories connected with him. Still, he is full of goodwill to all, and his sense of humour has remained undiminished, even when he himself has been the object of ridicule. He laughs with you and at himself. Not long ago, he was spending the summer in the cool of the Nilgiris at my brother-in-law's place. By the way, the brother-in-law who appears in many of the incidents I have related above is one and the same person—the husband of my eldest sister-in-law. An acquaintance of theirs, a planter, very rich but Midas like in his miserliness, consulted Goby on some legal matter. Goby gave his legal advice and thought no more about it. But my brother-in-law put him up to writing a letter to the planter demanding fees for the legal advice given. The reply read as follows:

My dear Mr. Goby,

Thank you very much for your kind letter. All of us know what an unusual sense of humour you possess. So that matter of fees for your legal advice must be one of your best jokes. It has indeed been a refreshing experience to have met you.

Yours affectionately,

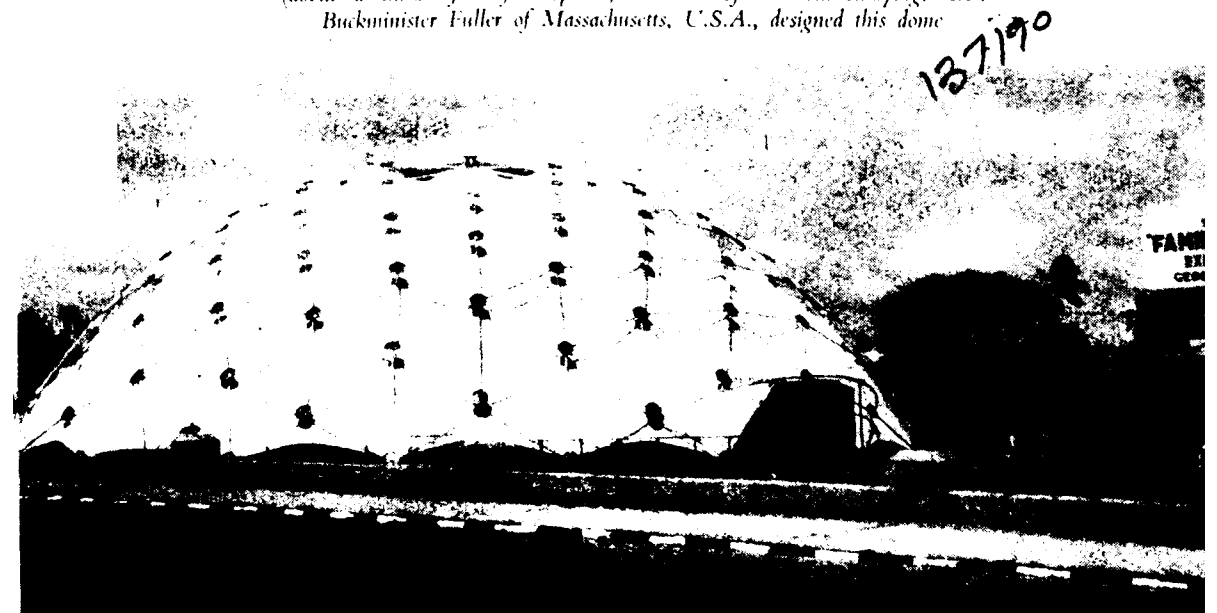
(Sd.).....

And there you have, in a nutshell, why the brilliant lawyer has remained luckless.



Mr. EDWARD STEICHEN who created "the Family of Man" exhibit recently displayed at Madras

Below: The Geodesic Dome which housed the exhibition. Covering an area of 10,000 sq. ft. and rising to a height of 37 feet without a single internal support, this dome in the form of a segment of a sphere (about a third of a full sphere, was an object worth studying. Mr. Buckminster Fuller of Massachusetts, U.S.A., designed this dome



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Book Reviewing

(Contributed)

Careful authoritative consideration of an important work by a reviewer, who knows the subject and deals with it deliberately seldom appears until several weeks, perhaps months, after the publication of the book. Such a review is worth writing for. In the case of books of popular appeal leading current reviews are based on advance copies. It seems (probably) galley proofs are sent by publishers for review well ahead of publication, so that the review may appear simultaneously with the appearance of the book. This means vagueness or superficiality or publicity in the review. Surveying of the craft of the author and reviewer in relation to reading is necessary. Reading review is not a special substitute for reading books. The reviewer of a biography, for example, will most probably tell something about the subject, will indicate whether the treatment is factual or fictionized and will convey some impression of the book's interest or importance.

The custom of assigning a novelist to review a novel, a biographer to review a biography and a College Professor to review anything in the way of serious literature regardless of individual experience in reviewing seems to militate against the best kind of current criticism. A review

should be finely tempered keenly perceptive.

The fundamental qualities of good book reviewing may be summarised as under :

Expressions should be easy and effective and of good literary form, though it may vary greatly in manner, from the leisurely and graceful, to the dynamic or the analytical.

Judicious comparison with other books in the same field or with work of similar character.

Comprehensiveness : should cover most of the points that have already been noted as important in testing book values, that is. authority, scope, form, treatment, literary quality, and physical characteristics.

Unbiased judgment : The review should be free from personal prejudices of the reviewer and uninfluenced by the editorial point of view of the publication. It is often noticed that many reviewers who are characterised as biased either by antagonism or by sympathies.

Criticism is neither the scales that weigh nor the icing that sweetens, but the yeast that, for readers, leavens. A good reviewer must have cool brains and a warm heart.

The word *metre* was first used in a report of the Committee of the National Academy, France, in 1793. It referred to the ten millionth part of the quadrant of the earth. The word is a derivative of the Latin verb *Me* to measure, cognate with Sanskrit (*mee*). Thus was born the *metre*, the 'earthly' standard of length that was destined to International Status.

A TRIP TO BADRINATH

G. N. UPADHYAY

Dist. Elec. Engineer, Integral Coach Factory

बहूनि संति तीर्थानि दिवि भूमौ रसायुच ।

बदरी सदृशम् तीर्थम् न भूतो न भविष्यति ॥

Badrinath is one of the Four Great Dhams of Indian shrines, the other three being Jagannath Puri in the East, Rameswaram in the South and Dwarka in the West. The Shrine of Badrinath in the North is in the Himalayas and is considered the greatest and the holiest among these four. It is the cherished goal of life in Hindu Society, endowed with religious outlook to make a pilgrimage to Badrinath sometime at the age of fifty or thereabout.

It had been the considered belief of the older generations to bid good-bye to their near and dear before embarking upon the pilgrimage to Badrinath as there was less chance of returning back and those who returned came in shattered health to live on sometime more. To the common mind much might be said on both sides, as one is too exaggerated a picture while the other is to lose sight of the consequences and hardships of the pilgrimage, which cannot be taken lightly.

At great expense and greater personal risk thousands of Indians in Hindu Fold from all over the countries had been paying their hearts' homage year after year, to Lord Badrinath when travel in the Himalayas was considered so difficult and dangerous. In fact, life used to be considered too small a price to have Dharshan of Badrinath as the belief was that if you die on the strenuous trip to Badri you

get Moksha ; if you return alive after Dharshan, you go to Heaven when you die.

Uttarakhand pilgrimages, though arduous, are full of faiths and stride towards the great goal of self-realisation, which our spiritual faith aims at.

Shri Badrikashram is situated at an altitude of 10,250 feet above sea-level at the foot of Nar and Narayana Parvat and below Nilkanth Porbat on the western bank of the sacred river Alakhnanda. All the Puranas have spoken in glorious terms of Badri Narayan and the pilgrimage thereto. Rishis and Munis have spent most of their valuable time in Tapasya here and this Tapoban has been the place where highly spiritual saints have been living. Lord Krishna asked Udhava to retire at Badrikashram. Rishi Narad also got bliss at this holy place. Even incarnation of Varaha and Narasimha went there for eternal peace. Lord Shankar did Tapasya here to wash off his sins of cutting the fifth head of Brahma. Sri Ramachandra did penance here and Pandav obtained Moksha in this region.

In addition in the Himalayan region, there are many more important and religious places which attract the pilgrims :

Kedar Nath, the abode of Lord Siva situated on the left bank of river Mandakini, is at an altitude of 11,500 ft. above sea-level. It is 54 miles from Rudra Prayag upto where you can go by bus. The Saivites attach much importance to this shrine.

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Gangotri, a sacred place from where river Ganges descends. It is at an altitude of 10,300 ft. Further hidden is Gaumukh, about 14 miles from Gangotri, a cow mouth shaped outlet from which the flow emerges. Gangotri is about 134 miles from Deva Prayag.

Yamunotri, from where the river Yamuna starts. Its altitude is 11,000 ft. It is 120 miles from Rishikesh covering 80 miles upto Dharasu by bus and the rest 40 miles by foot. There are very good warm springs.

Kailas, abode of Lord Siva, is situated in the heart of Himalaya in Tibetan territory, 238 miles from Almora. It is about 22,980 ft. above Mean Sea Level.

Mansarover lake is 35 miles below Kailas earlier on the pilgrims' route to

Kailas. It is about 45 miles in circumference, next to it is Rakshas Tal. There are no swans seen in Mansarover and its altitude is 14,900 ft.

IMPORTANT HINTS TO PILGRIMS

It would be better if you can complete the trip to all the four important places of Uttarakhand at a time, i.e., go to Yamunotri first, from Yamunotri to Gangotri, thence to Kedar Nath and from there to Badri Nath. The trip may be completed in two months, comfortably two and a half months.

If you still like to go further, complete Mansarover and Kailas too; but that is more difficult and arduous. Better do it on some other occasion.

Small percentage of pilgrims complete all the four places at a time; Kedar Nath and Badri Nath can be done in a month at ease.

Being snowy region, Badri temple opens in Second week of May and closes in October; therefore, opened to pilgrims for six months only. Middle of April to middle of June is the best time for a trip to Uttarakhand.

Badri Nath is a small town with Post and Telegraph Office, Hospital and all other facilities.

There are Inspection Bungalows en route and can be booked, if available, for one or two days stay by Executive Engineer, Pauri.

For pilgrims in general, Chatties en route are preferable; they exist at every 2-3 miles; shops at Chatti supply food-stuffs and cooking utensils. Being difficult region everything is rather expensive.

Average expense of Rs. 5 to 6 per head would be comfortable from Rishikesh onward.

Being snowy region, equipping with warm clothing is inevitable; if you can afford engage one Pahari from Pipalkoti to carry luggage. If you feel shaky for strenuous walk, you can have Pony, Dandi or Kandi. There are labour Contractors who would do the needful.

Avoid drinking cold water, manage as much as possible with Tea in snowy region.

Villagers on the way would ask for thread and needle; take a gross or two with 10/20 yards thread and you can give them on the way.

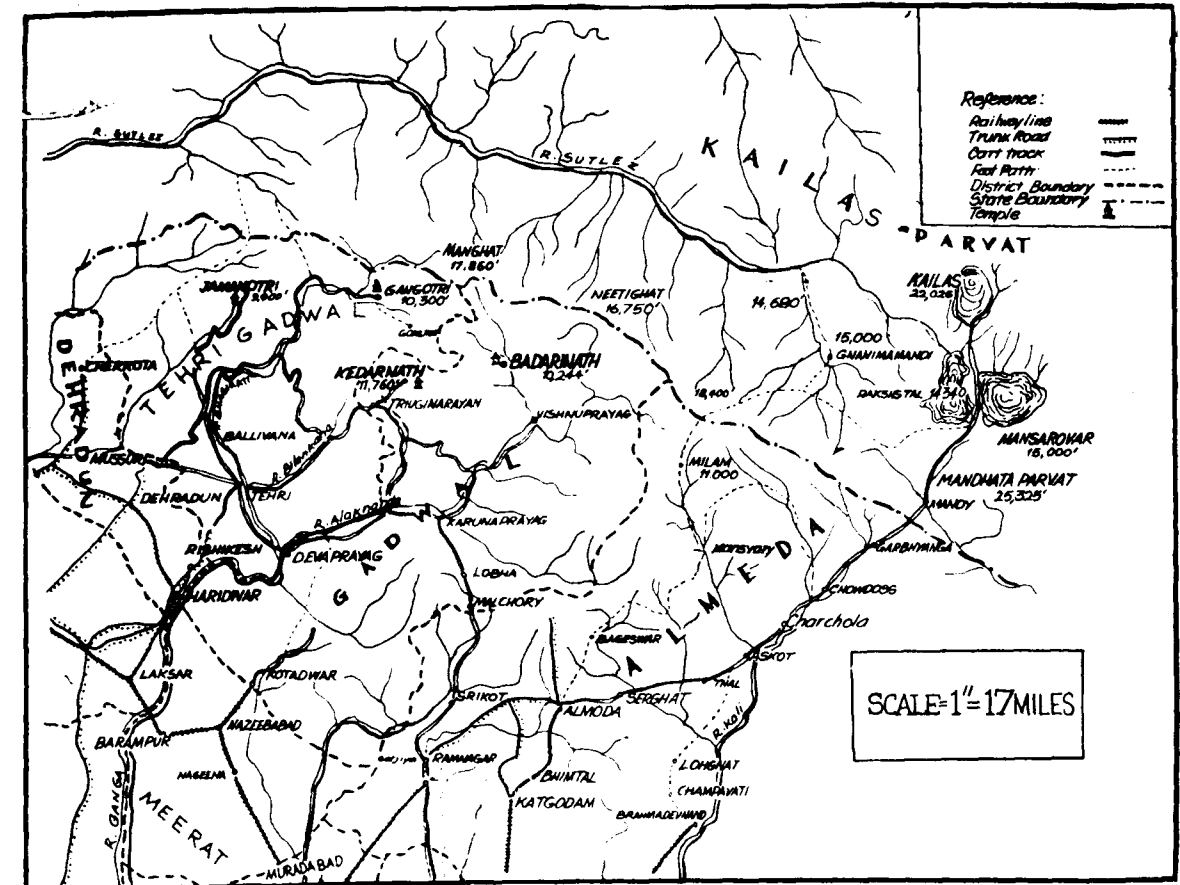
After my coming to Madras in 1953, my father expressed his desire to visit Rameswaram, one of the four important Dhams; so a trip to Puri, Rameswaram and Dwarka was arranged in September-October 1954.

Badrikashram was his next wish; but being busily engaged on important work in connection with Integral Coach Factory, could not possibly spare time, important though the trip was from my father's point of view, as he was getting old and every day counted. He is about 80 years now.

Anyway, early April this year, in consultation with my friends and colleagues, I decided to take him to Badrinath in following May at the time of Badrikashram Gate opening. I managed to get about three weeks' leave and left for Banaras to pick up my father.

We left Rishikesh at six in the morning by bus on 10-5-57. Bus trip from Rishikesh to Kirti Nagar-Srinagar 63 miles on 1st day and Sri Nagar to Pipal Koti 68 miles on the next day were rather hazardous, with high mountain on one side and deep Khadda on the other without any fencing. Any carelessness or inattention on the part of driver means complete disaster.

From Pipal Koti to Badri, a distance of 38 miles has to be done by walking. My father did not like the idea of being carried on Kandi or Dandi; therefore, I took a Pahari who carried our light bedding and was handy when the road became steep and awkward. My father kept up cheerful spirit and in his anxiety to have early Darshan did thirteen and half miles on the last day of up trip to Badri, though Hanuman Chatti to Badri is on very high ascent,



worst in fact in whole journey in which upward journey is very nearly 2,500 ft. steep up. On 14th May we reached Badri by 18-30 hours.

On 15-5-1957 we had good Tapta Kund bath, early in the morning, temperature of water being very nearly 60-65° C. and good Dharshan. At 11-00 hours we did Pind Than at Brahm Kupal and in the afternoon had Prasad from Badrinath Bhog through our Panda, Shri N. A. Paliwal. I was rather lucky, as through common friends, I had the privilege of being introduced to H. H. Rawal Sahib, the highest Priest of the place, and had

his blessings. H. H. Rawal Sahib gave Prasadam and Ashirbad to my father, when he invited us to meet him at 21-30 hours on 15-5-1958 at his Ashram.

After Tapta Kund bath at 8-00 hours on 16-5-1957 and Badrinath Dharshan, we left the place at 9-00 hours.

Throughout the trip my Father kept up in good spirit but I caught cold on the 17th as there was shower and heavy gush of wind. In fact that is the day we had heavy snowfall at Badrinath and was cut off and

pilgrim trips were suspended by Government as it was very unsafe.

For more details, I would suggest to those who are interested in the trip to read the following few books, though there are volumes on the subject :—

- (1) Badrinath—the Land of Wisdom—by Swami Pranavendra Sarawati, Badrinath.

- (2) To Badrinath—by Shri K. M. Munshi, Bhawan Book University, Bombay.

- (3) Badri Kedar Yatra Guide Published by Bhai Harnam Singh Sohan Singh, Bookseller, Haridwar.

- (4) Pilgrim to Badri and Kailas—by Swami Sivanand, Rishikesh.



A view of the pilgrims who attended the Krishna Pushkaram

Another view of the crowd. "Mobile shops" can be seen in the foreground



Policeman at the mike controlling the crowd



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Technical Co-operation Mission and American Assistance to Indian Railways

K. SRINIVASAN

IT is the objective of India's successive Five-Year Plans to achieve through democratic means a social and economic order in which there will be a substantial rise in living standards, production and employment and the largest measure of social justice attainable. The Indo-American Technical Co-operation Programme will continue to make a useful contribution towards the fulfilment of this objective.

As said by Clifford H. Willson, Director, Technical Co-operation Mission 1952-56, the Government of India and the United States Technical Co-operation Mission are working together on many projects within the framework of the Five-Year Plans. These are covered by sixty-three operational agreements ranging from agriculture to aviation. The assistance comes from one democracy in its bounty to another in its need. It is invested in the dignity of man. American aid to India in the sphere of Technical Co-operation is to the tune of 326 million dollars out of which Indian Railways have received about 63 million dollars.

The Indo-American Technical Co-operation Agreement was executed in January 1952. Under this agreement, projects included in the Five-Year Plan are selected by the Government of India and the Government of the U.S.A. acting through its Foreign Operations Administration and are jointly financed. These programmes are administered by the Government of India through the Ministries concerned.

The objective of the United States contribution is to enable India to buy supplies and equipment not readily available in the country. Transport charges are also met from this fund as well as costs of contracted services such as in the drilling of tube-wells. Rupee expenditures, on the other hand, generally cover transportation and handling costs within India, salaries of the Indian personnel and construction costs.

The Indo-American Programme has two other functions: (1) to provide American specialists and (2) to train Indian technicians in the U.S.A.

Under the Programme, technical specialists from the United States come to India at the request of the Government of India to assist development work in particular fields. They are assigned to agencies of the Central Government, to the States, groups of private concerns or educational institutions. The period of assignment of these experts ranges from a few months to two years; in several cases their tenure has been extended for longer periods.

Wherever the American expert works today—he works at the invitation of the host government to fulfil a technical need, to bridge a particular gap in the over-all development of the participant country. The story of the American technical expert in India is only a part of the Indo-American Technical Assistance Programme, but a part that gives beckon to it. American assistance is a composite of the agriculturist, the doctor, the educator,

August 1957

TECHNICAL CO-OPERATION MISSION

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Mr. Ellsworth Bunker, U.S. Ambassador to India, with Sri Jawaharlal Nehru when the former called on the Prime Minister on 19-7-1957

the industrialist, the rail-road engineer, the chemist, the nurse and the social welfare worker. He may be in India at the request of the Government of India or under a direct Government of India contract. But whatever the nature of his work in India, one common bond unites the American technician with his Indian counterpart, the exchange of ideas and the pursuit of the answers to the problems faced in India's total economic development.

The costs of technical skill to be given under this Assistance Programme are to be shared. Generally, the salaries and subsistence allowances of experts are met by the U.S. Government, while local costs which may include items like office space, secre-

tariat services and internal transport are provided by the Government of India or the State Governments. Similarly, the cost of training to be provided including passages ex-India are met by the U.S. Government, while the local costs which include the internal cost of transportation up to the embarkation point and the salaries payable in India to the trainees are met by the Government of India or the State Governments. The cost of ancillary equipment incidental to the demonstration of technical skill is also met by the U.S. Government.

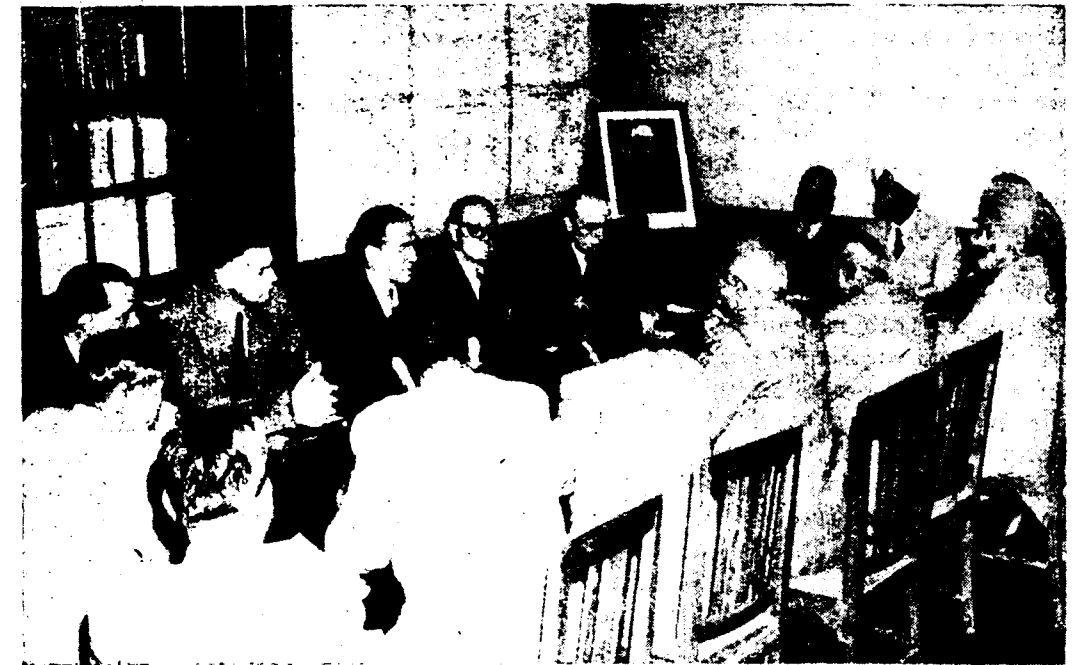
A supplement to operational agreement pertaining to Railway Rehabilitation and Expansion was signed recently in New Delhi under the Technical

Co-operation Programme between Government of India and United States. Under this supplementary project agreement the International Co-operation Administration will make available \$10,500,000 of development assistance funds for the purpose of acquiring from outside India, 28,400 tons of 90 lb. medium manganese rails, 28,000 tons of 60 lb. rails, 1,050 tons of fish-plates for 90 lb. rails and 850 tons of fish-plates for 60 lb. rails. The Government of India will provide the inland handling and transportation charges of the imported commodities. The Railway Board will be responsible for the General Administration and supervision of the project.

Additional assistance is proposed for the purpose of acquiring steel products for the expansion, rehabilitation and replacement programmes of the Indian Railways.

Although the World Bank mission that toured India to examine the operational efficiency of the Indian Railways in relation to the demands that will be made on them under the Second Five-Year Plan is a purely technical body, its report has great significance for two reasons. For one thing, the mission's recommendations, in so far as they indicate means by which better use can be made of existing facilities, may help to reduce the costs of developing the capacity

Mr. Ellsworth Bunker and Sri T. T. Krishnamachari signing an agreement which extends the Indo-American Technical Co-operation Programme. Mr. Harry A. Hinderer, Acting Director, Technical Co-operation Mission, is on extreme left.



Members of the Railway Consultants Team sent by the World Bank meeting the Railway Board members in New Delhi on January 31, 1957

of the railways to cope with the increased traffic that is expected under the Plan. Negotiations regarding the latter have been going on since October last. A high-power Indian delegation including Financial Commissioner for Railways, Member, Transport and some other officials of the Railway Board has already discussed with key officials of the Bank the magnitude of India's requirements and the strategic importance of the railway development programme in the fulfilment of the entire Second Plan schemes, particularly the big steel projects, and the general development of the national economy. The International Bank's assistance is needed mainly to pay for the imports of locomotives and equipment that will be required over the next few years to expand the

railways' capacity and step up their operational efficiency.

As for the team of World Bank Railway Consultants, headed by Mr. J. E. Slater, which arrived in New Delhi on January 30, 1957, for a three-week study tour of the Indian Railways, the party would after their visit to India, advise the Bank on some aspects of the operation of the Indian Railways and their report should provide a basis for a first railway loan under the Second Five-Year Plan.

The quantum of assistance has presumably been determined by the technical appraisal which the Bank's consultants placed before it. It was essential, therefore, to examine how the performance of railway operations lends

itself to a claim on the Bank's resources. It is common knowledge that the first plan by and large saw the completion of the rehabilitation of railways after the abnormal depreciation of assets and equipment consequent on war-time and post-partition strains and stresses. Meanwhile the density of traffic is rising. It is second only to that in the United States in respect of freight traffic; but the combined freight and passenger traffic density on Indian Railways is the highest in the World. In spite of the disparity in the growth of traffic density and expansion in provision of rolling stock and equipment, Indian Railways are rendering a creditable account of improvement in their operating efficiency.

A record volume of goods and passenger traffic was handled during the year 1955-56. Between 1953-54 and 1955-56 goods traffic expressed in net tons miles increased by 13.6 per cent. It is a special source of satisfaction to industry and trade that toward the end of the year 1955-56, wagon usage touched a new peak of intensity, breaking all previous records. This was achieved by advance planning of movement over difficult routes and junctions, more economic choice of routes and ampler movements of certain commodities by block trains, the operation of the preferential traffic schedule. Detentions of wagons and engines were reduced through improvements in marshalling and other yards. More express goods trains were introduced and the frequency of services increased on many routes. A small further decline in the speed of goods trains found compensation in the increase of the average net load.

The World Bank presumably has taken into consideration the foreign exchange requirements of the development programme of Railways. These requirements have been placed at Rs. 425 crores in the Plan on the broad allocation of Rs. 163 crores for locomotives and freight wagons, Rs. 125 crores for specialised types of rolling-stock and Rs. 137 crores for steel. About Rs. 40 crores of the allocation for steel represents quantities to be procured at actual import costs outside the Steel Equalisation Fund. The indigenous potential of manufacture of railway equipment has been exploited to practicable limits as in the case of raising locomotive and wagon production capacity. The prospect of seeking further relief in this direction during the Plan Period is negligible. This is, therefore, the irreducible minimum of the import component of the railway programme. Since the Plan was prepared, global prices of steel have been moving up and indications are that the upward trend will extend well beyond 1958.

A new chapter has opened for the Indian economy. The performance of the Railways will largely determine how smooth it will run. The first impressions of the World Bank team were complimentary. Mr. J. E. Slater, its leader, is very much impressed with the effort and care taken by the Railway Board, the General Managers and their staff toward the problems of future development.

The team of railway consulting engineers sent by the World Bank held its final meeting with the Railway Board in New Delhi on February 21, 1957. The meeting was attended by all the four members of the team: Mr. J. E. Slater, leader of the team,

Mr. G. V. T. Burgess, Mr. M. G. Roeder and Mr. R. J. Joedicke.

Mr. Slater and his colleagues have during their three-week tour of the country, held discussions also with the General Managers and senior officials of the Eastern, South-Eastern, Southern, Central, Western and Northern Railways.

Questioned on the purpose of the team's visit to India, Mr. Slater said that two of the important objects were, firstly, to consider the soundness of the Second Five-Year Plan in so far as it applied to the railways and,

secondly, to go into the financial ability of the railways to provide that portion of the funds which would be called for under the Plan itself.

On 12-7-1957, the World Bank announced a 90-million dollar loan to India to assist in modernising the Indian Railway system. Mr. Eugene R. Black, President of the Bank and Mr. G. L. Mehta, Indian Ambassador to the U.S., signed agreements advancing foreign exchange to India in Japanese yen, pounds sterling, Italian lire and American dollars. The funds will be used to meet payments on imported railway equipment.

Sri G. L. Mehta and Mr. Eugene R. Black signing the loan agreement. Sri V. Narahari Rao, Executive Director of World Bank for India, is seen at extreme right





The Railway Consultants Team of the World Bank were welcomed at Central Station on 14-2-57 by GM, SDGM and other heads of departments

In signing the loan agreements, Mr. Mehta said: "The importance the World Bank has attached to our transport programme is wholly appropriate as transport is not only crucial for our economic development but it involves heavy investment and draft on foreign exchange." He expressed India's gratitude to the authorities of the Bank and member countries which have especially co-operated in arranging the loan.

The Bank, in consonance with its policy of constructive assistance to under-developed countries, has seen its way to assist our railways to expand so as to meet adequately the increased requirements of transport.

The loan amount will pay about half the cost of more than 500 locomotives, 10,000 wagons, 100,000 wheel sets, rails and other materials. The

90-million-dollar loan included the equivalent of 24 million in Japanese yen, 19.1 million in pounds sterling, 11.2 million in Italian lire and 35.7 million in U.S. dollars.

The Union Minister for Railways informed the Lok Sabha on the 19th July 1957 that in addition to 90-million-dollars already sanctioned by the World Bank for the development of Indian Railways, there is a possibility of getting some loans in future years also during the course of the Second Five-Year Plan. The Minister declared that what the Government of India have secured from the World Bank for the Railways would ease the foreign exchange position in regard to the Railways' needs. We will be now in a position to implement our programme for the present year without curtailment in any direction.

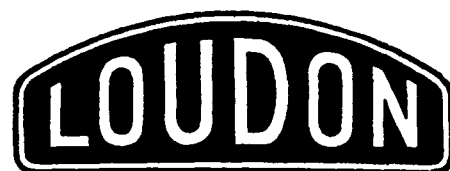
THE UNFAILING ACE

R. JAGANNATHAN

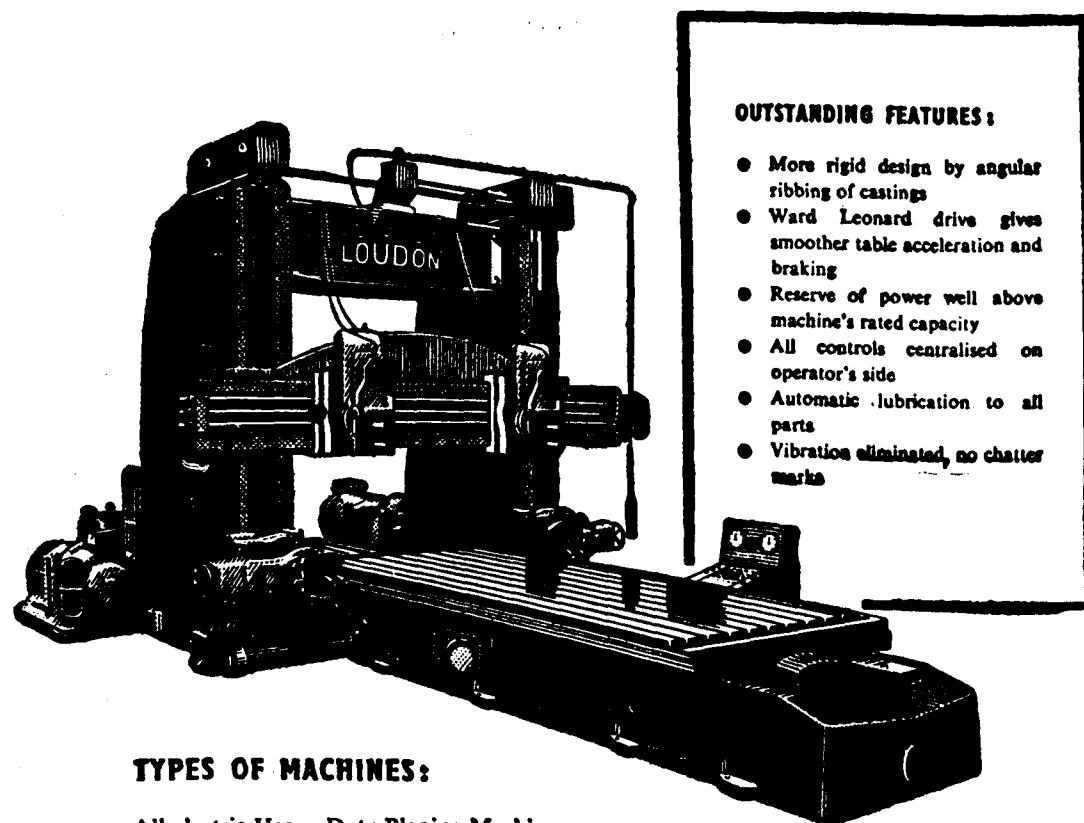
IT was a dreary evening and a few of us were discussing the merits of our officers in the back parlour of our running room. Our venerable Care-taker barged in with an announcement. "Would any of us care to buy an almost new tennis racquet—the one in fact with which Mr. Dickenson, TXR and tennis champ had won the recent tourney?" To reassure the doubters, the Care-taker mournfully added that Mr. Dickenson had decided to give up tennis. We were stunned and you could have knocked us down with a feather. The least sober amongst us was the first to find speech and had a quick explanation. "The old bloke must have had too much of the liquid stuff and must have gone off the rocker." "On the contrary", the Care-taker said with a reproaching look "Mr. Dickenson was a teetotaler, a non-smoker and of the monowomanish type—although" he added in melancholy tones "at the moment he is no-womanish—says his only beloved, and brooding whether to take strychnine or cyanide." There was a lull. "Come on, Shoot the story" cried the Red Flag. After a regulated irrigation of his digestive tracts with whisky undiluted, the Care-taker settled down to his story:—

Dicky was, as you all gentlemen know, the nearest rival of the village blacksmith—with his brawny arms and sinewy hands. The Creator in a moment of generosity had put something more into his biceps. In short—a man equipped physically complete for this game of tennis. It was about a year back, as soon as he joined this station, he came up to me and said

"Old Bob, why don't we have some hitting on the courts". Like Barkis, I was willing. I was dying for good tennis. I had put my racket in cold storage waiting for foemen worthy of my steel and now was the time to put it back into circulation. I knew Dickey had been a champ in his college. After an hour's play, I was convinced of Dickey's great future. He had a big serve, was full of run and above all had the Demon of concentration. Marble pushers and card shapers like you gentlemen will little understand—but take it from me that without concentration tennis giants would have been midget rabbits. If Bill Tilden, while serving, was fearing that his cook might have burned the ham, he would have been serving double faults. If Suzane Llanglen had been thinking of which scent "Mischievous" or "June" she should put on for that night's party, her back-hand would have ended in a slicing shot. So when this virtue of concentration is there, the player is bound to shoot up. I was able to give fairly good practice to Dickey and there were one or two others also who could take off a game or two from him in a set. Dickey was rather choosy about whom he played with. This is also the trait of champs and had my full approval. In Tennis one is a snob or prig—whatever you call it but one means no offence. Otherwise, if you mix with the proletariat, you never know the way to Wimbledon or Forest Hills. There is no Noblesse Oblige in Tennis. If Kramer had wasted his time pushing balls with a pal that lent him a quid,



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August 1957

THE UNFAILING ACE

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he would have had to make his living selling newspapers.

For quite a time, what with attending to comfort of vagrants who infest this running room, I had little time to go to the Club. A month before our Annual Cup event, I gave a peep at the Club to watch how Dickey was shaping. Imagine my shock—who should he be playing against and that too singles?—Mr. Potter Traffic Yard Shunter. Friends and relatives of Potter, if any in this assembly, please excuse me. Mr. Potter with his clean record of nil accidents is an excellent shunter, but in tennis, he is a mere tyro. Potter's technique is largely based on the practice of shovelling coal into the firebox. He takes a flat back sweep with his racket—much in the same as drawing the shovel—followed by an arched up movement (the coal is lifted)—and ends with a sudden dart forward—the shovel is thrust into the firebox. These movements go against instructions A to Z in your "Tennis without tears". Mr. Potter's lack of ability was matched only by his ardour of the game. He had already read three books on the subject and he fondly believed that after he had completed four more and especially Frank's "The Last Touch of the Champ"—he would be No. 1 player at the Local Club. He was even following the diet prescribed by Jean Borotra for tennis careerists. At the moment of my intrusion into the Club, Mr. Potter was actually asking advice of Dickey on the Continental grip. The tennis that was being played filled me with deep grief. I could hardly stand this and at the first moment when I could have a private word with Dickey, I made it clear

that the Cup will vanish like the Holy Grail if he was going to give teaching lessons to Potter and his class. I could see an inner struggle raging with Dickey. He admitted sheepishly "Potter is the sole exception", "But, why THE EXCEPTION?" I said in raised voice. "To put 'Dickey wanted' on the map with the most wonderful girl in the world" was the answer of this love-lorn tennis giant. It took me an hour's thinking to figure it out. I knew Cupid had struck the deadly blow. Miss Gladys Potter was no doubt the prettiest damsel in town—I have known her from birth and I have had the pleasure of watching her grow through eighteen summers into a classic beauty. But it offended the sportsman in me to see a tennis giant crumbling to pieces before a mere strip of a dame. I know Dickey had fallen at her altar and would be turning himself into knots and yapping like a dog for a mere word from her. To placate the pater and make "Dickey wanted in Potter's household" sell in the market, the boulder had condescended into playing up all his evening tennis with this plague No. 1 in the Tennis courts.

In days to come by, I brooded over this. I was against this match for more reasons than one. If Dickey was going to spend all his pre and post marital evenings with Potter on the courts he could have bid good-bye to competitive tennis. Apart from this, I knew they were not suited temperamentally. Gladys was not the gorgeous Gussie type. She was the lady of the Swan and bred up on intellectual pleasures. Frequently, though not recently, I have told her Shakespeare's stories all through the night.

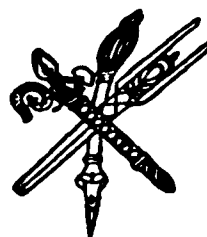
I knew her taste
spend her time
and Paradise
or football
he

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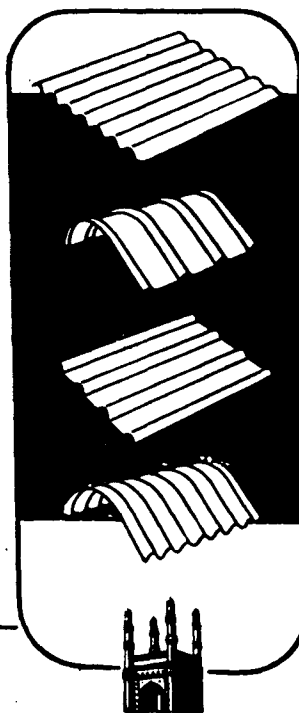
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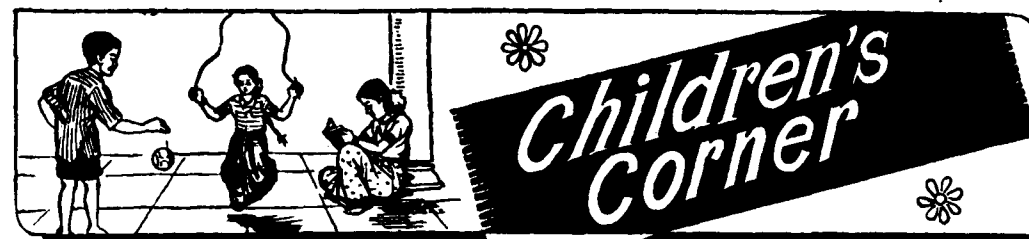
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"A Story About Wisdom"

WHY do we have to go to school when we are children? The answer is to learn such things as arithmetic, reading, writing, history, geography and so many other subjects. But what is all this learning about? Again we answer that we are taught by teachers and masters to get knowledge. Now most of this knowledge comes from books, so that at the end of each year we can pass our examinations.

But what use do we make of all this knowledge. When we grow up we want jobs so that we can some day get married and have our own families. But does knowledge always help us in our day-to-day life in this world? We may know the contents of thousands and thousands of books, but all this knowledge may not help us when we are up against certain problems. And now we come to what is better than knowledge; what we call wisdom. Again, we ask another question, what is wisdom? The best answer to this is to show how wisdom works. Let us now read the story of a very wise man.

About three thousand years ago there lived a Jewish King whose name was Solomon. This King was known far and wide for his knowledge, and especially for being a wise man. Because of this the people he ruled had great respect for him.

In those ancient times the King would often act as a judge to decide

between what was right and what was wrong, when people came to him with their troubles and worries.

In the land of King Solomon there were two young mothers, whom we may call Rachel and Leah. These two mothers lived in the same house, and both of them had babies born to them on the same day. When these babies were about a week old, one of them — Leah's baby — died. When Leah saw that her baby was dead, and as it was late in the night, she picked it up, crept into the next room where Rachel and her baby were fast asleep, and put her dead child near Rachel, taking away the other baby who was alive, and brought it to her room.

When Rachel woke in the morning to feed her baby, she found a dead child lying near her. She screamed, but knew at once that the dead child was not hers, but Leah's. She ran across to Leah's room and wanted to take away her own child, but Leah refused to part with the living baby, and said that it was her own, and that it was Rachel's baby that had died.

They fought over this, but Leah would not give up Rachel's baby. So Rachel said, "If you will not give up my baby, let us go to our King Solomon, tell him exactly what happened and because he is wise, he will decide whether the living child is mine or yours." Leah agreed, and the two mothers went to the court of King Solomon.

but just two pieces of dead flesh. This is where the king used his wisdom.

If the two mothers had claimed a sum of money, or gold, or silver, or a piece of land, these could have been equally divided, and perhaps both would have been pleased with whatever they got, rather than lose the whole thing. But the king, because of his wisdom, knew that the love of a mother for her child would be the best way of finding out to whom the child really belonged. The real mother would rather give up her child to another woman, than see it die by being cut into two pieces. That was why Rachel was ready to give up her child, rather than see it die, and that was why King Solomon was right.

Now you can see why the knowledge you get from books is not always useful to help when you are up against

puzzles in real life. King Solomon did not come to know of mother's love from books he had read, but what he had learnt from the greatest book of all—the Book of Life—which you will not find printed on paper or in books, but only by watching how people around you act and behave towards each other. The great and wise judges who have the power to send people to prison, and even to death for crimes which they may have committed, often have to be wise like King Solomon, so that the punishment given is right and just. But this does not mean that the knowledge you get from books must be cast aside. Not at all: all knowledge, no matter from where it is given to you, is helpful, if only you can use it in the right way.

UNCLE TELLATALE.

SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S/235/III/GB4/K/898.

Sealed tenders are invited for the supply of 97 tons of steel, Class II, angles and flats of sizes and will be received by Controller of Stores, Southern Railway, Ayanavaram P.O., Madras-23, before 3 p.m. on 22-8-1957 and will be opened by him at 3 p.m. on 23-8-1957.

The prescribed form of tender is obtainable on payment of Rs. 5 per copy in cash or by M.O. Remittance by any other means will not be accepted.

The last date for the receipt of earnest money, viz., Rs. 500 by the Chief Cashier, Southern Railway, Madras-3, is 21-8-1957.

Tender forms will not be issued after 3 p.m. on 19-8-1957.

P. N. TALATI,
Controller of Stores.



IRON AND STEEL REVIEW (Monthly—Inaugural Number)

Published by Sri R. N. Dhandharia,
Calcutta.

The Iron and Steel Industry is the basis of a large number of other industries. It is because of its key position that a substantial part of the expenditure in the public sector in the Second Five-Year Plan has been allotted for a number of steel projects. The Iron and Steel Industry of India is the most striking symbol and expression of the industrial aspirations of the East. In India, a suitable programme of expansion has recently commenced, taking in its sweep the necessary developments in coal and other ancillary industries. Within this entire range, the State and private enterprise co-exist. Several leading industrial nations participate with finance and technical skill. World interest on the future of this industry arises also from its deep bearing on the fortunes of the world's biggest democracy.

The journal under review, pioneer in the field in this country, is inspired by this unique combination of circumstances, full of national and international significance. It seeks to mirror the developments in iron and steel, in mining, in heavy engineering and other associated industries in India and abroad, to indicate the business opportunities involved and to present and interpret the complex problems arising from time to time.

While the Indian Union has virtually inexhaustible iron ore resources, her resources in coal are poor. Will dearth of coal impede the growth of iron and steel industry? It will not, if certain steps are taken towards improving the quality of some of the inferior coal, and minimising waste. Dr. Lahiri in his article 'Coal for the Iron & Steel Industry' indicates how this could be achieved and alongside, alternative fuel could be enlisted for iron and steel production. The article 'Iron Ore Exports & Steel Trading Corporation' gives an account of the expansion of India's iron exports, the efforts of private trade to discover new mines and ports, the birth of the State Trading Corporation and its present role. The articles "One Price Policy for Steel" by Sri K. J. Cleetus, "U.S. & Indian Steel" and "Progress of Projects & Plans" are very interesting. "Foreign Trade Missions" is another interesting article. Trade Missions from various countries have been visiting India and holding discussions with representatives of Government and private business with a view to explore possibilities of supply of goods and services for the Second and Third Five-Year Plans. Immediately for India the credit terms under which capital goods are to be supplied are no less important than their availability. The visits of the foreign missions, therefore, bear a dual significance. The article gives a summary of the general impressions conveyed by the foreign missions, recently in India.

The statistics with regard to Arrivals of Imported Steel; Monthwise finished Steel production; Portwise Iron Ore Shipments; Countrywise Exports of Iron Ore; Coal, Iron & Steel Output; Heavy Engineering Goods Output; Coal Iron and Steel production in ECAFE countries, and Exports of Manganese Ore are informative.

Printed in excellent art paper with an attractive cover page, this well got up Magazine contains nice illustrations and informative articles, with a dedication to Sri Jamshedji Nusserwanji Tata, the distinguished Indian Industrialist, who had the vision, foresight and courage to conceive of, plan and set up India's first modern large scale iron and steel plant, and there is no doubt this will enable the general public and the industrialists alike to acquaint themselves with the prominent role played by the Iron & Steel Industry in India and contribute their best for the growth of this basic Industry.

THE MARCH OF INDIA

Government of India Publication

The May issue of the March of India—a fascinating record of India in its onward progress—contains excellent articles contributed by eminent writers and nice illustrations.

The article 'The Rani of Jhansi' with a nice reproduction of the Fort of Jhansi from a sketch by Captain Bellew at the site, in or about 1830, is very interesting. Jhansi which was one of the most formidable strongholds in the rebel hands in the 1857 uprising, played a significant part in the struggle against the British in Central India.

Buddhism was a connecting link for the countries of South-East Asia. Their affinities with Indian culture are seen in architecture, painting, music, customs, festivals and popular beliefs. Many temples in the region are patterned on Indian temples and many place-names are of Indian origin. Linguistic similarities are pronounced. Through Buddhism, the local languages received an inflow of words from Pali and Sanskrit, which now appear in their altered forms. Sri P. V. Bapat deals on this subject, in detail, in his article 'India's Cultural Affinities'. The articles 'Assamese Literature', 'Art in Science of History' and 'Bengali Drama' are very interesting. 'Concept of Matriarchy' is another interesting article written by Sri L. A. Krishna Iyer.

The cover page and the illustrations inside, are well produced. In short, the magazine continues to maintain its high level of excellence.

S. VEDANTAM

In the first century A.D. an Indian mathematician evolved the ingenious method of expressing all numbers by ten symbols, each receiving a value of position, as well as an absolute value. This decimal system is today the universal system of reckoning numbers. The great mathematician, La Place said, "Its very simplicity, the great ease which it has lent to all computations, puts our arithmetic in the first rank of useful inventions."

QUOTATION AND ORIGINALITY

Goethe frankly said, "What would remain to me if this art of appropriation were derogatory to genius? Every one of my writings has been furnished to me by a thousand different persons, a thousand things; wise and foolish have brought me, without suspecting it, the offering of their thoughts, faculties and experience. My work is an aggregation of beings taken from the whole of nature; it bears the name of Goethe."

Observe also that a writer appears to more advantage in the pages of another book than in his own. In his own he waits as a candidate for your approbation: in another's he is a lawgiver.

It is inevitable that you are indebted to the past. You are fed and formed by it. The old forest is decomposed for the composition of the new forest. The old animals have given their bodies to the earth to furnish through chemistry the forming race, and every individual is only a momentary fixation of what was yesterday another's, is today his, and will belong to a third tomorrow. So it is in thought.

Our knowledge is the amassed thought and experience of innumerable minds: our language, our science, our religion, our opinions, our fancies we inherited. Our country, customs, laws, our ambitions, and our notions of fit and fair—all these we never made, we found them ready-made: we but quote them.

An average man cannot approach in correctness and lucidity the writings of great men. The sayings, songs and essays which are considered classics express the finest thoughts in

the finest form. It will take considerable time for the common man to learn to express himself in a similar manner or to put them in his own words. Classics are always suitable for quotation. For instance, in the case of Shakespeare, one can find material to borrow in the form of expressions pertaining to the various aspects of life. The question of copyright will not arise due to obvious reasons. In the case of Sanskrit literature scholars may borrow the language of the classics.

Originality is necessary when arranging things and analysing them for putting the material gathered to our own use. In the case of conversations and essay writing quotation will have to be limited to the minimum. In the case of public speeches there is a tendency to quote more. In the preparation of research work papers and original books written on various topics, quotations from classics and best authors are likely to be used frequently for enhancing the value of the composition. When it is not possible to express in one's own language, there is no harm in quoting from famous authors or from classics. But only one must observe timeliness and relevance.

At the same time the following few points referred to by Ralph-Waldo Emerson may have to be borne in mind:

"Insist on yourself, never imitate, your own gift can present every moment to the cumulative force of a whole life's cultivation, but the adopted talent of another will have

(Continued on page 84)

SOUTHERN RAILWAY

I. Tenders in the prescribed form will be received by the Chief Engineer, Southern Railway, Madras, upto 12-00 hours on 21-8-1957 for the construction of the following Quarters at Bezwada :—

Sl. No.	Type of Quarters	No. of units	Approx. cost of work	Earnest Money
1.	Type I	52	1,27,800	3,800
2.	Type II	36	2,47,000	7,400
	Type III and dry type latrines for Type II Quarters.	6		
3.	Type II	1	4,900	200

II. Tender form can be obtained from the Chief Engineer, on production of a receipt for Rs. 10 paid to the Chief Cashier, Southern Railway, Madras-3 or to the Divisional Pay Master, Bezwada or to any Station Master on the Southern Railway towards the cost of each tender form (including cost of plans and drawings).

III. In no circumstances will the amount paid for the tender form be refunded. The tender forms are not transferable.

IV. The last date for the issue of tender form is 14-8-1957.

V. The earnest money should be paid on or before 12-00 hours on 17-8-1957.

VI. Further particulars can be had from the Chief Engineer, Southern Railway, Madras.

Sri T. A. Joseph, General Manager, Southern Railway, inaugurated on July 15, 1957, the Railway siding work at Uthangalmangalam, on the Cuddalore-Vriddhachalam section in connection with the Neyveli Project

ON arrival, the General Manager who was accompanied by the Divisional Superintendent, Trichinopoly, was received at the entrance of the specially erected pandal by Sri A. Srinivasan, General Superintendent of the Neyveli Lignite Project Corporation (Private) Limited and was conducted to the dais. After prayer, Sri R. Krishnan, Executive Engineer, garlanded the General Manager.

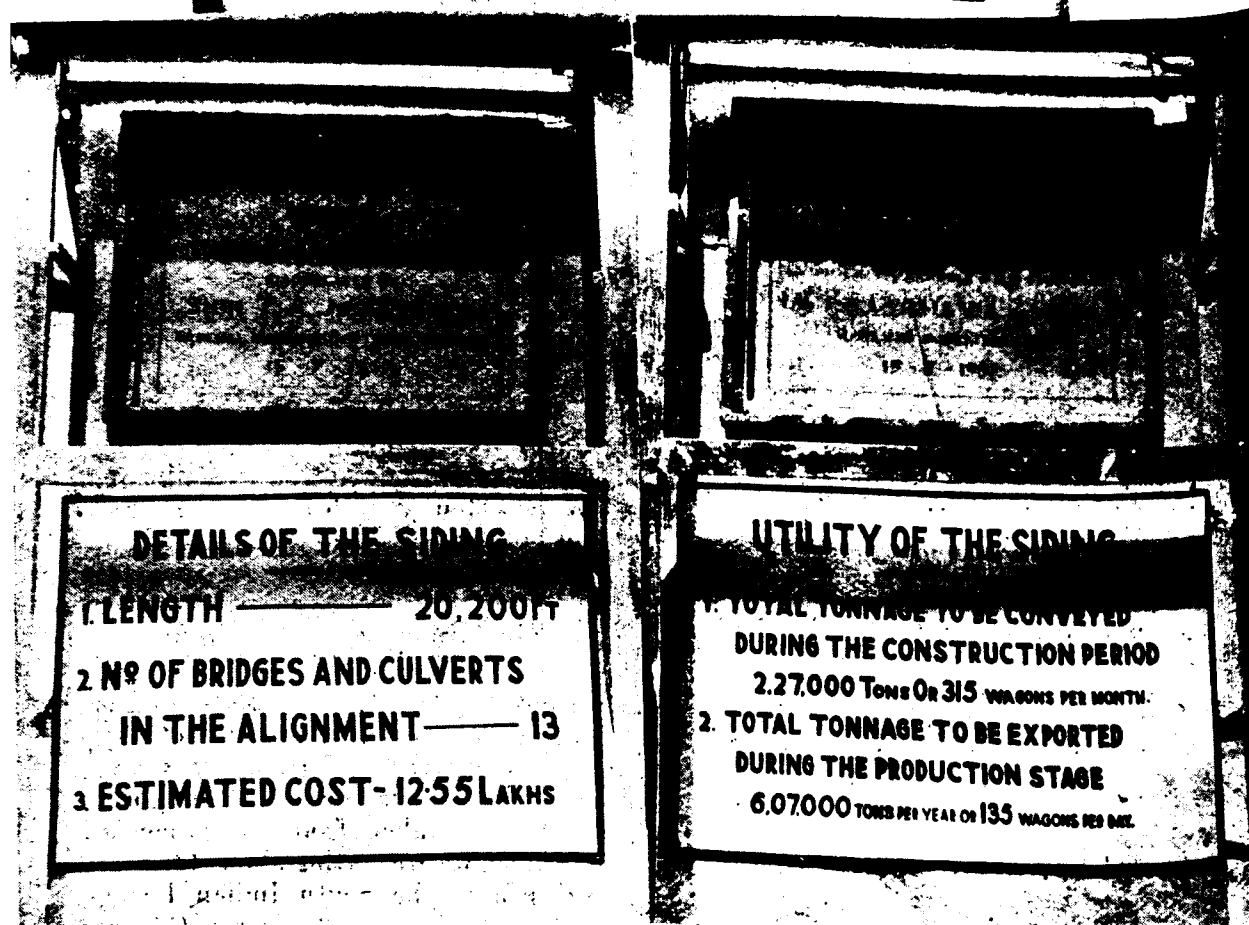
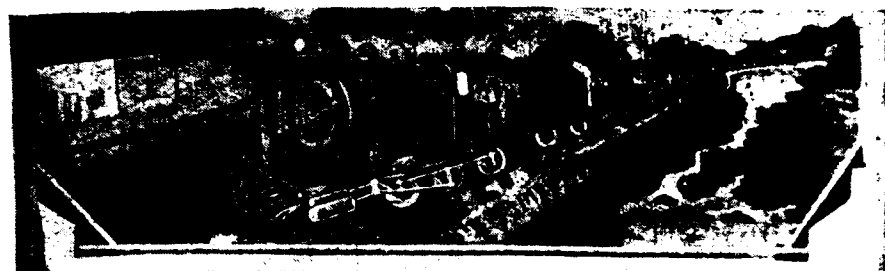
The General Superintendent of the Project, while welcoming the General Manager, traced the history of the Project and explained the necessity for a Railway siding to be constructed near Uthangalmangalam Station which is at a distance of about 4 miles from the Mining site. He also paid a warm tribute to the General Manager for the keen interest evinced by him in the construction of the Project. He said that the Railway siding work would cost about Rs. 12.55 lakhs.

Addressing the gathering Sri T. A. Joseph spoke as follows :

Mr. Srinivasan, Ladies & Gentlemen !

Let me first thank the authorities of this Project for having given me the honour of inaugurating the construction of the Railway siding here. Both in my individual capacity and as the Head of the Railway Administration in this part, I have been taking a lot of interest in the development of this Project.

You probably know that some 5 or 6 years ago, the demands on Railway traffic were great particularly from North India towards South. In the beginning of 1951, i.e., when our First Plan Period is supposed to have started, we were taking over from the adjacent Railway in the North about 500 wagon loads a day, i.e., about ten thousand tons daily of traffic from the North. During the First Plan Period, we were able to increase it to about 850 wagons, i.e., about 17,000 tons daily which is our daily intake from the Northern Railways. When I tell you, that out of these 850 wagons which are supposed to take nearly 360 wagons of coal for fuel purposes, for Loco purposes or individual purposes, you will understand that our main task has been to move coal to the South. Coal has been taxing Railway transport very severely for the last so many years. Over and above these 350 wagons, which were taken from the adjacent Railways, we are getting about 14 ships a month in the South Indian Ports, Madras, Cuddalore, Tuticorin, Cochin and all those places which means an equivalent of another 140 wagons per day and the gross total comes to about 500 wagons a day. I must admit that the main consumer of all this coal is the Railways themselves. When you realise those figures, you will appreciate that another substantial reduction in the movement of



Foundation-stone tablet unveiled by Sri T. A. Joseph, General Manager, marking the inauguration of Railway siding work

Quotation and Originality (Continued from page 81)

only an extemporaneous half possession.....Shakespeare will never be made by the study of Shakespeare.

Do that which is assigned you, and you cannot hope too much or dare too much... Abide in the simple and the noble regions of the life. Obey thy heart and though shalt reproduce of the foreworld again."

coal to the South would automatically reduce considerable transport capacity of the Railways for carrying other traffic. If out of the 350 wagons I can get it reduced to 200 wagons straightaway, 150 wagons would be available for carrying ordinary merchandise from the North to the South. Of course, we are having further works now and some of them are progressing. This problem of coal transport is a more vital thing for us and any development in the South is a matter of considerable interest to the Railway Administration. Of course, the lignite as it is being mined today will not, I understand, be available for use in the Railway boilers. I also understand that it is not intended very much for use in the Industrial concerns in the South, but they are going to use a very large portion of it to generate electricity and for hydro-electric stations in the South and additional forms of power. The existing industries as well as the new ones would be dependent upon this power and not on coal.

Speaking in my personal capacity, I hope that out of the 6,000 miles in the South at least 3,000 miles will be electrified in the next 15 years. Although I may not be here to see the fulfilment of this great development, I am in great hopes that I may be atleast living to see those great changes taking place in this part of the country (applause).

Thank you, Ladies & Gentlemen !

After the speech, the General Manager inaugurated the siding work by pressing a button.

With the vote of thanks proposed by Sri R. Krishnan, Executive Engineer, the function came to a close.



Sri T. A. Joseph receiving Flowers as he entered the Pandal

Sri T. A. Joseph and Sri A. Srinivasan, General Supdt. of the Neyveli Project, standing at the time of prayer song



Sri T. A. Joseph addressing the gathering



CHIEF PURCHASE SUPERINTENDENT RETIRES

The staff of the C.O.S. Office, Perambur, gave a Tea-party on 3rd July 1957, in the Office Compound to Sri A. V. Rajagopala Iyer, Chief Purchase Superintendent, on the eve of his retirement after 35 years of Railway service on 28th June 1957. After tea, a meeting was held with the C.O.S. Sri P. N. Talati, in the chair. Sri K. V. Balakrishnan spoke highly of the qualities of Sri Rajagopala Iyer. Sri P. N. Talati, in his speech, wished Sri Rajagopala Iyer, a long, happy and healthy retired life. Sri Rajagopala Iyer entered service as a clerk on

Rs. 25 in 1920 and from there he gradually rose to the post of a Chief Clerk in 1955, after having served in various capacity as Assistant Ledger Keeper, Loco Storekeeper and Head Clerk, etc., consequent on the integration of Railways, he was transferred to Perambur in 1951. For a short spell, he officiated as Chief Purchase Superintendent the post in which he retired.

Sri A. V. Rajagopala Iyer, in his reply, thanked the staff for the kind tokens of respect and affection. With a vote of thanks by Sri S. Janakiraman, Head Clerk, the function came to conclusion.

Sri A. V. Rajagopala Iyer addressing the gathering. On his right is Sri B. P. Bhagat, Dy. COS/Planning, and on his left Sri P. N. Talati, COS, Sri A. Vasudevan, Dy. COS/General and Sri N. V. Chinnappa, DCOS/Planning



NAVYA KALA NIKETAN MADRAS

The Navya Kala Niketan of the Southern Railway put on boards two one-act plays in Telugu at Soundarya Mahal on Sunday, 9th June 1957. A large and distinguished gathering including Sri V. G. Naidu, Deputy Chief Engineer and Sri R. Nagarajan, Personnel Officer, was present. Sri T. S. Parthasarathy, Deputy Chief Operating Superintendent (Coaching), presided over the function.

The first of the two one-act plays was a drama called "Railu Pramadam" written by Sri Modukuru Sulaiman of the C.C.S.'s Office. The story centred round a loyal and conscientious gate-man who, on being informed that some bandits were tampering with the track to derail and loot a passenger train, ran to the nearest station at dead of night to get police help to prevent the accident. During his absence his house is attacked by the robbers, who, finding that the gateman

had managed to go to the nearest station, kill his wife and another old man who had taken shelter in the house. The gateman averts a serious accident and saves hundreds of lives at great personal sacrifice.

The plot of "Swartham" kept the audience in great suspense. It centred round a Doctor who saves a patient from death and later form a conspiracy, and indirectly causes his death when he finds that the patient is in love with a girl whom he himself loves.

Sri Modukuru Sulaiman, the author and director of "Railu Pramadam" was garlanded on behalf of the Indian Railway Institute, Perambur, Old Boys' Association of Villivakkam High School and Andhra Sangham, Perambur, for the services done to the dramatic field. Kumari Radha Rani, the heroine was presented with silver cups by Navya Kala Niketan and other associations for her good acting in "Railu Pramadam".

Addressing the gathering, Sri Nagarajan thanked the organisers for inviting

Sri T. R. Ramachandra Rao presenting the welcome address



him for the function. He expressed his appreciation of the high standard of performance of the actors and actresses. It was a matter for gratification that all the actors, except the heroine, were Railway employees. He congratulated the Navya Kala Niketan on the theme chosen for the drama which aimed at infusing a very high sense of duty and responsibility amongst Railway servants in general. Plays with such themes would constitute an eminently suitable vehicle of propaganda amongst Railway employees, for the purpose of fostering a spirit of loyalty to the Railway administration and to the public. The play could perhaps be translated into the regional languages and enacted in the various institutes on the Railway. Sri Nagarajan paid a tribute to the author of the play Mr. Modukuru Sulaiman and wished him success in his literary hobby. He concluded by wishing the Navya Kala Niketan a

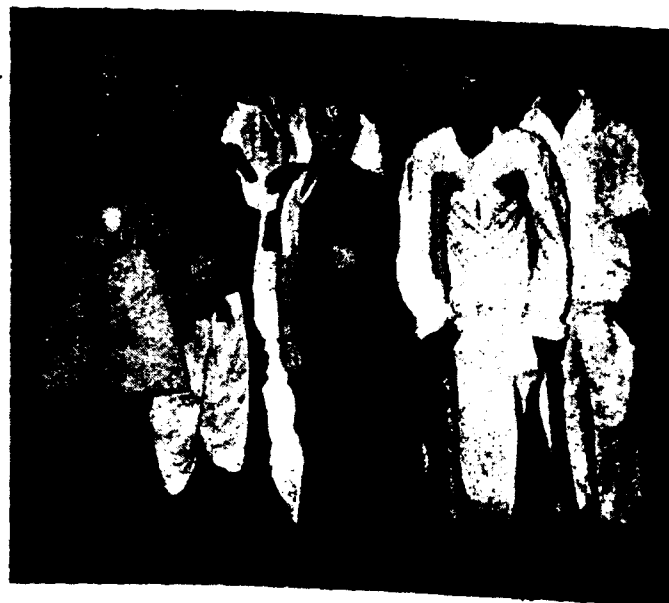
prosperous future and a long life of useful cultural service to the public in general and to the Railway employees in particular.

Sri T. S. Parthasarathy, while congratulating the Niketan for the excellence of the plays staged by its members, said that such activities provided the necessary relaxation for railwaymen who usually performed onerous duties. Plays like "Railu Pramadam", he added, would greatly encourage them to do their duty even in the face of risks.

On behalf of the actors, Sri A. Sitarajam Rao thanked the author and director Sri Modukuru Sulaiman for having moulded them as such fine actors.

The President of the Association, Sri S. L. Narasimham expressed his heartfelt thanks to the distinguished guests and the audience for their kind patronage.

Actors of "Railu Pramadam"



Sri K. Swarup, Dy. CME, Sri Venugopal and Sri Bhattacharya, Dy. FA & CAO



A party was held at the ICF on 1st July to welcome Sri C. T. Venugopal, Director, Finance (Expenditure), Rly. Board. Above: A view of the gathering showing Sri K. Sadagopan, CAO, ICF, Sri Venugopal, Sri W. A. Brahm and Sri K. Bhattacharya seated in the front.

Sri Venugopal addressing the gathering



Another view of the guests



SOUTHERN RAILWAY

TENDER NOTICE

Tender in the prescribed form for the supply of wooden keys of sizes will be received by the Chief Engineer upto 12-00 hours on 29-8-1957.

2. Tender form can be obtained from the Chief Engineer, on production of a receipt for Rs. 15 (including cost of plans) from the Chief Cashier, Southern Railway, Madras-3 or any Station Master on this Railway.

3. The tender form is not transferable and the cost thereof is also not refundable.

4. Tender form will be issued only upto 13-00 hours on 23-8-1957.

5. Earnest money of Rs. 10,000 should be paid to the Chief Cashier, Southern Railway, Madras-3 not later than 12-00 hours on 24-8-1957.

6. Further particulars can be had from the Chief Engineer, Southern Railway, Madras-3.

SOUTHERN RAILWAY

TENDER NOTICE

Supply of Tiles, Hourdis Blocks, etc., for Olavakkot Division

1. Tenders in the prescribed form obtainable from the Office of the Divisional Superintendent (Works), Southern Railway, Olavakkot, on production of a receipt for Rs. 5 paid towards the cost of tender form to the Divisional Pay Master, Olavakkot or to any Station Master on this Railway, are invited by the Divisional Superintendent (Works), Olavakkot upto 18-00 hours on 19-8-1957. The cost of tender form will not be refunded under any circumstances.

2. Tender forms will not be issued after 15-00 hours on 13-8-1957.

3. Each tender should be accompanied with an earnest money deposit receipt for Rs. 500 duly paid to the Divisional Pay Master, Southern Railway, Olavakkot, before 15-00 hours on 14-8-1957.

Tenders will be opened at 18-00 hours on 20-8-1957.

SOUTHERN RAILWAY INDIAN INSTITUTE PERAMBUR

The Southern Railway Indian Institute, Perambur, Madras, staged two dramas on 18th July 1957, when Sri T. A. Joseph, General Manager, presided. Of the two dramas, one was in Telugu and the other, in Tamil.

The Telugu drama under the title. "Railway Accident" was written and directed by Mr. Modukuru Sulaiman, a Senior Clerk, Chief Commercial Superintendent's Office, Madras, featuring Messrs. Radha Rani, Sudhir Penchel and Sitarama Rao. The sacrifice made by a Railway gateman to avert a railway accident was the theme dealt with in this drama.

The Tamil drama entitled "Wanted a Lady Typist" was written and directed by Mr. A. R. Natarajan of Loco Works, Perambur, featuring Messrs. B. A. Rajan, G. Leela, Jagadeesan and G. Varadan. The Tamil drama was a comedy and it caused much excitement.



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INDIAN RAILWAY INSTITUTE GUNTAKAL

The Hockey Tournament conducted by the Railway Institute, GTL, commenced on 28th June 1957. Fourteen Teams from Hubli, Gadag, Hospet, Bellary, Anantapur and Bitragunta entered.

The Railway Institute, Gadag and Railway Sports Club, Hubli, met in the Finals on 3rd July 1957. The former won, the score being Two Goals to One.

Soon after the Match, Sri V. P. Ribeiro, Divisional Superintendent, Southern Railway, Guntakal, gave away the trophies and with a vote of thanks proposed by Sri V. Abdul Khader, Secretary, Hockey Tournament Committee, the function came to a close.

Sri V. P. Ribeiro giving away the trophies



"INDIAN RAILWAYS—ONE HUNDRED YEARS" 1853—1953

The book, "Indian Railways—One Hundred Years" is based on factual information relating to the history of construction, technical aspects of working and other details supplied by the Ministry of Railways, supplemented by additional data collected from other sources.

Sri Lal Bahadur Shastri, the former Minister for Railways and Transport, in his foreword to this volume says, "The earliest beginnings of railway construction in India, the later phases of expansion and development, the problems and difficulties which had to be faced in the process, and the final emergence of Indian Railways as the largest nationalised undertaking in the country, are described in a style intelligible to the non-technical reader. The serious aspects of railway working are discussed in fair detail. All these ought to provide an absorbing account of the history of Indian Railways I, therefore, hope that this volume will be read with considerable interest by all sections of the people, not only in this country but also elsewhere, who are interested in the history, progress and present working of Indian Railways."

Though the price of the volume per copy for sale to the public is Rs. 15, for Railway employees the price has been reduced to Rs. 5 per copy.

Copies of this work are available for sale with the General Secretary, Indian Railway Conference Association, New Delhi-1.



*Sri M. V. Seshadri
our new FA & CAO*



*Sri K. P. Taimmi, Dy. Chief
Accounts Officer (General)*

R. Parameswaran of the Accounts Office, Eastern Railway and Subbalakshmi, daughter of Sri S. Sivaramakrishnan, Section Controller, Podanur, were married on 6-5-1957





Sri B. K. Kuppaswamy (standing, centre), Engineer-in-Chief, visited Camp near Uttarahalli in connection with Salem-Bangalore City Survey

Group photo taken at the Annual Meeting of the Indian Battery Manufacturers' Association. Sri R. M. Shah, General Manager, Standard Batteries, is standing on extreme left



August 1957

S. R. NEWS

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The Tamil Sangham, Guntakal, celebrated its Seventh Anniversary in July. Photos show (left) Sri M. N. Swaminathan, Divisional Accounts Officer, delivering the Presidential Address and (right) Smt. Alamelu Venkatesan and party giving a music performance

The Silver Cup awarded to the S. Rly. stall at the Congress Exhibition (1957) held at Bangalore





*Goddess in procession in Silver Car
at Cuddalore on 8-6-1957*



*God and Goddess in procession
in Silver Cars belonging to
Tiruppathiripuliy Temple
(Cuddalore)*

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SOUTHERN RAILWAY NOTICE

Issue of Concessional Return Tickets

Concessional Return Tickets at $1\frac{1}{2}$ single journey fares will be issued from 15th July 1957 to 15th September 1957 for First, Second and Third Classes, subject to the following conditions :—

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

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

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

- (ii) Combined Mail Express and Ordinary tickets will also be issued where necessary.

- (iii) Break of journey will not be permitted on the return journey, but will be allowed on the outward journey according to the normal rules as for holders of ordinary single journey tickets.

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

Passengers holding return halves without being so dated will be treated as Travelling Without Tickets.

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

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

- (vi) The return tickets will, however, not be available for completion of the return journey after the midnight of 30th September 1957.

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

MADRAS

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