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South Rail News

1957 - November

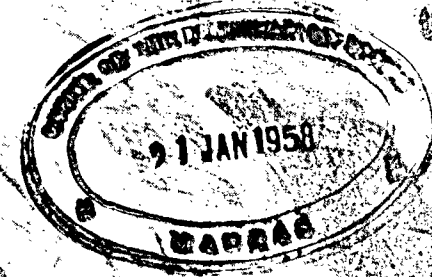
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Southrailner

PUBLISHED BY THE SOUTHERN RA

VOL. IV

NOVEMBER 1957

TRAVEL MANNERS THAT COUNT

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Let the Railway carry them in the Brake Vans.
2. Do not light up your cigarette, cigar or pipe in a crowded compartment. Your fellow passengers may not like smoke to be blown in their faces.
3. Do not place your feet up on the seat or bench opposite. Somebody may have to sit there.
4. Do not throw banana skins, leaves, scraps of paper or other rubbish on the floor or benches. They cause disgust and annoyance to others.
5. Do not spit inside the compartment. It is unhygienic and it produces disease.

INSERTED BY THE SOUTHERN RAILWAY.

SOUTHRAILNEWS

(Official Organ of the Southern Railway)

VOL. IV

EDITORIAL NOTICE

No. 8

K. SRINIVASAN, Editor

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

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

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

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

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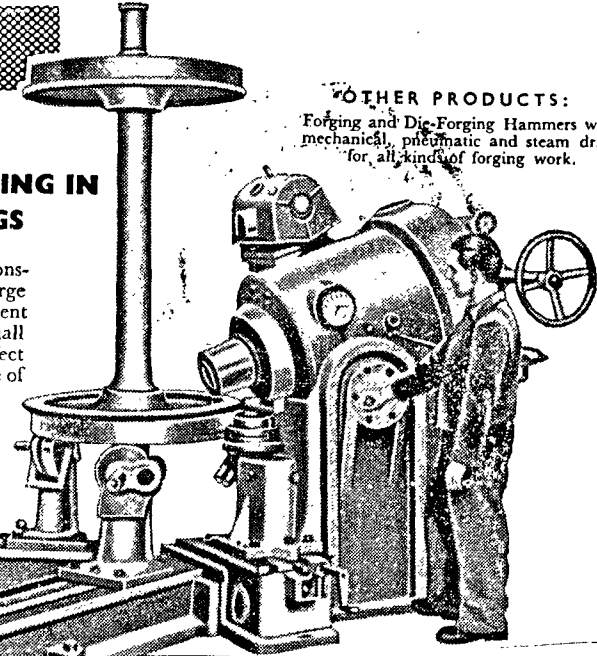
THE EDITOR

"Southrailnews" 18A, Mount Road, Madras-2



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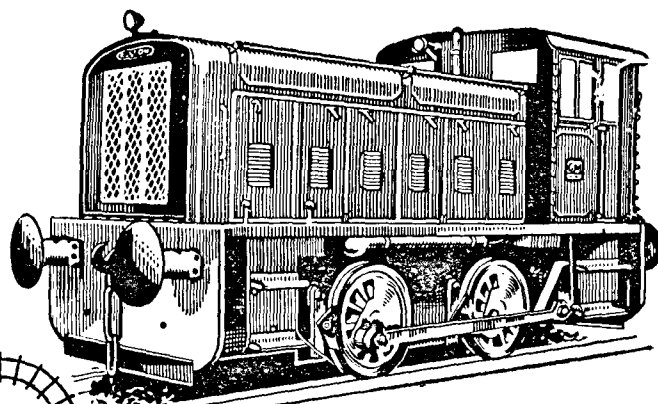
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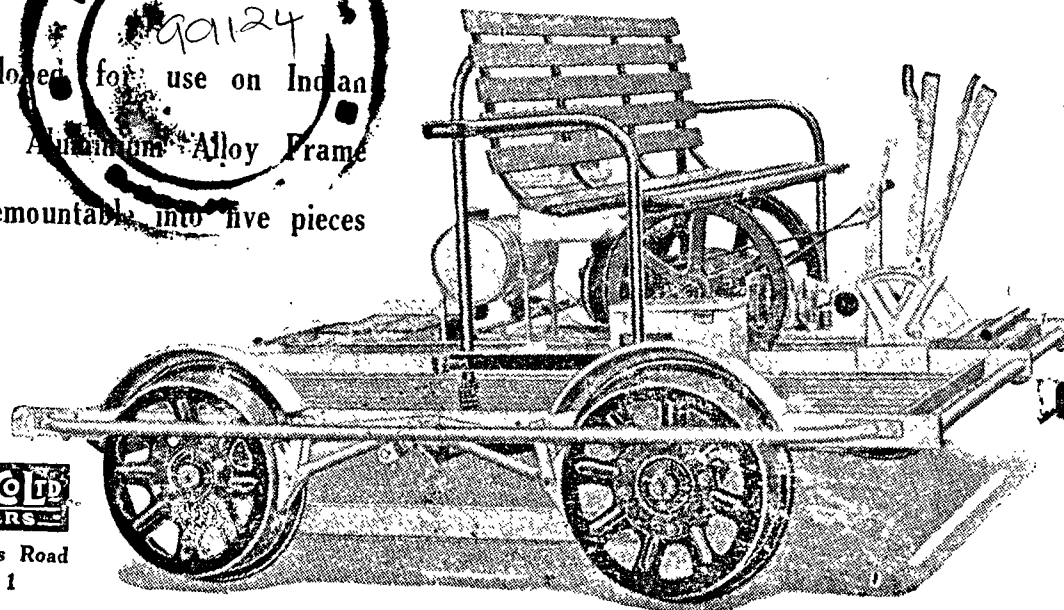
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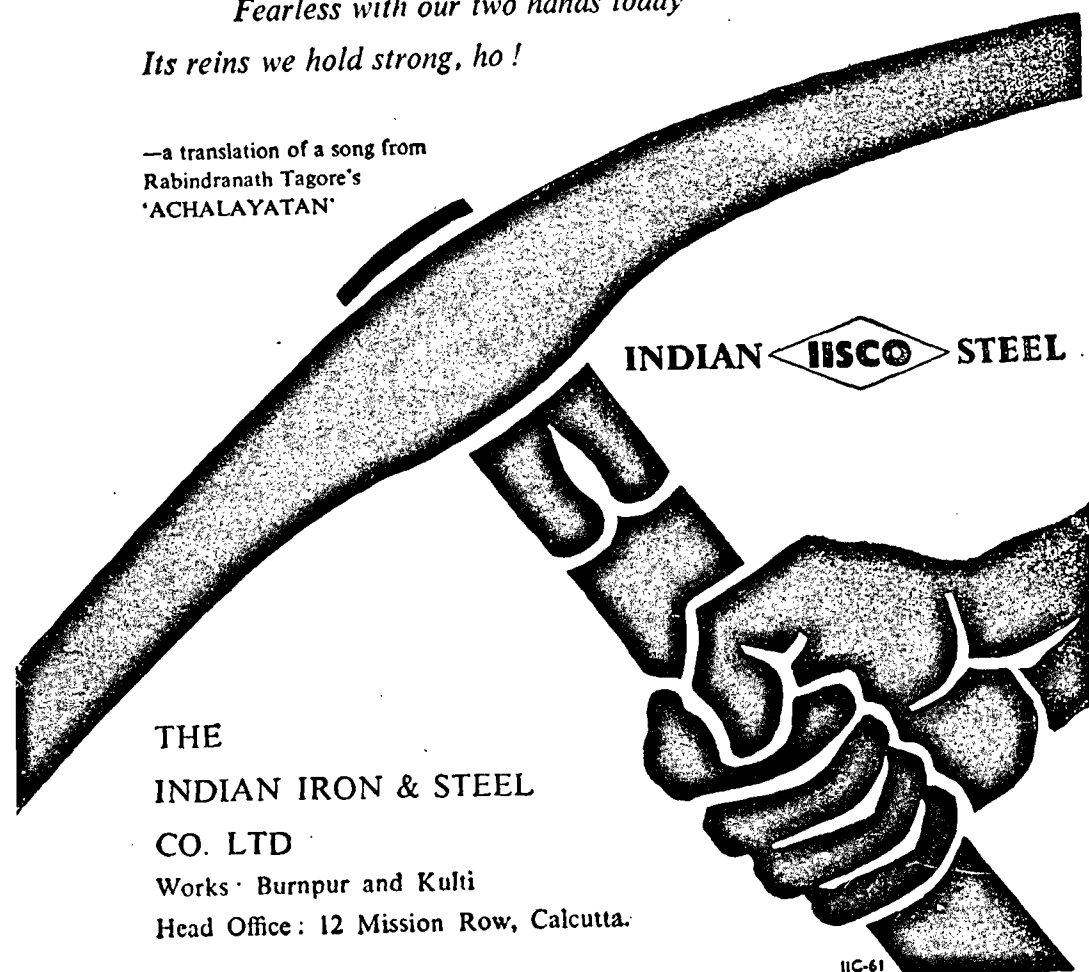
October 7, 1957

I am glad to know that you are having a Tourist Special Number of the 'SOUTHERN RAILNEWS'. Travel is not mere physical movement. It should mean understanding of the geography and the historical traditions of the different places we visit.

S. RADHAKRISHNAN

*The hard iron lay dead in slumber deep
And we stirred it to life, ho !
In the dark depths of a million years it lay hid
And we stirred it to life, ho !
Tamed by our strong hands
It sings to the tune we call.
Its silence of long years have we broken, ho !
The dead doth stir with new life today
And rushes forth the wide world to conquer.
Fearless with our two hands today
Its reins we hold strong, ho !*

—a translation of a song from
Rabindranath Tagore's
'ACHALAYATAN'



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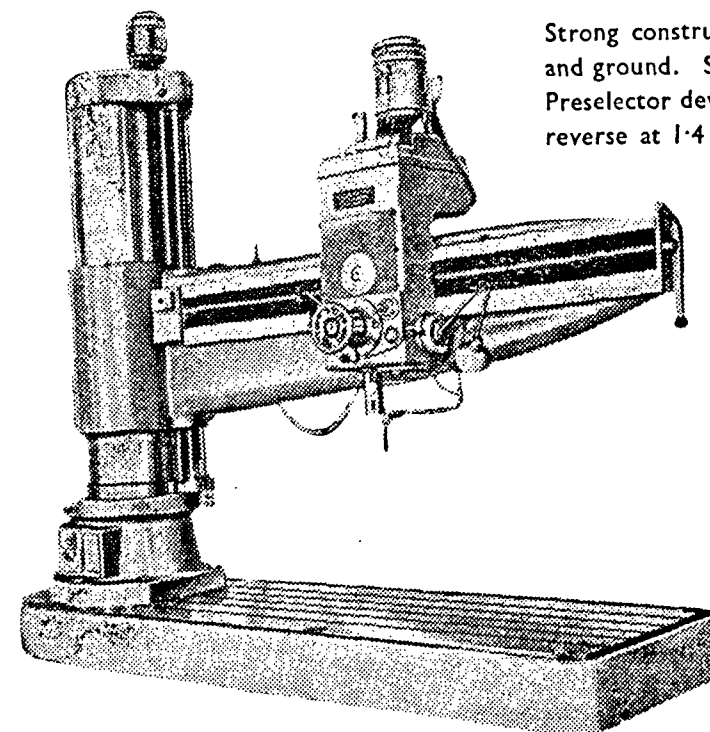
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» TECHNOIMPEX «

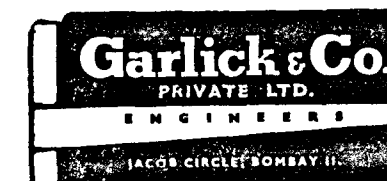
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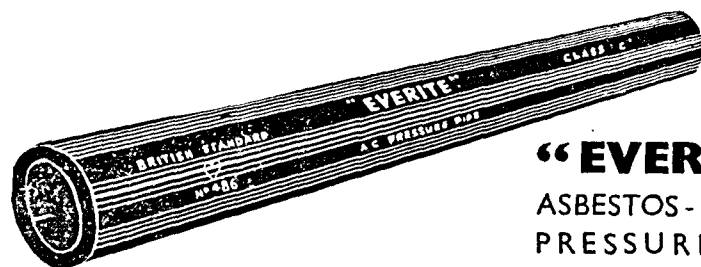
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talking of pipes...

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Southrailnews

VOL. IV

NOVEMBER 1957

No. 8

PLAN TARGET TO BE ADHERED TO

THE Indian Railways have been asked to work with their original Second Five-Year Plan goods traffic target of 180 million tons or about 19 million tons more than provided for in the present Rs. 1,125 crores plan. The seven Zonal Railways have been asked by the Railway Board to plan to complete their marshalling yards, doubling of the track, etc., in time for anticipated heavy steel in the year 1959.

As a result of the orders placed abroad by the Railway Steel Purchase Mission, the position in regard to supply of steel is now expected to improve. Supply of cement and other essential materials is also improving. Railways have been urged to use Swadesi goods to the maximum exercising the utmost care in scrutinising the various railway projects with a view to eliminating foreign exchange expenditure. It is necessary to use the indigenous substitutes for imported materials to the maximum extent. The shortage of steel has adversely affected the execution of many schemes under the Second Plan. The situation would improve as a result of the orders placed abroad by the Railway Steel Purchase Mission recently.

STEPS TO EXPEDITE MOVEMENT OF
FOODGRAINS:

The utilisation of engines as well as improving the speeds of goods

trains are some of the items which require special attention. It is estimated that the Railways carried 125.5 million tons of traffic as against 114.1 million tons in 1955-56, an increase of 10 per cent in a single year. Four lines were opened for traffic during the year: Ernakulam-Kottayam (37 miles); Champa-Korba (24 miles); Fatehpur-Churu (27 miles) and Gandhidham-Khandla (7 miles). A large number of yards were remodelled to handle additional goods traffic, including Moghalsarai, Tatanagar, Bhilai, Rourkela, Durgapur, Godhra, Ratlam and Bezwada.

Goods movement has to be given priority on account of the following reasons: Due to the various Planning Commission Schemes in agriculture, industry, etc., production has increased and the increased quantities of products have to be transported where they are required. Raw materials have to be carried to the mills, etc., where they are converted into manufactured articles and manufactured goods have to be taken to the places where there are markets. The strain is more on the goods traffic though passenger traffic also has been on the increase. The object of the Plan is to have plenty. Housing, clothing and food have to be improved and transported in larger quantities as the standard of living has also

increased. One can draw the inference that for the peace, plenty and prosperity of the nation, goods transport has to be given preference over passenger transport during the Plan period and especially the Second Plan period when emphasis has been laid on heavy industries.

As against the rolling-stock programme of acquisition of 679 locomotives, 32,390 wagons and 1,711

coaches, 664 locomotives, 34,387 wagons and 1,236 coaches were obtained during 1956-57. This shows in the case of goods wagons the target has been exceeded by about 2,000 wagons. Moreover, the indigenous wagon building capacity is being increased from 20,000 to 36,000 per annum and of underframes from 300 to 1,700 per annum in order to expedite the conveyance of goods.

DEVELOPMENT OF TOURISM

In view of the shortage of Foreign Exchange especially the dollar, the Government of India wishes that people from abroad should visit our country and spend their money here. The total number of foreigners visiting our country today is the highest on record so far—68,880 in 1956-57 as compared to some 20,000 in 1950-51. The largest number of visitors this year is from the United States of America 15,111 while those from England 13,000. It is sincerely hoped that the tourist traffic from America will increase in the coming years and our dollar earnings considerably enhanced. Side by side, the

development of home tourism should also prove an important factor in the emotional integration of the country. Referring to this, the Minister for Shipping, Ministry of Transport and Communications, Government of India observed our policies in future will be reorientated to meet the holiday requirements of our own countrymen. On these grounds, it is argued that home tourism deserves to be encouraged. Here one is reminded of the contribution that air and rail communication made towards the development of tourism in India by bringing the various tourist centres in India within easy reach of the tourist.



Notes on Current Rly. Topics

TALKS WITH FRENCH ELECTRICAL ENGINEERS

Discussions have concluded in New Delhi between officers of the Railway Board and a party of five French electrical engineers who are here to advise the Indian Railways on electrification projects on the Eastern and South-Eastern Railways.

The five engineers have been deputed by the French National Railways in pursuance of an agreement signed last month between the Government of India and the French National Railways under which the French National Railways will act as technical associates in respect of railway electrification programmes in India during the Second Plan period.

The five French engineers, top men in their respective lines, are: Mr. Vaubourdolle, Head of the Construction Department for Electrification Schemes; Mr. Walter, Head of the Overhead, Signal & Tele-communication Department; Mr. Nouvion, Head of the Electric Rolling Stock Department; Mr. Jaquet, Supply and Installation Expert; and Mr. Jacquemin, Mechanical Engineer.

The Second Five-Year Plan provides for the electrification of 1,373 route miles of the Indian railway system.

RAILWAY ELECTRIFICATION IN INDIA

The electrification of suburban lines in the Calcutta area and also of the main line from Howrah to Moghalsarai

had been under consideration for many years. During the First Plan period, the electrification of the Howrah-Burdwan and the Tarakeshwar branch line, a total distance of 88 miles, was finally sanctioned at a cost of about Rs. 11.84 crores. The first electric train on the Howrah-Burdwan line is expected to run in November.

Railway electrification in India has hitherto been done on the D.C. system. The system in vogue in the Bombay and Madras areas is 1,500 volts D.C. In the Calcutta area on the Howrah-Burdwan and the Tarakeshwar branch line, the system adopted is 3,000 volts D.C. This is an advance in science and better operation, and more economical.

The latest scientific advances in the field of railway electrification have pointed to certain definite advantages in favour of the A.C. 50 cycle industrial frequency traction system, adopted in recent years by a number of foreign countries, such as France, United Kingdom, Japan, Belgian Congo, Turkey, Portugal. Russia is launching on a big scheme on this system.

With a heavy electrification programme in hand during the Second Five-Year Plan, it was felt that the basic decision must be taken whether all future electrification in India should be on the D.C. system or on the A.C. system, which has become increasingly popular in foreign countries. This decision was absolutely fundamental to the future of railway electrification in India.

The French Railway Engineers' Mission which came out to India last year at the request of the Government of India to study this question and advise the Railway Board, made an emphatic recommendation that in the conditions prevailing in India the A.C. system was to be definitely preferred.

The matter has since then been under anxious consideration of the Indian railways engineers as some doubts still remained about the possibility of harmful effects of railway electric traction on the normal load of an electric supply system. As it was important that these doubts should be satisfactorily resolved, it was decided to send a Mission to Europe to study the question carefully. As the matter had already been delayed considerably, adversely affecting the implementation of the Second Plan electrification programme, the Mission was empowered, after consulting competent technical opinion in Europe, to take decision on the spot.

The Mission was led by Sri Karnail Singh, Member (Engineering), Railway Board, and included two other senior railway electrical engineers: Sri L. N. Mathur, Chief Electrical Engineer, Central Railway and Sri S. C. B. Majumdar, Chief Electrical Engineer, Western Railway.

The members of the Mission visited France, United Kingdom, West Germany, Japan and Turkey, and held discussions with railway authorities and top consultants. As a result of the investigations they came to the conclusion that the Indian railways should adopt the A.C. system. The

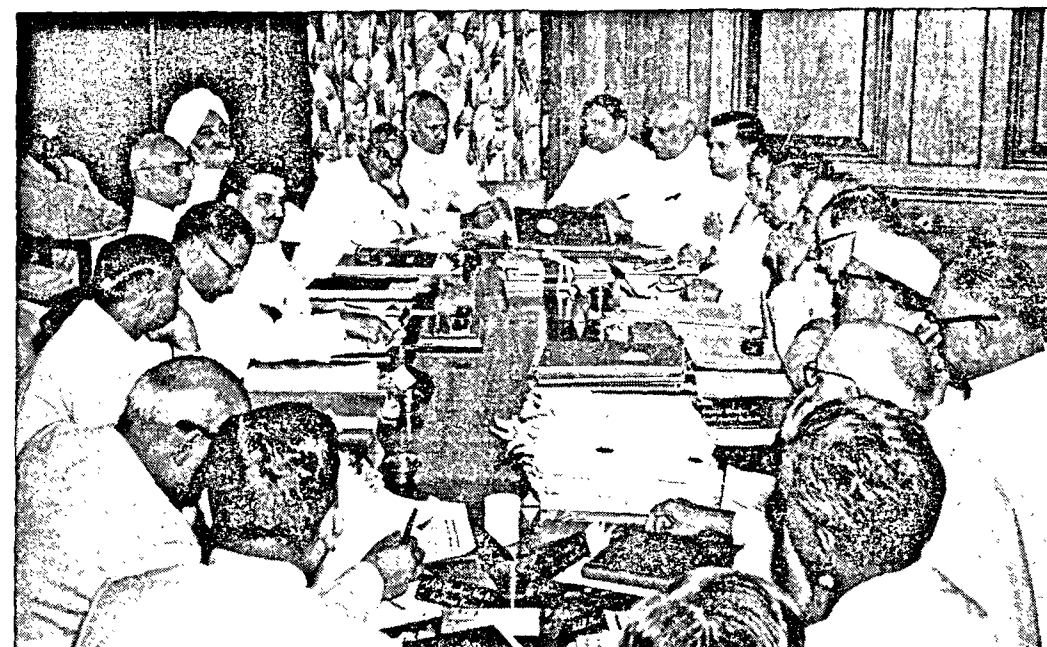
fact that there would be economies in capital and running expenditure as a result of adopting this system was confirmed.

The Mission went further. It had been authorised that before returning to India it should try and conclude an agreement for technical association with appropriate parties to design and progress the electrification schemes on the Eastern and South-Eastern Railways. For this purpose, global tenders were also invited. The Mission, before returning to India, signed an agreement for technical association with the French National Railways (SNCF). The agreement provides for the training of Indian engineers and staff also.

A team of five French Railway engineers have already arrived in India to begin their work in pursuance of this agreement. The team includes Mr. Vaubourdolle and Mr. Nouvion. The latter came to India twice last year in connection with the preliminary investigations regarding the suitability of the A.C. system for the Indian Railways.

The Mission has also placed an order for the supply of 50 A.C. electric locomotives with a consortium of eight firms from four different countries in Europe. These countries are: France, West Germany, Belgium and Switzerland.

In the Second Plan period, electrification of 1,373 route miles is provided. The bulk of the electrification programme is on the Eastern Railway. That on the South-Eastern Railway is also fairly heavy.



Sri Shah Nawaz Khan, Dy. Minister for Railways, addressing a meeting of the General Managers of Indian Railways with the Members of the Railway Board

It is proposed to electrify the Howrah-Moghalsarai section *via* Grand Chord on the Eastern Railway; Asansol to Rourkela and Rourkela to Bara Jamda sections on the South-Eastern Railway; the suburban sections around Calcutta; the Igatpuri-Bhusaval section of the Central Railway and Tambaram-Villupuram main line of the Southern Railway.

The Eastern and South-Eastern Railway electrification programme is scheduled for completion early in 1960. The schemes on the Central and Southern Railways are also in hand.

In view of the necessity to conserve foreign exchange, the Railway Board

has decided that the operation of the suburban services on electricity around Calcutta should in the first place be by the use of electric locomotives and coaches. This would result in an economy of about Rs. 7 crores in capital expenditure in terms of foreign exchange.

Incidentally, as a result of adopting the 50 cycle A.C. traction system for railway electrification in India, the existing overhead lines of the P. & T. Department would be replaced by underground cables. This would considerably improve the efficiency of the long distance tele-communication circuits.

PRESIDENT'S AWARD TO RAILWAY ENGINE DRIVER

The President has posthumously awarded the Ashoka Chakra, Class II, to the late Sri Manasser Johannes, engine driver of the South-Eastern Railway.

The citation accompanying the award says :

"Sri Manasser Johannes was the driver of the 315 Up Howrah-Adra-Chakradharpur passenger train approaching Khargpur from Jakpur on the night of July 26, 1956. Shortly before midnight, there was a sudden blow-back of fire from the fire-box door into the cab where he was standing. Trapped in the flames, Johannes and the two firemen who were on duty with him received serious injuries. The firemen jumped out of the moving train.

"There were about 400 passengers in the train. Realising that a disaster must result if he too jumped out, Driver Johannes remained at his post in the flame-filled cab and though severely burnt he eventually brought the train to a stop near the outer signal of Khargpur station.

"He then alighted from the engine and painfully crawled back to the rear of the train to tell the Guard what had happened. Sri Johannes was rushed to a hospital but he succumbed to his injuries within a few hours of admission.

"Sri Manasser Johannes acted with great courage and heroism in order to safeguard the lives of hundreds of passengers travelling in the train in his charge. His spirit of sacrifice and devotion to duty will be a noble example to others."

CONVERSION OF WEIGHTS AND MEASURES INTO METRIC SYSTEM—CHEAP EDITION ISSUED

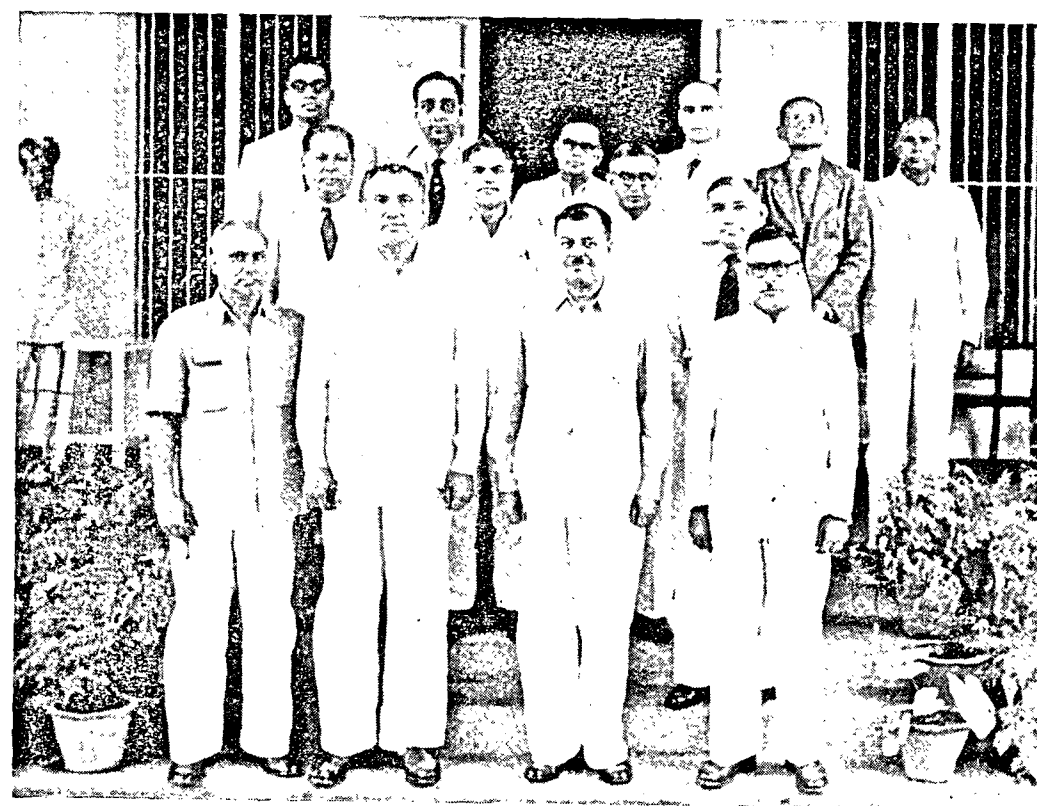
A cheap edition of a reference book on conversion of units of length, weight, capacity, area and money, at present in use, into the metric system has been issued by the Indian Standards Institution.

The need has been felt for a useful reference book for conversion of values from the existing system of units to the new units, during the interval when the change-over to the metric system of weights and measures and decimalized currency is expected to be completed.

To meet this need, the Indian Standards Institution has already issued the Indian standard conversion factors and conversion tables (IS : 786—1956). This comprehensive standard containing 165 tables is intended to serve the need for accurate conversion as required in scientific, technological and engineering industry.

The Indian standard conversion tables for ordinary use now issued as a cheap edition is intended to meet the need of ordinary day-to-day work. The selected tables in the standard will be adequate for solving the day-to-day problems of conversion.

The standard contains five sections, each individually dealing respectively with units of money, length, area, weight and capacity. Each section gives the units at present in use in the country, the new units, the basic conversion factors and two sets of conversion tables.



A MEETING OF THE COMMERCIAL COMMITTEE WAS HELD AT
BANGALORE FROM 13TH TO 17TH SEPTEMBER

(Left to Right)

1st Row—Sri M. G. Iyer, C.C.S., N. E. Rly., Sri S. K. Mukerji, C.C.S., S. Rly., Sri S. K. Mukerjee, C.C.S., N. Rly., Sri B. Mazumdar, C.C.S., S. E. Rly.

2nd Row—Sri S. R. Guha, G.S./IRCA, Sri Anand Mohan, C.C.S., E. Rly., Sri R. K. Bokil, C.C.S., C. Rly., Sri D. Jehangir, C.C.S., W. Rly.

3rd Row—Sri N. Seshachalam, Rates Officer, S. Rly., Sri N. Dutt, Rates Officer, S. E. Rly., Sri S. P. Ranganadani, Rates Officer, C. Rly., Sri M. P. Sathaye, Rates Officer, N. Rly., Sri M. M. Sinha, Rates Officer, E. Rly., Sri N. L. Paul, Rates Officer, N. E. Rly.

This standard is priced Rs. 0.50 (i.e. 50 naye paise) only and can be purchased from the Indian Standards Institution, 19, University Road, Delhi-8 or its branch offices at 40/40-A Cowasji Patel Street, Fort, Bombay; P-11 Mission Row Extension, Calcutta 1 and 23 Nungambakkam High Road, Madras-6.

RAIL CONCESSION TO CANCER PATIENTS

The Railway Board has decided that the travel concession to cancer patients, announced some time ago, may be allowed when they travel for admission to hospitals or institutes where cancer patients are treated on production

of a certificate on the prescribed form from a District Medical Officer, instead of from the officer in charge of the hospital or institute.

The travel concession announced for cancer patients is similar to that for blind persons and T.B. patients. When travelling alone for admission to or on discharge from a hospital or an institute where cancer patients are treated, they 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 applies to first, second and third classes.

CORRECT HINDI NAMES OF RAILWAY STATIONS SURVEY OF INDIA HELP SOUGHT

The combined efforts of the railways and the Survey of India will in the not distant future result in railway stations throughout the country being provided with their names in correct Hindi in the Devnagri script, it is learnt.

The railways were some time ago asked to obtain authoritative transliteration of station names in Hindi in the Devnagri script from the Survey of India, and thereafter correct the station names in the light of the advice received.

So far, 4,427 station names have been referred to the Survey of India, and the latter has already supplied the correct Hindi transliteration of 3,375 names.

At 9
tonight
welcome the
unexpected
guest
with a cup
of refreshing
tea

I am Tea -
I am
your friend
in your
worst and best
moments

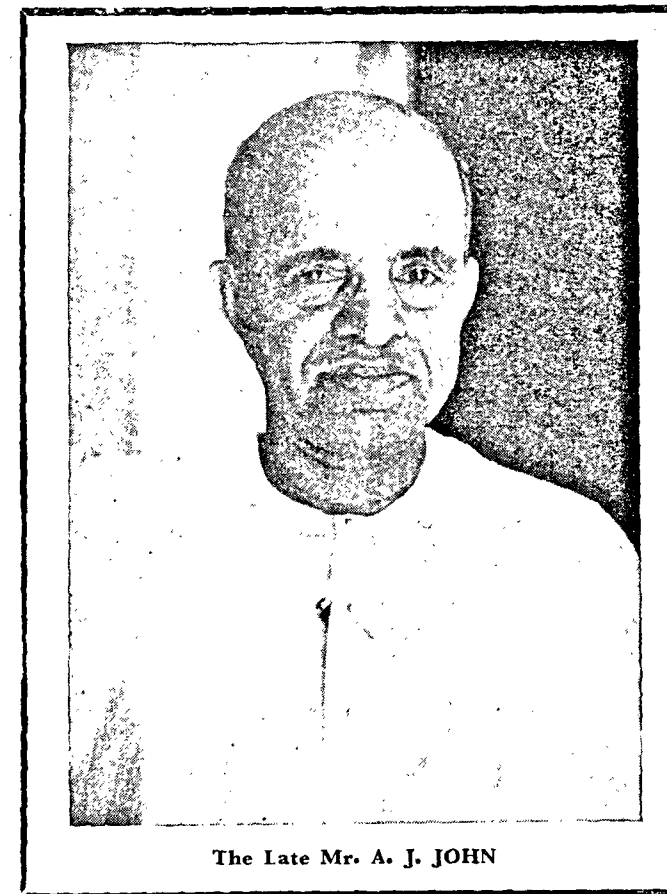
TEA BOARD
INDIA
PST 185

There were about 6,500 railway stations in India as on March 31, 1957.

To bring about uniformity in Hindi sign-boards and notices displayed on railway premises and in railway carriages, the Railway Board has drawn up approved Hindi equivalents and sent these to the railway administra-

tions who have been asked to correct inaccuracies in the light of these instructions.

The Railway Board's Hindi Officer has been going round the more important stations on the Indian railway system to check that there are no inaccuracies.



The Late Mr. A. J. JOHN



The Late Sir R. S. SARMA

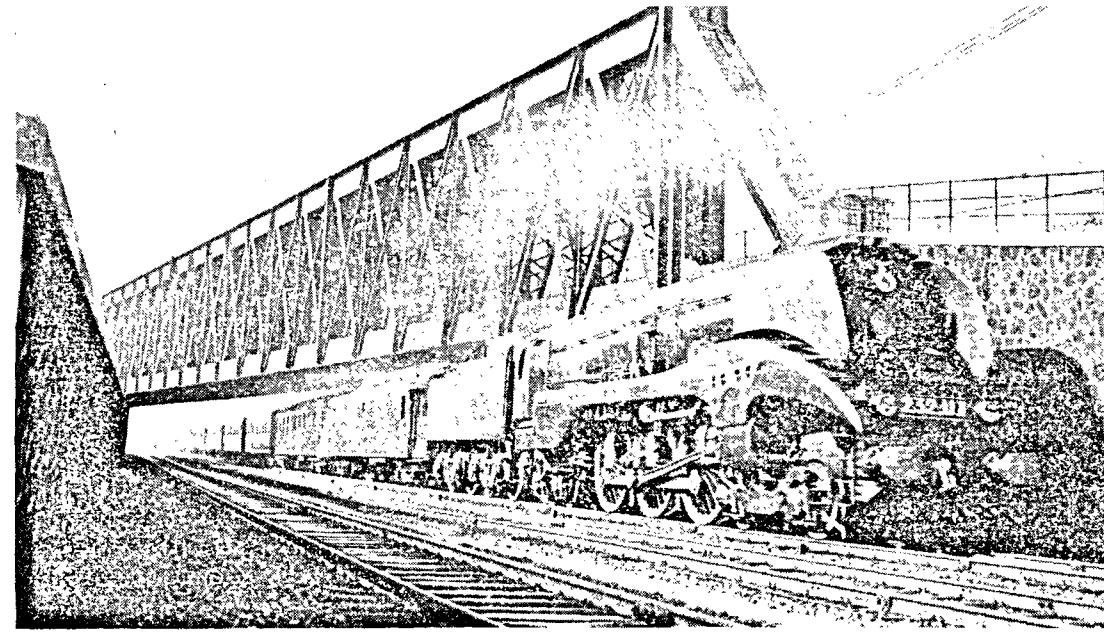
The death, in Mavoor on September 26, of Sir R. Srinivasa Sarma, editor of the "Eastern Railway Magazine", removes from the sphere of Indian journalism a colourful personality who had a remarkable career. Born in 1889 of humble parentage in Tiruvarur, he did not have the benefit of a University education when, as a young man he migrated to Calcutta in quest of an occupation. He first started as a proof-reader in the "Bengalee", edited by Sir Surendranath Banerjee and soon after, by sheer dint of application, became a capable reporter and sub-editor of the same journal. He later joined the Associated Press, then controlled by Reuters and after a period of training in England, became its Calcutta representative. He left

the profession for a time and worked as manager of a jute mill near Calcutta. He returned to active journalism and became the editor of the "Bengalee" which had by then been acquired by an influential board of directors.

As a publicist, Sir Srinivasa was in close contact with the Indian Railways and during the nine years he was a member of the old Legislative Assembly, he served as a member of the Standing Finance Committee for Railways. This long association with the Railways led him to sponsor in 1945 the "East Indian Railway Magazine" under the auspices of the Staff Benefit Fund of that Railway. By his tremendous energy and drive, he soon made the journal, now known as the "Eastern Railway Magazine", one of the premier Railway magazines published in the English language. He brought to bear upon the publication of the magazine, his vast experience in the field of journalism, his knowledge of men and affairs and above all, his dynamic personality.

Sir Srinivasa was a man of culture and was one of the most widely-travelled Indians of his time. He had made Calcutta his home for over forty years and will be missed by his numerous friends, Indian and European.

T. S. P.



Fast passenger train of French Railways passing La Chapelle, en route between Paris and Lille

World of Railways

ARTHUR L. STEAD

Our London Correspondent

BY sea and air, tourists in their thousands from every corner of the globe in recent months have been reaching Europe. Arrived on the European continent, these ambassadors of goodwill soon spread themselves out over the 2,000 miles of territory stretching from London to Istanbul, moving from country to country by fast passenger trains, usually quite oblivious to the achievement of the railways in overcoming frontier barriers which, until a year or two ago, were a very formidable obstacle indeed to free travel.

This year, the passenger train services provided by the many railway undertakings forming the European network have reflected in most striking

fashion the sensible co-operation of all concerned to ensure free through movement across the continent.

Long before the United Nations or its predecessor—The League of Nations—was thought of, the railways of the world set up their own co-operative organisation to further world-wide unrestricted rail operation. This was the International Railway Congress Association, which brings into friendly touch for the common good the rail systems of the five continents. It is thanks largely to the I.R.C.A. and its off-shoot—the European Time-table and Through Carriage Conference—that visitors making the tour of Europe can enjoy almost unrestricted travel wherever they wish to wander.

In the past few months, new long distance trains, manned on their journey across Europe by railwaymen of many nations, have been introduced to link points as remote as London and Warsaw, Paris and Prague. Although Europe is divided into so many lands, often with differing political outlooks and having differing Customs, passport and other regulations, there they go—the international rail-flyers—linking country with country, almost laughing at national frontiers, and traversing one land after another in the smoothest possible fashion.

In actual practice, a large proportion of the revenue of almost every European Railway is derived from interchange business with foreign systems. It is, therefore, very much in the interest of the individual railways to encourage free movement throughout the continent.

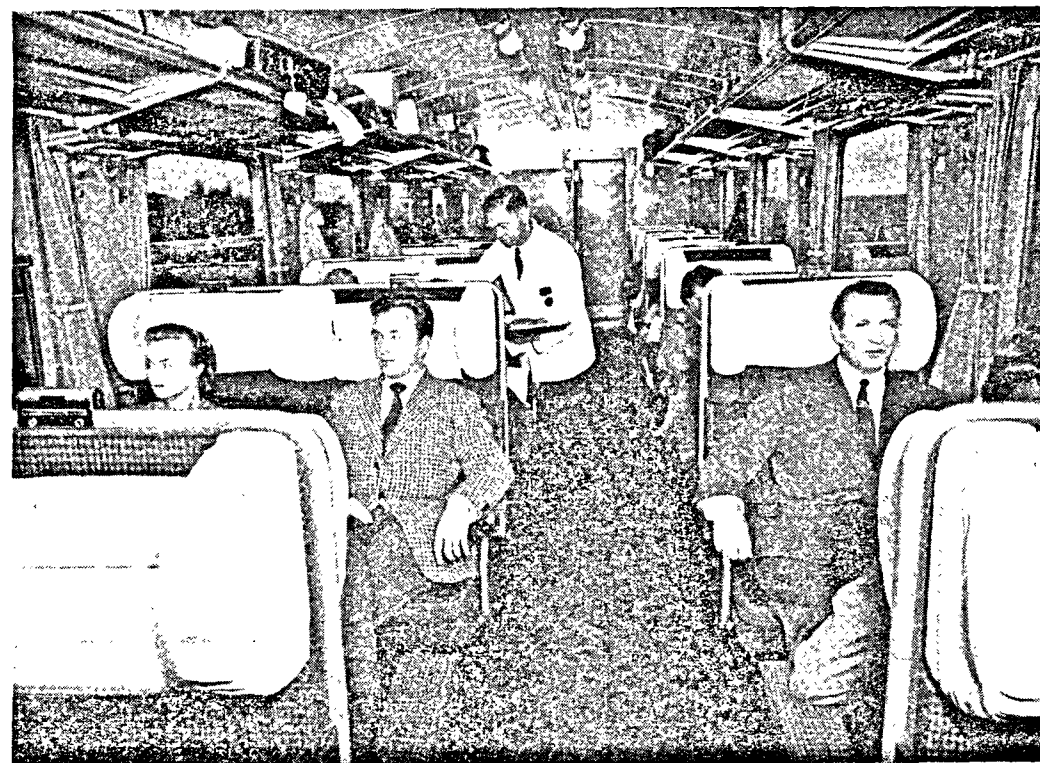
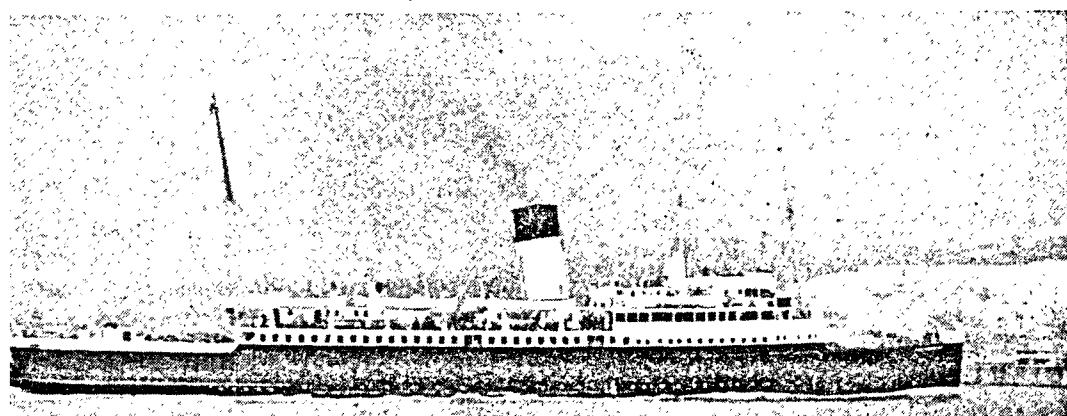
Britain is an island detached from the European mainland. Even so, interchange railway working with other countries is much apparent. To all intents and purposes, London forms the western terminal of the principal international rail services

traversing Europe for 2,000 miles or more and actually extending right into the Middle East, with hopes before long of pushing further afield by way of the Trans-Siberian route to Japan and the Far East.

Two great gateways give entrance from London to the European mainland. One is that provided by the Southern Railway of Britain, *via* the Channel Ports of Dover and Folkestone; and the other that operated by the Eastern Railway of Britain, *via* the North Sea Port of Harwich. In addition, there are important continental connections by way of the British seaports of Hull, Grimsby and Newcastle-on-Tyne.

A wide choice of continental expresses is given every twenty-four hours from and to the Southern Railway's Victoria Station in London. Most popular of all these services is the daylight London-Calais-Paris "Golden Arrow"; and the night service known as the "Night Ferry" (London-Dover-Dunkirk-Paris) conveying passengers in through sleeping-cars between the English and French capitals without disturbance at the Channel ports.

The Cross-channel Steamship "Canterbury" engaged in the daily "Golden Arrow" Fast passenger



Interior of new car on international express service across Europe, provided by French National Railways for the Common Pool

On the opposite side of London to the Victoria Station lies the Liverpool Street terminus of the Eastern Railway. At this point continental movement is much to the fore. Fine boat trains link the Liverpool Street Station with the seaport of Harwich, base point for daily steamship sailings to and from the Dutch seaport of Hook of Holland. The "Hook"—as it is familiarly styled—forms the western jumping-off point for a number of leading trans-European express trains.

Free international passenger movement in Europe is admirably illustrated in the operation of that far-

famed train (beloved by novelists and film script writers) the "Simplon-Orient Express." This unique train, composed of modern coaches comparable in their amenities and comfort with the best any country in the world can offer, passes through France, Switzerland, Italy, Yugoslavia, Bulgaria, Greece and Turkey. At its western end it has connections with the British Railways, and at its eastern end with the railways of Iraq, Iran and Syria. In its 2,075-mile run between Paris, France, and Istanbul, Turkey, the "Simplon-Orient" traverses the whole of Southern Europe, and its operation obviously calls for the

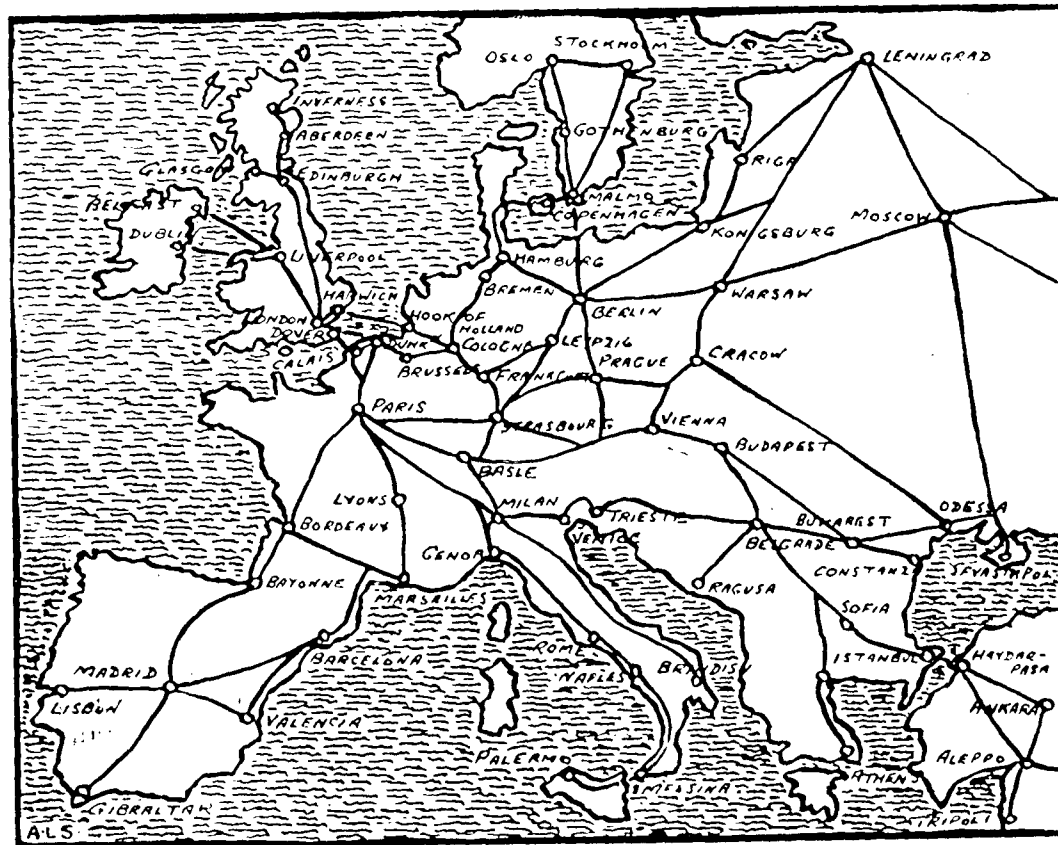
closest international co-operation and careful time-table planning, locomotive arrangements, and so forth.

To and from Eastern Europe, improved service today is also given by the "Simplon-Orient's" sister train—the "Orient Express"; while connecting Paris with Northern Europe are splendid services operated in association by the various national rail undertakings concerned. One notable train is the "Nord Express" (London-Paris-Ostende-Brussels-Cologne-Bremen-Hamburg-Copenhagen-Malmö-Stockholm-Oslo); and another the "Paris-Scandinavian Express,"

a new train serving Belgian, Dutch, German and Danish Centres between Paris and Oslo, and giving "Next-day" arrivals from London and Paris in Norway and Sweden.

The rail services fed *via* Harwich-Hook of Holland mostly are directed towards Northern and Central Europe, in contrast to the Channel route, which is mainly employed for movement to and from Paris and Southern Europe. One deservedly popular service based on the Hook of Holland is the "Holland-Scandinavia Express," to and from Denmark, Norway and Sweden. Another is the

European Railway Routes



"Rhinegold Express," to and from the River Rhine cities of Germany; while a third is the "Lorely Express," to and from Basle, Switzerland, and which now includes through cars for Munich and Belgrade.

A feature of the services through the Harwich-Hook of Holland gateway was the introduction recently for the first time of London-Hamburg and Hamburg-London fast diesel expresses. These make it possible to leave Liverpool Street Station, London, at 9.5 hours and reach Hamburg, in Northern Germany, at 23.59. At Hamburg, connection is made with the "Copenhagen Express," giving a through trip between London and Copenhagen (Denmark) of 23½ hours.

Perhaps the honour of leading in the acceleration of European post-war passenger services goes to the French Railways. There, high-speed trains cover every main-line, and an innovation was the recent introduction of "car-sleeper" expresses, taking motorists and their cars together in one train at high speeds.

The principal French "car-sleepers" include one operating between the Channel port of Boulogne and Lyons, intended to facilitate the movement of motorists from Britain to the beauty spots of the south. Each patron is given a comfortable sleeping berth and up to 90 motor cars are carried on each train, doubledeck open trucks having been specially designed for the purpose.

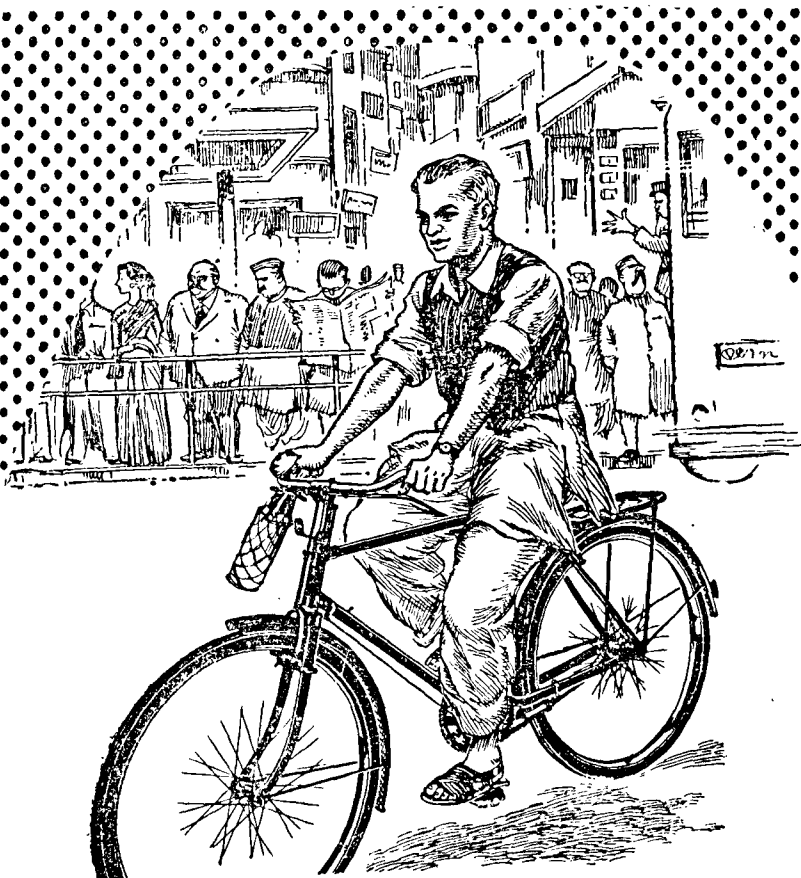
"Gay Paree," of course, is always a sure draw for the foreign tourist. Every day, more than a dozen fast trains connect Paris with the delightful Mediterranean Coast, while an

unusually pleasing service is that of the pneumatic-tyred expresses between Paris and Strasbourg and Basle.

In Germany, the traveller finds placed at his disposal, in addition to the better-known international expresses, the choice of a wide range of new diesel trains between cities like Berlin, Hamburg, Basle, Cologne and Frankfurt. Further south in sunny Italy, new electric services cover the country almost from end to end, with modern cars operating in all the principal trains.

In Britain, Jumping-off point "number one" for the continental mainland, passenger train accelerations have recently been conspicuous. To famous services beloved by the foreign visitor like the London-Edinburgh "Elizabethan" and the "Flying Scotsman," there have just been added two new trains between London and "Bonnie Scotland." One is known as the "Caledonian" and the other the "Talisman." The first-named covers the 401 miles between Euston Station, London, and Glasgow, in 400 minutes; and the second-named the 393 miles between King's Cross Station, London, and Edinburgh in 405 minutes.

Viewing the picture as a whole, the European Railways have real reason for pride in their accomplishments in opening up the various lands to the outside visitor. Every barrier to free travel that the railways succeed in removing is a step towards better understanding and peace among the nations, and railwaymen in every land can provide immense service to mankind by furthering unrestricted passenger movement throughout the globe.



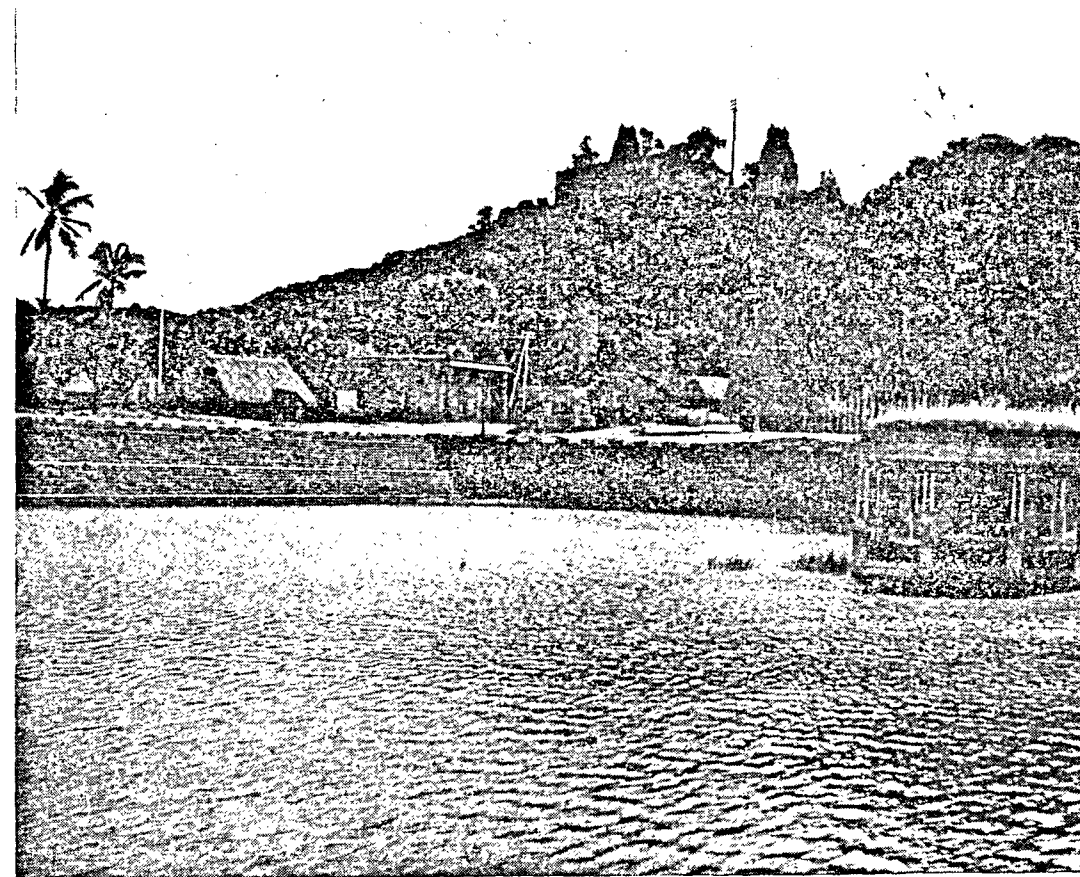
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Tank and Temple, Thiruneermalai

THIRUNEERMALAI

V. KESAVA SARMA

ONE has to alight at Pallavaram, a station on the Madras suburban railway, to visit Thiruneermalai. It is a small hillock situated about $3\frac{1}{2}$ miles from the station and standing amidst exquisite surroundings. One cannot but draw a feeling of inspiration at the very sight of the excellent panoramic view from the hill top. There is a nicely built temple on the hill, dedicated to Lord Ranganatha, in a lying posture facing south, with his hand as a pillow, as is seen at Srirangam. Narasimha and Vamana,

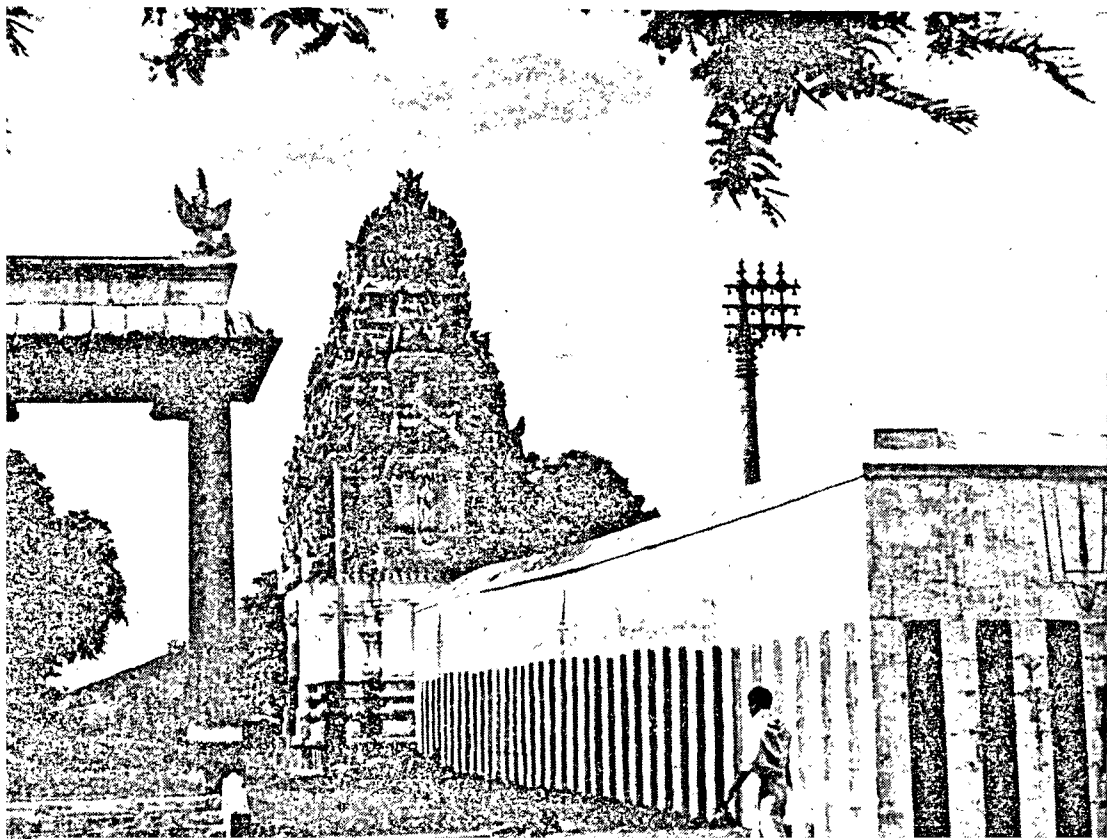
the fourth and fifth incarnation of Lord Vishnu are also located in the main temple. The three important deities are supposed to be here from time immemorial, as explained in Brahmanda Purana, Uthara Bhagha, in Thothadri Mahatmyam. (Thothadri means Thiruneermalai). The religious importance of this place is widely known as it is one of the 108 Thirupathis and has been mentioned in a number of sacred stanzas of Thirumangai Alwar and Bhuthathalwar.



"Neervannan"—Thirunccermalai

According to Hindu legend, it is believed that the whole surrounding area was flooded and the presiding deity Lord Neervannan in the temple at the foot of the hill was immersed in water. Thirumangai Alwar one of the ardent disciples, who was inspired by the charming deity and the grandeur of the place could not let the area inundated with water, especially for the sake of future generation who should draw benefit from worship of the Lord. As elsewhere truly said that more things are wrought by prayer than this world dreams of, the Lord restored the place to original

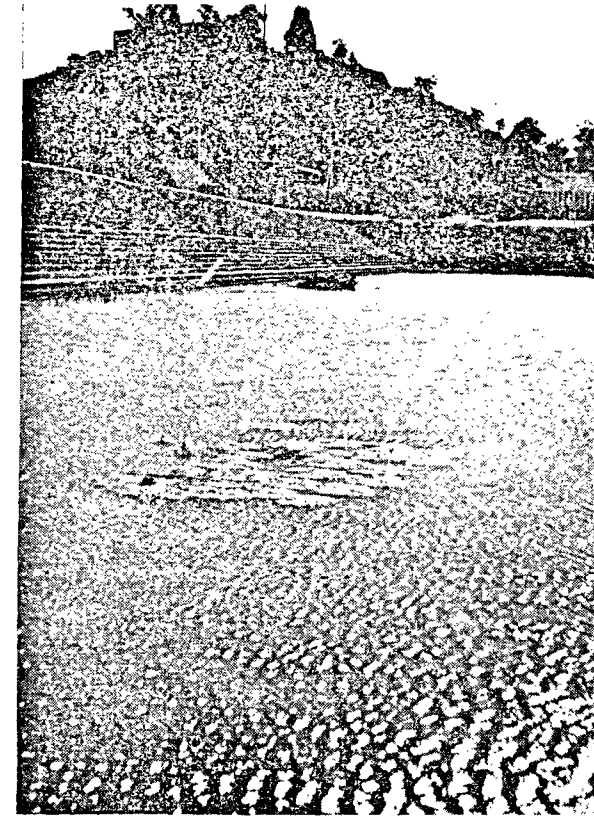
The Temple at the foot of the hill



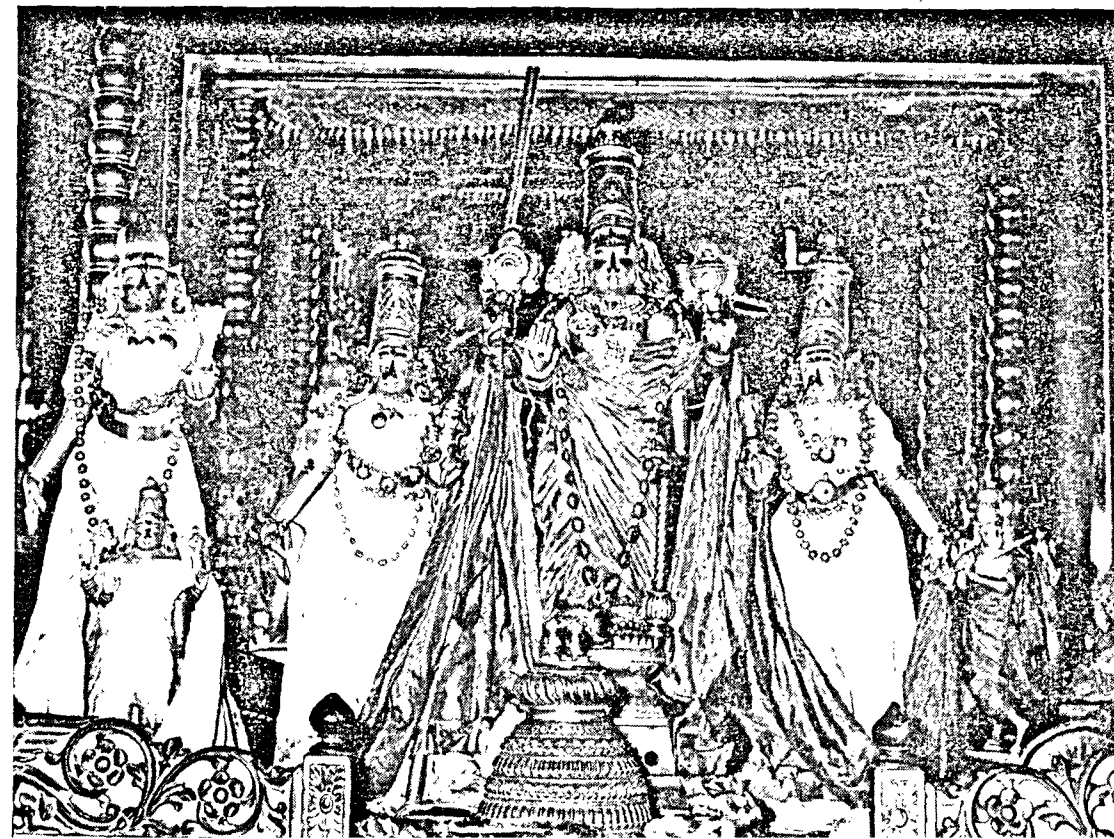
Another view of the Temple and Tank

conditions, having been pleased with the penance of Thirumangai Alwar. The place was dried up, the renovation quickly followed and the deity stands in all charm even today, as a boon bestowed to the present generation. A gaze at the beauty of the deity would but lead one to a trance. Wherever he went later on, Thirumangai Alwar compared the presiding deity of that place with Neervannan of Thirunccermalai as he was so much impressed with His charm.

Right round the year, besides the usual daily pujas there are festivals



Utsava Deities



taking place on every auspicious occasion. This attracts many worshippers and visitors.

The temple tank is of very big with excellent spring below, and caters as a source of water supply for the local inhabitants in addition to several wells. During the month of Chitrai (April-May) Brahmotsavam of Ranganatha takes place. There are excellent Vahanas as Garuda, Hamsa, Hanuman, Sessa, etc. Utsava deities are kept inside the temple downhill. The Car (Ratha) is of a good size and is in good condition.

During Panguni (February-March) Festival of Neervannan takes place on a grand scale. The temple is under the hereditary trusteeship of late C. N. Muthuranga Mudaliar and the name of the present Trustee is Sri C. N. Varadappa Mudaliar.

There are a number of choultries for the convenience of pilgrims who visit the temple. Many marriages are solemnised within the temple precincts. The local population number about 3,000 and most of their main occupations are cottage industries such as handlooms, shaping of grinding stones Ammi, etc.

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S. INDIA

Departmental Functions in Brief

The Accounts Department

OPRAIL

ANY commercial concern, whether it is a small shop or a large limited liability company, or industrial organisation, must keep accounts. These accounts may be in the form of a simple day-to-day cash book, showing receipts on one side and disbursements on the other, to an elaborate system of book-keeping and accountancy requiring specially trained personnel to compile and maintain.

Obviously, the purpose of maintaining accounts, be they simple or complex, is to show whether the particular business or commercial organisation is being run on sound financial lines; or in brief, whether it is profitable. Railway administrations, although the property of the State in India, are no exceptions, and are administered essentially as a commercial concern. The commodity that is sold by a Railway system is transport. The department that is responsible for compiling and maintaining the accounts of a Railway administration, is the Accounts department.

The executive who controls the entire Accounts department of a Railway is commonly known as the Financial Adviser and Chief Accounts Officer. Subordinate to the Chief, there are usually one or more Deputies, and various other Senior and Assistant Accounts Officers attached to Divisions, Workshops, Stores Depots and large Construction Projects which may be in progress from time to time. Also

in the headquarters, Divisional and other Accounts offices, there is a large nucleus of trained personnel consisting of senior and junior accountants, inspectors, sub-heads and routine clerks.

Railway accountal practice differs considerably from the book-keeping and accountal systems of most commercial concerns, and the essential functions of a Railway's Accounts department may be briefly summarised as follows:—

- (a) the internal check of transactions affecting receipts and expenditure of the Railway;
- (b) the prompt settlement of proper claims against the Railway;
- (c) maintaining the accounts in accordance with the prescribed rules;
- (d) helping the Administration and various departmental officers with financial advice when required; and
- (e) ensuring that there are no financial irregularities in the transactions of the Railways.

A Railway's revenue or income, arises mainly from two sources—the money paid by passengers for journeys by rail, known as coaching earnings; and the freight charges realised in cash from traders for the transport of goods and merchandise offered by

them for transit, known as goods-earnings. When a passenger buys a ticket at the booking office at a station for which he pays cash, a commercial transaction takes place. When a merchant pays freight in cash for goods to be carried by rail, again a commercial transaction is done. Each one of these transactions is entered up in the initial prescribed accounts form of the station.

The cash so collected at all stations is transmitted every day to the Cashier at divisional headquarters, or to the Chief Cashier at headquarters, and then all the cash is promptly sent on to the Railway's bankers. The accounts summaries of each station's transaction are sent to the Traffic Accounts Office at headquarters, where, with the aid of a large and experienced staff, classification and compilation is done in a big receipt book, called the Traffic Book, the total of which is agreed with the cash credits at the Railway's bankers. The check on the factual authenticity of all revenue-earning transactions at each railway station is maintained by regular periodical inspections by Inspectors of the Traffic Accounts department, who carefully scrutinize every entry in the various accounts books and registers maintained at stations. The reports of these Inspectors are then sent to the Traffic Accounts Officer for scrutiny and check.

The activities of a railway in its day-to-day working fall into more or less well-defined categories according to their essential nature. Broadly, these are expenses incurred in the maintenance of structural works—track, buildings, bridges, etc., maintenance and supply of locomotive power,

carriage and wagon stock; the Traffic, Stores, Electrical, Medical, Accounts, General departments, etc.

Every item of expenditure for each of these departments is recorded and allocated under certain heads of accounts, known familiarly on railways as 'Abstracts'. Detailed rules as to how the items of expenditure under each abstract are to be allocated and booked are contained in certain codes.

Now, the Accounts department is not there merely to ensure that each item of expenditure is duly allocated and recorded under the prescribed abstract, but also to see that the expenses incurred by the various departmental officers are within the limits prescribed and sanctioned annually in the budget allotments. This is achieved by periodical financial reviews being prepared and scrutinized by the competent authorities. The subordinate Accounts officers attached to Divisions, Workshops, Stores Depots, etc., must constantly check all items of expenditure incurred by the various departments, and advise the departmental officers concerned when amounts allotted to the various heads of accounts are being spent too fast, or are likely to exceed the annual allotments. Similarly, the Chief Accounts Officer at headquarters by reviewing the expenses of a railway as a whole, must ensure that money allotted to be spent, is being spent wisely and economically.

The Finance department, directly under the charge of a Deputy Financial Adviser, is also part of the Accounts department. The main functions of this department is to co-ordinate the entire budget and financial work of the railway, advise the administration

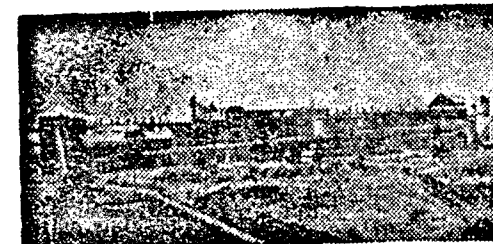
on all matters relating to finance, scrutinize all proposals for expenditure from the aspect of prescribed financial conventions, etc.

A Railway's annual budget is a forecast of what expenses are likely to be incurred in a forthcoming year—i.e., expenditure necessary to the construction of new lines or projects, purchases of stores, new locomotives, carriage and wagon stock, structures for providing additional operational facilities for dealing with anticipated increase in traffic, additional amenities to the travelling public at stations, etc. The departments concerned are first required to prepare their budget estimates for their future requirements, and it is the Finance department which must carefully check and scrutinize all proposals, keeping in view the principles of economy and whether the proposals are financially sound, or are likely to yield the prescribed revenue if and when provided. After the Finance department has done this and given their financial concurrence, then only can the total budget estimates be forwarded to the Ministry of Railways for final approval.

Even in the day-to-day working of the administration the Finance department must play its part. For instance, there may be a demand from a large section of the travelling public to provide a new station with all facilities for the booking of passengers and goods. The Operating and Commercial departments will prepare a detailed justification for the proposal, giving facts and figures, after which the Finance department will go through the proposal and will only give their concurrence on such projects if there is a reasonable potential revenue-earning return in

comparison with what has to be spent to provide the new station.

To give a detailed idea of how the Accounts department on a Railway has to function would require several volumes, but the importance of this department in doing its job or account, check and advising on railway finances, can be gauged when one realises that the cash value of a railway's commercial transactions, both on the debit and credit sides, of the annual balance-sheets, attains astronomical figures in crores of rupees.



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THE HOUSE WIFE

Mrs. TRUESTORY

LEELA had decided on a pair of jasmine flowers, to serve as ear-rings, for a change, for this evening's function. She was now looking through her sarees to choose one, which should suit her and, at the same time, should delude her dear friends into the belief that it was an entirely new addition to her wardrobe. She was on the brink of this momentous decision, when a shrill and persistent wail, startled her back from the pleasant land of dreams to face the hard reality of another day. Her youngest, still a baby, was demanding her milk, in no uncertain terms. Leela hastened to the baby's room and started mixing the baby's milk. It was her boast that all her baby's food would be handled by her alone. In her early married days, she had left it to ayahs, with lamentable results—her elder two children had constantly suffered from diarrhoea and dysentery,

"My dear, how is it that in this house, I can never get my tea on time?"



during infancy. But now, she was wiser. With the bottle ready, she left the baby with the ayah, and repaired to her own room to wash and dress and say her prayers.

Leela had hardly finished her devotions, when a peremptory voice issued from the bedroom. This could only mean one thing. Her husband was awake and had not found the tray of tea on his bedside table. It ought to have been there at the stroke of seven. On hurrying to the room, her husband greeted her with, "My dear, how is it that in this house, I can never get my tea, on time? Don't you know, that unless I get my tea at seven, I cannot be ready for the office by ten?" Leela could think of various answers to this one, but she had just read Dale Carnegie's book on "How to win friends and influence people" and taken to heart, the advice "Never argue.". However she sighed and wished her husband were like Sir Winston Churchill who, it was reported, would never see or talk to anyone, not even his wife, before breakfast. After pacifying her husband with the promise of an immediate delivery of the goods and assurance of greater promptness in the future, Leela went to the kitchen, there to find the cook, chokra, and the milkwoman gathered around the buffalo. Evidently the buffalo had decided to be temperamental today and was steadily resisting all efforts to milk it. After an exhausting half hour, the milkwoman managed to get one ollock of milk from the violently kicking and protesting animal. Leela was bearing the tea, with the triumphal air, of a Caesar returning to Rome with all the spoils of war, when certain unmistak-

able scuffling sounds from the children's room, wiped some of the triumph off her face. Her two boys were locked in a deadly struggle, all for the sake of a handful of marbles. Leela took hold of the nearest handy weapon, which happened to be a scale and laid it to their backsides with all the force she could muster. The scale broke, but Ramu and Raju came apart, and shame facedly walked to the bathroom to clean their teeth. Rani, her eldest daughter, Ramu and Raju were studying in a convent nearby. The next hour was a rush, completely given over to the sewing up of missing trouser and shirt-buttons, polishing of shoes, searching for combs, and ironing of her daughter's uniform, the pleats of which had to be straight and stiff. At last, she gathered them round the breakfast table. At the sight of bread and omelettes on the table, there was a general chorus of disgusted ohs! Rani spoke up for the rest, "What is this? Are we to have this blooming bread, butter and omelette day in and day out? We are fed up with this, Ma. Why, Gita has dosai or iddli or puri or chappati or something different every day. Why can't you scrap this bread and omelette for once at least?" "Leela could think of only one thing to say and she said it. "My dear children, you should consider yourselves lucky to have even bread and omelette. My father had to start for school at 7 a.m. after a very sketchy meal, and stay hungry till 7 p.m. when he got back home. Try to be grateful for small mercies." Once their mother started on her father, they knew there was no stopping her, so rather than hear the stale story of how her father had worked up to a great position from

scratch, the children hastily gobbled up their food, and departed for school.

With the children safely off, Leela turned back to her husband. This was the hour, when the couple usually had a cosy chat, over a cup of coffee. Today, her husband was full of a new scheme, which he had initiated in his business, and which he was sure, would yield amazing dividends. He proceeded to explain the intricacies of his plan, which sounded like so much jargon to her. She never was any good at facts and figures, anyway. But that didn't prevent her from uttering suitable exclamations of admiration, and fond pride at his initiation, ingenuity, intelligence, etc. Leela had learnt early in life that appreciation even when bordering on flattery, made a man feel good and spurred him to greater effort, whereas, criticism, however much you might temper it down as healthy, left him with a hollow feeling. So, as usual, when Leela's husband left for office, he felt confident, successful, in short, like a god on earth.

Having successfully dispatched her spouse to the Office, in the best possible frame of mind, Leela turned back to her daily household tasks. These included checking the marketing account, selecting and helping with the menu for lunch and dinner, and taking charge of the baby, to leave the ayah free, to attend to the washing of clothes and the sweeping of floors. In addition to these, Leela believed in keeping herself posted with the world events. This meant that she was perpetually armed with the day's edition of the "Hindu," at which she glanced, whenever an opportunity occurred. Today she was impatiently

waiting for the ayah to take over the baby, so that she could finish the delicate embroidery on her saree. Needlework was almost a passion with her, and to do her justice, she was something of an artist at it. She was just settling down with the saree, when in came the dhobi, with a huge bundle on his head. By the time she had counted the missing articles, and discovered the several tares cleverly concealed in the folds, it was time for lunch. She had hardly packed the dhobi off, with an advance of ten rupees which she had tamely parted with, when Ramu burst into the room declaring, he was never going to school any more. On further questionings, it emerged, that one boy had thrown ink at Ramu, which he had reciprocated, as a result of which, the pair had each received a stiff caning at the hands of the headmaster. It took Leela, a long time, to convince her son, that two wrongs did not add up to a right, and that he had better learn, early in life, to take beating like a man.

At lunch, Rani was very co-operative and helpful. This was so unusual that Leela suspected a hidden motive. She was not left in the dark for long. The wily vixen that she was, she had managed to get herself selected to act the part of the princess in a play, her school was staging. She now wanted Leela to hand over the where-withal for the elaborate costumes. At the mention of the sum, twenty-five rupees, Leela, almost, had a heart attack, but there was no getting away from parting with it.

The afternoon siesta was, a "must," for Leela's husband. Even the servants held fast to the right of an

hour off, after lunch. But siesta was a thing of the past, as far as Leela was concerned. She had to look after the baby, while the ayah rested, keep out the stores for dinner, and generally keep the house quiet, so that the bread winner of the family could sleep undisturbed.

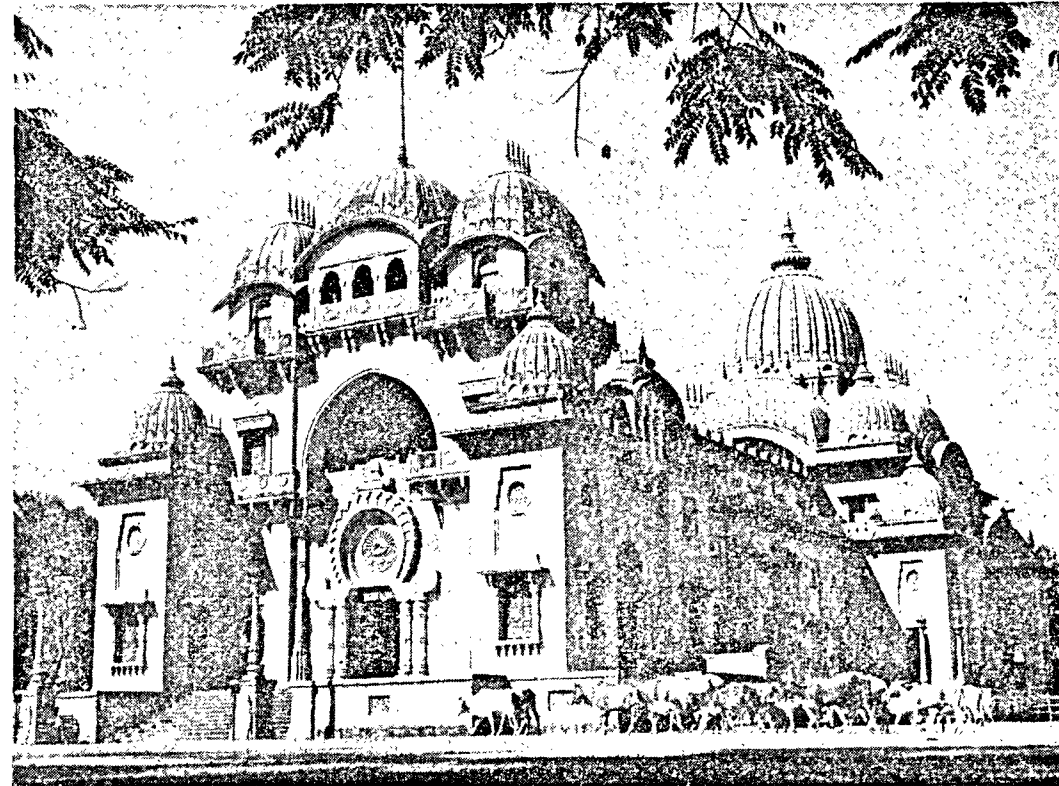
The greatest problem of the day for Leela was to decide on the eats to be made for tea. As you have already seen, her children were not the gentle, submissive, kind, who could be bullied into eating, whatever was served up. She had also to consider her husband, who disliked anything sweet. Today, she walked into the kitchen, intending to order puri and potatoes. Meeting with an ominous quiet, she looked about to find the cook, curled up in a corner, complaining of severe migraine. This meant only one thing. Leela would have to cook and she, stoically, set herself to the task she was congratulating herself on the way, the puris were bubbling up into balloons, when there was a sharp crack and she looked around to see the baby standing in a widening pool of cocoanut

oil, with her treasured five pound Horlicks bottle containing the month's supply of the oil, smashed to smithereens. At wits' end, she shouted for the ayah who had let baby stray into the kitchen. Meanwhile there were cries of "Ma, Appa has come, bring the tea." Hastily, she composed herself and brought the platter of puris to the dining room, there to watch the products of her handiwork, disappear at a fast pace. Replete with food, her children ran off to play, while her husband settled down in his arm-chair and remarked, "I have had a gruelling day at the office, working out the details of my plan. What a lot of persuasion it took to make the Director see my point of view! I envy you, women. What a grand time you have, lolling about, ordering servants, and generally being waited upon!" Leela was on the point of answering that she would prefer a man's job to what she had undergone today, when she again remembered Dale Carnegie. And, thinking of his advice "Never argue," she said nothing.

Corruption is a vile word. We should not rest content till this evil is completely wiped out. We should put in our united effort in rooting out corruption from the rank and file of Railwaymen.

TOURISM IN INDIA

Miss K. C. ANNAPURNA



A view of Belur Math on the banks of river Ganges near Calcutta which enshrines the memory of Swami Vivekanand

TRAVEL, it has rightly been said, is education, and is worth more than a flock of diplomas. Travel is not only cutting into the Sahara or gay-walking on the Champs Elysees, it is also travel in one's own country—anywhere from Cape Comorin, the land's end to beautiful Kashmir in the North and from Bombay, the Gateway of India to Assam and Manipur in the East.

India is a vast country as any geography book can tell. Its history

dates back to the times when the names Babylon, Assyria and Greece were even heard of. Steeped in a culture of thousands of years, India is a treasure-house of knowledge, art and culture. "Know thy country and know thyself" is a good maxim that should be taken up by every Indian to know his country better. And to the foreigner also, India presents a fine spectacle. It is the land with a wondrous heritage and glorious tradition, combined with all the charm and

mysticism of the Orient. Travel in this country is therefore equally attractive to both the Indian and the foreign tourist.

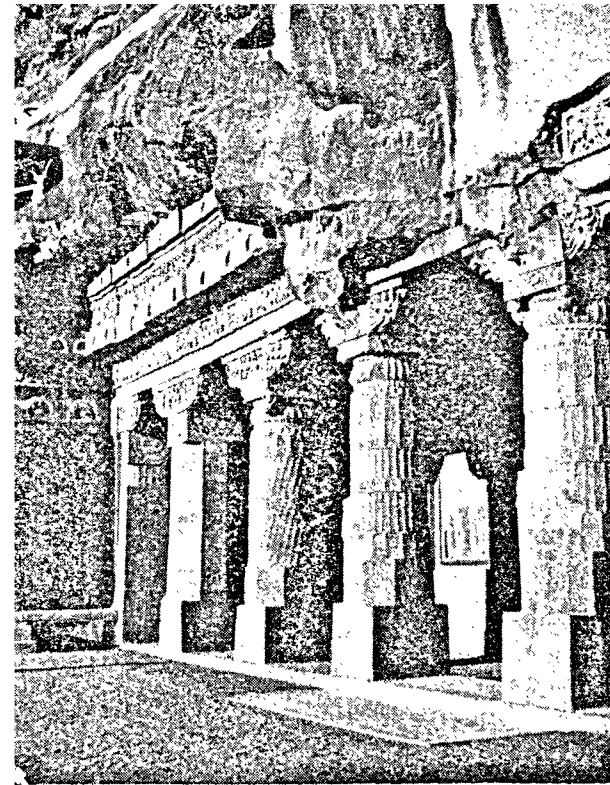
Travellers from other lands have always been coming to India but in no organised manner. For, the idea "India—as a tourist centre" developed only recently. Within her frontiers, India has an abundance of flora and fauna, changing landscape and climate—the deserts of Rajasthan to the green plains of the Gangetic Valley, the plateau of the Deccan and the snow-clad peaks of the Himalayas. The tourist of the past had to put up with many inconveniences and discomforts if he wished to see, understand and enjoy the geography, the history, the culture and the art of this country. But this is not so today, for the Government of India have taken over the responsibility of making the tourist, visiting this country, comfortable and contented.

But, it must however be mentioned that tourism as an industry with the Indian Government actively participating in its promotion is of a very recent origin. The idea was first exploited successfully by Europe, and today some of the European countries like France, Switzerland and Italy depend on tourism as one of their major foreign exchange earning industries. The importance of this tourist industry has become even more pronounced since the end of the Second World War and the consequent foreign exchange difficulties.

The Government of India have since 1950 taken many steps in the development of tourism. Today there are seven overseas tourist information centres in New York, San Francisco,

London, Paris, Frankfurt, Melbourne and Colombo; and fifteen information offices spread out in the various parts of the country at Bombay, Delhi, Calcutta, Madras, Ootacamund, Darjeeling, Agra, Banaras, Simla, Jaipur, Aurangabad, Bangalore, Sanchi, Bhuvaneswar and Cochin. The foreign offices have been set up primarily with a view to publicise India abroad as a tourist centre. The offices in India act as the liaison between the foreign tourist and the country. They collect and disseminate tourist information; suggest and recommend to all those concerned with the tourist trade, every form of tourist facility which will make the tourist visiting the country happy and comfortable. Publicity abroad and providing information to tourists on arrival here still continues to be one of the most important functions of the Tourist Organisation.

The primary objective of the Tourist Department of the Government of India seems to be two-fold. (1) In view of our shortage of foreign exchange especially the dollar, the Government wishes that people from abroad should visit our country and spend their money here. The two offices in the United States have considerably helped to increase tourist traffic from America to this country since 1950. The total number of foreigners visiting our country today is the highest on record so far, 68,880 in 1956-57 as compared to some 20,000 in 1950-51. The largest number of visitors this year is from the United States of America, 15,111, while those from England number some 13,000. It is sincerely hoped that the tourist traffic from America will increase even more in the coming years, and our



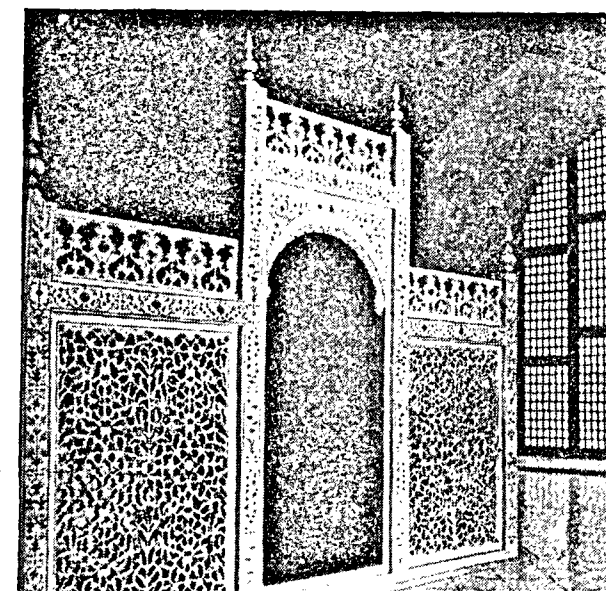
Ajanta—View of Cave No. 1

dollar earnings considerably enhanced. (2) The second appeal of the Government seems to be directed at promoting home tourism. The Minister for Shipping, Ministry of Transport and Communications, Government of India brought out this point very clearly when he observed that "the development of home tourism should also prove an important factor in the emotional integration of the country and I believe that our policies in future will be re-orientated to meet the holiday requirements of our own countrymen..... It is, therefore, essential that as in European countries, holidaying as a national hobby should be encouraged in India, because after relaxation, I am sure people can do better work and yield better results." Home tourism thus

certainly deserves to be encouraged. People learn and know more about their country, understand better its geography and history when they travel; they also realise the differences that exist and of the unity that prevails amidst this diversity. Besides, the development of home tourism is necessary if foreign tourism is to continue to be popular. Transportation and communication services, hotels and caterers, inland transport, travel agents, etc., do not have to depend only on foreign traffic for their economic prosperity. Further, while people are encouraged to travel within their own country they may not be very eager to go abroad for their holidays thus conserving the use of our very precious foreign exchange.

The Indian Railways and the Indian Airlines Corporation have contributed a great deal towards the development of tourism in India for rail and air communications have brought the various tourist centres in India within easy reach of the tourist. Yet one

Marble Screen, Taj, Agra





Wall bracket figure, Belur

finds that some of the most important places of tourist and religious interest like Sanchi, Khajuraho, Belur, Halebid, Ajanta and Ellora are off the air-rail routes. Under the First Five-Year Plan for Tourism hundreds of miles of these important roads have been improved, besides providing for many other facilities. The same is being continued under the Second Five-Year Plan. The Estimates Committee of Parliament has given a great deal of thought to the development of tourism and their suggestions and recommendations continue to prove very valuable.

Travel Agencies have a vital role to play in promoting tourism for they are directly responsible in bringing the tourist to India and for encouraging travel within the country. The Government of India has realised their importance and is actively engaged in extending its co-operation to the travel agencies.

Good food and a comfortable lodging are the prerequisites if tourism is to be promoted. This country requires not only first class hotels with all modern amenities to suit the foreigner but also second class Indian style hotels to suit the middle class Indian and if necessary even a third type of accommodation for the poorer Indian in dak bungalows, dharamsalas and rest-houses. The Government of India in collaboration with the various State Governments are taking many steps to provide the home tourist with the kind of accommodation he requires. Besides, the State Governments either individually or jointly with the Centre have opened numerous tourist information bureaux within their States and have appointed prominent State officials as Honorary Regional Tourist Officers.

The Central Government has also a programme to provide an adequate number of trained guides so that the country's culture and heritage are interpreted correctly to the tourist. Looking therefore at all these various activities of the Government and of the Tourist Department, one comes to the conclusion that Tourism as an industry has come to stay in India.

Tele-communications on Railways

T. S. PARTHASARATHY

Deputy Chief Operating Superintendent (Coaching)

THE fact that a good and reliable system of communications is a *sine qua non* for efficient railway operation has been long recognised by railway systems in the world and no expense has been spared for providing the latest gadgets which science has invented in the field of rapid transmission of information. Even as early as in 1850, when the electric telegraph was perfected, it was introduced on the early English Railways to enable signalmen to communicate with one another instantly. This, in fact, later led to the introduction of the "block" system.

As soon as the telephone was invented, it was naturally introduced on the railways but what turned out to be a boon for railway operation was the discovery of the selector type which enabled the Train Control System (known in other countries as the Dispatching System) to be introduced. Except in some countries of the Far East like Indonesia and Thailand, where Train Control is unknown, the system is so common and so universally adopted that a detailed description of it here is superfluous. Apart from the many operating advantages of Train Control like wagon utilisation, punctuality and emergency action, it affords the following facilities purely from the communication point of view:—

(1) Enables the controller to contact all stations on his circuit.

(2) Enables him to contact omnibus control circuit (if any).

(3) Facilitates connection with other telephone exchanges including public exchanges.

(4) Provides direct connection with Trunks, Deputy Control lines and Phantom circuits.

In addition to individual control circuits, all control offices are provided with their own local exchanges which are also connected by trunk lines to other exchanges on the railway system so that independent means of communication through these administrative trunks are also available.

RADIO-COMMUNICATION :

Land-telephony, however efficiently maintained, is liable to frequent failures owing to inclement weather, tampering of lines by outsiders and other causes. On many sections on Indian Railways, where the railway control lines are maintained by the P. & T. Department, frequent control failures are seriously hampering railway operation. The working of a railway requires a high degree of co-ordination of the movements of men and vehicles at continually changing locations and the advantages derived from being able to keep in constant touch with locomotive or train crews and for mobile units to communicate with each other, have been the main reasons for the introduction of radio-communications on railways in recent years. In addition, the radio is, under special circumstances, a cheaper and safer alternative means of providing communication between fixed stations.

Where circumstances are favourable for its introduction, radio-telephony is capable of increasing efficiency and enhancing the speed of working on railways.

As a rule, however, radio is used to provide communications of a character not practicable by physical means but has not superseded existing methods of communication. On the contrary, radio is supplementary to the main tele-communications system.

Generally following these lines, radio-communication has already been introduced on Indian Railways. The head offices are invariably connected by wireless with most of the Divisional or District Headquarters which are in turn connected by a number of satellite stations to important train-ordering stations and loco sheds. Divisional Headquarters are no longer "cut off" from the head office due to a failure of the telephone. But the radio on Indian Railways is still in its infancy as the following description of its uses in other countries will show.

RADIO-COMMUNICATION ON TRAINS :

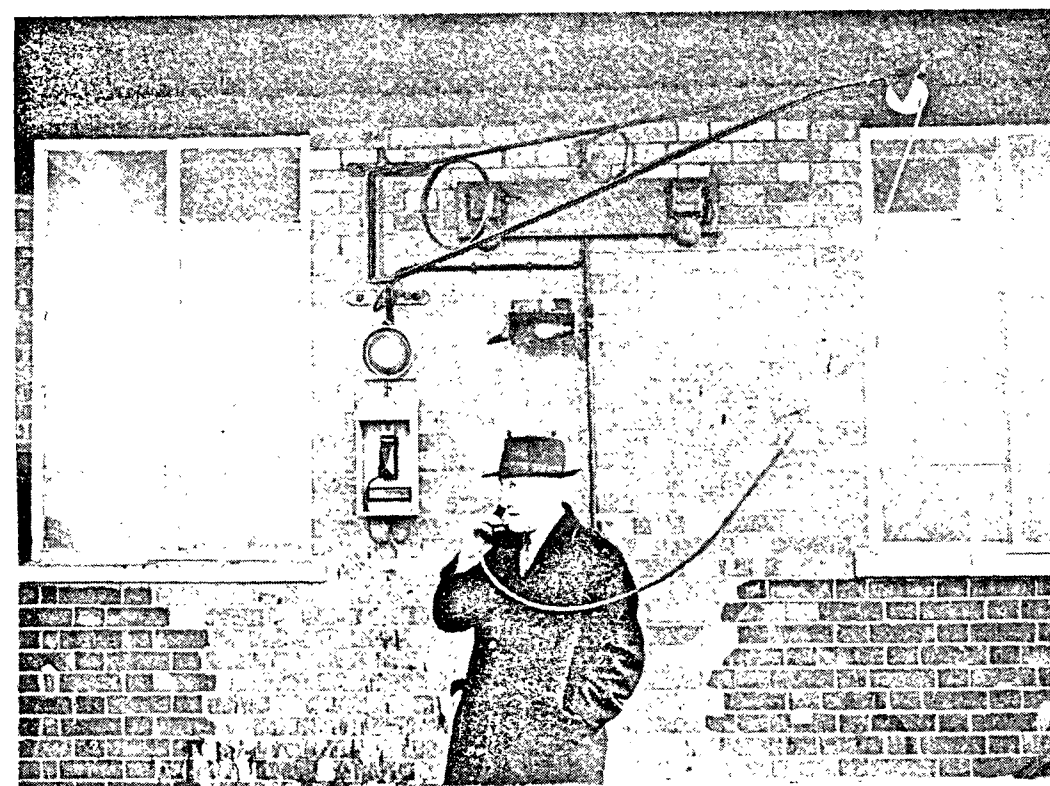
Radio-telephony between the front and rear ends of long goods trains has been widely adopted in the U.S.A. where goods trains may consist of 125 wagons or more and the length of such trains will vary from about $\frac{1}{2}$ a mile to $1\frac{1}{4}$ miles and over. The locomotive crew at the front end of a train, usually consisting of a driver, a fireman and a hand-brakesman and the remainder of the train crew, usually consisting of a conductor and a rear-brakesman in the caboose at the rear end have need for inter-communication. Occasion for such inter-com-

munication arises from a number of circumstances where safety of train operation is involved. The front and rear end crews may be separated by over a mile and furthermore trains may run at night, in all kinds of weather and terrain. There are many conditions under which visual communication between the two ends is actually impossible. The guard may observe a hot-box, dragging equipment or a dangerously shifted load or the driver may see an obstruction; and in either case, immediate communication between them is essential.

Radio-communication is also fixed between fixed points and moving trains. This enables train crews to contact the controller even from mid-section and even when the control phone had failed. In some countries, communication between moving trains and relief cars, between train engines and banking or assisting engines and between one moving train and another moving train is also provided. When end-to-end communication on trains on a railway is carried out on the same frequency, it enables communication to be established between one train and another, which can be used to pass information of condition likely to endanger a train running on the same or a parallel track. Sometimes, supervisory officials, with radio-equipped automobiles or track cars, establish direct communication with trains moving in their vicinity.

BETWEEN FIXED POINTS AND TRAINS :

When control working fails, radio-telephony permits train crews to report to the controller as to the location of and exceptional conditions relating to their trains, thereby enabling him



Hand microphone—Whitemore Marshalling Yard

to co-ordinate movements in the most efficient manner and to make decisions quickly in the case of a mishap or unusual occurrence. On long branches and uncontrolled secondary lines, radio-communication can be used with advantage for the purpose of advising the controlling point of any untoward happening and of summoning assistance when required.

Quite often it is necessary for a member of a train crew to investigate defects on a long goods train in mid-section. The equipping of the train crew with portable radio sets enables instantaneous communication to be established with the controlling point

and facilitates the execution of whatever measures that are found necessary to correct the trouble. Similarly, when a guard goes back to protect his train, he can speak to his own or an approaching train.

IN MARSHALLING YARDS :

The efficiency and speed of working in a marshalling yard are largely dependent upon the character of the appliances provided to transmit and receive instructions. Normally, loud-speakers are employed for this purpose and most hump yards on Indian Railways have this facility. If, however, the speech can be transmitted

and projected with equal volume without the provision of physical connections, it is obvious that the cost of providing and laying cable routes can be saved. Radio-telephony is, therefore, extensively employed in marshalling yards in the U.S.A. and to a lesser extent in European countries and in the case of new yards, it has enabled initial and maintenance costs to be reduced by curtailing shunting signals and loudspeakers. In hump yards, the use of radio greatly facilitates the transmission of instructions and makes possible the continuance of humping under conditions of poor visibility. In flat yards, the person in charge of the operation can advantageously make use of the radio to issue instructions to engine crews about the change of lines and break-up of trains.

Radio is used on new railway construction projects to facilitate contact between the resident engineer, section engineers and the gangs and between different sections of one gang. In some countries, advantages are obtained by the use of radio when clearing lines in the case of an accident and for controlling the movements of snow ploughs, etc.

Microwave systems are now replacing radio systems in advanced countries. Microwave is very expensive initially but as it can provide as many as 10 voice channels like the carrier system channels, it is economical in the long run.

TELEPRINTERS :

These machines are a form of printing telegraph. The transmitter consists of a keyboard similar to that of an ordinary typewriter but adapted

to select the code of electrical impulses transmitted to the line.

Messages may be printed on rolls of paper or on narrow gummed tape. The receiving station need not attend the transmission of a message. The maximum speed at which a Teleprinter can be worked is fixed at about seventy words per minute.

As soon as the Teleprinter was perfected, the news agencies and newspapers naturally claimed it as an invention mainly intended for them. It undoubtedly created a sensation in the newspaper world and revolutionized transmission of news.

In due course, Teleprinter was introduced on railways for various purposes. In India its use is at present limited to transmission of telegrams between railway telegraph offices where its provision can be justified by the volume of traffic handled. There are five Teleprinter circuits on the Southern Railway. Their main advantages are :—

- (1) Speed, upto 70 words per minute ($2\frac{1}{2}$ times faster than Morse).
- (2) Legibility of the received message, which is printed on the tape.
- (3) Avoidance of the necessity of learning a code by the operating staff.
- (4) Expert telegraphists not required.
- (5) Messages can be filed neatly for future reference.

It is natural that such a useful appliance should serve better purposes on railways than the mere transmission of telegrams. One of the first uses



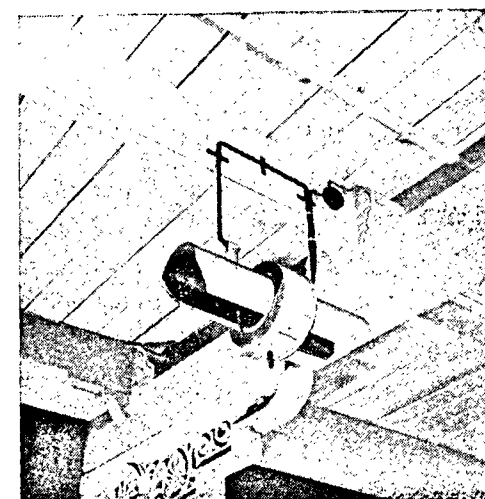
Lady announcer—British Railways

the Teleprinter was put to was the transmission of Vehicle Guidances from one marshalling yard to another after the departure of goods trains. Before the introduction of Teleprinters, only one copy of the Vehicle Guidance used to be available with the Guard of the train while a summary of the formation of the train used to be prepared and phoned to the next marshalling yard through control as the phoning of the entire formation will result in the control wires being occupied for inordinate periods. Teleprinters enable an exact copy of the Vehicle Guidance being transmitted to the next marshalling yard within a few minutes of the departure of a goods train, thereby giving the staff there complete information and more than adequate time to plan their marshalling work. They also enable the Yard Masters of the two yards to be in constant communication with each other in a legible manner, with a

permanent record of the messages exchanged. Indian Railways have plans for the opening of Teleprinter circuits between important marshalling yards as soon as circumstances are favourable.

Teleprinters can be used for multifarious operating purposes such as the transmission of yard report, engine position, sick lines position, etc., without impairing the efficiency of Control working. In Germany, all main clocks at stations are remotely controlled from Hamburg and are set once a day by means of start-stop teleprinting network. It goes without saying that every station clock shows the correct time. In the U.S.A., Teleprinters are used for sending the bulk of communication such as train make-up, departure, arrivals, wagon records, locomotive movements and even Pullman reservations. On the Pennsylvania Railroad, over 46,000 messages are handled daily.

Present day loudspeakers at Stations



PNEUMATIC TUBES :

These are used for conveying quickly way-bills, cut-cards, Vehicle Guidances and messages among different offices or offices located on the different floors of the same building. By their use, time consumed by staff carrying way-bills, etc., from place to place is eliminated.

In marshalling yards, pneumatic tubes are used to distribute way-bills and cut-cards to the staff in the yard who handle the retarders, etc. The tubes are made of steel or aluminium and are of the oval type, 4 inches in diameter. The inside surface is very smooth and a hollow

piston in which the documents are put travels along the tubes. Documents can be carried, sometimes over 2 miles away, across tracks and structures, within a few seconds.

When a goods train arrives into a yard, the Guard immediately places the Vehicle Guidance in a Carrier and it is carried to the general yard office. There it is checked and a marshalling list is prepared and transmitted to the hump foreman through the pneumatic tube. When the outgoing train is formed and ready, a fresh Vehicle Guidance is prepared and transmitted through the tube to the office at the departure end of the yard.

SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S/236/VII/C/U/47.

Sealed tenders are invited for the supply and erection of one number of Hospital type Electric lift for the Railway Hospital at Madura and will be received by Controller of Stores, Southern Railway, Ayanavaram P.O., Madras-23, before 3 P.M. on 28-11-1957 and will be opened by him at 3 P.M. on 29-11-1957.

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 27-11-1957.

Tender forms will not be issued after 3 P.M. on 25-11-1957.

P. N. TALATI,
Controller of Stores.

LOUDSPEAKERS :

The use of loudspeakers at railway stations and marshalling yards is such a common feature that a detailed description of them is unnecessary. But the provision of loudspeakers should be made on a scientific basis if the best use is to be made of them. In the older type installations, only a few loudspeakers were installed, operating at high level resulting in a blaring noise for passengers near the loudspeakers, rendering the speech indistinct and producing echoes and howling. In modern installations, we have an adequate number of small loudspeakers, each spaced only a short distance away from the other and each delivering only enough acoustic power to cover the area immediately in front of it.

One cannot visualize a modern passenger terminal or junction without these public address systems. In some countries, loudspeakers are fitted in waiting-rooms and refreshment-rooms also and in Japan, they are provided in important express trains to announce to the passengers the time of arrival at and the name of the next stopping station, the situation of the platform, the connecting trains, etc. On the Southern Railway, loudspeakers fitted on trains were used successfully for dissuading passengers from giving alms to beggars in trains and encouraging unauthorised vendors.

It is highly important that the person doing the announcing should speak in a slow manner, pronouncing each word distinctly, standing at a predetermined uniform distance from the microphone and allowing a short pause between each word. A woman's voice usually results in the best intelligibility. It is often considered best for an announcer to speak in the local dialect with the local accent. In multi-lingual areas, tape recorders are used with or without automatic control.

Loudspeakers are extremely useful in marshalling yards. They increase the efficiency of the yards by speeding up operations, reducing damages by shock and increasing the yardman's safety.

In Western countries, talk-back loudspeakers are located at strategical points along the tracks in a yard and provide a direct two-way communication between the yardmaster and the men in the yard. The loudspeaker in the yard is turned into a microphone and the yardman may speak direct to the yard-master in the tower.

Paging loudspeakers are used to make a general call when the yardmaster does not know the whereabouts of his staff. Any staff noticing anything unusual in the yard, can also use the paging loudspeaker to inform the others of the condition.



may not be aware of the greatness of these places of antiquity and might not have even gone inside these reputed temples.

TIRUVOTTIYUR is a very small but exceedingly lovely spot, being neither too small to be called a village nor too big to be named a town. It is situated very near the seashore and is about five miles north of the city of Madras. On the western side of this place is the railway station of the same name on the main North-Eastern Broad gauge line, four stations off Madras Central. This place is also served by City's bus service from the Mint terminus and hence can very easily be reached both by rail and road.

From the pilgrim's point of view, Tiruvottiyur is one of the sacred

places of pilgrimage, for it contains an ancient temple of Siva, which has been extolled in the *Tevaram* by three out of the four principal *Nayanmars*. Out of these several beautiful hymns, *Saint Apparswamy* gives a picturesque word-picture of the location of this temple for he compares this temple to a light-house spreading beams of knowledge to those who have been tossed about in the turbulent waters of the ocean of life—*samsara*, which compares well in the unique set-up of this shrine on the seashore.

The present name of Tiruvottiyur is said to have been derived from its old Samskrit name—*Adipuram*, which means 'mortgage-village', which when rendered into Tamil became '*Ottiur*' and thereafter came to be

known as *Tiru-ottiyur*. The ancient temple which dates back to nearly 1,500 years is dedicated to Siva, who is in the form of a huge ant-hill, which gives him the name '*padam-pakka-nathar*' and '*putru-eddam-kondar*', signifying the existence of the ant-hill. Besides these names, He is also known by his original Samskrit name '*Adhipureswarar*'. Popularly, He is famous by his name *Tyagaraja-swamy* perhaps a counterpart of the deity of the same name at the famous temple at Tiruvarur in Tanjore district. The consort of the Lord is known by the name '*Vadivudayamman*'.

The temple of Sri Tyagaraja, as it is most popularly known, though not of gigantic dimensions, is great for its numerous puranic and mythical anecdotes. Among the puranic legends, one associates this place as the spot where Siva revealed His marriage incident with Parvathi to the great sage *Agasthiya*, when he was asked to go over to the south, when the function was taking place at Kailasa hill. The *sthalapuranam* of this place is culled out of the ancient *Padma* and *Brahmanda puranams*, which later a learned thamburan of the *Dharmapuri Adeenam* known as *Sri Gyana Prakasar*, compiled for popular reading.

However the episode of how the Saivite saint Sri Sundarar married Sangili of this place as described in the *Periapuranam* is one of the most popular legends connected with this place. Saint Sundarar, a native of Tiruvarur, was a great devotee of Sri Tyagaraja of that place and it is said that the Lord had performed many miracles for the sake of this devotee to establish his greatness and also His love for the saint. This saint went on a pilgrimage tour to the several saivite shrines and after

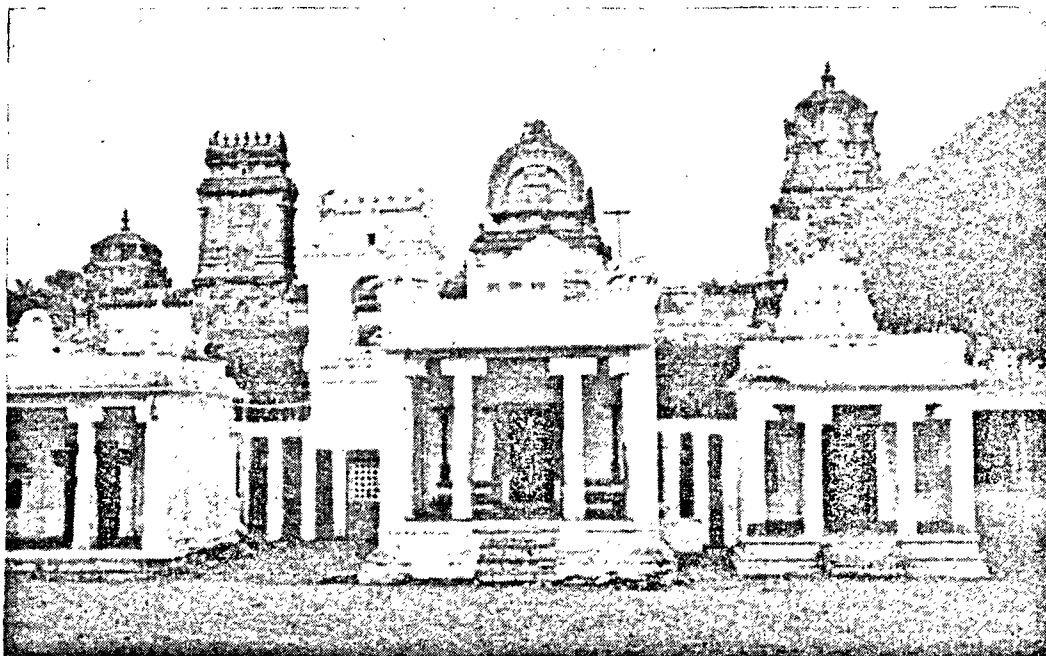


The finely carved image of Siva as
"Sri Gauliswara"

worshipping the Lord at Kalhasti came to Tiruvottiyur.

The people of Tiruvottiyur received Sundarar with respect and requested him to spend some time there, so that he could sing songs in praise of the Lord of Tiruvottiyur. One day, Sundarar went to each of the several apartments of the temple to see the work that was being done there. When he went to the chamber in which flower garlands are made for the decoration of the Lord, he chanced to see a very charming maiden of entrancing beauty, who vanished as soon as Sundarar entered the room. Even at first sight, Sundarar fell in love

Minor shrines with the Vimanam and the newly constructed mandapam of Sri Adilingeswarar Shrine



with that girl, who was no other than Sangili Nachiar.

Sangili was the daughter of a pious Saivite vellala by name *Gyanayar kizhavar*. The motherless girl was brought up by the aged father very lovingly and he wanted to get her married to a suitable groom of their own caste. But Sangili spurned all the offers and was determined to marry only that person whom the Lord chose for her. So she devoted herself in the service of the Lord and was serving Him by preparing the flower garlands for the decoration of the deity, which she sent through her maids, herself remaining within her chambers.

Love-stuck Sundarar approached the Lord to help him in getting this maiden as his consort. But he had already married *Paravayar* at Tiruvarur and Lord desired to perform yet another miracle here for the sake of his devotee. So the Lord assured Sundarar that He would help him to get Sangili as his consort soon. But that night, the Lord appeared to Sangili in her dream and narrated to her that He had chosen Sundarar for her husband and that she had to marry him, as he was His greatest devotee. The Lord also instructed Sangili to get a promise from Sundarar that he would not leave her and go away after getting married to her. Later the same Lord appeared to Sundarar in his dream and confirmed that he had arranged for his marriage as desired by him and also indicated to the saint about the promise that Sangili would demand.

The next day Sundarar and Sangili met and communicated the commands of the Lord and Sangili insisted upon

the promise being given to her in the presence of the Lord of Tiruvottiyur, who took all the pains to get this alliance done. Sundarar too consented and at the instance of the Lord, the saint vowed to be in constant company of this newly wedded wife under the shadow of the reputed Vahula tree—the *magizha* tree, which still stands in the northern prakaram here. The wedding took place but after some time Sundarar desirous of worshipping his beloved Lord at Tiruvarur, left Tiruvottiyur secretly one night, leaving his beloved wife behind and also breaking his sacred word. The Lord got infuriated and cursed the ungrateful devotee to lose his eyesight. Of course, later, the saint gained vision and joined his wife.

To commemorate this incident of Sundarar taking the vow under the vahula tree, a special festival is celebrated here in the Tamil month of *Masi*, called the '*Mahizhadi sevai*', which attracts a good crowd. There are also epigraphical records which show that some of the Chola rulers came to Tiruvottiyur to witness this festival and had given numerous grants for the conduct of this festival.

The episode of Kaliya Nayanar is yet another incident to show the miracles that Sri Tyagaraja wrought to save His devotees. This particular devotee, who earned his living by doing cooly-work, was doing the service of lighting the lamps in this temple, for which he spent a part of his daily earning to get the oil and other things. One day the Nayanar was not able to get any work but to earn the money needed for that day, he even tried to sell his wife. But no one was willing to buy her and as it was then

the approach of night-time, the Nayanar, in his dismay, attempted to put an end to his own life but cutting his own neck with the scythe he had. Just then the Lord appeared before him and prevented the devotee from doing this rash thing and helped him to continue his service to Him thereafter.

Having got to know some of the wonderful *leelas* of the Lord of Tiruvottiyur, it is now proper to get into His temple and see the several structures that are there today.

From the main road that brings one from Madras, the sannidhi street leads one to the temple. In front of the temple stands the traditional sixteen-pillared mandapam, from which the procession of the deities usually starts on festival occasions. North of this mandapam is the temple tank with its usual Mandapam in the centre. The temple proper is entered through a lovely and elegant gopuram, which looks new, as it was recently renovated. Passing through this gateway, one sees in front the small shrines dedicated to the minor deities like Ganesh and others. In the open courtyard here one sees two *dwajasthambams*, one of which is that of the Lord and the other for the *amman*. Passing them against the eastern and the southern walls there are a good number of chambers in which are images of the lingam in varying sizes. But among them, the one installed in the chamber built against the eastern wall of the temple is worthy of close observation. It is a rare type of lingam and is known as '*Sahasralingam*'. If seen carefully one will notice that in the vertical shaft of the image columns of small lingam, which total to a thousand

are being carved, but giving to a casual looker the appearance of a ribbed surface. Such lingams are characteristic of the Chola period and similar images can be seen in the more prominent temples in the south.

Turning west one enters a small mandapam with paintings in the roof and this is known as '*Vyakaranadana-vyakhyana-mandapam*'. The old chronicles record that it was here "where grammar was presented to Panini and was commented upon." Tradition asserts that the first fourteen aphorisms of Panini's grammar were discussed and finalised here in the presence of the great Lord Himself, which incidentally gave a special name to Sri Tyagaraja as "*Vyakaranadana-Perumal*". Even though today this hall looks forlorn and deserted, it is certain that at one time literary culture was nurtured here and consequently was held in great esteem. On the western end of this mandapam is a small shrine in which the *Utsava Murthi* of Sri Tyagaraja is installed. On either side of the doorway there are two lovely marble images of Ganesa done in North Indian style, much damaged by vandalism.

Just behind this mandapam is a very small unimposing shrine, which contains a very rare type of Siva in a sitting posture with His front two hands in *upadesa* pose, but differing from the usual representation of this deity as *Dakshinamurthy*. The figure is in *yogasana* attitude and from its imposing appearance and spare ornamentation, it can well be concluded that it must belong to a very early period in Iconographical age. Perhaps at the time when the Vyakhyana-mandapam attracted scholars for

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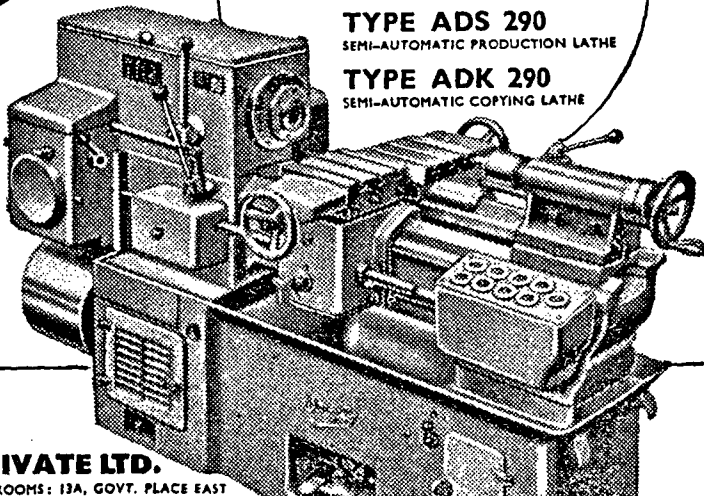
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discussion, it may be that this particular image was actively participating in the literary contests as the Divine Preceptor. To strengthen this view, an image of Sri Adi Sankara is seen installed at the foot of this image on the right side as a separate idol. It is well known that this great acharya visited Tiruvottiyur during his tour of this country and had stayed here for some time. It may be concluded that the apostle of Advaita also drew inspiration from *Sri Gauliswara*—as the image is specifically named—for his own enlightenment.

Going into the inner prakaram of the temple, which is reached by passing through a doorway on the northern wall of the Vyakhyana-mandapam, one worships the image of Sri Nataraja, who is installed in a shrine situated just opposite to the entrance, facing south. Turning westward, the innermost prakaram of the temple is reached. In this prakaram are images of the sixty-three *Nayanmars* and also the images of Ganesa, Shunmugha and other connected icons of importance. While passing along this *pradakshinam*, one can observe the peculiar shape of the main shrine—it being hemispherical and being surmounted by an equally singular type of *vimanam*, which is apsidal in shape, resembling the early types of Buddhist viharas, which the Pallavas copied for the first type of temples as may be seen at Mamallapuram (the present Mahabalipuram).

Coming to the northern side of this *prakaram*, the passage is obstructed by the presence of a shrine, which stands abutting the way. The shrine faces north and peculiarly enough there is a doorway just opposite to

this shrine. Here is housed a peculiar form of Durga, whom the local tradition calls by the name '*Vittaparai-ammam*'. Local legends declare Her to be the *Kannagi* of *Silapadikaram* classic, who after destroying Mathurai by her wrath, came here and became deified as a ferocious type of Durga. She was so ruthless that even human sacrifices were said to have been offered to her in the olden days. But when Sri Adi Sankara came here, he took upon himself the task of appeasing this wild goddess and by his overwhelming spiritual power, he reduced the ferocious aspect of the deity and had the same thrown into the well that stands nearby and had its mouth closed for ever, just in the same way as he did at the shrine of Sri Kamakshi at Kancheepuram. From that day onwards the deity is said to have attained some *shanthi* and worship is done to her every day by the temple priests in the ordinary agamic manner. It may be that at the time when Sakthi cult was in vogue in these parts of the country, this goddess might have been given special significance and as connected with that weird type of worship sacrifices of various kinds might have been offered to her. However when the worship of Siva and Vishnu were re-established by the great acharyas like *Sankara* and *Ramanuja*, these cults had slowly waned into insignificance. After passing through the remaining part of this prakaram, the central shrine of the presiding deity of this temple, *Sri Adipureswarar* is reached. Here the Lord who is represented as a *lingam* is said to be made up of a huge ant-hill—the place where cobras live. Over that a fine covering of metal

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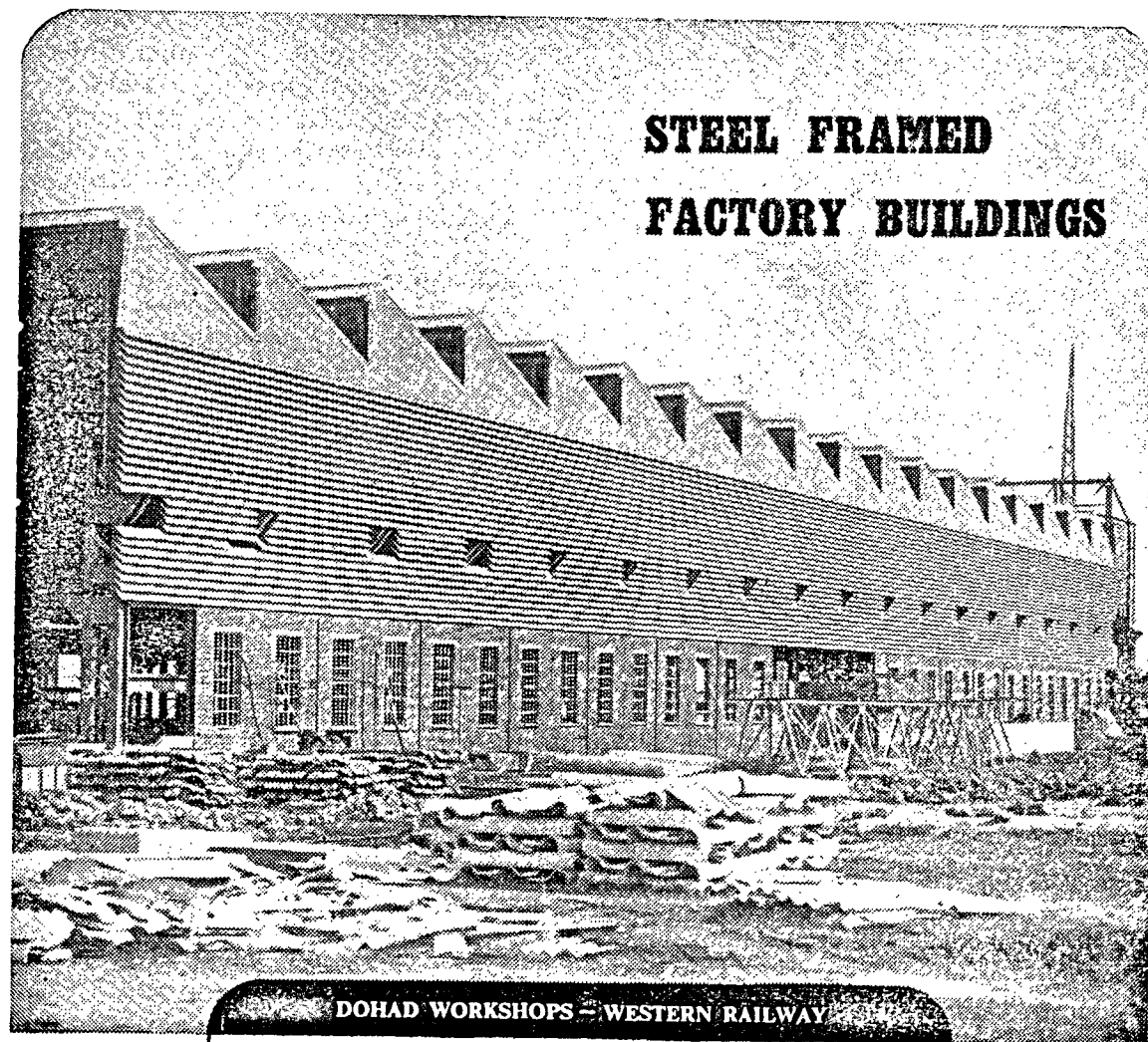
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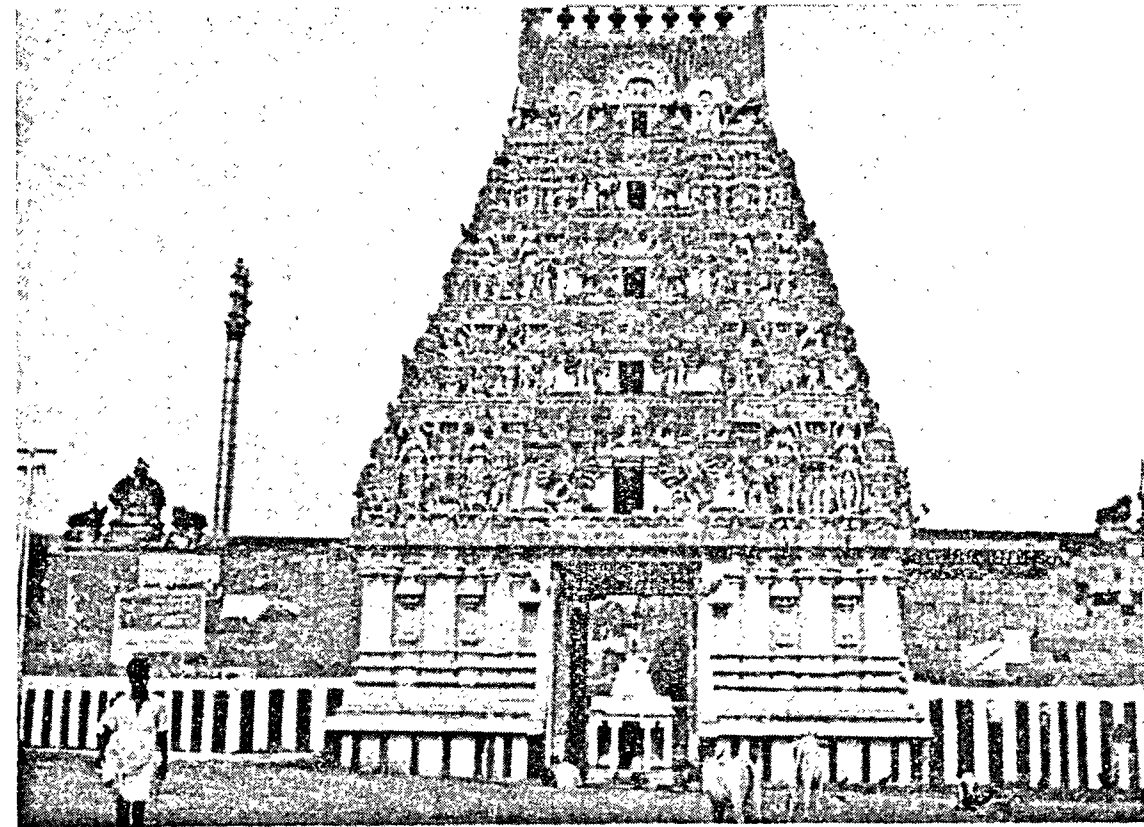
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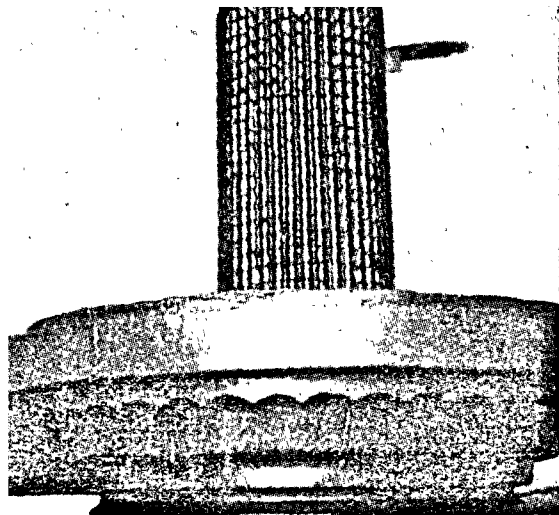
Entrance Gopuram, Tiruvottiyur

TIRUVOTTIYUR

T. N. SRINIVASAN

TO many, who claim Madras as a very recently created township by the coming in of the foreign traders to this part of the country in the 17th century and to those, that put forth the arguments that this place was a barren tract of sandy-waste stretching along the seashore, till the Andhra chieftains of Chandragiri made a village out of this place, the existence of really very ancient and undoubtedly pre-Andhra shrines of importance dating back to at least a thousand and a half years, will prove the antiquity of this place. With the acknowledgeably old Siva temple at Tiruvottiyur in the north and the ancient

temple dedicated also to Siva at Tiruvanmiyur in the south, Kapaleeswarar and Parthasarathy temples in that twin-township of *Mayilai-Tiruvallikkeni* (Mylapore-Triplicane in the present nomenclature) in the centre, each of which having been extolled in the hymns of the reputed *Nayanmars* and *Azhwars*, it can be well asserted that this so-called barren land was a place of pilgrimage long before the later settlers had even known of the same and in addition had been a fairly rich and well-planned town quite popular both commercially and religiously. Even very many who are residents of Madras



The unique "Sahasralingam"

has been laid and a metallic representation of a five-headed Cobra is placed over the head of the *lingam*.

After worshipping the important deity, one comes again to the outer prakaram and passing along the back side of the temple, one sees a finely constructed new mandapam on the northern side of the temple. Here is the shrine of another *lingam*, who is named as *Sri Adilingeswarar*. This image is dazzling in brilliance as it is made of a rich black coloured stone and it is evident that this entire temple appears to have been renovated quite recently. Some say that this represents the original site in which the Vyakhyana-mandapam stood but due to ravages of nature, it had been obliterated.

In front of this shrine is the famous Vahula or *Maghiza* tree made reputed by the episode of Saint Sundarar. It is also the *sthala-vriksham* of this place and from the nearby well, water is drawn for the daily abhishekam of the deities here. To the west of this

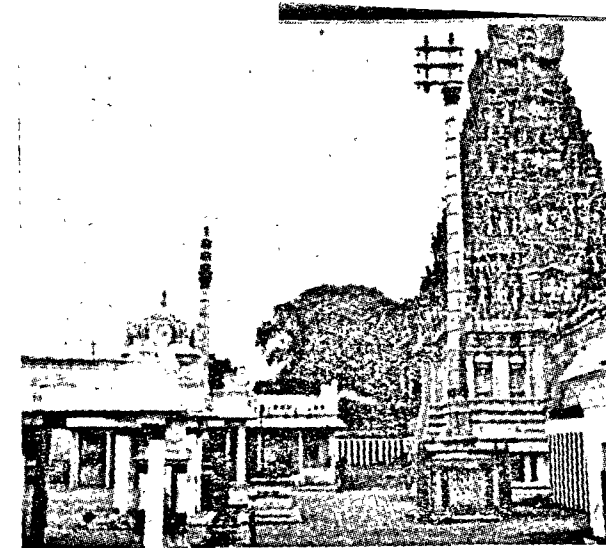
tree and placed against the northern wall of the inner prakaram is yet another peculiar type of stone icon of Siva. It is called "*Ekapada Tirumurti*". In this is represented Siva as a standing image in the centre having only one leg, with the images of Brahma and Vishnu on the right and left side respectively as emerging out of the body of Siva and in the *anjali* pose, with their hands folded together. This is a very rare type of image of Siva and daily-worship is offered to this icon by the temple priests.

Coming eastward, the shrine of the goddess *Vadivudamman* is the next shrine to be visited. This faces south and in the main shrine the image is in standing posture, very elegant and imposing in appearance. She is considered powerful and so attracts large number of pilgrims, especially on Fridays. With this concludes a visit to this ancient shrine of Sri Tyagaraja of Tiruvottiyur.

This place is also made important by the later seers, who spent their last days or their best days here. The poet Sri Ramalingaswami was here for sometime and a mutt is established in his name. Besides this the great saint Sri Pattinathar, who lived about the 12th century attained *siddhi* here. His *samadhi* is situated a short distance north of the temple and visitors to Tiruvottiyur do not miss seeing this small quiet shrine on the sandy tract sheltered by the casuarina trees and lulled by the music of never ceasing waves of the sea nearby.

Sri Pattinathar, who was considered as *amsa* of Kubera the Lord of wealth, was born at Kaveripoompattinam in

the south, where the sacred river Kaveri joins the sea, in a rich vellala family. He too was rolling in wealth and pleasures of life but the Lord of Tiruvengadu took the task of rescuing this person and made a saint out of him. From thence, the saint became a wandering minstrel and having worshipped Siva at several shrines and also having wrought many a miracle, came at last to Tiruvottiyur. He behaved like a mad man and was playing with young boys in the sandy stretch here. He taught them many a game and had also shown them his mystic powers by getting himself buried in the sand at one place and coming out at another place after some time. When he was once thus buried in the sand by the boys, he did not return for a long time and when the anxious boys dug the spot they beheld only a tiny *lingam* there and the saint had communed with the Supreme Being. Here now stands the *samadhi* shrine of this saint and lingam that replaced Sri Pattinathar is still under worship here.



The shrine of Anuman with the two divajastambams in the courtyard

Today, Tiruvottiyur is a fairly busy place, for besides this temple of religious importance, several places of industrial activity have now been started round about this place. Further, the main road on which this place stands leads on to Ennore, Ponneri, places of week-end resort for sport and shooting.

"Let each one of us do his duty to his country and to his people and not dwell too much on the duty of others"

Jawaharlal Nehru

FELCO HOISTS LTD., ENGLAND

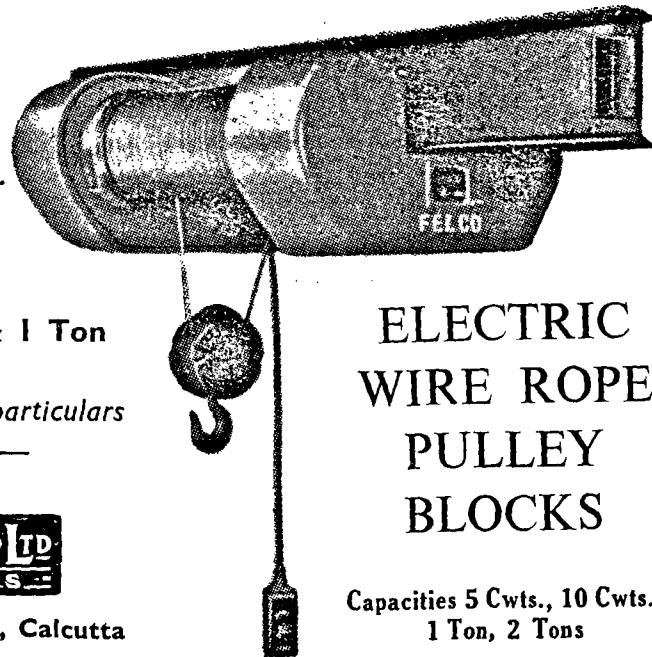
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1 Ton, 2 Tons

SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S/236/VII/HA/M/340.

Sealed tenders are invited for the supply of one 200 M.A. High voltage 4 valve Rectified—single tube diagnostic X-Ray apparatus for Railway Hospital, Perambur, Madras-23, before 3 p.m. on 14-11-1957 and will be opened by him at 4 p.m. on 15-11-1957.

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 13-11-1957.

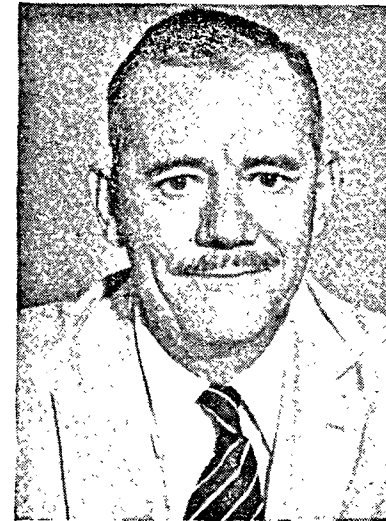
Tender forms will not be issued after 3 p.m. on 11-11-1957.

P. N. TALATI,
Controller of Stores.

THE ART OF ADVERTISING

JOHN WIGGIN

Public Affairs Officer, U.S.I.S., Madras



ON or about the year 1920 in the city of New York, a young copywriter brooded in the conservative halls of BBD & O—Batten, Barton, Durstine and Osborne, one of the great advertising agencies in the United States. Young Tom Ryan was not dissatisfied with the salary he was making as a copywriter—his talents were well recognized by the Agency. He was an extremely original thinker and had a gift with words. Like many creative talents, however, he was not too strong on economics. He recognised this weakness in himself and did not like it. He did not like to be weak in anything. So he began studying economics in his spare time—applied economics, that is—the economics of business which the head of the advertising agency would have to know. Tom Ryan intended to be the head of an advertising agency if he had to found one himself. One of

his assignments was writing copy for a small toothpaste account which BBD & O handled for reasons unknown to me—probably sentimental. The Bristol-Myers Company was a very small manufacturer of a few drug store products—headache pills, indigestion pills, hair tonic, and this toothpaste I mentioned. Ryan liked this toothpaste, he liked it personally, and he found other people who thought it was a good product. He decided to get professional opinions on it and for a period of months, he visited dentists in the New York area during his spare time. He asked the dentists what they thought of this toothpaste and a great majority of these professionals told him candidly that they thought it was an excellent product. Then he went to the factory out in New Jersey. As I said, it was a small factory owned by a single proprietor who had inherited it from his father and grandfather, and who was making a comfortable living.

Ryan studied the factory methods and the financing methods. He studied the distribution, going into this matter in detail with the Sales Manager; then he went back to his desk and reviewed his findings, with particular attention to the distribution of this toothpaste. Finally, he analysed and evaluated the advertising which was designed to promote the sale of the toothpaste.

Now, although by the year 1920, advertising had made enormous strides and many companies were devoting

The newest fashion sensation from EXCELLO is
 PERU: BOMBS—an expression of pure elegance
 in colored striped shirtings. Faintly woven designs,
 barely visible to the eye, give these shirts a subtle
 distinction. Patterns chosen for harmony and long
 complete this content of luxury and good taste.
 "Tailored like a jacket" by EXCELLO, these shirts
 give you your first in fabric, a new world of fit and
 comfort. Choose your favorite from a selection of
 blue, tan, mauve and grey stripes, every one a
 classic. You'll find EXCELLO BOMBS at the fine stores
 listed on the opposite page, and other fine stores
 everywhere. The price is only \$5.95.

Excello Shirts Inc.
 1175 Broadway, New York 10



A well laid out advertisement from the
 New Yorker Magazine which illustrates
 the idea that a cosmopolitan New Yorker
 would know about India

huge appropriations to advertising, the economics of advertising were by no means as well studied as they were even 10 years later, and a company like Bristol-Myers could spend as little as \$5,000 a year on their scratchy and sparse advertisements. Tom Ryan thought that he had found the right product at the right time to test the theories which he had recently worked out in his mind.

He went to Lee Bristol, the proprietor of Bristol-Myers, and talked earnestly with him. He told Lee Bristol that Ipana toothpaste was grossing \$100,000 worth of business annually for a net profit of \$10,000,

that Bristol-Myers was spending \$85,000 in production, overhead, distribution and financing, plus \$5,000 for advertising and promotion to return \$10,000 clear to the proprietor. Ryan said to Mr. Bristol that it was common enough practice for manufacturers to plough back their profits into plant expansion or renovation. What, said Ryan, would Mr. Bristol think of ploughing back his annual profit and putting it all, not into plant, but into advertising? He said, "If you will just take your \$10,000 profits, Mr. Bristol, and add it to the regular \$5,000 advertising budget next year, I will guarantee to triple your gross sales, and at the end of the year you will find that your advertising budget is still only 5% of your gross sales, your net profit will still stay at 10% of your gross and will triple along with it."

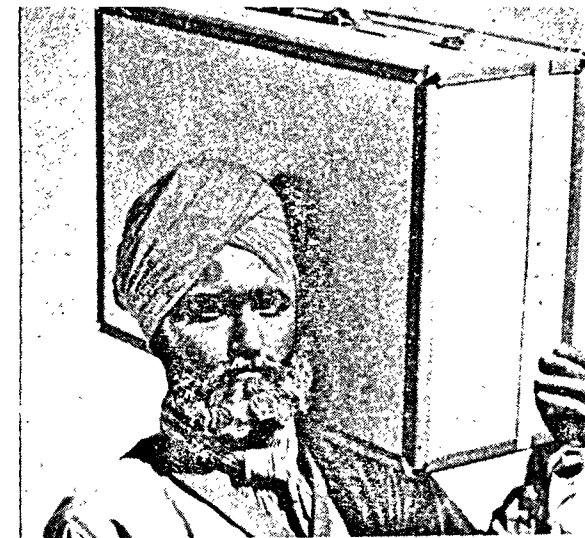
Mr. Bristol said he would think about it but Ryan said, "wait a minute, I am not finished yet. You must also promise me that the year afterwards you will also return your profit into advertising. You will make next year \$30,000 add that to the \$15,000 advertising budget for a total of \$45,000 and I will again triple your gross sales." Mr. Bristol said, "it is my turn to say 'wait a minute', let me understand you correctly, Ryan. In 1920 I am grossing \$100,000 with 5% of that or \$5,000 appropriated for advertising."

Ryan said, "correct". "Now in 1921," Bristol said, "you propose that I appropriate \$15,000 for advertising and you say I will gross \$300,000". "This is right Sir," said Ryan, "And in 1922," Bristol said, "with \$45,000 budgeted for advertising, you say I will gross \$900,000". Ryan said, "you will gross \$900,000 with a

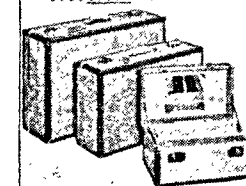
profit of \$90,000". "Well," said Mr. Bristol, "how about 1923, three years from now?" Ryan said, "you give me the \$90,000 that you make as your profit plus the \$45,000 of the previous advertising budget, a total of \$135,000 appropriated for advertising". Bristol said, "I think you are crazy, Mr. Ryan. I suppose you mean that you will triple my gross sales again." Tom Ryan said firmly, "In 1923 you will gross two million seven hundred thousand dollars and your advertising budget will still be just 5% of your total gross sales." Mr. Bristol started to laugh. "How long do you propose", he asked, "to go on tripling my gross sales annually?" and Ryan said, "Of course it cannot go on for ever. I do not think it is possible for any single trademarked toothpaste to capture the entire market but with my kind of advertising, Mr. Bristol, you will certainly get your fair share of that market."

As many of you know, Americans like their stories with happy endings. So as an American I am happy to report to you that this story had a happy ending. After a good deal of head-shaking, Mr. Lee Bristol agreed to try Tom Ryan's experiment.

I do not remember whether the gross sales of Ipana toothpaste actually tripled in the first year of the experiment. The total sales may even have exceeded Ryan's predictions. But I do know that the Company grew very fast during the 20's with the firm of Pedlar and Ryan as its advertising agency. I have no exact figures on the business today, but I would guess that their annual advertising expenditures are over three million dollars and that Bristol-Myers does at least 60 million dollars worth every year.



....this....is the time for HARTMANN



ON THAT TRIP OF A LIFETIME you deserve the best. This is the time for Hartmann... the world's finest. For even in strange, exotic lands, your Hartmann makes you just such as our accustomed to gliding in one who sees the world in his most loyal and as Hartmann Skymen, for instance, is tremendously airy and light... designed for greatest packing capacity and so it is not only a work of art but also a work of science. Each Hartmann piece is handcrafted in a wide choice of colors. At only the lowest prices. Write for illustrated list.

Hartmann

handcrafted luggage since

Another advertisement from the New Yorker Magazine which is well photographed and illustrates the idea that a well-travelled New Yorker would most certainly travel in India

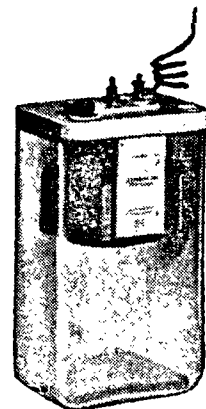
Now, I told you this story as Tom Ryan told it to me. He was my boss for 5 years when I was the Radio Director of Pedlar and Ryan during the 1930's. It is a story I have never forgotten because it was such a concrete example of the powerful economic influence that advertising can wield. Pedlar and Ryan was a relatively small advertising agency, employing about 120 people, but the expansion which it made possible in the Bristol-Myers Company was, I think you will agree, astonishing. It literally created wealth for a number of people. And as I look at the tremendous effort being made by the Indian people to expand their economy and raise the living standards

"A.D."

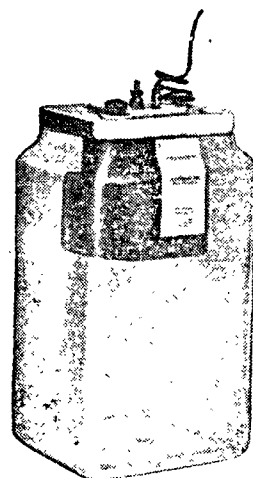
PRIMARY CELLS

(CAUSTIC SODA TYPE)

LE CARBONE LTD. PORTSLADE SUSSEX



TYPE No. 216
500 W. H.



TYPE No. 215
1000 W. H.



TYPE No. 218
500 W. H.

FULL RATED OUTPUT AT OVER
ONE VOLT.

1500-2000 W.H. PER CARBON LIFE

SOLE AGENTS

saxby & farmer

(INDIA) PRIVATE LTD.

17, CONVENT ROAD, CALCUTTA 14

SFX 2

November 1957

ART OF ADVERTISING

61

in this great and potentially wealthy nation, I look back on the young Tom Ryan's theories of the economics of advertising, and I think that many an Indian manufacturer today could do well to think about Tom Ryan's theories. I have met many Indian manufacturers who remind me of Mr. Lee Bristol in 1920 with his comfortable little family company and his comfortable little income. Many of them would prefer to remain as they are; others however might want to expand along with the generally expanding India. But those who would like to should remember how Tom Ryan went about his ground work, remember the hours of spare time which he put into looking at the various aspects of this little unknown toothpaste.

He did practically all the things which a modern responsible advertising agency does as a matter of course today. First he tested the product, he was convinced the product was good himself, he went around and got many other opinions including, of course, professional opinions of dentists. Only after he was thoroughly satisfied that the product was good did he go on to further research. He satisfied himself that the manufacturing methods of Bristol-Myers were not only good but could be easily expanded. He satisfied himself that the finances of the company were sound. He saw that the sales distribution was well organized and could take care of many times the distribution which it was already handling, and he saw that, in the few markets around the metropolitan area of New York the toothpaste was selling in, it was doing well. Finally, Ryan evaluated the pitifully little advertising

and promotion. Then he relied on his creative talents to lay out his story and select the best media to tell that story.

Even in 1920, Americans liked and admired white teeth. And like most other people in this world had an abiding dread of dentists. Ryan put these two items together and came up with a slogan. That slogan was 'Avoid pink toothbrush.' This slogan with its adroit suggestion that better care of the teeth would avoid such things as bleeding gums made hundreds of thousands of Americans conscious of Ipana toothpaste, every time they brushed their teeth. Indeed it was not many years before literally millions of Americans, whenever they brushed their teeth with whatever brand of toothpaste, would throw at least one nervous glance at the toothbrush to see whether it was pink. So then to sum up the story it is one of many, I do not know how many, success stories of American advertising with the requisite proportion of hard thorough work and creative genius—all based on solid economics.

I have not studied the problems of advertising in India and I would not necessarily advocate that advertisers in India blindly follow American methods. But it seems to me that there are some analogous situations in the India of today and the America of 1900 to 1920. Certainly many areas in India have an expanded economy and there is the same electric atmosphere, the same quickening of the pulse which characterised American business at the turn of the century. Whether America would have expanded industrially, economically, in general as it did without advertising, nobody can say because it was there

as a very vital thread in that economy. Advertising in the U.S. did not just happen or develop out of someone's fancy. It was born out of an economic need and it exists today as a very vital factor in our business system. In fact we could not have developed our present system of mass production and distribution without it, nor could the system continue without it. In the early years of our history we had to struggle to produce the things that people needed just to live, guns for defence and to procure food, prairie wagons and saddles, ploughs, simple household furniture and cooking utensils. Selling was not a problem. There were buyers awaiting all these products. The problem was just to produce them and get them to the waiting buyers. There was no room or time for luxuries and little demand for them, but when the idea of mass production became established the economy of scarcity began to move toward an economy of bounty. Americans could produce more goods than there was an apparent demand for. For, by one means or another, the demand for those products have to be created. Sometimes the demand was created simply by low prices—also made possible by mass production. The story is told of Henry Ford in the year 1910 who received outrage protests from all the other automobile manufacturers of his time when he announced that he would pay his workmen a minimum wage of \$ 5 a day. His colleagues were furious. They said you do not have to pay any workman \$ 5 a day, you can get plenty for \$ 2 a day. Henry Ford answered, "yes, but who is going to buy my automobiles if I only pay \$ 2 a day." Of course his own work-

men did buy his automobile because it was priced within their reach. But Ford had to sell his cars to millions of other people, and he could not sell his car to people who had not heard about it, and did not know that they could afford to buy it. And, for matter of that, there were people who knew about the Ford and its price, and still had to have their desire for the car stimulated to the point of going out and buying one. American advertisers found out by the turn of the century that it was not enough to manufacture goods and place them in shops or other outlets where people could see and buy them. Manufacturer's salesmen could get products on dealer's shelves, and retail salesmen could demonstrate them and sell them to prospects who came in, or travelling salesmen could go from door to door with the product. But as the country grew larger and more complicated those efforts were slow and expensive. Some cheaper way, more effective aims of circulating information and arousing demand was imperative to go along with personal selling. That is where advertising came in and as it continues today, both the cause and the result of mass production and mass distribution.

I should like to touch lightly on some aspects of advertising which I think it would be useful for advertisers in India to remember. First, the matter of advertising as a means of information. India has markets at such various degrees of awareness that advertisements which merely inform can do a great deal of good, as well as sell goods or create goodwill for the advertiser. Linked with this informative factor is the educational

factor. Potential customers must not only be informed of the existence of goods, but of the advisability or necessity of acquiring them and using them.

Going back to Tom Ryan's slogan "Avoid Pink Toothbrush," there can be no question but that he educated hundreds of thousands of Americans in taking better care of their teeth. The possibilities, of course, of advertising exercising this educational function in India, I would think, were enormous.

I would like also to mention certain by-products of advertising which have developed in recent years. One of these, of course, is public relations, which I don't think I need to expatiate on to you. The duties of a good public relations man are self-evident, even though all his techniques may not be.

There is an even later by-product which is called publicity. The word, used this way, has a fairly narrow connotation. Briefly, it's the technique of launching a new book or product or idea to a very select group, who can be expected in their turn to hand along the information through their own outlets.

One last by-product I should not neglect to mention, and that is a cultural one. The great mass circulation of national magazines in the United States were from the beginning entirely supported by advertising.

Advertising paid production and distribution costs with enough left over to pay artists and writers a handsome living. Many a great American writer got his start writing for the national magazines. The list would include Sinclair Lewis, John Steinbeck, William Faulkner, William Saroyan, Pearl Buck, and it could go on. When radio came along, it provided livings for new playwrights, musicians, actors and directors. And now, of course, television in America, developing as it is an entirely new art medium, provides an outlet for many more playwrights, actors, scene designers and directors.

Finally, advertising has been criticized heavily for many reasons, and many of the criticisms have been justified. But overall, I think it can be a great force for good. I think that advertising, and I mean, of course, responsible, nature advertising, is a necessity for India today.



Deepavali

Significance of Crackers

T. A. KRISHNAMURTHY

Senior Clerk, Mobile Squad, G. M. P.'s Office, S. Rly., Madras

OCTOBER issue of Southrailnews carried two articles on Deepavali, one of which explained the mythological background of the festival and how it is celebrated.

A revered friend of mine who is well-learned in Metaphysics enlightened me with an interpretation which is slightly different from what is usually attached to Deepavali and which I am giving here for the information of the readers who are unacquainted with such a line of thought.

The flourish of lights and explosion of crackers and other fireworks are the special features of the festival.

The mythological background reminds us that it was the occasion where light triumphed over the darker forces and the flourish of the lights and indulgence in fireworks are symbolic of this fact.

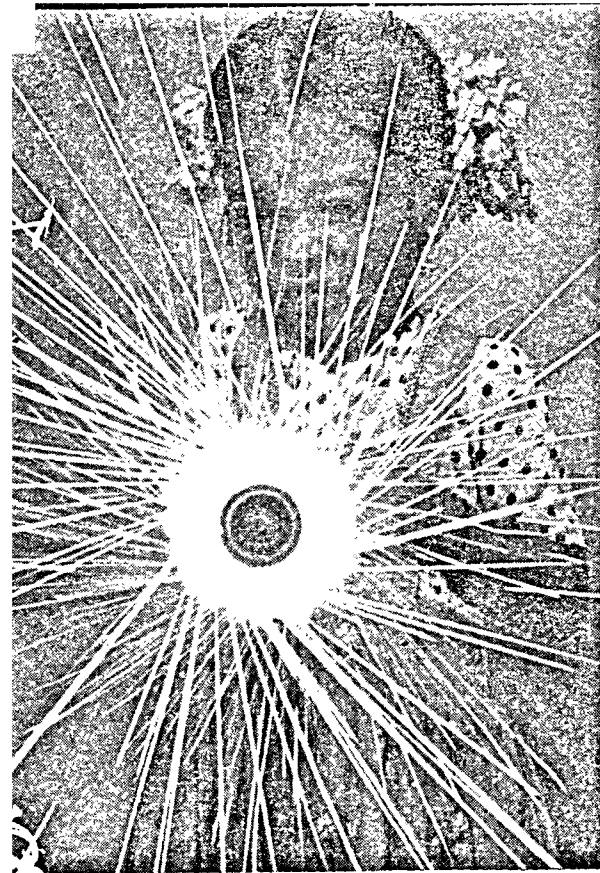
The event, appropriately as it should, happens to come on the New Moon day, when, from the visual aspect, we have the darkest night. The explosion of sound with a simultaneous emergence of light which is characteristic of fireworks symbolises the truth that conquest over darkness is by sound which simultaneously produces light. The sound in the real sense is an expression of thought, which causes mental illumination.

Such sound in common language is called "Mantra." Every "Mantra" is a sound designed to cause mental illumination. Such "Mantras" are very many and every "Mantra" reflects one or the other of the varied aspects of Godhood.

The most comprehensive and symbolic conception of God is connoted by the most sacred sound "OM." This is a sound which is the embryo of all sounds and the entire cosmos of creation. In as much as every sound produced is an evolute of this basic sound, this happens to be the "Mantra" capable of causing maximum illumination in one's mind.

With this appreciation of Deepavali another aspect reveals itself. The moment one finds light within himself he simultaneously finds light everywhere, for in reality there is light and nothing but light in whole Universe. Darkness is not anything existent in itself nor is it absence of light. Darkness is an experience felt by a person when he is not able to see. It is therefore evident that darkness connotes a condition experienced and not a state of existence *outside* oneself.

To make this principle more clear it may be pointed out that if a blind man is not able to see even in daytime, it is not because there is no light, but because he has not got the

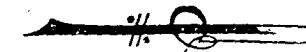


New clothes and sparklers—that is Deepavali for them !

vision to see. Similarly, if a normal man is not able to see during night, it is not because there is no light. It must be remembered that there are animals which can see even in the dark nights and hence our incapacity to see in the night, or a blind man in the day, does not reflect the external condition but our own limitations.

Hence if we recognise that darkness is only an expression of our condition with incapacity to see, this darkness can be dispelled by the internal.

It would be thus seen that our indulgence in crackers is not for mere mirth alone; a subtler and greater significance is implied in it—which we should realise.

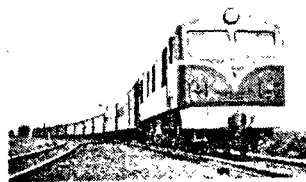




EMU Coaches, supplied to Western Railway, Bombay

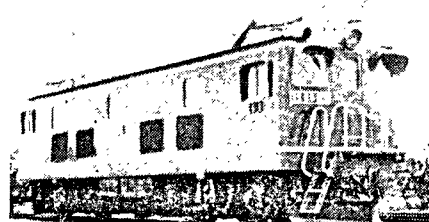
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INDIAN RAILWAYS' PLANS, PROGRESS AND FOREIGN ASSISTANCE

K. SRINIVASAN

DURING the first year of the plan, Rs. 178 crores were spent against the budget provision of Rs. 193 crores, the foreign exchange component being Rs. 60 crores excluding cost of steel. The shortfall in the expenditure on the railways was mainly due to inadequate supply of essential materials like steel, rails and sleepers.

The shortfall in railway expenditure was mainly on schemes relating to line capacity works, new lines, bridge works, track renewal and workshops, whereas the expenditure on rolling-stock, machinery and plant, electrification and passenger amenities is stated to have exceeded the provision in the budget.

The railway provides for rolling-stock adequate to carry 162 million tons of goods traffic and for line capacity sufficient for 170 million tons in 1961, as against 180.80 million tons expected to be offered by that year.

In 1956-57, it is estimated that the railways carried 125.5 million tons of traffic as against 114.1 million tons in 1955-56 an increase of about ten per cent in a single year. Four lines were opened to traffic during the year: Ernakulam-Kottayam sector (37 miles); the Champa-Korba sector (24 miles); Fatehpur-Churu (27 miles) and Gandhidham-Kandla (7 miles). Important sections taken up for doubling during the year were: Delhi-Mathura; Saharanpur-Moradabad; Kanpur-Allahabad, Delhi-Rewari, Arkonam-Jalarpet; Bezwada-Gudur; Manoharpur-Rour-

kela, Kharswan-Barajamda and Rourkela-Durg. A large number of yards were remodelled to handle additional goods traffic, including Moghal-sarai, Tatanagar, Bhilai, Rourkela, Durgapur, Godhra, Ratlam and Bezwada.

As against the rolling-stock programme of acquisition of 679 locomotives, 32,390 wagons and 1,711 coaches, 664 locomotives, 34,387 wagons and 1,236 coaches were obtained during 1956-57. The indigenous wagon building capacity is being increased from 20,000 to 36,000 per annum and of underframes from 300 to 1,700 per annum.

ELECTRIFICATION :

The Railway Board has agreed with the conclusion reached by its Technical Mission which had visited Europe recently, that the Indian Railways should adopt the A.C. system for electrification. The future railway electrification in India will be done on the A.C. 50 cycles system, which is in vogue in a number of countries including France, Belgium, Congo, Turkey, Portugal, Japan, United Kingdom and Russia. The railway electrification in India, it may be mentioned, started in 1925 and the total electrified route mileage at present is 240.

For important operational reasons, the Railway Board have come to the conclusion that 1,373 miles of route should be electrified during the Second Plan period as against 826 provided

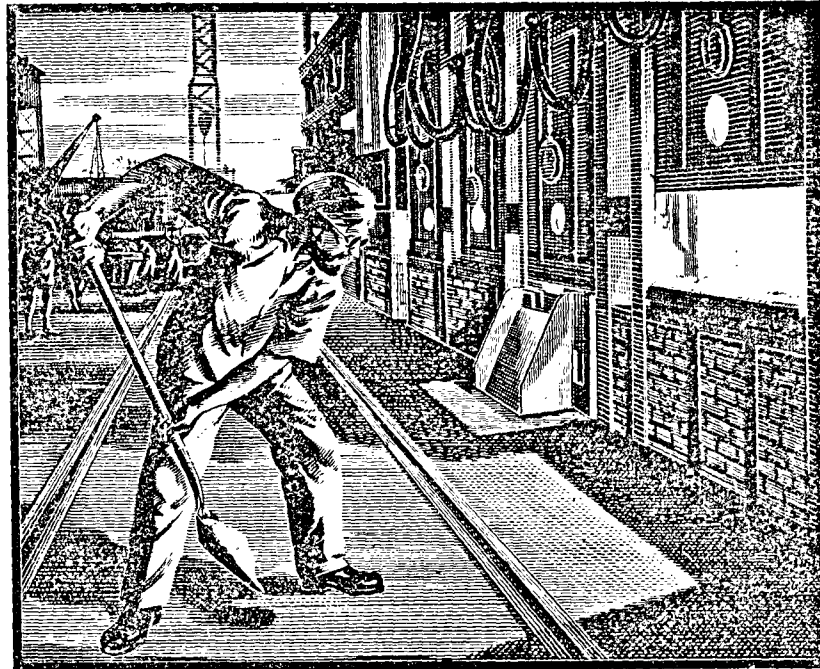
The green colour code

IN THE STEEL CITY OF JAMSHEDPUR, green is the colour code for top priority. At every desk, a green envelope or a green memo spells instant action for the stationery bears the legend: **TWO MILLION PROGRAMME—IMMEDIATE.**

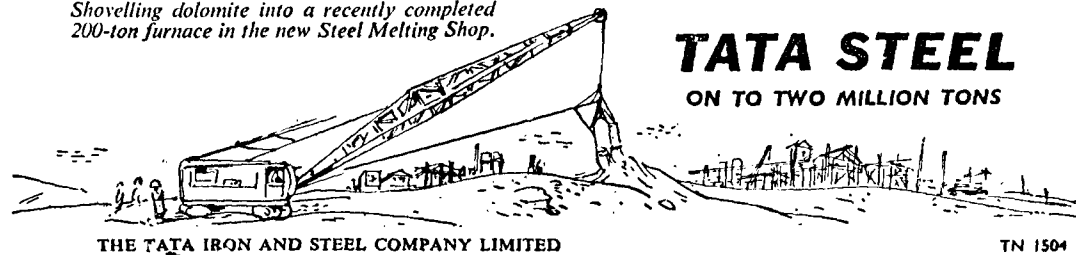
Work goes on in an endless race against the clock with a daily stocktaking to assess progress. Every phase of operation is closely watched—from the manufacture

of plant and equipment in three continents to work at the plant site, the ore mines and the collieries. Delays are at once spotlighted, whether in a distant Tokyo factory or nearer home on the rail route from Calcutta.

The project has already begun to yield results—two new 200-ton furnaces are producing the first additional steel under the Second Plan.



Shovelling dolomite into a recently completed 200-ton furnace in the new Steel Melting Shop.



THE TATA IRON AND STEEL COMPANY LIMITED

TN 1504

for in the Plan. After inviting global tenders, the Railway Board has chosen the French National Railways as technical associates to advise and supervise the electrification programme during the Second Five-Year Plan period. An order has already been placed for fifty A.C. electric locomotives with a combine of European firms. The first electric train in the Eastern Railway is expected to run in November or December this year.

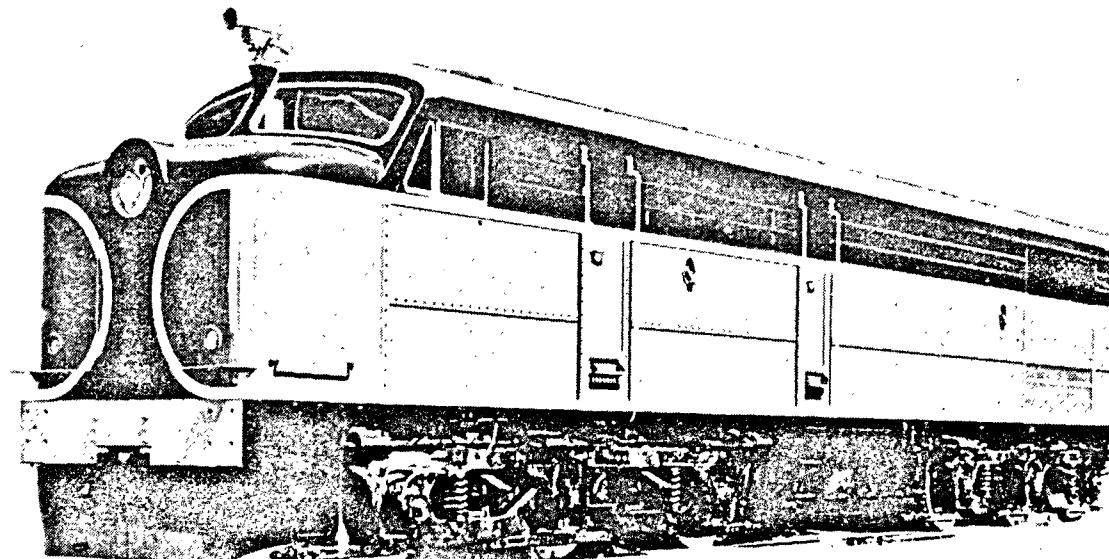
It is proposed to electrify the Tambaram-Villupuram main line of the Southern Railway, the Howrah-Moghalsarai section VIA Grand Chord on the Eastern Railway, Asansol to Rourkela and Rourkela to Bara Janda sections of the South-Eastern Railway, the suburban sections around Calcutta and the Igatpuri-Bhussaval sections of the Central Railway. The Eastern and South-Eastern Railway electrification programme is scheduled for completion early in 1960. The scheme on the Central and Southern Railways are also in hand. This would

result in an economy of about Rs. 7 crores in capital expenditure in terms of foreign exchange.

DIESELISATION :

Twenty streamlined diesel electric locomotives left New York on 26th September 1957 for Calcutta aboard the s.s. Belkarin—the largest shipment of diesel locomotives ever to leave the port of New York. The 20 locomotives are the first of a \$56 million order from India for 100 Alco "world" diesel electrics to be manufactured by the Alco Products, Incorporated—one of the U.S. pioneers in locomotive manufacturing. When the "world" diesels are put into service in India, they will be the first broad-gauge mainline diesel electrics in the country. The remainder of the shipment is scheduled for delivery during the second half of 1958. The Alco locomotive provides light axle loading and meets the limitations of the Berne Conference International clearance diagram. With only a change in truck

One of the ALCO "World" DL-500 locomotives built for Indian Railways



width—a modification provided by the manufacturer—the locomotive can operate on any gauge track in the world. It is equally suitable for high speed freight and for passenger service.

FOREIGN ASSISTANCE AND EXCHANGE :

The purpose of securing foreign assistance was not merely to fulfil the present Plan but to make it available for succeeding plans. The immediate foreign exchange gap was Rs. 700 crores for the next three or four years. For instance, experts in the Planning Commission have been at work to estimate the cost of implementation of the hard core of the Plan. The hard core has been defined as including steel power and transport projects, all of which fall in the Central sphere. A preliminary survey has revealed that at least Rs. 2,000 crores; half of it in foreign currency would be needed to execute the hard core. But the States promptly protested that there is hard core for them also and that meant irrigation and agriculture. They argued that the centre's hard core could not be sustained without the hard core of the States being fulfilled. This would mean another Rs. 1,000 crores, the bulk of which, fortunately, is in Indian currency. Thus the development of the hard core of the country's Plan would require another Rs. 3,000 crores.

There is a feeling that with the World Bank giving aid to the Indian Railways' expansion programme and with the possibility of getting assistance from the same source for development of other forms of transport, the Centre's financial problem would ease

considerably if it could explore how best the steel plants could be erected with as much foreign capital as possible. Steel is accorded the pride of place in the Centre's list of essential demands.

Upto 31st December 1956, payment in foreign exchange made against the railway programme amounted to Rs. 30 crores, while the outstanding foreign exchange commitments of the railways of that date were estimated to be Rs. 88.44 crores, exclusive of steel. A substantial part of the outstanding railway commitments in respect of rolling-stock and steel will be covered by the World Bank loan of 90 million dollars. Even if the World Bank continues to give assistance at this rate, some adjustments in the railway plan expenditure may be necessary at a later stage in the light of the progress made.

World Bank loans to India during the fiscal year which ended 30th June totalled 35,400,000 dollars and constituted one of the largest sums made available to any country during the period. Since the Bank began its operation, India has received loans totalling 233,844,313 dollars. The three loans negotiated during the past fiscal year included one for steel production, aircraft and electric power. The first loan, announced in December 1956, totalled 20 million dollars and went to the Indian Iron and Steel Company. It was designed to finance additions to billet and structural mills and the installation of a new bar mill. The loan will enable the company to expand its output of steel products to 800,000 tons a year.



Pointless Conversation

V. T. NEELAKANTAN

"Good morning—if you can call it a good morning."

"Good morning."

"Seen old Muzudu?"

"Old Muzudu?"

"Yes, old Muzudu."

"Who's old Muzudu?"

"Don't you know old Muzudu?"

"I don't think so."

"Well, let's see if I can describe him."

"Let's."

"Well, he is blackish..... cranelike....."

"Eh—hum."

"And delights in closing his eyes for hours and sitting Cranelike..... and calls it SPECIAL MEDITATION. He goes about styling himself Yogi, likes to be addressed as Swamiji and wearing two bits of two yards cloth parades along the goody goody shores of the Marina with his rich wife, the daughter of the "Mudalali of Chettimarnad!"

"Hum."

"And he's got a brother.....anda sister...."

"Has he?"

"Both dark and pocked face."

"Oh!"

"Of course, if old Muzudu had played his card properly and had not allowed the THREE ASURAS—Envy,

Jealousy and Malice—to step in he'd have been all right."

"Would he?"

"Naturally, you can't muck about with that sort of Yogi business, can you—and in India."

"Can't you?"

"I mean, can you?"

"I don't know what sort of business it is."

"Just playing big with his wife's money and bossing people who write for him: or lecture for him. Mere money can't buy body and soul and so some have left him cold. And now he's got to start all over again."

"Has he?"

"Nice little wife, too. Would place all her money at his disposal for, *baiting*."

"Good."

"And with his wife's money, this old Muzudu goes about printing double demi placards announcing the participation of Ministers, Judges, etc., for his meetings—whilst none turn up; but, of course, the old Muzudu keeps the fun going by reading last minute messages of regret."

"Fancy, the fool world gulping all that."

"And that's not all. He would mention in the current engagement columns of newspapers items of meetings to take place, here, there and

everywhere, to which the large gathering would be his docile wife and he, the illuminating and enlightened speaker."

"Ha! Ha!! Really? I think that's nice."

"Very nice. But how long can this game go on?"

"What matters whether it does or no?"

"But what I can't understand is how this humpty-dumpty-bumpty officials allow it?"

"Rats! That's all."

"Never mind this Yogi and his stunt. Do you know what my oldest said when he was six months?"

"No. I don't."

"He said 'Da-da!'"

"Meaning you?"

"Yes, meaning me. Shows he was no fool."

"Certainly."

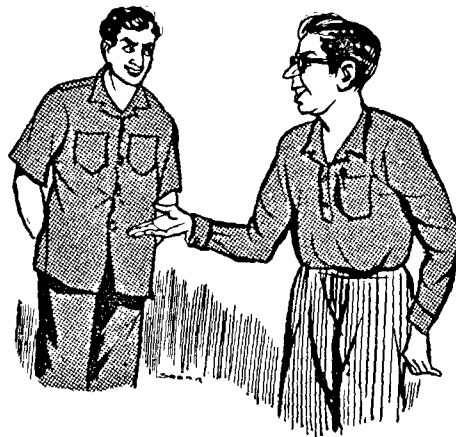
"And the youngest was walking when he was nine months."

"Was he?"

"Thought it made him a bit bandy."

"A pity."

"Well, I suppose I must be going now."



"Must you?"

"Don't forget to tell old Yogi Muzudu I was here."

"And who are you?"

"Oh, just God's Child—Master's Chosen."

"Tell old Yogi Muzudu I was here."

"No, tell old Muzudu—Old Yogi—Old Yogi Muzudu I was here."

"All right."

"You can't miss old Muzudu."

"Can't I?"

"Black—Cranish—drives along the Marina with two yards cloth and drags his wife wherever he goes; and at all times of the day and night. Suspects even that NOBLE SOUL."

"Good. Tata!"



Tourism and South India

K. S.

TRAVEL has traditionally been recognised as the best practical method of education in a liberal sense of that word. Through travel, the world's great cultures have intermingled over the past centuries, man has been brought nearer to his fellow human beings elsewhere, and the human race enabled to interchange ideas and experiences in a manner which the written or printed word could not have made possible.

India is a country which abounds in sacred places, hallowed shrines and holy rivers. In this country there are also attractive modern cities, superb natural scenery and places of historical and archaeological interest. A large number of tourist centres with increased amenities for the public are being developed by the Ministry of Transport. At Aurangabad and Puri, the railway authorities themselves are running excellent hotels for tourists. The rail-road connections to a large number of tourist centres are being watched and improved by the authorities concerned.

ATTRACTING TOURISM:

India has only recently realised that she has, in the encouragement of visitors from overseas, a potential currency (and goodwill) earner that requires to be encouraged. Certainly India has a great deal to offer the visitor—varied scenery and places and buildings of historic interest, from Comorin to Kashmir, from Ajanta to Chandigarh. Also, initial resistance has been broken down for India is "in the news" internationally. Of the various nationals coming to India,

Americans represent the largest group, followed by British, French, German and Japanese in that order.

It cannot be said that our country lacks materials of tourist interest. Plenty of attractive material is there; but it has to be presented in the approachable and attractive form to secure an increasing volume of tourist traffic. The citizens of our own country derive educational benefits and strengthen the unity of the nation by touring various parts. The foreign tourists who visit India have an important role to play in the public relations between the countries of the world; they are the unofficial ambassadors who explain to their society the impressions they have gathered during their visit to various countries.

Several post-war factors contribute to the growth of the travel industry, the most obvious being (a) the advent of democracy and the creation of embassies in India has raised India's international status and foreign tourists are coming in greater numbers, (b) the amazing development of civil aviation throughout the world, (c) migrations and rapid growth of urban populations, (d) increase in purchasing power of the middle classes, (e) influence of trade-unionism encouraging regular rapid vacations for labour, (f) increase in trade, commerce and industry, (g) increasing interest and patronage by Governments towards travel and tourism and (h) establishment of world organisations.

These visitors include both the ordinary sight-seeing tourist as well

as the businessmen, technician and specialist coming for specific work. Figures of American tourists coming to India always get a tremendous boost due to the annual visit of the luxury round the world cruise ships such as the perennial "Caronia" and in the past the "Kungsholm" and the "Stellar Polaris."

European nationals tend to spend longer periods in touring India and Ceylon thoroughly rather than the American tourist who comes for literally a few days content with seeing just the highlights. Again, the European will come with a more specific purpose to see a particular aspect of Indian life—sociology, art, history, culture—for which he will have prepared himself and studies before hand; whereas, the American is interested in conversing as much good as possible briefly, so as to acquire as a broad general idea of the country. Both points of view are to be respected, as both ends are justified by their differing means.

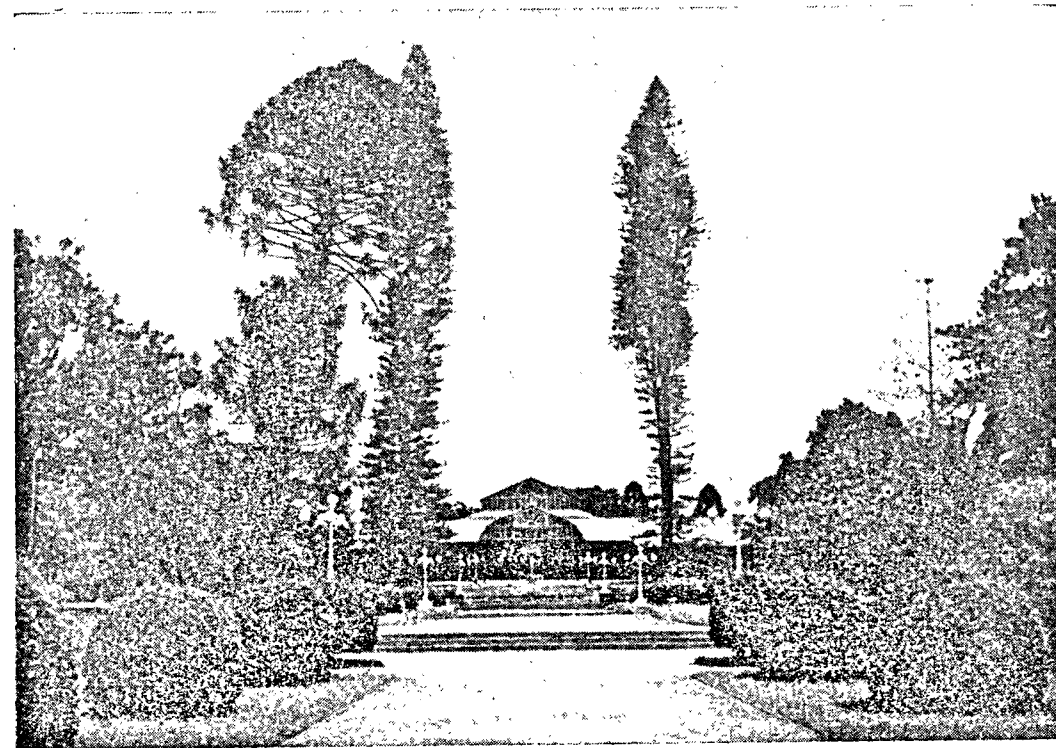
HOTELS AND TOURISM:

The accent on hotels in the development of tourism cannot be over-emphasised. Hotels together with travel agents and transport constitute the major pillars. Of course, in a country like India which is just beginning to appear on the tourist map of the world, the Government too has a major role to play. For at the present stage there are serious limitations on the resources of the other constituents of the industry. And happily the Union Ministry of Transport is playing the role of a senior partner in this exciting adventure of developing tourism.

If a visitor to India like to live in Indian atmosphere, taste Indian dishes, hear Indian music and see Indian dances, the hotel should be able to provide all these in a fair measure. Till recently most of our hotels provided only western food and entertainments. There is a laudable move to Indianise the atmosphere through typically indigenous furnishings and decorations, option of Indian menus and local cabaret items. Hotels in Madras like Hotel Connemara have made a move in the matter.

Regarding hotels in India which is perhaps one of the most important aspects of the tourist industry, the Estimates Committee in their Report recommended the forming of a Hotel Consultative Committee to tackle on a nation-wide basis the various problems to be solved by the hotel industry in India. It is proposed, *inter alia*, to categorise hotels similar to classifications in Europe and America, standardise the preparation of menus (both Indian and European) and institute a system of training for student Indian hoteliers.

As for tourist agents a few agents in India have achieved considerable success in establishing themselves as all-round service agencies for encouraging and promoting travel and tourism both in India and abroad. It is significant to note, however, that not even these comparatively larger more successful Indian agents have sufficient capital resources to establish offices in the major cities of India, let alone establish offices abroad in such tourist-potential centres as New York, London, Paris, Geneva, Rome, etc. Therefore, the main sources of canvassing the foreign tourist



A view in 'Lal Bagh' gardens, Bangalore

abroad still remains very definitely and positively in the hands of such world organisations like Cooks and American Express and of course the foreign agents abroad. On these grounds it is held that the only possible assured development for the travel and tourist industry in India, both for domestic tourism within the country and for the attracting of foreign tourists, is for the formation of a statutory corporation on the lines of the several corporations recently formed by the Government of India. Here again in consonance with the pattern of the other state corporations, the proposed corporation for travel and tourism could absorb experienced members of the industry in India and their staff thereby forming

a unified, single, experienced unit, rather than allowing a number of small, poorly financed units to struggle along all competing with each other and not been able to develop India's travel and tourist potential.

As to the question "who is a travel agent?" a prompt reply will be "just the fellow who gets commission out of my business." However, the travel agent never ignores the commercial aspect of his trade (if he did, he would be out of business). He always strives to make travel an enjoyable experience. He offers you something for nothing because you never pay more than you book through an Agent, and you are at liberty to take advantage of his up-to-date information on all aspects of Travel at no

SOUTHERN RAILWAY

TENDER NOTICE

"Collection and training out of ballast in connection with insertion of granite ballast (Superior) between miles M. 201/2 and 211 and between M. 247/12 and 253 in Mayavaram-Karaikkudi Branch

The Divisional Superintendent (Works Branch), Southern Railway, Trichinopoly, invites sealed tenders in connection with the above work as noted below :—

Serial No.	Mileage of collection Depot	Size of ballast	Quantity Cubic Feet	Approximate cash value	Earnest Money
				Rs.	Rs.
1	Mile 227 to 233 in Madura Division.	1½"	1,00,000	1,41,300	4,240
2	Mile Q. 213½ in Madura Division ..	{ 1½" 2"	{ 1,04,000 2,08,000 }		
3	Tiruverambur station yard in Trichinopoly Division ..	2"	2,08,000		

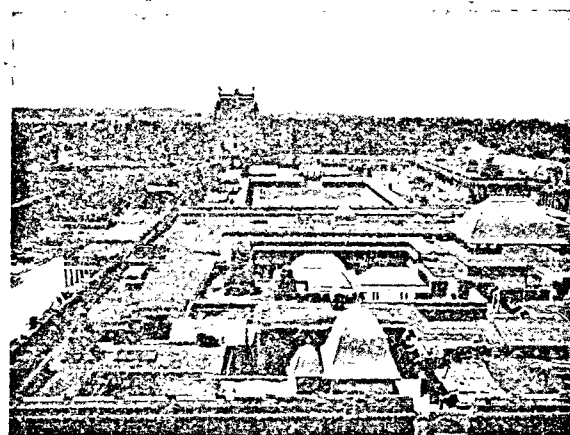
Last date for the receipt of tenders is 16 hours on 13-11-57.

Last date for the remittance of earnest money to the Divisional Pay Master, Trichinopoly, 12 hours on 11-11-1957.

Last date for the issue of tender forms is 15 hours on 12-11-1957.

Separate percentage may be quoted for one or more depots and they will be considered separately at the discretion of the Administration.

Tender forms can be obtained from the office of the Divisional Superintendent, Works Branch, Southern Railway, Trichinopoly on production of a receipt for Rs. 10. (Rupees Ten only), paid to the Divisional Pay Master, Trichinopoly or to any Station Master on the Southern Railway towards the cost of the tender form. Further particulars can be seen in the tender form.



Chidambaram —Bird's eye view

additional cost. Therefore the Travel agent requests for chances to prove that he can make travel trouble-free.

CONDUCTED TOURS :

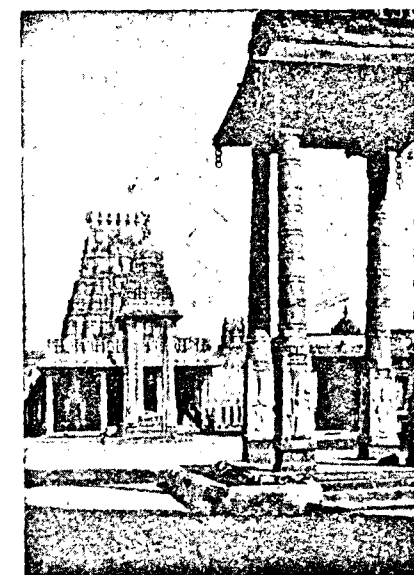
A Conducted Tour offered to the tourist enough time for pleasure, shopping and sometimes even free days to attend to his personal engagements or business appointments in the countries he is touring. Here, in this context precisely, the Tour Operators play the most important role in that they undertake to look after all the needs of the tourists concerning passport, visa, transport, accommodation, sight-seeing, provision of guides, etc. Besides, Conducted Tours organised by any genuine Tour Operator offer the best chance for any tourist to enjoy his travel in comfort and style and within the most economic budget. Only a *bona fide* Travel Agency with its vast connections and associations all over the world could dare organise a Conducted Tour to the entire satisfaction of the tourists, providing all arrangements from the commencement point, tour conductors are made available whenever necessary

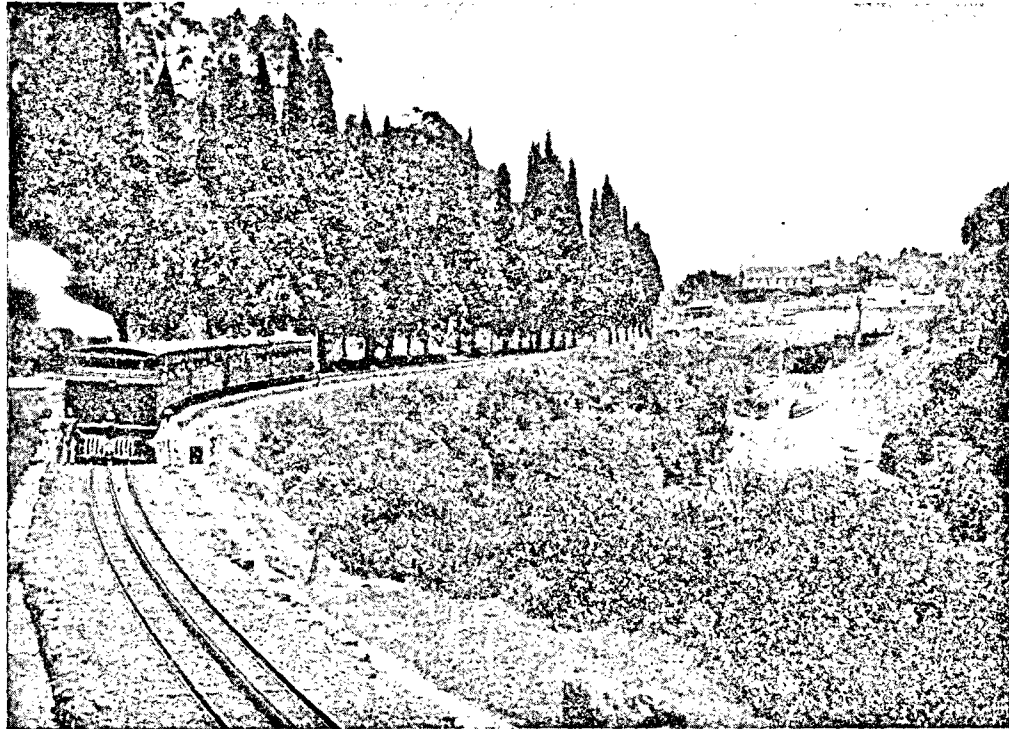
and sometimes in the case of foreign tours throughout. Besides, the *bona-fide* Tour Agency can also offer a variety of land trips of varying durations and programmes to cater to diverse interests and pockets.

The guides who have been approved by the various Regional Tourist offices in India are all young smart boys and girls who come from good families and have had good educational qualification and training.

The Tourist Division of the Transport Ministry, is to be congratulated for the considerable extent and importance with which India has been put on the tourist map of the world. India doubled her inflow of foreign tourists during the past five years from 20,000 people in 1951, to over 43,000 in 1955; an increase in foreign exchange earnings for the national exchequer from Rs. 7.7 crores in 1951 to Rs. 10.1 crores in 1955. Estimates

Front view of Sri Varadarajaswami Temple, Conjeevaram





Train approaching Coonoor

for the next five years (1956—Rs. 8.75; 1957—Rs. 10.06; 1958—Rs. 11.57; 1959—Rs. 13.31; 1960—Rs. 15.31 all in crores) indicate a fifty per cent increase in foreign exchange earnings for the country.

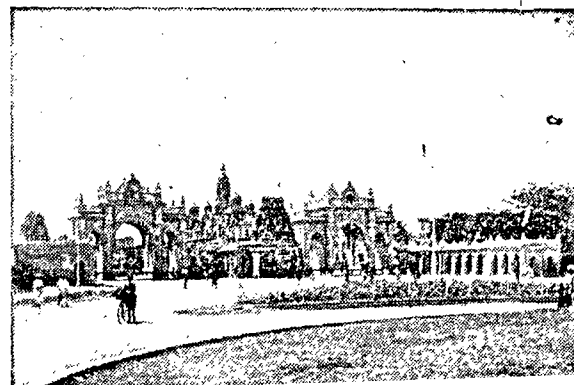
The basic facts about tourism in India are by now fairly well known;

the tourist traffic to India has been increasing at the rate of 20 to 25 per cent every year, that the increase in traffic from the U.S.A. is proportionately higher than from other countries said that its importance as an earner of foreign exchange is being increasingly recognised.

Lake—Kodaikanal



Palace, Mysore



PLACES OF INTEREST FOR THE TOURISTS ON THE SOUTHERN RAILWAY

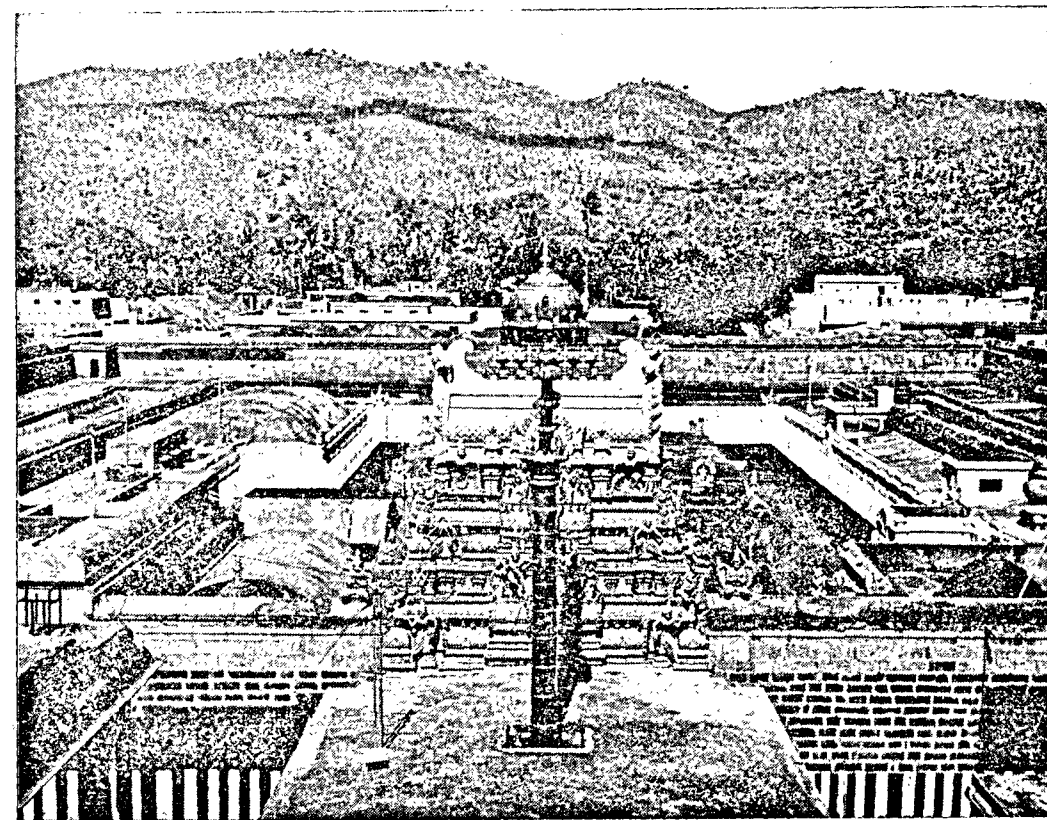
Madras.—The first city of the South and third largest city in India, can most conveniently be made the starting point for a tour of South India. Near Madras, in the vicinity of Mylapore, is the birth-place of Thiruvalluvar, the great Tamil Poet and author of *Kural*.

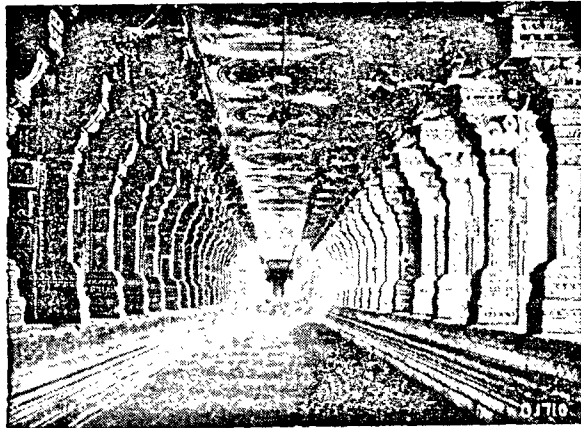
Mysore: (BANGALORE - MYSORE SECTION). Its magnificent palaces and public buildings, its delightfully laid-out parks, gardens and drives and its beautiful road and shady

avenues all in typically oriental fashion have rightly earned for Mysore the name "The Garden City of India." The Dasara festival in September-October, as celebrated at Mysore must be seen to be believed and no words can adequately describe its splendour.

Tirupati is about 90 miles North-West of Madras and passengers have to change at Renigunta Jn. No Hindu who has any regard for traditions or the holy scriptures ever fails to visit Tirupati at least once in his lifetime and pay his homage to Sri Venkateswara on the hill temple of Tirumalai.

Tirumalai (Tirupati) Temple and surroundings





Corridor—Rameswaram Temple

Trivandrum is known as the "Pleasure Garden of South India" and it is now the capital of the Kerala Government. The State of Travancore is an ideal tourist paradise, being a country of mountains and low lands, rivers, virgin forests and extensive plantations of cocoanut, palmyra, rubber and tea.

Mahabalipuram, also known as "Seven Pagodas" is on the coast of Bay of Bengal, fifty-three miles south of Madras, if one takes the main South Trunk Road. There is a shorter route along the coast and the distance from Madras to Mahabalipuram is about 35 miles. The monuments of Mahabalipuram are hewn out of solid rock. The Mahishasura Mandapa is one of the finest of the cave temples. It contains three shrines with remarkable bas-reliefs of the God Vishnu sleeping on the coils of the serpent, Adishesha, and of the Goddess Durga, riding on her lion after having killed the demon Mahishasura, who symbolises evil.

Kanchipuram, the Golden City of a thousand temples, and one of the

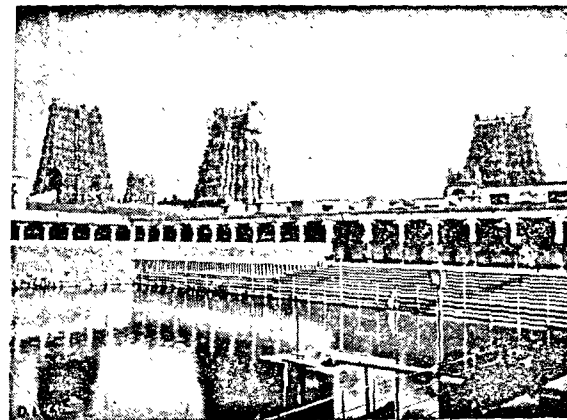
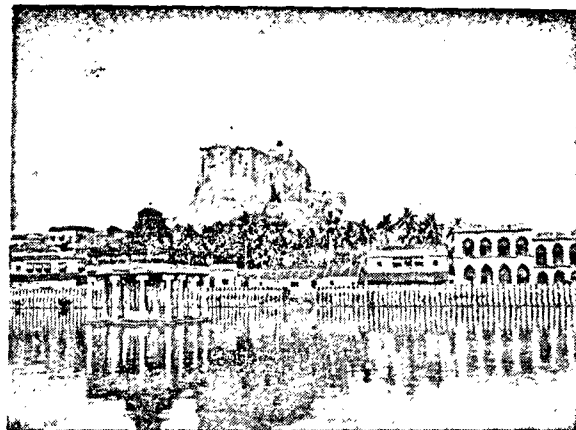
seven sacred cities of India, is situated forty-seven miles south-west of Madras. The Kailasanatha Temple at Kanchipuram, dedicated to Siva, is more than a thousand years old and is typical of Pallava architecture. Despite the ravages of time, some of the finely sculptured figures remain to this day.

The Vaikunthanatha Perumal temple was built by Nandi Verman II and is considered to be a perfect specimen of Pallava art. Its sculptures depict the wars which the Pallavas waged against the Chalukyas.

Tiruvannamalai in the district of North Arcot is on the Villupuram-Katpadi section of the Southern Railway. The Arunachala temple dedicated to TEJO LINGAM (God incarnate as Fire), is one of the largest in South India. Mystics, philosophers, tourists are all drawn to the Ashram of Sri Ramana Maharishi, a great saint, who lived at Tiruvannamalai and attained Samadhi, a few years ago.

Madurai is 96 miles from Tiruchirappalli on the Madras-Trivandrum line

Rock Fort—Trichinopoly



Madurai—Tank and Temple

of the Southern Railway. In Madurai the best and most representative examples of the Dravidian form of worship, art and culture will be found, and also, the Tamil way of life in its purest form. The famous Meenakshi temple of Madurai is an exquisite example of Dravidian architecture and sculpture.

Courtalam or Kuttralam situated on the Palni Range of Western Ghats in Tirunelveli District on the Travancore-Madura border, is 36 miles by road from Tirunelveli and about four miles from Tenkasi Railway station on the Virudhunagar-Tenkasi section of the Southern Railway. This is a famous bathing place and health resort from about the middle of June to September.

Rameswaram—At the extreme southern limit of the Indian peninsula stands Rameswaram with its legendary association with "Ramayana." No pilgrimage to Rameswaram is complete without a bath in the sea at Dhanushkodi, 24 miles from Rameswaram, the meeting point of the Bay of Bengal

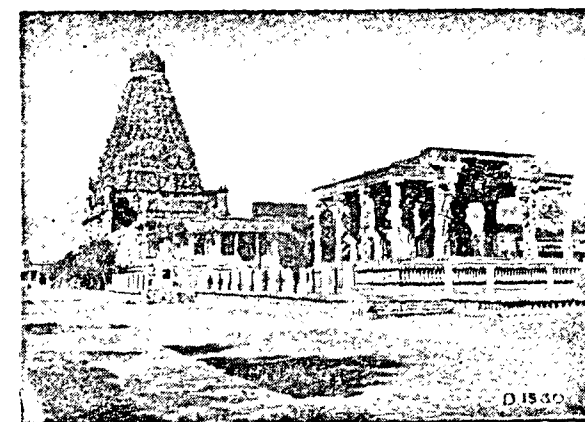
and the Indian Ocean. Dhanushkodi is the terminus of the Southern Railway.

Kodaikanal—(7,000 feet above sea-level) is a lovely hill station which lies amidst the sylvan grandeur of the Palni hills in the Madurai district. The nearest railhead is Kodaikanal Road, on the Southern Railway. From Kodaikanal Road, one has to travel 50 miles by road to reach Kodaikanal.

The Nilgiris or the Blue Mountains of the South are a class by themselves and deserve special attention. They contain excellent summer-resorts, Ootacamund, Coonoor and Kotagiri and jungles providing to the "shikari" excellent opportunities of shooting and hunting. The chain of mountains lies between Mysore in the North and Coimbatore district in the South. The highest point in these ranges is the Doddabetta, 8,640 ft. above sea-level.

Chidambaram which is described as "The Temple Tower" is 151 miles from Madras in the South Arcot District on the Madras-Trichinopoly section of the Southern Railway.

Tanjore Brihadeswarar Temple





Courtalam Waterfalls

Here, both Siva and Vishnu are worshipped side by side in the temples of Nataraja and Govindaraja. Cosmic dance of (Siva) Nataraja is famous at this holy shrine.

Kumbakonam—Forty-two miles from Chidambaram, on the banks of the Cauvery, lies the ancient city of Kumbakonam in the district of Tanjore. The bathing festival which is celebrated once in twelve years at the sacred Mahamakham tank attracts a vast crowd of pilgrims from all parts of the country.

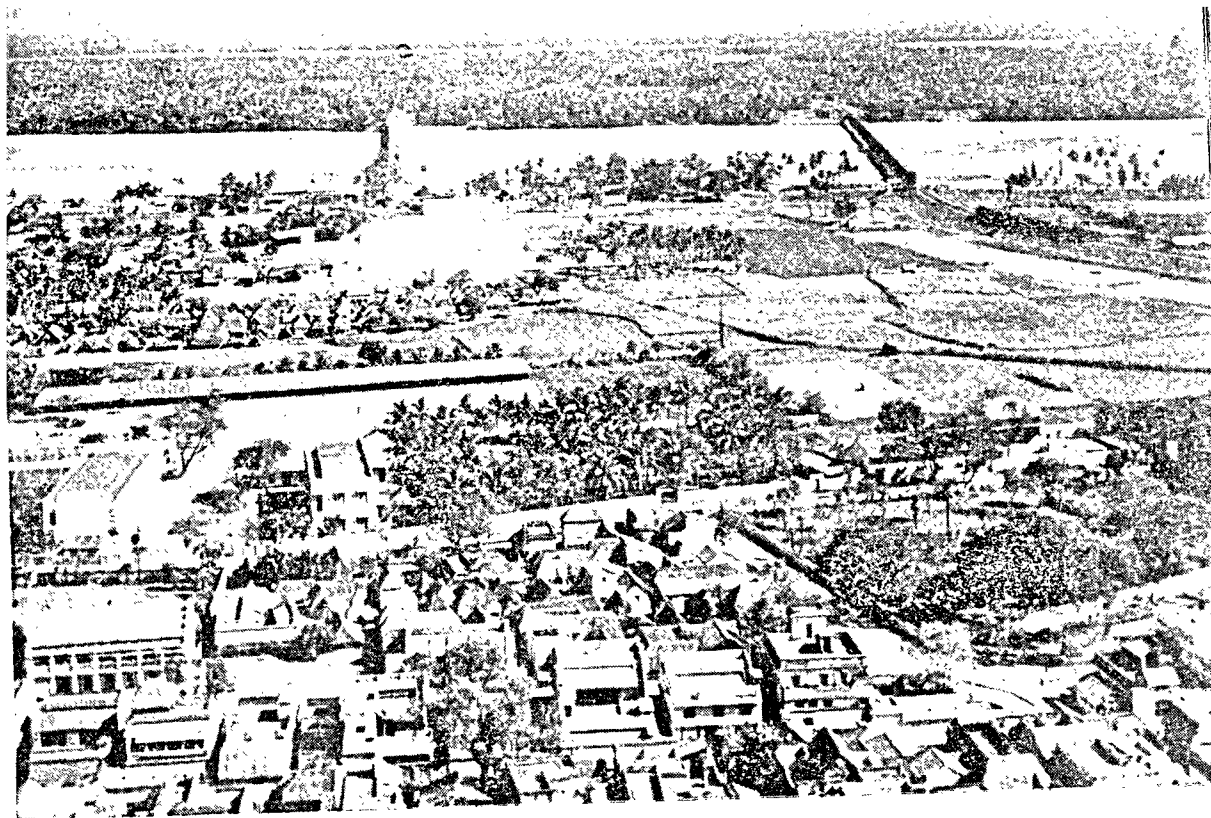
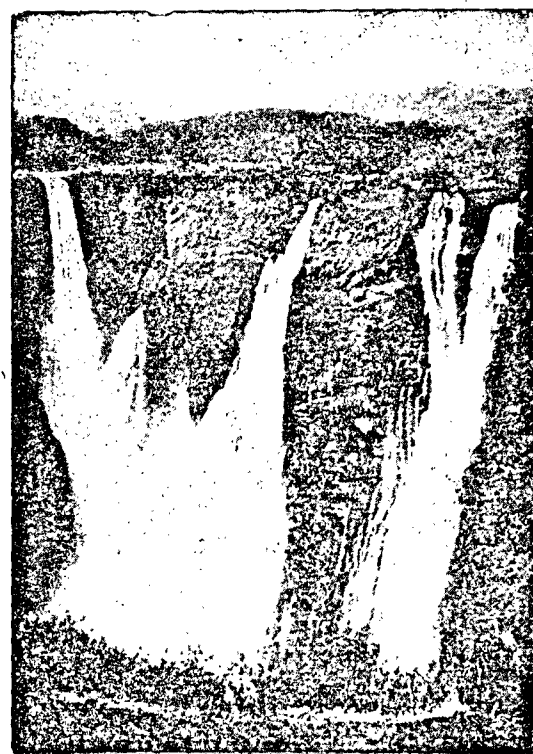
Tanjore is 24 miles from Kumbakonam, 218 miles from Madras and lies on the Madras-Trichy main line of the Southern Railway; it is a night's journey from Madras. There are no fewer than 74 temples in Tanjore of which the most important is the Sri Brihadeswarar temple, a magnificent monument to the power and glory of the Cholas.

Tiruchirapalli—Till recently known as Trichinopoly and for short as Trichy, is 213 miles from Madras on the chcr1 line and 35 miles from Tanjore by road. The most interesting object in the city is of course the Rock. It rises abruptly from the plain to a height of 273 feet.

The island of Srirangam, six miles by road from the Trichinopoly railway junction has one of the largest and richest temple in all-India. What Chidambaram is to Saivites, Srirangam is to Vaishnavites. A Golden vimanam crowns the Holiest of Holies.

The visitor can begin his tour of Andhra Pradesh at Nellore, 110 miles

Gersoppa Falls—(Jog Falls) formed by the river Sharavathi



Trichinopoly—Town, river Cauvery with road and rail bridges and river Coleroon, in the background

north of Madras on the Madras-Calcutta main line. Situated on the right bank of the Pennar river, Nellore is an important rice-producing centre.

Vijayawada (BEZWADA) on the bank of the Krishna river, 268 miles from Madras on the Madras-Calcutta line, is an important railway junction on the way to Hyderabad.

Rajahmundry—361 miles from Madras, near the Godavari river, is the main centre for carpets, wood-carving and sandalwood work.

Waltair is 485 miles north of Madras. The fine resort known as "the Brighton of India" is perhaps the most ideally situated sea-side town in India. It is

noted for its beautiful hilly landscape, the lovely beach and its equable climate.

Kurnool is 350 miles from Madras. The tourist will have to change at Guntakal to the Dronachellam-Secunderabad section of the Southern Railway.

From Hospet on the Guntakal-Hubli route, Hampi, where the ruins of Vijayanagar stand, is only seven miles away. Most beautiful amongst the ruins is the temple of Vithoba Vittala Raya, built by the Great Krishnadevaraya himself. The 35 feet high colossal monolith of Narasimha is an inspiring sight.

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Sealed tenders are invited for the supply of 75,000 Nos. of C.I. Brake Blocks for Passenger stock to IRS. Drg. No. W. 900 and will be received by Controller of Stores, Southern Railway, Ayanavaram P.O., Madras-23, before 3 p.m. on 14-11-1957 and will be opened by him at 3 p.m. on 15-11-1957.

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 13-11-1957.

Tender forms will not be issued after 3 p.m. on 11-11-1957.

P. N. TALATI,
Controller of Stores.

In the Service of Mankind

N. S. SAMBASIVAM

Divl. Supdt., Madras Ambulance Division, S. Rly. No. (XX) Dist.

“A man should insure himself to voluntary labour, and should not give up to indulgence and pleasure, as they beget no good constitution of the body nor knowledge of the mind”—so said Socrates, the great. The comforts and happiness we enjoy today are due to the services and ceaseless efforts of the men of yesterday.

A little kindness, sympathy, philanthropy and love for fellowmen, if offered in times of need, will go a long way in making this world a much better and happier place to live in. “Dogs and hawks are attached to men by food, but man must have kindness and should be bound by the cords of obligation and service.” Service to fellowmen can be rendered in a hundred and one ways. Apart from individual efforts, organisations formed from time to time, constituted by willing workers, are serving humanity in the special directions chalked out by them. St. John Ambulance is one such international institution devoted to the service of the injured and sick.

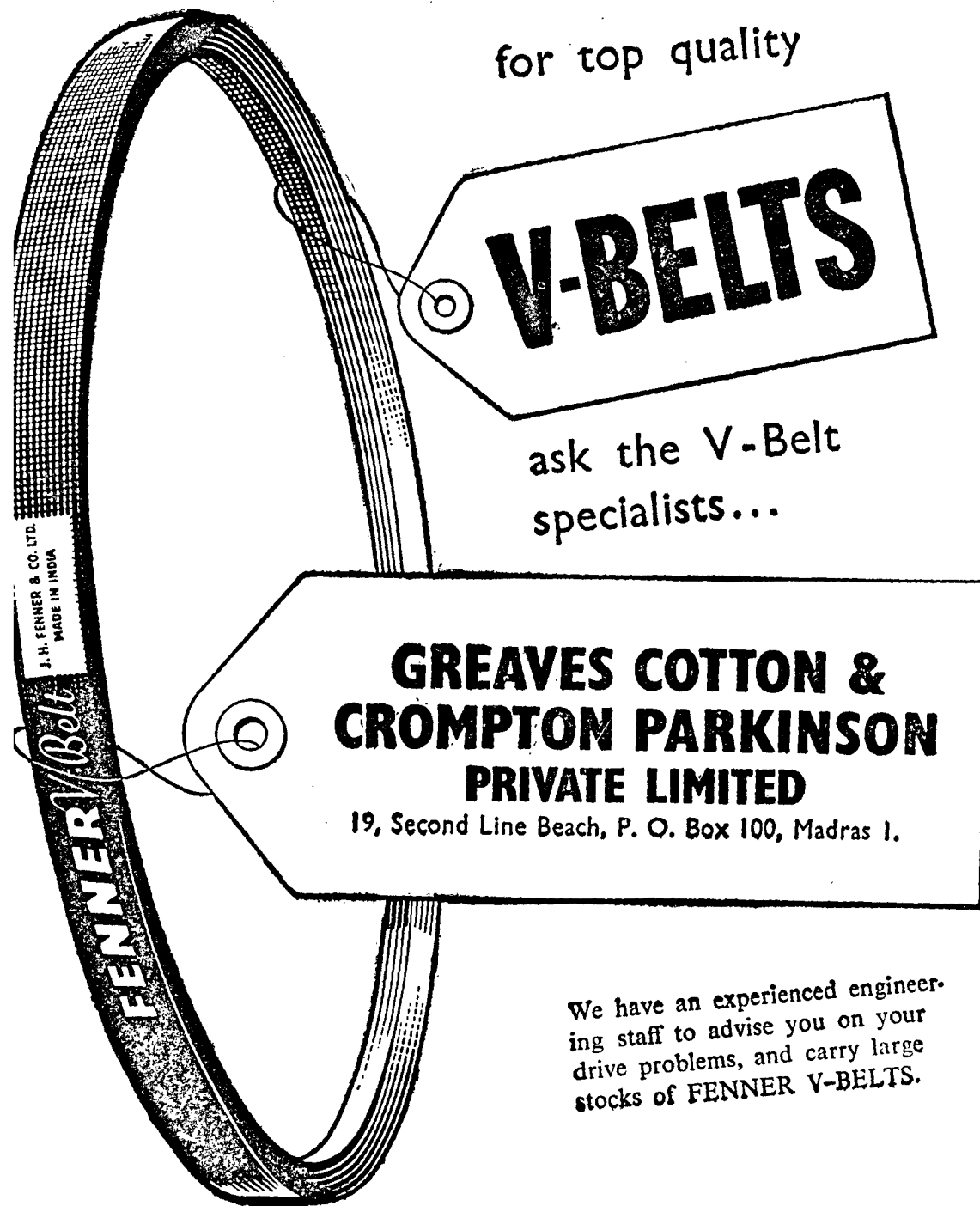
The two wings of the St. John Ambulance are (1) The St. John Ambulance Association and (2) The St. John Ambulance Brigade. The St. John Ambulance Association is the teaching department. It imparts instructions and issues certificates in First Aid, Home Nursing and kindred subjects such as Child Welfare. From among St. John certificate-holders, volunteers are recruited for the

St. John Ambulance Brigade. They are fieldworkers and wear uniforms so that when they go out, they can be easily recognised as qualified and trained to give help to those who need it. Their services are voluntary and free. A high standard of efficiency is ensured and maintained in their work, as members of the Brigade are given intensive training.

The primary job the Brigade is to render First Aid to those who need it. When some one is injured or suddenly taken ill, there is a time lag between the call for medical aid and its arrival, during which several measures could be taken and assistance administered to the victim. This aid or assistance is called “FIRST AID”. “The service of First Aid to the injured is based on the fundamental principles of practical medicine and surgery, a knowledge of which, in cases of accident and sudden illness, enable trained persons to render such skilled assistance as will preserve life, promote recovery or prevent aggravation of the injury or condition till the arrival of the doctor or during transport.” This assistance is limited to the time or spot of emergency with such material as may be available. *The First Aiders' responsibilities terminate as soon as medical aid is available.*

The St. John Ambulance Brigade renders its service to all who need it, irrespective of any race, caste, colour or creed. Its International Character and Non-Political outlook narrowed

(Continued on page 95)



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GLIMPSSES

OF

THE PALLAVA STYLE OF ARCHITECTURE

R. K. SAKSENA

Acting Regional Tourist Officer, Madras

THE political conflict between the Chalukyas of Badami, the Pallavas of Kanchipuram and the Pandyas of Madura, during 300 years from the middle of the sixth century, was however not an obstacle to the cultural growth in South India. A strong wave of many-sided religious revival served as a stimulus for remarkable advance in the fields of architecture, sculpture, painting and music. But of all these powers it was the Pallava's rock-cut and structural shrines which proved to be of the greatest significance in the development of what is conveniently described as the Dravidian Architecture. The traditions well laid by their political predecessors, the Andhras, at Amravati were not only kept up by the Pallavas but were shaped so as to inspire even the lands beyond the seas. And as Percy Brown observes, "It is possible to identify in the Khmer sculptures at Angkor Thom and Angkor Vat, and in the endless bass reliefs on the stupa-temple of Borobudur, the influence of the marble carved panels of Amravati, while the architecture that this plastic art embellishes owes some of its character to the rock-cut monoliths of Mamallapuram". The first phase of the rock-cut architecture comprises of two forms, mandapas and rathas. After the pattern of the contemporary structural buildings, a mandapa is an open pillared hall

excavated in the rock whereas a ratha is a monolithic replica of the wooden chariot used for the conveyance of the deity during processions.

The Mahendra Group of monuments (610 A.D.—640 A.D.) consists only of mandapas with one or two cellas cut into the back wall and is suggestive of the elemental structure of the primitive type. The front facade presents a row of 7 foot high simple pillars. The shaft is made a square in section and the corners in the middle third portion are chamfered into an octagon. The early examples at Mandagapattu and Trichinopoly do not have any cornice above the pillars. Sometime after, at Pallavarum, a roll moulding is added whereas this roll cornice carries, at intervals, a decorative motif called Kudu which is otherwise an adaptation of the Buddhist Chaitya arch. Still later, in the four storeys of the pillared mandapas set one above the other, and rising to a height of 50 feet, there seems to be an ardent attempt to copy a Buddhist Vihara. But in the introduction of a lion figure combined with the pillar in its lower portion and another added in the capital at Bhairavakonda, the characteristic pillar of the Pallava style emerges. This order of the pillar takes a more refined and elegant form during the reign of the Mahamalla



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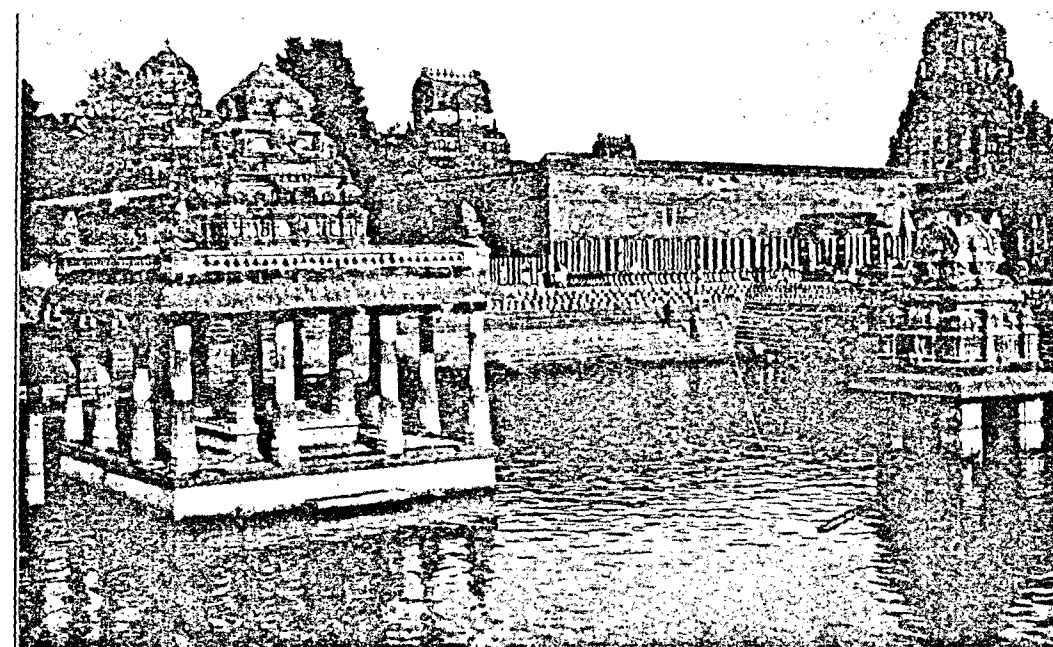
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TII/P/56



Varadara Temple and Tank—Conjeevaram

after whose name the second group of the first phase of the architecture is known.

The rock-cut method continues to be employed in the Mamalla group but a number of rathas or monoliths are also added to a series of mandapas. Luckily, almost all the examples of the Mamalla group are at Mahabalipuram (Mamallapuram) 37 miles south of Madras. The half a mile long granite hill together with a smaller granite outcrop here was used by the talented Pallava sculptors for carving their monuments. The secular buildings were structural while the pillared halls, etc., for religious purposes were quarried out of the natural rock. There are ten mandapas, excavated halls, found on various sites on the main hill. They are relatively small in size but are remarkably well designed and executed. Except for the pillars the architectural form as a whole is simple. The roll cornice

above them is decorated with Kudu, chaitya arch motif. Alternating long and short miniature shrines form the parapet, in the pillars and mouldings on the walls, supply the material figure sculptures, which are well suited to the atmosphere of a mandapa. The pillars of the Mamallapuram mandapas are mature and graceful in conception. And the heraldic lions added to the lower portion of the pillars in the Varaha Mandapa present one of the most finished examples in the entire group. The pillar of the Mahishasura Mandapa, unlike other mandapas, has not been made to weigh down on the lion's head. The animal figure does not give a grotesque appearance. On the other hand, the easy and natural form of the bold lion figure gives these pillars dynamic and graceful appearance. Their fluted and banded shapes, their refined tadis (neckings), the beautiful curves of their kumbhas, the lotus forms above

and their abacuses (palagai) are all so well combined that they lend a characteristically wholesome and graceful "Pallava" propriety.

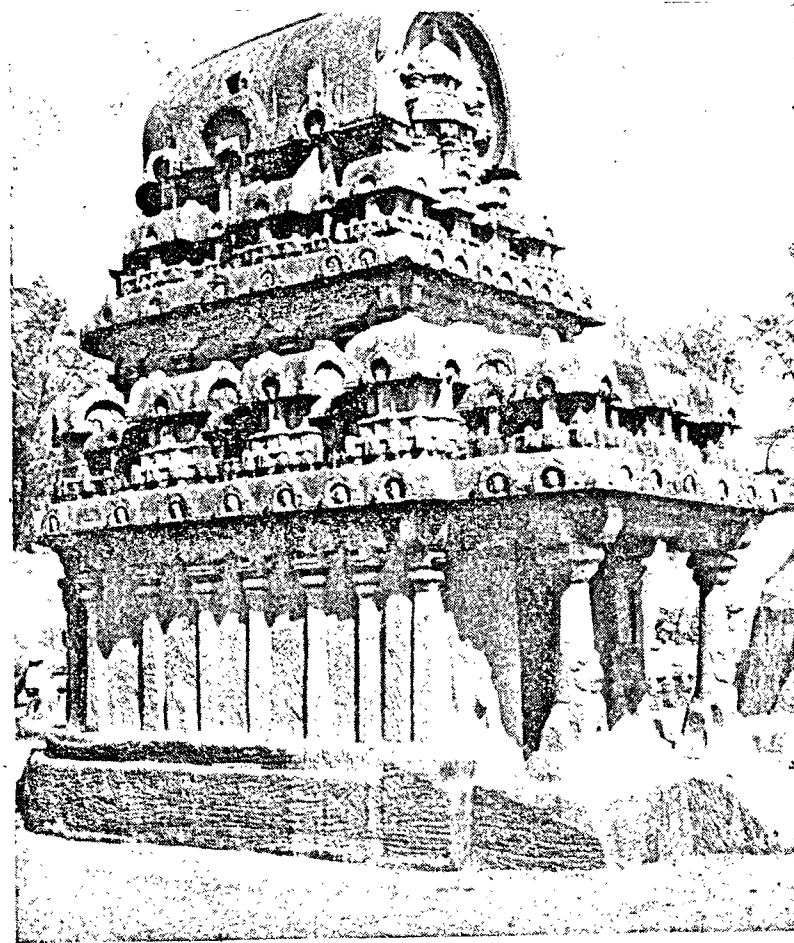
The monolithic rathas, commonly known as the Seven Pagodas done in the same style as the mandapas, obviously seem to be very faithful reproductions of the existing religious wooden structures, with all the details of the timber work, in granite. They are all in an unfinished state and never seem to have been actually used. They, five in number, are of moderate size and with the exception of the Draupadi's ratha, are derived from the Buddhist Vihara or the Chaitya. Draupadi's ratha, the smallest of all, is merely a cell (pansala) and a copy of a thatched structure the base of which is being supported by alternating animal figures of a lion and an elephant.

The Vihara, monastery, type of rathas at Mamallapuram are pyramidal in shape. This adaptation of a Buddhist hostel for a Hindu shrine is well revealed in the Dharmaraja ratha. The ground storey is a square in plan and its open varandah on the ground floor serves as the base for the terraced pyramidal elikhara above culminating into a bulbous stupika. This stupika motif is repeated on a smaller scale on each of the lower terraced structures. The strong mouldings in the plinth, its portico with lion pillars and the turreted roof make the ratha not only 'an effective production in itself' but also 'a storehouse of pleasing forms and motifs besides being replete with potentialities'.

The Bhima, Sahadeva and Ganesh rathas are of the Chaitya type. They

are oblong in plan with two or more storeys and barrel roofs of the elephant back (Gajaprishtta) type with a gable at each end. The Sahadeva type is apsidal, a form which obviously was later adopted to construct the Pallava Temple at Vadamallisvara. The Bhima's ratha is a copy of a two storeyed Chaitya-hall building the roof of the upper storey of which is a very fine specimen of a keel-roof with a gable at each end. The Ganesa ratha has three storeys and resembles Bhima ratha in the roof form but it displays better workmanship. All these rathas were, most probably, of Saivite character and around them are the rock-curved images of a lion, an elephant and a bull symbolically representing respectively Durga, Indra or Ganesh and Siva.

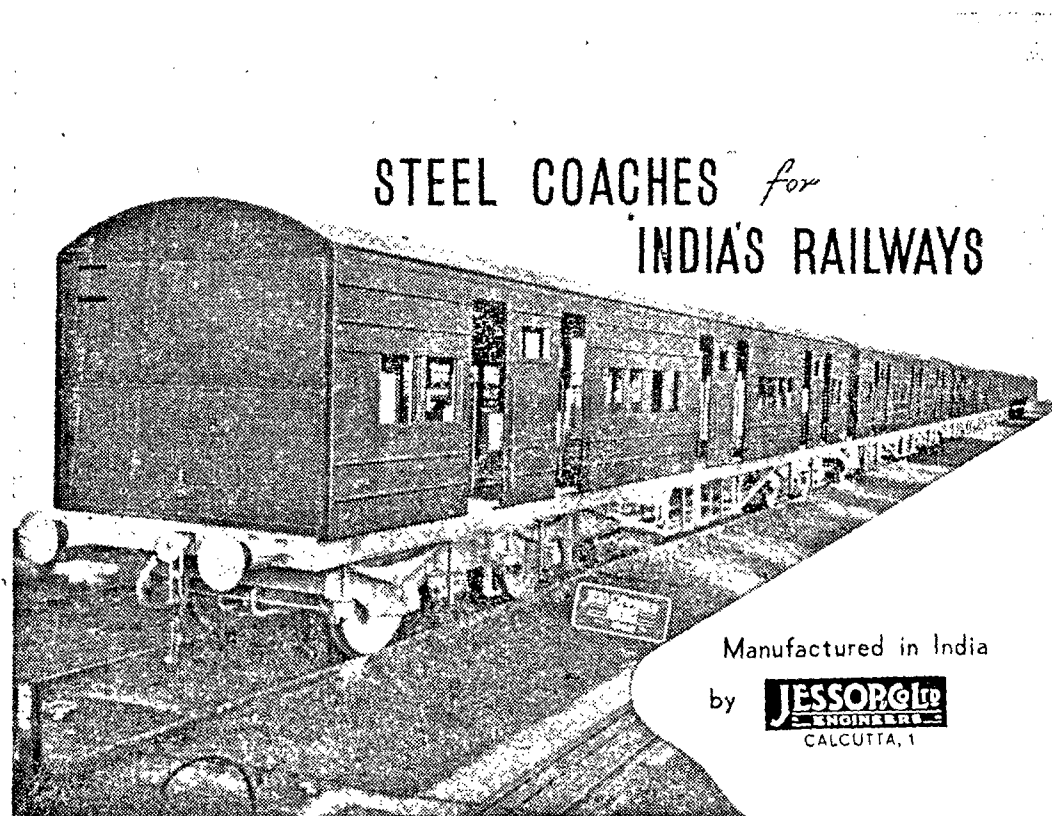
The fine quality of the figure sculpture adorning both the rathas and the mandapas form a distinctive feature of the Pallava rock-architecture. They appear to be a development from the later Andhra style. The sculptured men and gods impress by their graceful forms and the faithful studies of animal figures, lending a life like effect to them are superb at Mamallapuram. The greatest achievement of the Pallava sculptors consisted in carving a huge granite boulder into a bass relief known as Arjuna's penance. To one school of thought this panel represents a story from the Mahabharata in which Arjuna, the great Pandava hero, performed penance to please Siva and obtain the Pasupata weapon from him. But the absence of the fight between Arjuna and Siva disguised as a hunter, which forms an important part of the story, has led others to believe it to be the representation of Bhagiratha's penance



Sahadeva's Rath

and the descent of Ganga from the heaven. This vast sculpture is in high relief and covering the sea-face of the cliff it is nearly 30 yards long and 23 feet high. The scores of figures of men and animals including the family of elephants are represented in life size. The cascade in the natural fissure in the middle of the rock symbolises the holy river Ganga in the waves of which a group of Naga and Nagis sport. The subject of the relief covers a wide range of creatures, great and small, the devas in the skies, the holy men on the banks of the Ganga, the Nagas and Nagis in its waves, the standing figure offering penance with raised hands and all kinds of animals approaching or facing

the fissure. These figures animated by the feeling for natural movement and their poses and gestures radiant with their deep set emotions are fine studies of the understanding of the essential nature of the animals and their plastic representation. The atmosphere of penance, peace and calm emanating from the emaciated human figure is radiated through the meditating cat with trustful mice playing at her feet and the pair of deer which look on the scene from the mouth of a cave on the left with the stag most realistically scratching his nose with his hind foot. The family of monkeys, sculptured in the round, with the male picking fleas off the female while the little one is resting in the lap



SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S/235/1/GB4/F/771/Mech./1 of 15-10-57.

Sealed tenders are invited for the supply of tons 26 cwt 7 of Steel Class 1 to IRSM3 square 8" and will be received by Controller of Stores, Southern Railway, Ayanavaram P.O., Madras-23, before 3 P.M. on 13-11-1957 and will be opened by him at 3 P.M. on 14-11-1957.

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 12-11-1957.

Tender forms will not be issued after 3 P.M. on 8-11-1957.

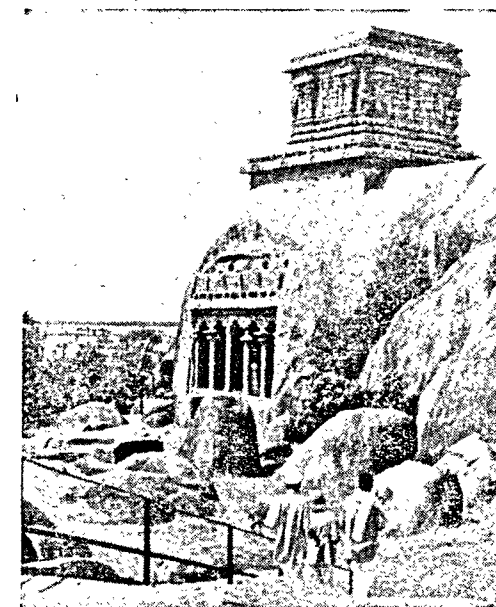
P. N. TALATI,
Controller of Stores.

November 1957

PALLAVA ARCHITECTURE

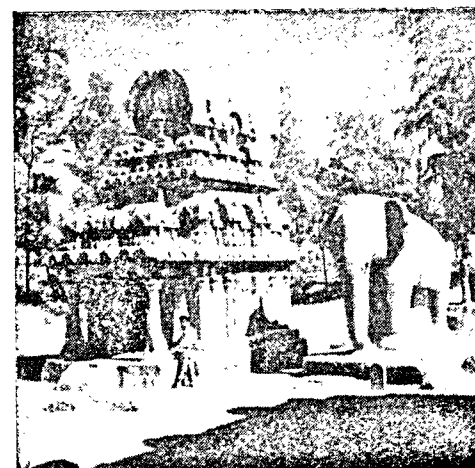
93

presents an amazing study. Nowhere in the East have the animal types been so perfectly represented in stone as in this bass relief at Mamallapuram. One gets the impression that these sculptures are continuously emerging from beneath the substance of the rock itself. The death of Narasimha Mamalla in 674 A.D. brought an abrupt end to all work on the five rathas and other sculptural undertakings at Mamallapuram. Under his successor Raja Simha, a new architectural monument began. Instead of carving out monolithic rathas or mandapas, etc., out of the rocks, the art of the structural building was taken up. Some notable examples of the Raja Simha mode comprises of the "SHIVA", "ISVARA" and mukunta temples at Mamallapuram and temples of Kailasanath and Vaikuntaperumal at Kancheepuram, each of them illustrates a stage in the style and development of temple formation.



Krishna Mantapam—Mahabalipuram

One of the Pandava Rathas at Mahabalipuram



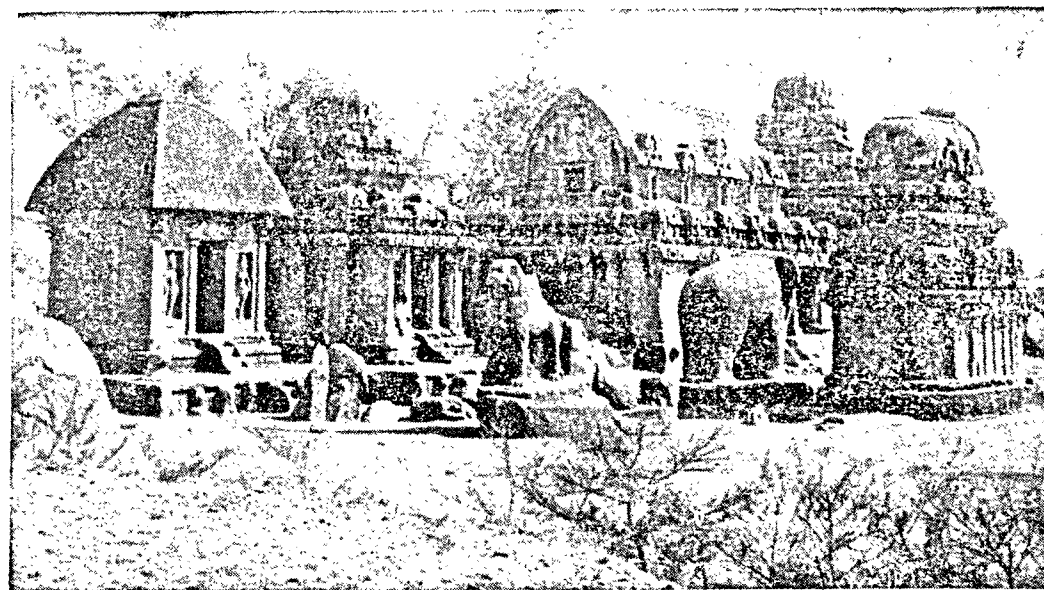
The earliest of them was doubtlessly the Shore temple. It is well known for its excellent workmanship which is amply testified in its having withstood the rigours of monsoon rollers, its exposure to the action of the wind and sea and the shifting sense of the shore. The plan of the shore temple is not according to the custom. The temple was planned in such a way that the door of the sanctuary opened to the East so that, the first rays of the rising sun are able to crown and caress the deity. Such an arrangement with the cella almost on the brim of the sea did not leave any place for any forecourt hall on even the entrance gateway. These however had to be supplied on the western side and this scheme was further

complicated by the addition of two rather unsymmetrical shrines. Due to these two shrines the shore temple has been converted into a double towered monument which is a very unconventional feature. In principle the monolithic Dharmaraja Ratha and the structural shore temple are the same. The lower storey, a square in plan, and the pyramidal tower, Shikhara, in diminishing tiers are present in both the conceptions. But the lightness and soaring quality noticeable in the shape of a tower gives greater rhythm to the design of the shore temple. Besides the height and slenderness of the tower of the shore temple suggest lesser dependence on the Vihar form of the monument. The pillasters of the rampant lion, in bold relief, continue to decorate the facade of the shore temple. The outer enclosure contained a number of shallow cisterns for holding water brought by conduits and the overflowing, if any, was led into the sea. With this arrangement, on occasions, this temple could be given the look of a water temple. Crouching bulls crown the parapet of this imposing building.

Not long after the shore temple came the Kailashanatha Temple at Kanchipuram. Most of it was built during the lifetime of Rajasimha whereas the actual completion took place in the reign of his son Mahendravarman. The temple plan consists of a ratha, sanctuary with its pyramidal vimana, a detached pillared hall or mandapa, the whole enclosed in a rectangular courtyard by a high surrounding wall composed of cells. This temple, in its various parts, is a repository of the contemporary trends and style.

The cells of the enclosing wall, the cupolas on the parapet, the sturdy pillars of the mandapa, the repetition of the lion pilaster, the composition of the building as a whole lend the Kailashanatha Temple a fascinating appearance. The pyramidal tower of the main shrine is obviously a development out of the Dharmaraja ratha. The vimana here is a further improvement on the shore temple and is substantial and well-proportioned.

The most mature example of the Pallava architecture is found in the Vaikuntha Perumal Temple which came about a decade after the Kailashanatha Temple. It is a little larger and therefore more spacious than the Kailashanatha Temple. The cloisters, pillared hall and sanctuary—the principal parts of the temple—are separate buildings in the Kailashanatha Temple, whereas in the Vaikuntha Perumal Temple they are amalgamated into one architectural whole. The sanctum is a square with sides of nearly 90 feet and the eastern portion is carried forward to 28 feet to provide the entrance portico. The whole is enclosed by a high outer wall which is decorated outside with simple motifs, while inside it are the cloisters of a colonnade of lion-pillars with a passage for procession round the building and between this and the main structure. The sanctuary and its portico or mandapa are combined to form one central building. The vimana is also a square in plan with sides of 47 feet and reaches a height of 60 feet from the ground. It has four storeys and each storey has a passage round its exterior, a cella in the centre and a corridor encircling two of these for circumambulation.



Pandava Rathas—Mahabalipuram

The last phase of the second group of small temples and does not form any Pallava structural temples known as advancement on the achievements of the Nandi Varman group, consists of the previous age.

In the Service of Mankind

(Continued from page 85)

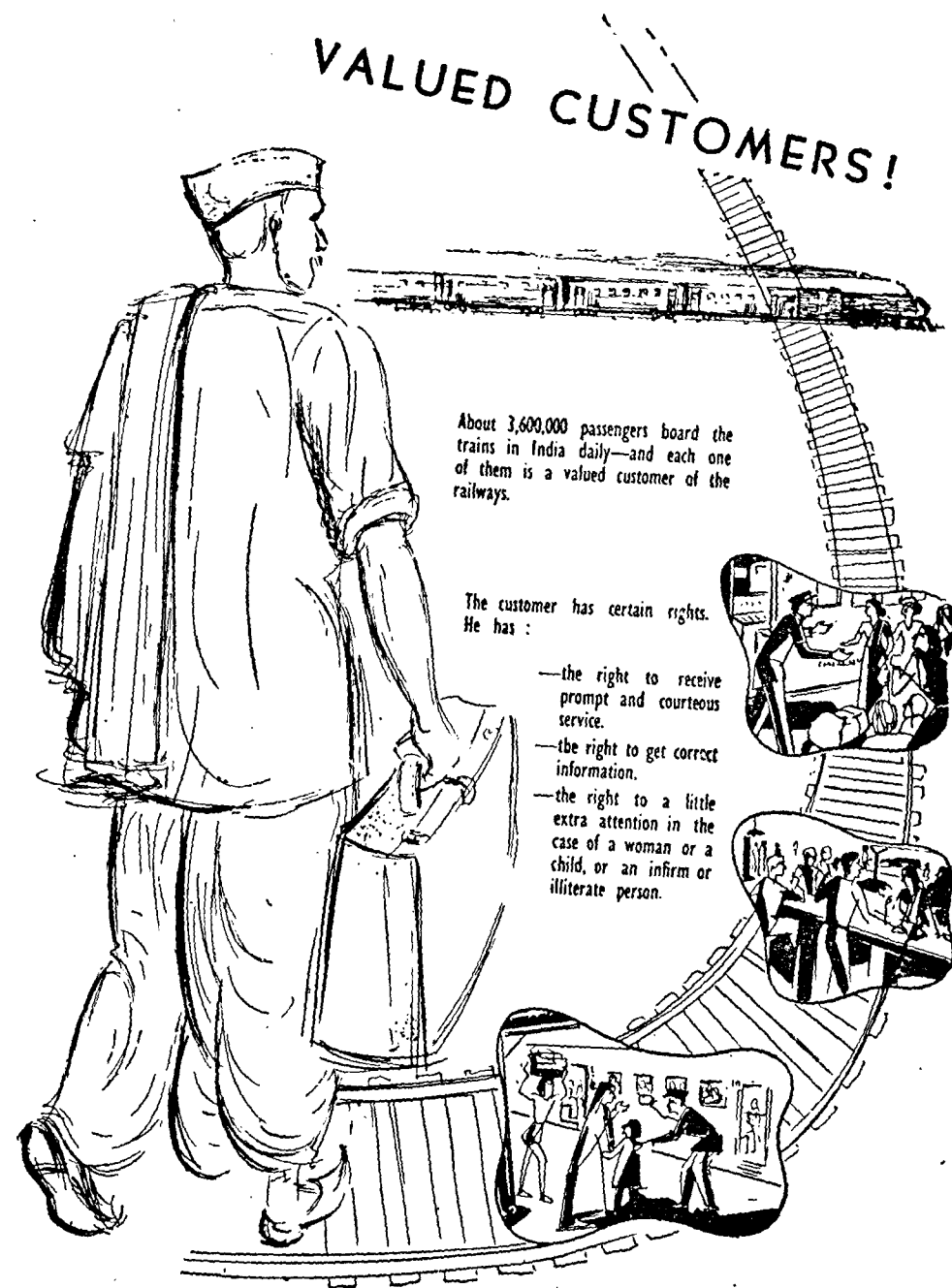
down the factors that separate nations and brings them closer by mutual understanding and appreciation. Both in peace and war, the St. John Ambulance Brigade extends its service to all.

The St. John Ambulance Brigade has a role to play in the Indian Railways as elsewhere. Conscious of this responsibility, it is functioning actively on other Railways and it has now started functioning over the

Southern Railway also. The enrolment in the Brigade of the Railway District is purely voluntary and open to Railway servants qualified in First Aid and imbibed with the spirit of service. The service of the Brigade will be utilised during railway accidents, major fairs and festivals and important national celebrations.

May the Brigade on the Southern Railway grow day by day!





AMERICAN WOMAN'S CLUB

American Women Offer Colourful Fashion Parade in Madras

The American Woman's Club in Madras presented a spectacular fashion parade of women's dresses tailored from Indian handloom fabrics on Saturday night, October 12, at the Vijaya Gardens, Kodambakkam, a suburb of Madras.

Acting Governor of Madras, Mr. P. V. Rajamannar, inaugurating the fashion parade, described it as pleasant and purposeful. He said it served the two-fold purpose of helping an excellent



WOMEN'S PAGE



educational institution with the proceeds of the show and promoting the market for handloom textiles in the United States.

"We are going to be deeply indebted not only to the American nation but to the American women in particular," Mr. Rajamannar said.

The Chief Minister of Madras, Mr. K. Kamaraj; Mr. C. Subramaniam, Finance Minister; Mr. S. A. Manickavelu, Revenue Minister; Mrs. Lourdhammal Simon, Local Administration Minister; the Mayor of Madras, Mr. K. N. Srinivasan and the American



Kumari Padmini

Consul-General in Madras, Mr. Thomas W. Simon, were present on the occasion.

Believed to be the first of its kind ever to be held in the city, the fashion parade drew nearly 2,000 citizens, including many leading business and professional men and women.

Twenty-five American and Indian models displayed about 75 dazzling gowns made out of the famous Madras Handkerchief and Lungi cloth and silks of Kanchipuram, Mysore, and Benares in attractive shades. These included cocktail dress, sun dress and day-time ensemble of sheath dress and

coat. Other elegant Western costumes designed from Indian sarees, retaining their broad end-borders, were displayed.

A model of a straight wrap theatre coat in raw silk with a gold-laced 'upper cloth' used as a scarf was of especial interest to the audience. (The 'upper cloth' is part of men's wear in South India.)

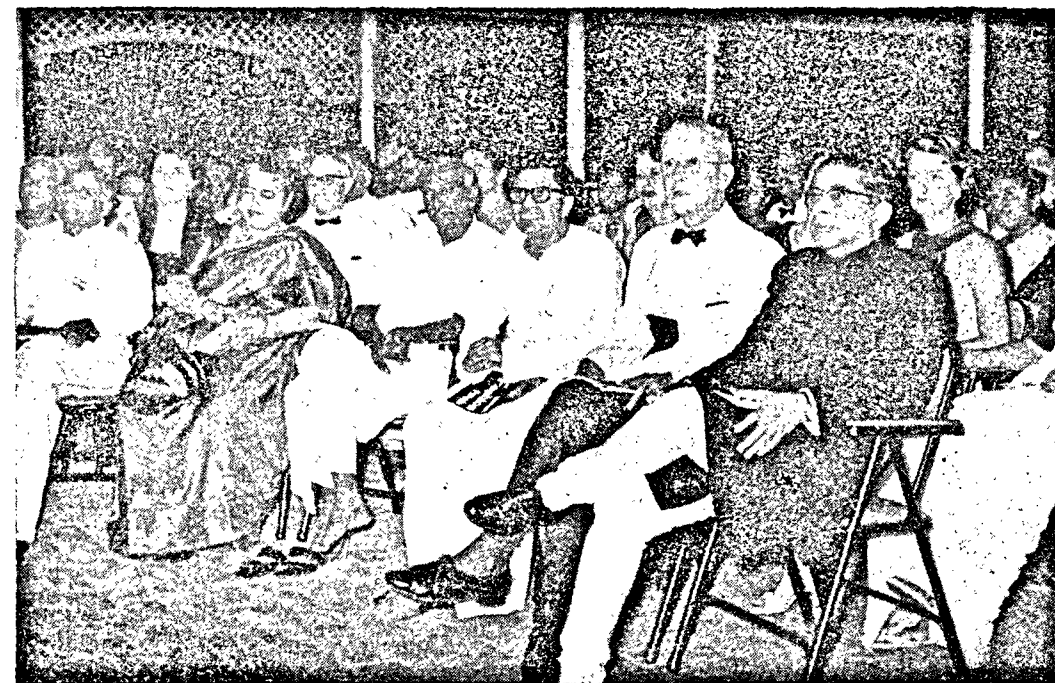
Conducted in a spacious movie studio ground, the parade was followed by dinner and ballroom dancing. Noted South Indian film star Padmini gave a dance recital on the occasion.

The proceeds of the night went to the Madras School of Social Work, a non-profit-making institution supported mainly by public contributions.

Mrs. John Wiggin, Chairman of the Handloom Fashion Parade Committee, presented the running commentary

for the entire show. Mrs. Claude B. Cross, Chairman of the American Woman's Club, welcomed the guests.

Mrs. Mary Clubwallah Jadhav, Honorary Secretary of the Madras School of Social Work, proposed a vote of thanks.



A view of the audience present on the occasion. Seated on the first row are (from left to right) Mr. K. N. Sreenivasan (Mayor), Mrs. Clubwallah Jadhav (Sheriff), Mr. K. Kamaraja Nadar (Chief Minister), Mr. C. Subramaniam (Finance Minister), Dr. Thomas W. Simon (American Consul-General) and Mr. P. V. Rajamannar (Acting Governor)

The silent sentinel

Far removed from habitation,
a railwayman keeps his watch at
a lonely wayside crossing.

Trains pass and re-pass, road-riders
cross and re-cross the railway lines.

The man in his "gumti" must be alert and
active. He cannot afford to be absent
for a single hour or a single minute,
for negligence or oversight on his part
may mean disaster—and death.

And Malaria is one of the enemies
to be constantly guarded against. It is
one of the major causes of absenteeism.
Regular administration of 'Paludrine'
prevents Malaria, keeps workmen at
their jobs and reduces absenteeism.

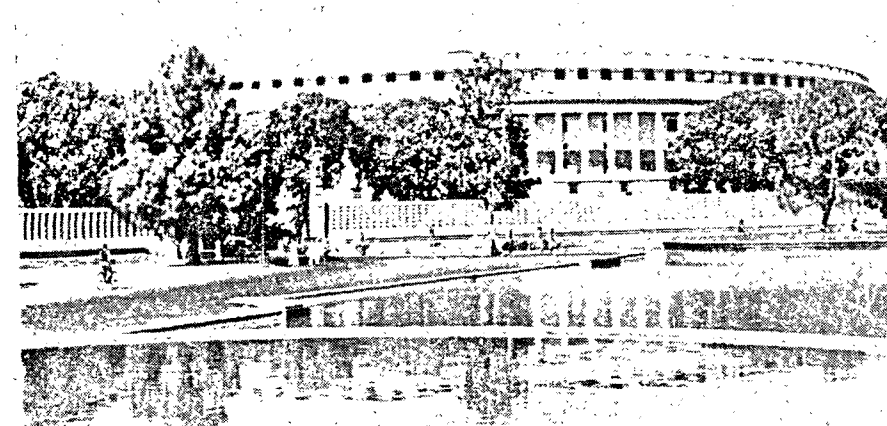
'PALUDRINE'
PREVENTS
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ICI 718



Parliament House

A VISIT TO DELHI

V. DILLI BABOO

A PART from its political importance
as the Capital of the Republic
of India, New Delhi, attracts many a
visitor to its tombs and monuments
which depict the past history and
culture.

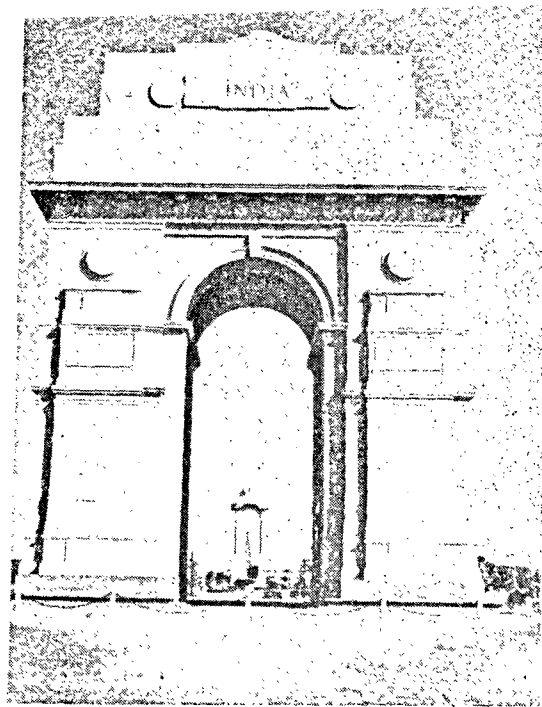
New Delhi, born in 1917, was
planned by Sir Edward Lutyens and
Sir Herbert Baker. It is one of the
most well-planned cities of the world,
with broad tree-lined avenues, spacious
parks and symmetrical traffic rounds.
The East and West, North and South
are blended together here, in architec-
ture, dress and language.

The Red Fort, one of the main
tourist attractions in Delhi, with its

marble pavilions and exquisite inlaid
work indicates the splendour and
wealth of the Great Moghuls. The
beauty of the Pearl Mosque and the
graceful lines of the ramparts of the
Fort have bewitched many visitors.

Opposite the Red Fort across the
green lawns lies the Jumma Masjid.
It is built of red sandstone and white
marble. Its three striped, bulbous
domes and two tall and slender mina-
rets are the distinct symbols of the
Moghal architecture. It is the biggest
in the World.

Just beyond this Masjid is the
Chandni Chowk, an important shopping
centre in Delhi. This bazaar stretches



India Gate

over more than a mile, and was said to be the main thoroughfare in the days of Shahjahan and the later Moghal emperors.

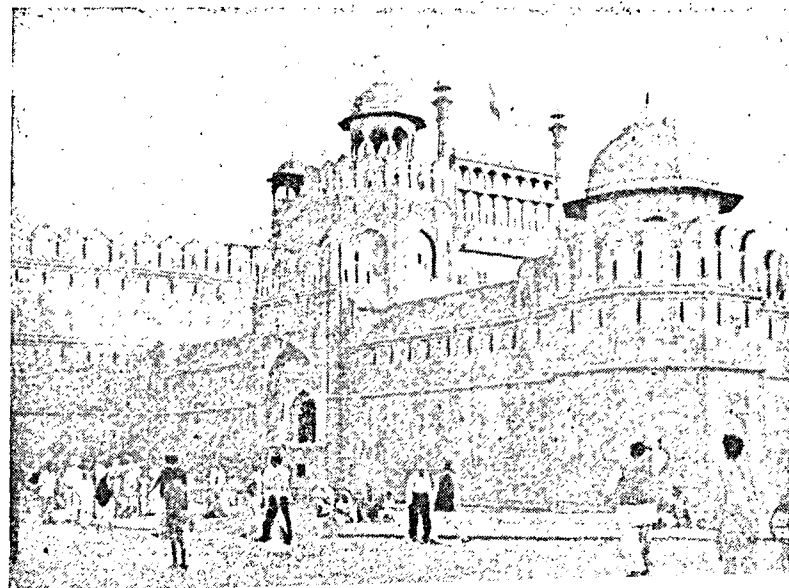
No visitor fails to pay homage to the memory of a man of God, Mahatmaji,

at Rajkot on the placid Jamuna, where his remains were cremated on January 31, 1948. A garden has been laid out around the Samadhi and special prayers are held here on the evening of every Friday, the day on which he died.

At a little distance from Connaught Place on the Parliament Street stands the Jantar Mantar, the old observatory, built by Maharaj Jaisingh II of Jaipur. It is an object of perennial interest and curiosity to the visitors. End of this road leads a visitor to Parliament House. This House consists of the two Houses of Parliament, Lok Sabha and Rajya Sabha and the Supreme Court. This building is adorned with an open colonnade running the entire length of the circumference.

The Secretariat buildings and Rastrapathi Bhavan are situated close the Parliament House. The Secretariat buildings consist of two blocks, North and South blocks and they have about 1,000 rooms and 8 miles of corridors. Rastrapathi Bhavan, the official residence of the President of India, is situated on an estate of

Red Fort



330 acres of land and has 340 rooms. In some of these rooms, it houses the National Museum. A beautiful garden has been laid out behind the building in typical Moghal style, the lawns of which looks like a green carpet. The public are allowed to see this garden sometime during the year.

Facing the Rastrapathi Bhavan on the other end of the Kingsway Road stands a war memorial arch, more popularly known as India Gate, which was erected in honour of the Indian soldiers who died in World War I and in the operations on the then North-West Frontier. This arch is 120 ft. high and built on the model of Menin Gate at Ypress, Belgium. The area from India Gate with vast lawns stretching out like green carpets on either side upto Secretariat buildings has assumed quite an importance as an evening resort, with fountains colour lit, and boating in the lake enhances its importance. On a Sunday afternoon it wears a festive look.

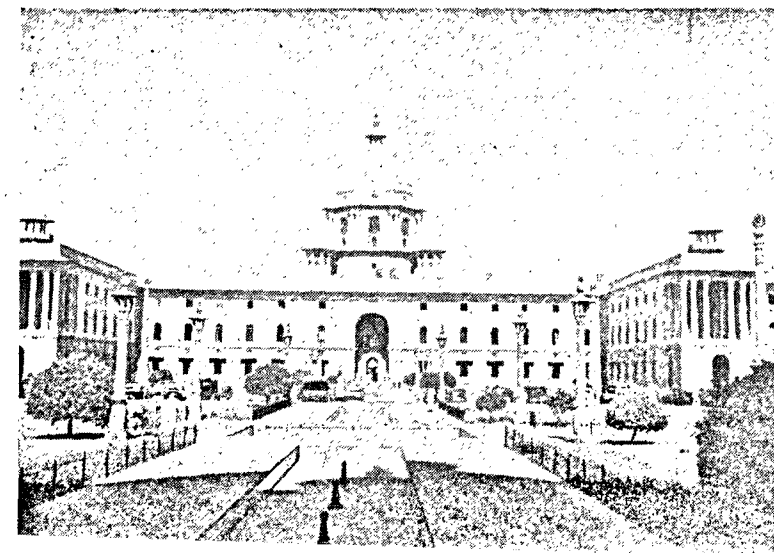
From here, a visitor has to wind his way to Sri Lakshminarayan Temple (known as Birla Temple), where one



Lakshminarayan Temple Garden and Fountains

can learn about Hindu religion from the writings painted on the walls. Fountains with water spouting out from the mouth of the holi serpents and such other models add also to its charm.

North Block of Secretariat Buildings



SOUTHERN RAILWAY

TENDER NOTICE

Tenders are invited for the purchase of Engine Ashes and Cinders, exclusive of half inch size and over, on the Olavakkot Division, accumulating during the Twelve Months from 1st January 1958 to 31st December 1958.

2. Tender forms with conditions of contract, etc., can be had on payment of Rs. 3 (Rupees THREE only) per set (not refundable under any circumstances) from the Divisional Superintendent's Office (Mechanical Branch), Olavakkot. Money Orders for Tender forms will not be received after 10th December 1957. The Tender forms can be had from the Office up to 12th December 1957 on payment of cash.

3. A Deposit of Rs. 1,000 (Rupees One Thousand only) towards Earnest Money for each section should be paid before 12th December 1957.

4. The last date of receipt of sealed tenders is 14th December 1957.

5. For further particulars, please apply to the Divisional Superintendent (Mechanical Branch), Southern Railway, Olavakkot.

DIVISIONAL
SUPERINTENDENT.

SOUTHERN RAILWAY

TENDER NOTICE

Sealed tenders in the prescribed form obtainable from the Divisional Superintendent (Works), Southern Railway, Hubli, will be received upto 16-00 hours on 20-11-1957 for the following work :

NAME OF WORK	Approximate cost	Earnest money	Cost of Tender form
	Rs.	Rs.	Rs.
Koregaon — Construction of a new station building at ..	70,000	2,100	10

Last date of issue of tender forms--15-00 hours on 15-11-1957. Last date of receipt of earnest money by the Divisional Pay Master, Southern Railway, Hubli—15-00 hours on 18-11-1957.

Qutb Minar, situated in Mahruli Village at a distance of about 15 to 17 miles from Delhi fascinates many a visitor. It is built in the eleventh century and is perhaps the highest stone minaret in the world, its height being 238 feet. It consists of 5 stories separated by projected balconies, where the visitors have a breath-taking halt. It has 379 steps. From its tower, a visitor can have a bird's eye-view of Delhi and its surroundings. The holy carvings on the walls enrich its beauty. And besides the Minar, the Iron Pillar, forged as early as 4th century A.D., still unrusting and uncorroding, spotlights the Indian culture.

Besides these, there are many a monument, important buildings and other places of sight-seeing like Broadcasting House, Purana Quila, Humayun's Tomb, Isa Khan's Tomb, Nizamuddin Aulia, Lodi Tombs, Safdarjang, Hauz Khas, Tughlakabad.

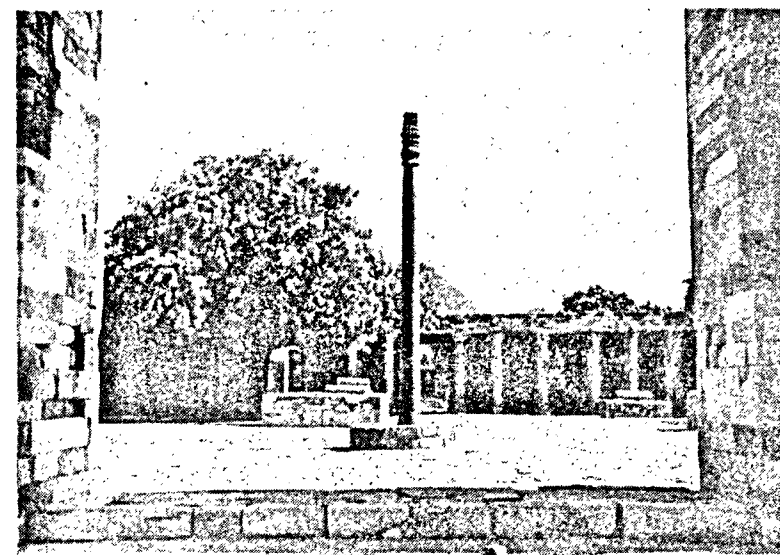
The Ministry of Railways, for the convenience of passengers, have introduced on important main routes fully air-conditioned vestibuled trains, known as De Luxe Express, which are

faster than the Mail and Express trains. Visitors may avail of the comforts of this train when they plan a visit to Delhi to see its glory in all its splendour.



Qutb Minar

Iron Pillar



SOUTHERN RAILWAY

TENDER NOTICE.

The Divisional Superintendent, Southern Railway, Madras Division, Madras-13, invites Separate Sealed Lumpsum Cum Percentage Schedule Tenders for item 1 and Percentage Schedule Tenders for items 2 to 4 below to reach him not later than 16-00 hours on 29th November 1957 :—

Serial No.	NAME OF WORK	Total approximate value of the contract	Earnest money to be paid
		Rs.	Rs.
1	PERAMBUR—Construction of (double storeyed) 48 Units—Type I Staff Quarters for essential Class IV Staff who have not been provided with Quarters ..	74,500	2,200
2	TAMBARAM—Proposed extension to Car Shed and widening of Paint Bay	1,11,000	3,300
3	RAYAPURAM—Provision of extra accommodation to Goods Shed	58,600	1,800
4	RAYAPURAM—Proposed extension to Railway Printing Press—Construction of a new Forms Depot ..	63,100	1,900

- Last date for sale of Tender forms 15-00 hours on 25th November 1957.
- Cost of Tender form each Rs. 10
- Last date for receipt of earnest money by Divisional Cashier, Rayapuram, Madras-13 12-00 hours on 26th November 1957.
- Other particulars can be had at the office of the Divisional Superintendent, Works Branch, Southern Railway, Rayapuram, Madras-13.



“ ADVENTURE OF THE SHOESHINE BOY ”

BENI earned his living polishing and cleaning other people's shoes. With his boot-box, containing all the tools of his trade, the polish tins, black, brown, dark tan, cream, liquid whitener, and with several brushes and polishing cloth, he would be at his post a little after seven o'clock each morning, and working hard till almost nine every night.

Occasionally, he would take time off for a cup of hot tea in the winter, or a glass of iced sherbet in the summer, with some solid food to keep him going, until he got home at night.

Along with other shoeshine boys, Beni had set up his polishing stand outside a large and fashionable hotel in the city. This hotel was also on the street with large shops, and from early morning till quite late at night, streams of people of all nationalities would pass up and down.

Beni had not always been a shoeshine boy. He was the only child of his father, who earned a good wage as a skilled mechanic in a factory, and his mother took care of both in their little home. While his father was alive Beni would attend school, and was a smart and clever student. But one sad day, Beni returned home to find his father dead. He had been killed in a factory accident.

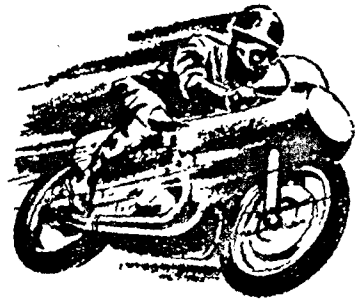
Beni's father had some money saved, and with this his mother had set up a small stall, selling matches, cigarettes, biris, betel and so on. At the time his father had died Beni was ten years old, and with the earnings from her little stall his mother had managed to keep him in school until he was about twelve. Keeping the stall was hard work for his mother, as she would have to get up early in the morning, cook the meals, then go to her stall for the whole day and by the time she got home at night, it was about midnight. So with all this strain, the mother got very sick.

Beni managed to keep the stall going for his mother until she recovered and was strong enough to mind the stall again. But her illness had left her very weak and she realised that she just could not carry on like this. So Beni left school and started his own little shoeshine business to earn some extra money.

But Beni soon realised his mother could not carry on with the stall as she kept getting sick every little while. A time came when she had to sell off the stall and stay at home and both mother and son had to live on the earnings of the shoeshine business.

Time passed, and although Beni's mother got well again, she soon knew that it would not be for long, unless she could get some expensive injections

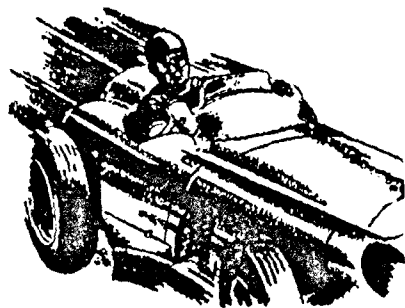
CHOICE OF THE CHAMPIONS



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G-12

SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S/236/I/GB5/58/PER/2.

Sealed Tenders are invited for the supply of 4,175 gallons oil linseed boiled to Specification No. IS 77/1950 which will be received by Controller of Stores, Southern Railway, Ayanavaram P.O., Madras-23, before 3 p.m. on 27-11-1957 and will be opened by him at 3 p.m. on 28-11-1957.

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 by 3 p.m. on 26-11-1957.

Tender forms will not be issued after 3 p.m. on 22-11-1957.

P. N. TALATI,
Controller of Stores.

November 1957

CHILDREN'S CORNER

109

which the doctor had said she must have.

Every morning Beni went out with his shoeshine box with a sad heart. He knew he must somehow earn more money to buy those injections otherwise his mother would get worse and worse until she died. But how could he do this, with little or no education.

But wait. He remembered that not long ago he had met another boy about his own age, sitting on a doorstep, happily playing a melody on a bamboo flute. He had sat near this boy and was charmed with the music. When the boy paused, he looked at Beni, smiled and then asked his name and what he did for a living. Beni told him. The other boy spat in disgust, and then said that no one would ever catch him cleaning another man's shoes. Then Beni saw an amazing thing. Almost opposite them was a large cigarette stall, with bright mercury tube lights ablaze. A well-dressed man came up to the stall and bought a tin of expensive cigarettes. While he was opening the tin, he noticed the boy sneak up from behind to the well-dressed man, and bump into him. The well-dressed man then moved on.

The boy then returned to his seat on the doorstep, took out his flute and again played a merry tune. He stopped, then got up and told Beni to follow him round the corner. Here he pulled out a wallet and told Beni that he had got it from the well-dressed man's pocket while he was opening his tin of cigarettes. Inside the wallet were five ten rupee notes and some smaller notes.

As Beni shined shoes the next day and for several days after he kept thinking of the other boy who could earn big money by just picking a pocket. He knew this was stealing, but what did it matter, when you could earn enough to buy medicine to save a mother's life. Perhaps, he could try this way too.

Beni now made friends with the pickpocket boy, whose name was Raghu. Soon Beni and Raghu would get together and roam the streets at night, and so Beni learned the trade and skill of picking a pocket. But so far he had never picked one himself, but just watched how his friend Raghu would do it.

But the days were passing and Beni's mother was getting weaker, and his heart was aching that he could not get money for those injections. So one day, Beni did not take out his boot-box, but went to his hotel stand empty-handed. Here, he waited his chance for some prosperous looking person. A few hours later, when there were crowds of people walking past the front of the hotel, Beni saw a well-dressed foreigner walk out of the hotel towards the street. Beni ran after him, called a passing taxi, and when it drew up, he opened the door for the foreigner.

As the man bent to enter the taxi, Beni swiftly picked out something from the man's hip pocket. The taxi drove off and Beni slipped the wallet inside his shirt, returning to sit amongst the other shoeshine boys. After a while, he strolled off towards the open maidan. Finding a deserted spot, he sat down to examine his loot.

He gasped in surprise. There were twelve one hundred rupee notes, some ten rupee and five rupee notes, and visiting cards, etc. When Beni counted all the money he found the wallet contained nearly 1,500 rupees. But this was an enormous sum of money, and suddenly he was afraid. He could not possibly use any of this money to buy his mother's injections, as stolen money would never be lucky. He knew now that he had done wrong by stealing, but what could he do to get rid of this wallet and money. After a little thought, he realised that there was only one thing to do. He must be honest and return the money to the foreigner. He must be living in this hotel and he would wait all day until he returned.

As each car or taxi drew up Beni kept watch for the foreigner. After several hours and when it was dark, he saw the man get out of a car. He ran up to him and said, "Sir, here's your wallet." The foreigner told Beni to follow him into the hotel.

Inside the gentleman's room, Beni told him the whole story and why he had stolen the wallet, but he could not use stolen money to help his mother

get well again. The big foreigner smiled. "How much money do you need, sonny, for your mother's medicine?" Beni told him about forty rupees altogether. The big man opened his wallet, counted out some money and then put two folded notes in Beni's hand. When Beni opened the notes, he cried out "two hundred rupees!" "Yes," replied the big man, "one hundred for your honesty, and another one hundred for your courage. Use the money, son, and I hope your mother will be well soon."

Beni rushed home with the money to his ailing mother and there told her the whole story. Mother and son hugged each other with joy, and soon with the help of this money Beni's mother was cured, and Beni was back at his shoeshining job.

It was his honesty and courage that had earned him the money. If he had kept the wallet and money, like the other pickpocket boy would have done, Beni knew that some day, he would be a hardened criminal and perhaps spend most of his life in prison.

UNCLE TELLATALE.



BETTER PROSPECTS FOR 170,000 RAILWAYMEN

Published by the Railway Board

The Railway Minister, Sri Jagjivan Ram, announced on February 19, 1957, the details of a scheme of large-scale re-distribution of posts in 16 Major categories of the non-gazetted cadres on the Indian Railways benefiting 170,000 employees, either in the shape of an immediate increase in emoluments or of substantially improved changes of advancement through promotion. This was the fruition of a promise made a year earlier by the former Railway Minister, Sri Lal Bahadur Shastri, who had said that steps would be taken to recognise that the responsibilities and the work-load of certain categories of workers had substantially increased with the growing complexity of the problems facing the Indian Railways. It was Sri Lal Bahadurji's intention to take concrete steps as early as possible to implement his proposal in consultation with organized labour. Government have given very detailed consideration to the whole question and have arrived at certain conclusions. In order to illustrate the benefits that will accrue to the employees, the booklet under review has been brought out in commemoration of the present Railway Minister's talks with the representatives of the various Railway Unions including the Southern Railway Employees' Union.

According to the booklet the scheme represents a 'new deal' from Government to about 170,000 railway workers in non-gazetted cadres, and amounts to a recognition of the heavier responsibilities and larger work-load which they are now carrying, and the still greater responsibilities they will be asked to carry in the coming years. Among the 16 categories of employees who will benefit under the scheme are some 23,000 Station Masters and Assistant Station Masters. Others who will benefit from the scheme include 48,000 office clerks, 15,000 accounts clerks, 24,000 commercial clerks, 5,000 train clerks, 3,000 train examiners and 12,000 ticket collectors and travelling ticket examiners, 3,000 signallers and 40,000 drivers, firemen and guards.

The following is the complete list of 16 categories benefiting under the scheme: (1) Station Masters, (2) Assistant Station Masters, (3) Office Clerks of departments other than Accounts, (4) Clerical staff in the Accounts Department, (5) Sub-heads of the Accounts Department, (6) Stock Verifiers of the Accounts Department, (7) Train Clerks, (8) Commercial Clerks, (9) Train Examiners, (10) Travelling Ticket Examiners, (11) Signallers, (12) Pay Clerks, (13) Telephone Operators, (14) Firemen, (15) Drivers and (16) Guards.

Station Masters and Assistant Station Masters.—At present out of about

23,000 Station Masters and Assistant Station Masters in the country, only some 3,000 draw basic salaries in grades ranging from Rs. 100 to 500. The number of posts in this higher pay range will now be trebled to 9,000. The number of posts in the grade Rs. 100—185 which will now be the basic grade for S.Ms. of even small stations will increase from 2,000 to nearly 7,000.

Out of every 100 S.Ms. in the country there are at present only 14 drawing basic salaries of Rs. 100 and over. Under the new scheme, there will be 40 out of every 100.

At present, all A.S.Ms. start on a basic pay of Rs. 64 in the grade of Rs. 64—170. By the grant of a higher start this will now uniformly be raised to Rs. 80—170. In other words no A.S.M. will in future start on less than Rs. 80 basic; there will be 13,500 posts in the Rs. 80—170 grade. The present incumbents now drawing between Rs. 64 and Rs. 80 will be brought on to the new scale.

Clerical Staff.—In the case of clerical staff in departments other than Accounts, there has been a long-standing objection to the splitting up of the grade of Rs. 80—220 into Rs. 80—160 and Rs. 160—220. The present scheme provides for the introduction of a combined scale of Rs. 80—220 as in the Accounts Department and in the other departments of the Central Government to which 29,000 clerks in the Rs. 60—130 grade can in future seek promotion. Again, some 8,000 posts in the present Rs. 80—160 grade there will be just over 14,000 posts in the new combined Rs. 80—220 grade.

Train Examiners.—The category of Train Examiners will benefit consi-

derably by the present proposals, which provide for their starting pay being increased from Rs. 80 to Rs. 100. Their prospects of promotion will be trebled, resulting in 40 per cent of the posts being in the higher grades as against only 15 per cent at present.

Commercial Clerks.—The higher responsibility attaching to Commercial Clerks at stations with traffic now greatly increased, is also being recognised by the number of posts in the higher grades is raised from just over 3,000 to almost 7,000. Here again, the percentage of posts in the higher grades is raised from 13 per cent to 30 per cent of the total cadre.

Running Staff.—In the case of running staff—like drivers, firemen, and guards, the scheme provides for a higher rate of running allowances as an incentive to greater output of work. The increase will range between Rs. 20 for the lower grade employees and Rs. 4 for higher grade employees.

The categories dealt with in the present proposals, which include a slight truncating of the Central Pay Commission scales or fusion of two scales or elimination of an intermediate scale in a few cases, cover some 170,000 staff. In addition to these, orders have already been issued for the upgrading of a large proportion of Assistant Surgeons' posts in Grade II to Grade I, which would benefit nearly 600 Assistant Surgeons. All this, will not mean insignificant gains to railwaymen. These proposals will be implemented retrospectively from April 1, 1956, as promised by Lal Bahadurji and arrears on this account will be paid to all employees covered by these proposals.

While implementing the above benefits to the Railwaymen, the Hon'ble Minister for Railways appeals for the continued assistance of the Railwaymen in the Railway's all-out effort to contribute their mite in implementing the Second Five-Year Plan. While saying so, he is fully conscious of the sense of duty and patriotism of Railwaymen, which has resulted in their giving of their best ungrudgingly in the service of the nation. Only such devoted efforts can make for optimum utilisation of the limited financial and material resources that are available. We have to accept the position that the resources available for the Second Five-Year Plan are strictly limited. We have to work within these resources. We should not forget that the railways are the very life-line of the country.

Any slackness in or stoppage of work on the railways will not only endanger the lives of millions in one part or the other of our country but may jeopardise the very working of the Second Five-Year Plan, on the successful implementation of which depends the prosperity of the coming generations.

WELCOME TO MADRAS

Published by the Burmah Shell

The Publishers are to be congratulated for their successful attempt to include in this small guide all possible material to make the foreign tourist's visit to Madras a happy and instructive one.

Madras can claim to be the first city of South India and is the seat of the Government of Madras State or Tamil Nad (the land of the Tamils). It has a rich heritage of fine arts, sculpture and architecture. Unlike many other Indian cities, it is spacious and well laid out, extending over fifty square miles with a population of a million and a half.

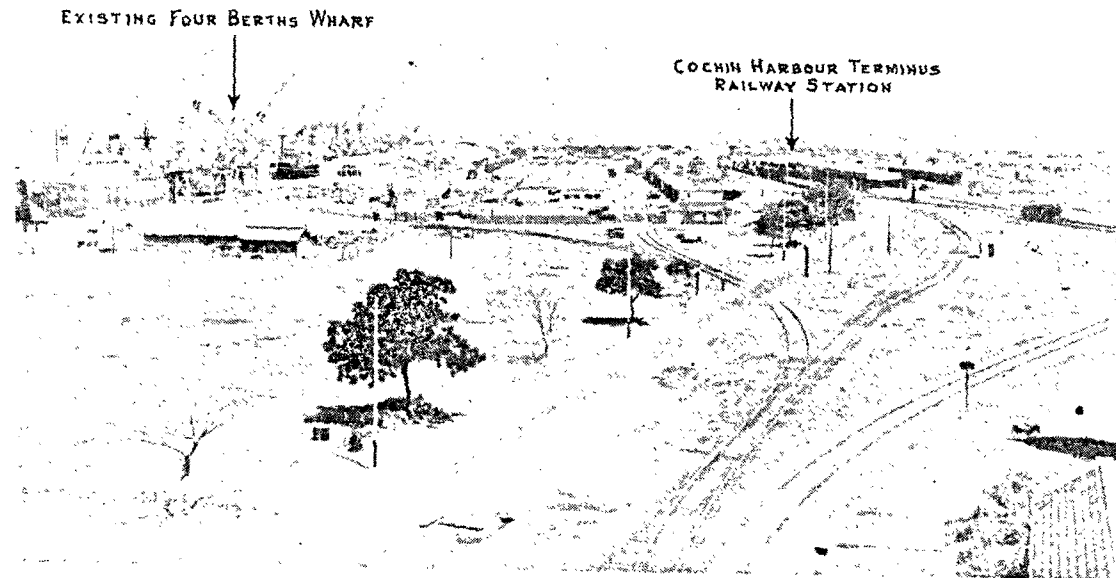
The Guide is very informative and contains the history of Madras. Refreshments and Accommodation, Restaurants, Hair Dressers, Churches, Cinemas, Shopping Centres, Photographers, Newspapers, Swimming Pools, Sea-bathing, Places of interest, Sports, Consuls for Foreign Countries, Postage Rates and Timings, Telegraphic Information including collection rates on foreign telegrams and India's New coins, and such other information.

With a nice cover page in a simple design and humble foreword, by the Branch Manager of the Burmah-Shell, the Guide is very nicely got up in art paper, with attractive multi-colour art-illustrations on both the inside cover pages depicting the Landing and Embarking at Madras Harbour in 1856 A.D. which is specially illuminating.

In short, this sumptuous well got up Guide is indeed a very fine and impressive effort of the Burmah-Shell and sets up a standard of publications of this type.

S. VEDANTAM.





PORT OF COCHIN

NATURAL ADVANTAGES :

The Port of Cochin, one of the two Major Ports on the West Coast of the Indian Union, is a natural harbour lying on the direct route to Australia and the Far East from Europe. In view of its beautiful sceneric background and the lagoons and backwaters surrounding it, Cochin has been acclaimed as the "Venice of the East" and "the Queen of the Arabian Sea".

The Port is accessible for deep water traffic in the worst monsoons and provides a splendid anchorage at all times of the year. The system of

backwaters running parallel with the coast affords cheap transport and excellent waterways connect it with several places of importance in the State of Kerala.

COMMUNICATIONS :

Willingdon Island is now connected to the mainland on the east by a road and rail bridge and by a road bridge to the mainland on the west, which form part of the National Highways. The railway serving the Port has its terminus at Cochin Harbour and is connected to the broad gauge section

of the Southern Railway by a broad gauge line to Shoranur. The construction of a metre gauge railway connecting Cochin with Quilon in the South is nearing completion. Part of the Railway, from Cochin upto Kottayam, has already been opened for traffic. The work in connection with the extension of the metre gauge system to the Cochin Harbour Terminus will be taken up shortly.

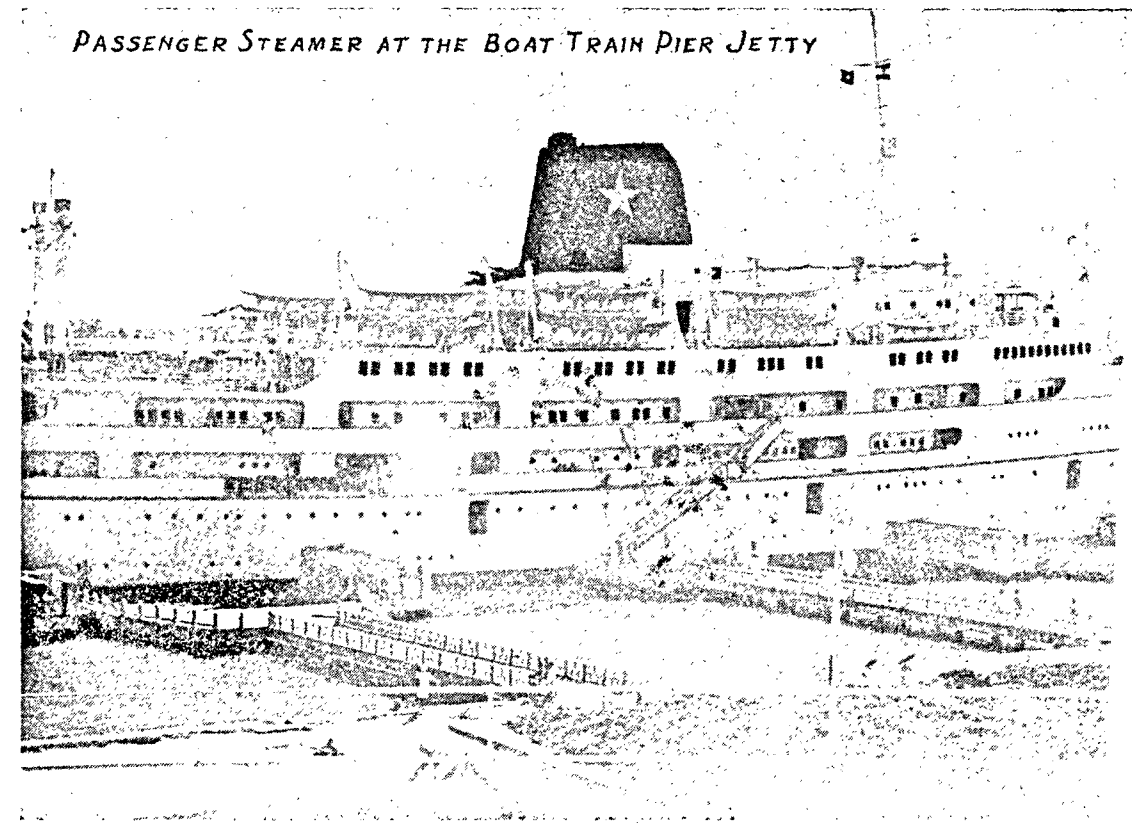
A regular public ferry service connects the neighbouring towns of Mattancherry, Fort Cochin and Ernakulam with the Island.

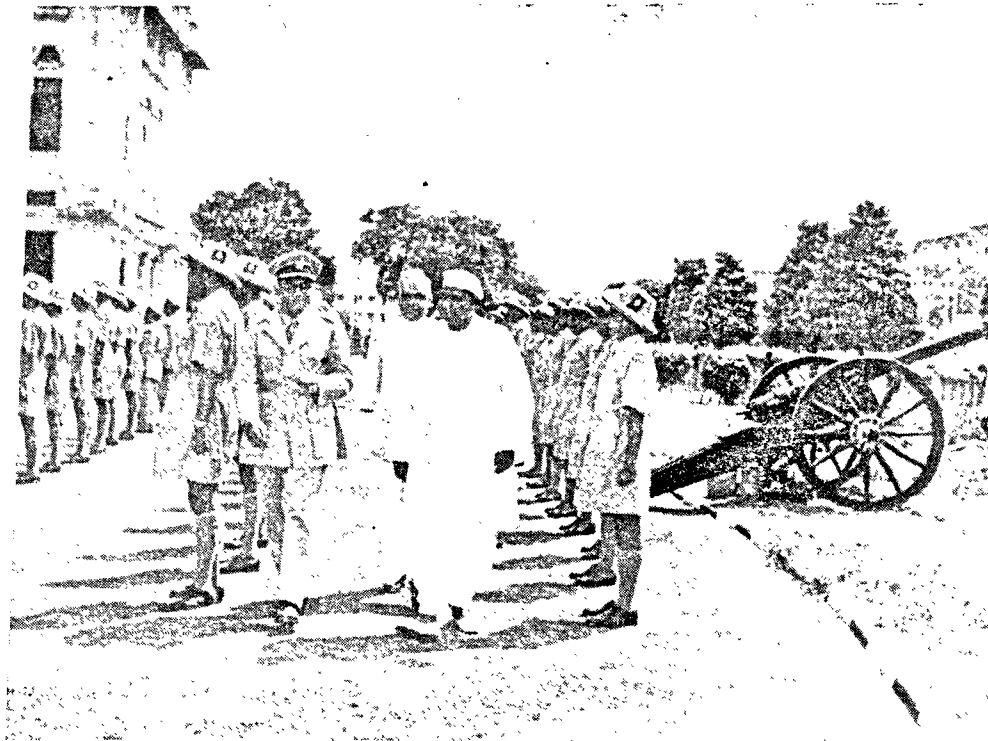
The daily air service between Madras and Trivandrum touches Cochin, the aerodrome being situated on Willingdon Island. An air service from Cochin to Bombay has also been established.

UNIQUENESS OF COCHIN PORT :

Cochin Port is unique in that facilities for all the three main forms of transport—by land, sea and air—exist within a radius of half a mile. No port in India, perhaps few anywhere in the world, have all these facilities in such close proximity.

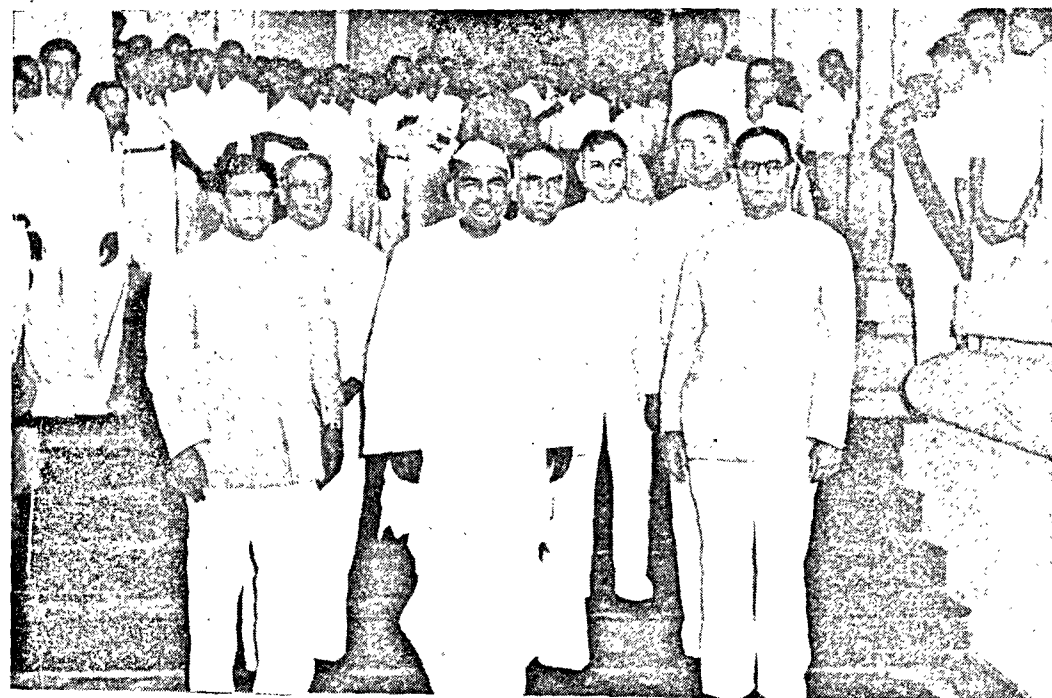
PASSENGER STEAMER AT THE BOAT TRAIN PIER JETTY



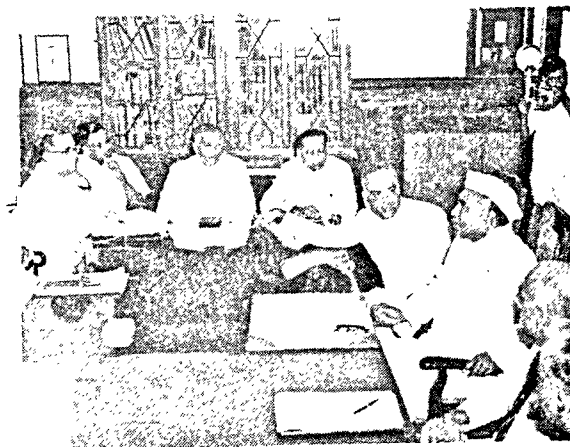
S. R. NEWS**SRI JAGJIVAN RAM, MINISTER FOR RAILWAYS, AT MADRAS**

Sri Jagjivan Ram inspecting a guard of honour by the Madras Division of the St. John Ambulance Brigade in front of our Headquarters Offices

The Minister for Railways with Sri B. Parameswaran, Sri T. A. Joseph, G.M. and some heads of departments

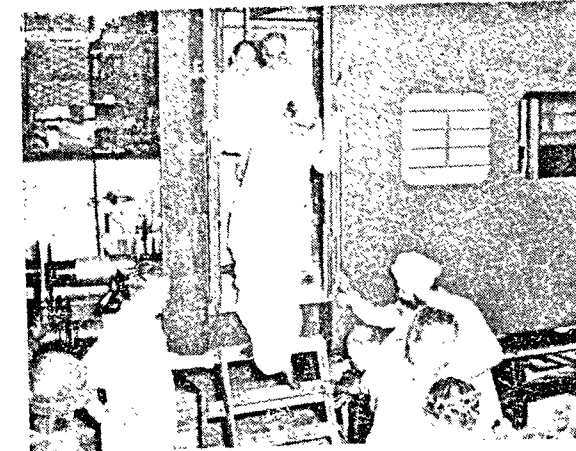
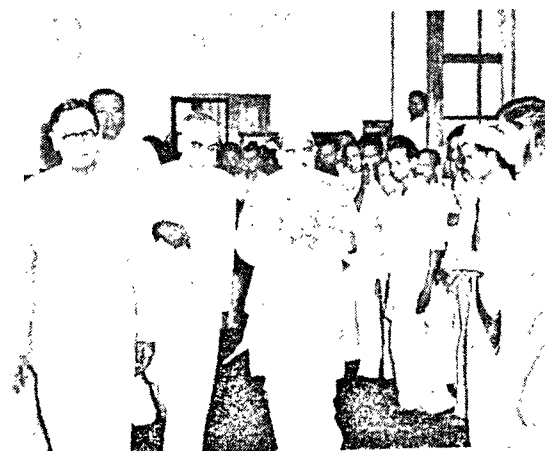


Meeting with Railway employees



Meeting with G.M. and heads of departments

Inspecting the Head Office Buildings

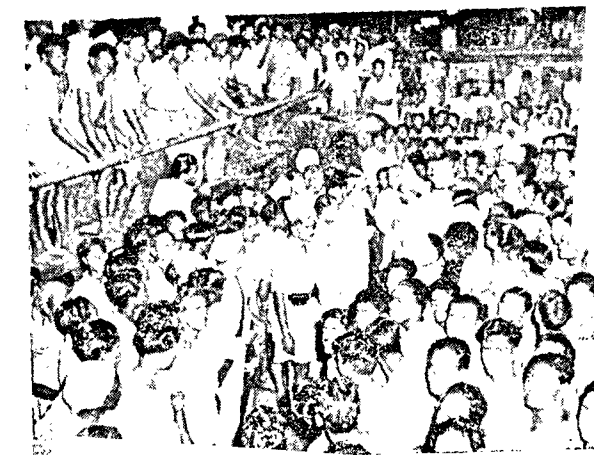


Inspecting a furnished carriage



In earnest conversation with Sri D. R. Kohli, Chief Engineer

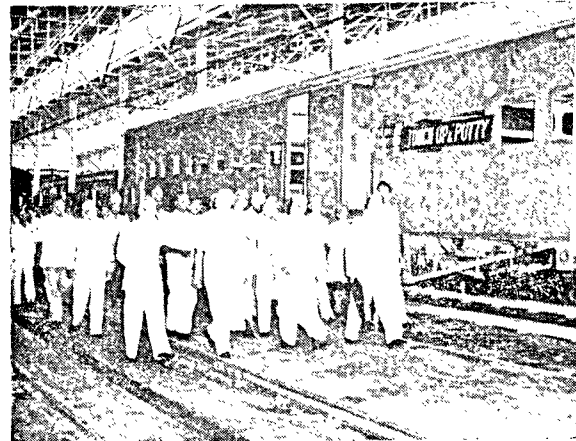
With Workshop Staff





Being garlanded by Sri K. Sadagopan, CAO, Integral Coach Factory

A view of the guests at the buffet dinner held in honour of the Railway Minister



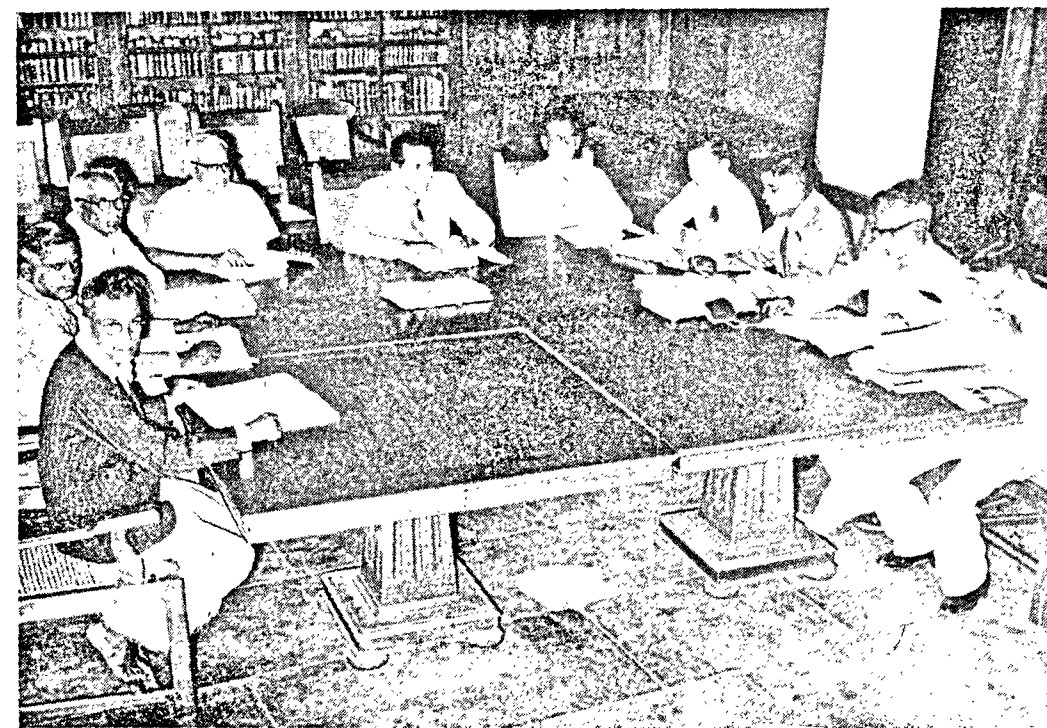
In the Carriage Workshop at Perambur

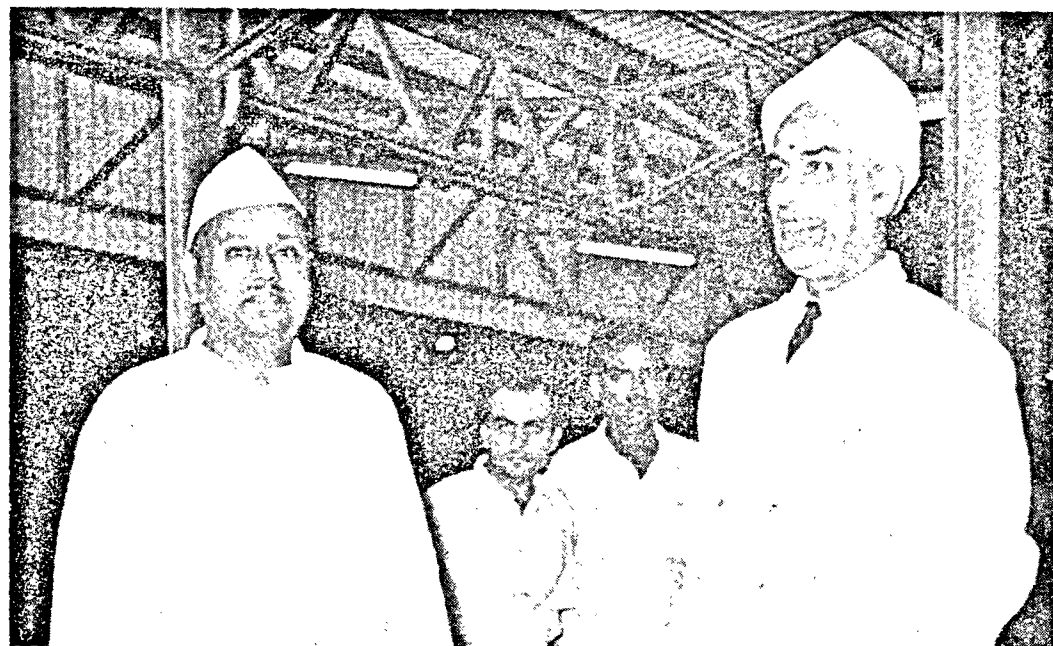
In a serious mood



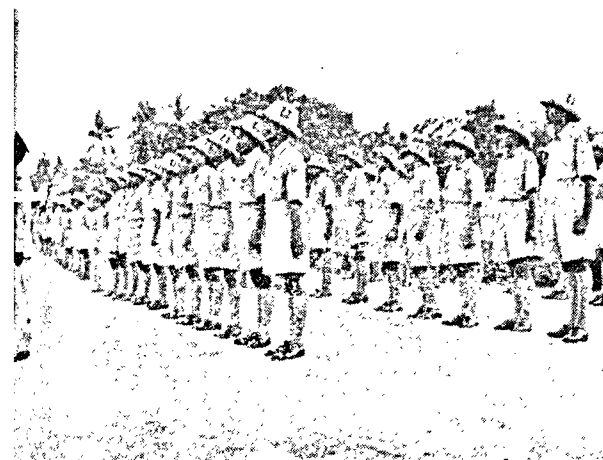
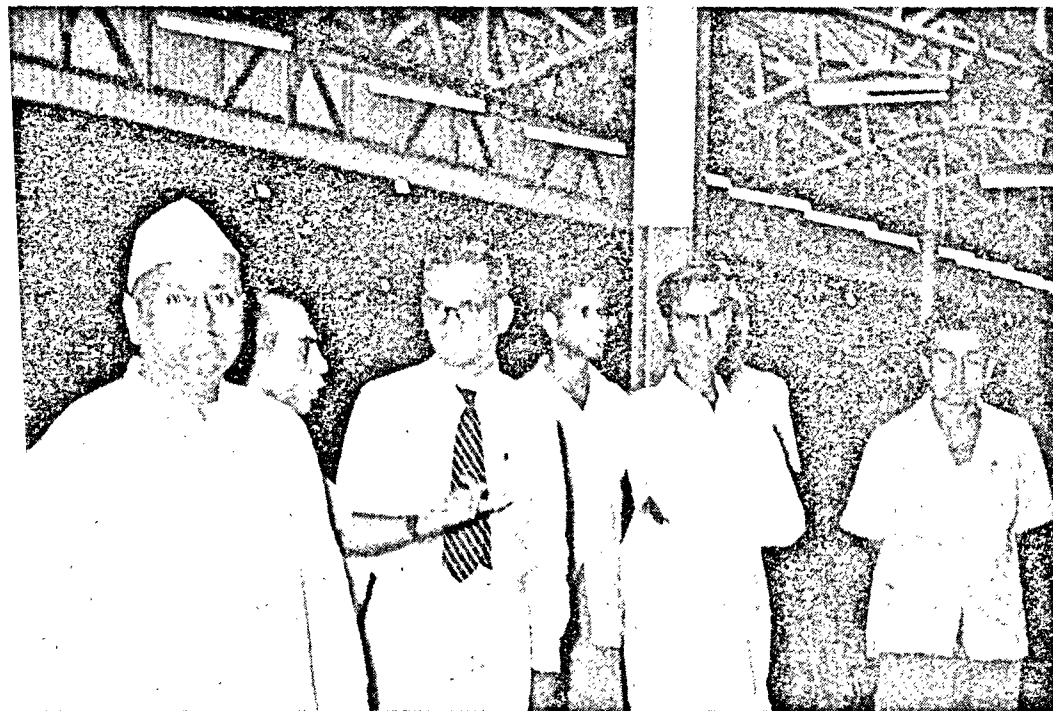
G. M. pointing out the latest developments in the railway workshops to the Minister

Deliberations of the Staff Benefit Fund Committee presided over by Sri Shahul Hamid

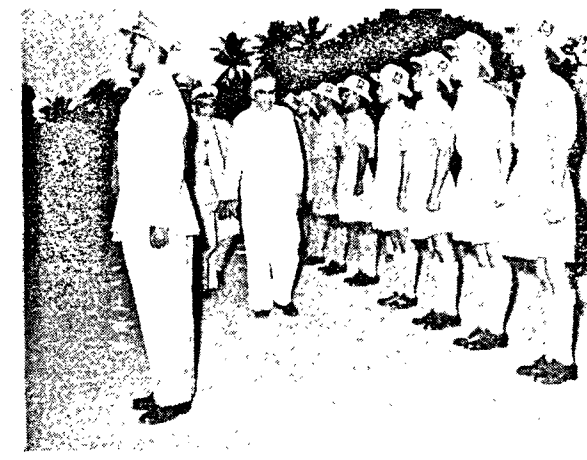




Sri A. P. Sharma, Chairman of the Class IV Staff Committee, photographed on arrival at Central Station



The Madras Corps just before inspection



The Assistant Commissioner, Sri T. A. Joseph inspecting the Madras Division

ST. JOHN AMBULANCE BRIGADE (INDIA)

*No. XX-District, Southern Railway,
Madras*

An inspection parade of the Madras Corps of XX-District St. John Ambulance Brigade (India) was held on Friday the 11th October 1957, at 5-30 P.M. in the Southern Railway Hospital Grounds at Perambur. The 3 Ambulance Divisions of the Corps—Madras, Royapuram and Perambur—consisting of about 90 ranks and 16 officers participated.

Southern Railway forms the XXth District of the St. John Ambulance

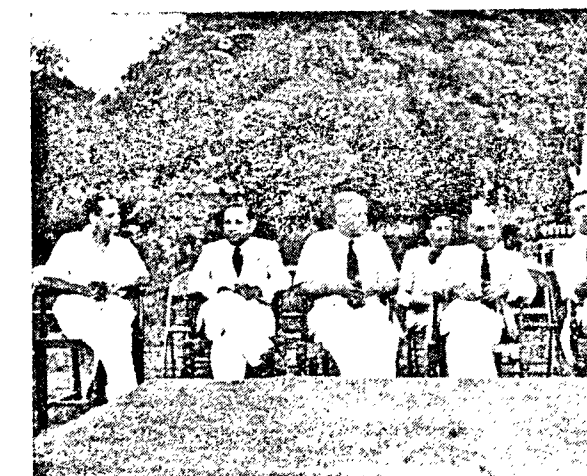
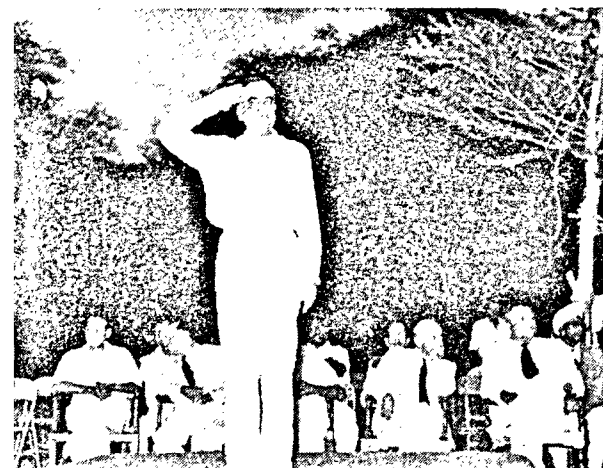
Brigade (India) and Madras Corps, and is one of the integral units of this District.

The Assistant Commissioner of the District and General Manager of Southern Railway, Sri T. A. Joseph, on arrival was received by the District Surgeon and Chief Medical Officer of the Railway, Dr. V. T. Naidu, and the Corps Superintendent, Sri A. K. Rao. The parade under the command of Sri Masilamani presented the general salute and the Ambulance Flag was then hoisted by the Assistant Commissioner.

The Assistant Commissioner inspected the units and took the salute at the

Sri T. A. Joseph, Assistant Commissioner, taking the salute

Important visitors on the occasion

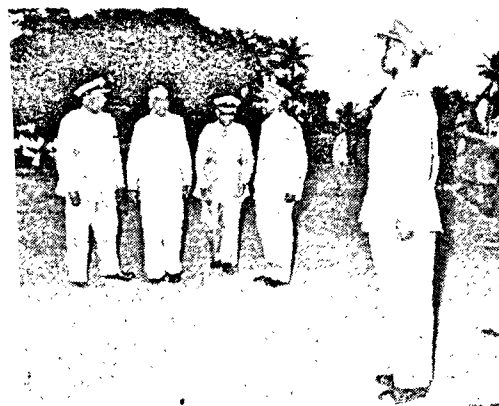




Dr. V. T. Naidu, District Surgeon

march past of the units. The units then gave a demonstration of first-aid activities bringing out the manner of giving first-aid for typical cases such as drowning, head injury, and thigh fracture. The Assistant Commissioner went round these demonstrations

Assistant Commissioner is being taken for inspection by the District Surgeon and Corps Superintendent



Asst. Commissioner addressing the members of the Corps

enquiring into the techniques adopted. The parade and demonstrations were witnessed by a large gathering, which, among others, included Sri D. B. Patel, Senior Dy. General Manager, Sri S. Chakravarthi, Chief Mechanical Engineer, Sri S. K. Mukherji, Chief Commercial Superintendent and Sri R. Gopalakrishnan, Deputy General Manager (Personnel).

Welcoming the Asst. Commissioner and other Guests present, the Dist.

District Surgeon reading the report



Surgeon, Dr. V. T. Naidu, reviewed the growth of St. John Brigade on the Southern Railway and hoped that with the encouragement now being given, the organisation would be strengthened and that its field of activities would be widened.

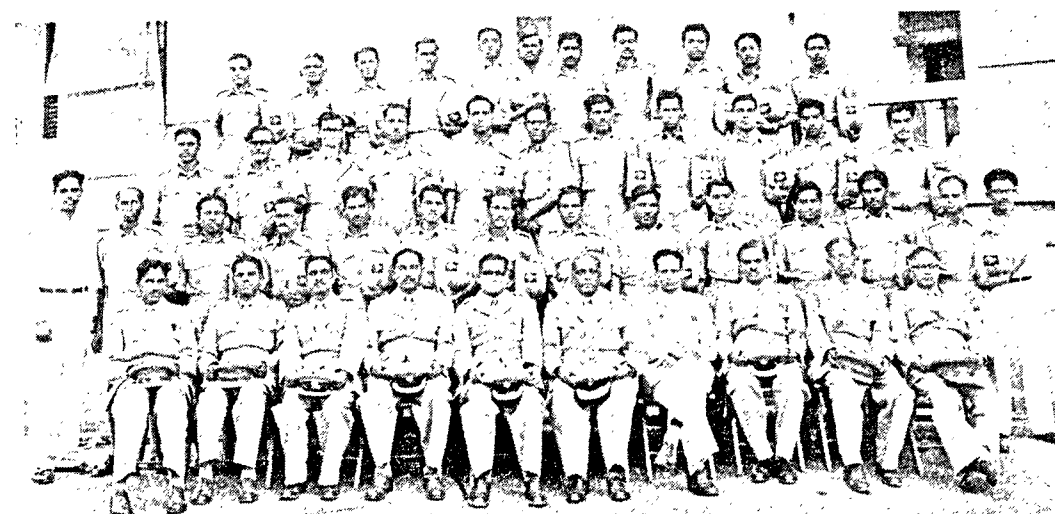
The Asst. Commissioner in his reply to the address referred to his past association with the Brigade and stressed that there was a very good opportunity before them to render humanitarian services at times of dire need. It was also pointed out by him that on this Railway a good start has been made, though only recently,

through the efforts of Dr. V. T. Naidu and he hoped that the organisation will develop from strength to strength and that the members will acquit themselves creditably whenever required.

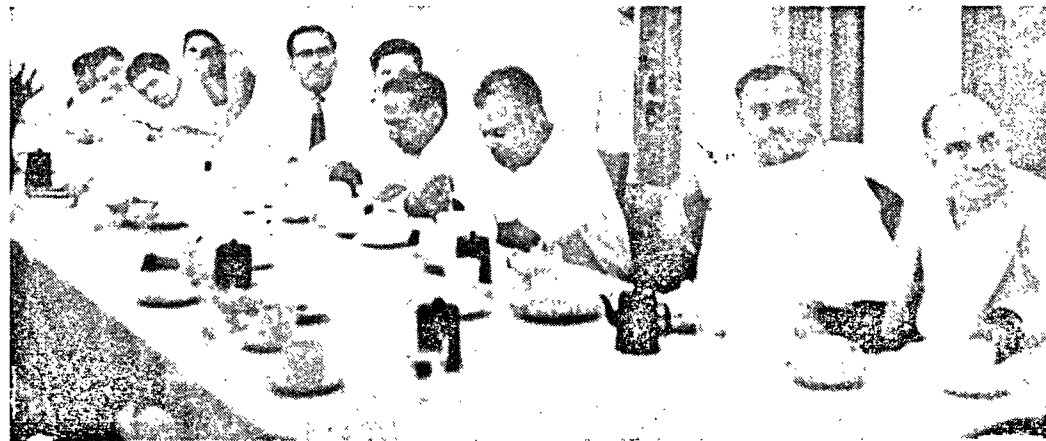
The A.C. then distributed the Warrants of appointments for the Divisional Surgeons and Divisional Superintendents of the Ambulance Divisions.

After a vote of thanks by Sri A. K. Rao, Corps Superintendent, the parade was dismissed and the function came to a close with the singing of National Anthem.

Group photo taken on the occasion of the farewell party arranged by the Madras Division to Dr. V. T. Naidu. To right and left of Dr. V. T. Naidu seated are Sri A. K. Rao, Corps Supdt. and Dr. P. A. K. Menon



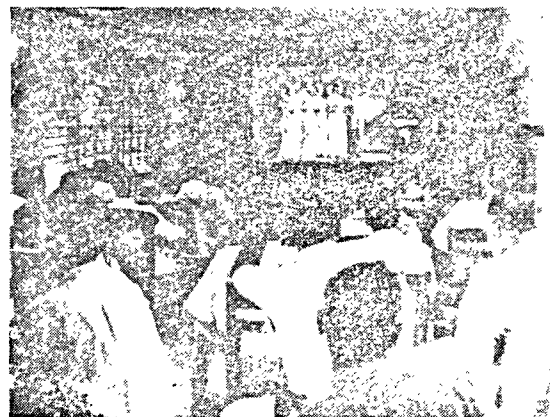
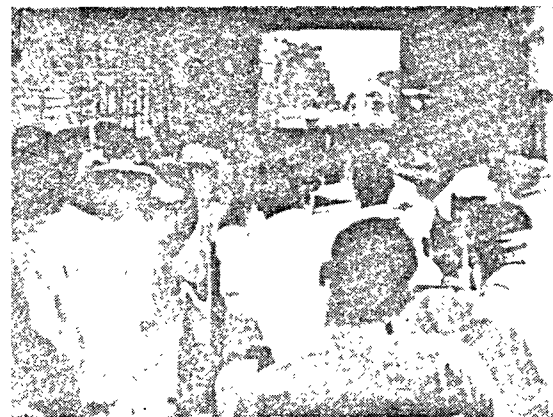
OFFICERS' FORUM, TRICHY



A section of the officers who attended the meeting held in September

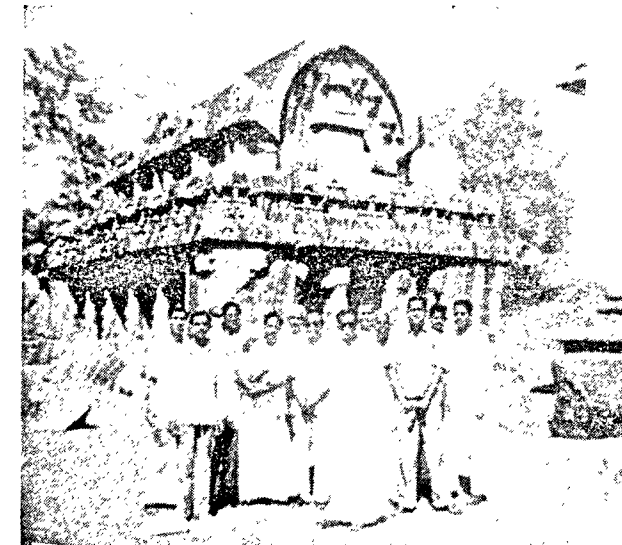


Farewell party arranged by the staff of the C.O.S. office in honour of Sri A. V. Ramachandran, A.C.O.S., on transfer to I.C.F. Photo shows (L. to R.) Sri A. K. Rao, D.C.O.S. Purchase, Sri P. N. Talati, C.O.S., Sri A. V. Ramachandran, Sri B. P. Bhagat, Dy. C.O.S. (Planning) and Sri A. Sridaramurthy, A.C.O.S.



A film show was arranged on the occasion

Another view of the officers present on the occasion



The Literary Circle, Chief Operating Supdt.'s Office at Mahabalipuram, where they went on an excursion on 22nd September

NAVYA KALA NIKETHAN

NEW GENERAL OFFICES, MADRAS.

A hearty reception was accorded to Sri Ch. V. Nagaiah, famous cine-artist, producer and director by Navya Kala Nikethan, Southern Railway, Madras, on 12th October at R. B. C. C. High School, Perambur. Sri Narla Venkateswara Rao, Editor, Andhra Prabha, presided over the function. Senior Railway officials, various representatives of the Press and other elite of the city participated in the function.

The programme commenced with the enactment of a humorous telugu play "Nirasa Productions No. 1" by the members of the association.

Afterwards, Sri R. Kameswara Rao enacted some selected scenes from "Julius Caesar", which was well appreciated.

Chi. V. R. Lakshmi Bai gave a dance performance.



Then Sri S. Seetharama Rao, Secretary of the Association, welcomed the gathering and explained the activities and objects of the Association. Sri T. Ramachandra Rao, member-in-charge for reception, welcomed the chief guest, Sri Ch. V. Nagaiah, and President Sri Narla Venkateswara Rao and other patrons.

Sri S. L. Narasimham, President of the Association, proposed a vote of thanks and the function came to a close.

Sri M. S. Chetty, ASM/Kodagunta, shot this 6½ foot panther which was taking a heavy toll on the local cattle



OPENING OF A NEW RAILWAY HOSPITAL AT MYSORE SOUTH.

The 20 Bed Railway Hospital at Mysore South was formally declared open on 10th September 1957 by Dr. V. T. Naidu, CMO/S.Ry./MAS. The function was held in the gaily decorated pandal erected at the premises of the Hospital. The function started with taking of the group photo of the staff members of the Hospital, followed by Invocation. The Railway Workshops Orchestra was in attendance and provided a symphonic music. Later, Dr. A. Venkataraman, AMO/MYSS,



Dr. V. T. Naidu declaring the hospital open

The new hospital



extended a hearty welcome to the audience. Sri P. T. Padmanabhan, DS/MYS, in his Presidential speech, stressed the need for Railway Hospitals which goes a long way in providing amenities to the staff. Then the New Hospital Building was declared open by Sri V. T. Naidu, CMO/MAS, who also spoke in a befitting manner. Sri Lakshminarayana Rao, WM/CWS/MYSS, proposed a vote of thanks and the function was concluded with the National Anthem.

The CMO and the guests were later taken round the Hospital including the new Dental Department and the X-Ray Department.

The function was well attended to by Officers, staff members of the Railway, RRUCC members and distinguished guests including leading physicians of the City.

As an adjunct to the above function, an Officers' Forum was also arranged and the CMO/MAS read a paper.

Our Commercial News Letter

The approximate earnings on originating traffic for August 1957 compare as under with those for the corresponding month of the previous year.

(Figures in Thousands of Rupees)

	August	
	1956	1957
Passengers ..	1,54,33	1,52,16
Other Coaching ..	39,93	39,40
Goods ..	2,06,67	2,27,65
Sundries ..	8,49	7,26
Total ..	4,09,42	4,26,47



KUMARI NIRMALA RAMDAS
whose "Arangetram" of Bharatanatyam was
held at the Museum Theatre on 4th October

SIGNAL AND TELE-COMMUNICATION STORES, PODANUR



Sri W. C. Liebenhals cutting the ribbon

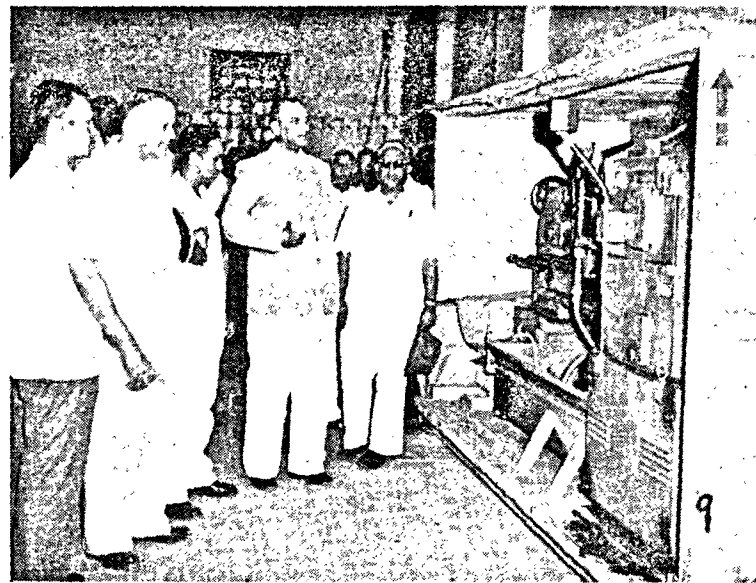
One of the important Projects on the Southern Railway during the Second Five-Year Plan period is the establishment of a Signal and Tele-communication Workshop at Podanur. The scarcity of signalling materials was being felt for the past 15 years on all Indian Railways. The few factories which manufacture signalling equipment are all situated in Northern India and so the shortage of signalling material is being more keenly felt on the Southern Railway. The Railway Board have therefore approved of the provision of a Signal Workshop on the Southern Railway at an estimated cost of Rs. 23 lakhs. The Workshops, when completed, is expected to produce approximately Rs. 18 to 20 lakhs worth of materials in addition to carrying out periodical

repairs and overhaul to signalling equipment. The work on the structural portion of the Workshops has already commenced and is expected to be completed within a year's time. Most of the Machinery required for the Workshops are expected to be received before the end of 1958. The Workshops will have a Stores Depot attached to it for the supply of raw materials to the Shops and to take over and distribute the finished products from the Shops.

The Stores Depot was inaugurated by the Chief Signal and Tele-communication Engineer on 5th September 1957. The function started with cutting the ribbon by Sri W. C. Liebenhals, Chief Signal & Tele-communication

Entrance to the Stores





The CSTE inspecting a newly arrived Signal and Tele-communication Machinery

Engineer at the entrance and declaring the Depot open. A welcome address was presented to Chief Signal & Tele-communication Engineer by the staff of the Stores who traced the history of the Signal and Tele-communication Stores since its origin in 1929 and its progressive growth. Then first issue

from the Depot was made at this formal ceremony to District Signal Inspector, Podanur. The function ended with Chief Signal & Tele-communication Engineer going round the Stores and with the singing of JANA GANA MANA (National Anthem).

FAREWELL PARTY TO ENGINEER-IN-CHIEF

A Farewell party was got up in honour of Sri B. K. Kuppuswamy, Engineer-in-Chief, Southern Railway, Madras, at Hotel Dasaprakash on 9th October 1957, on the eve of his retirement after a meritorious service of about 30 years in the Railway. The gathering included all the Deputy Chief Engineers and Executive Engineers. After tea, there was a meeting in which Sri S. V. Nayak, Deputy Chief Engineer, Southern Railway, presided. After prayer by Kumari Namagiri. Sri T. R. Subramanian, Superintendent of Drawing Office, welcomed the gathering. Sri K. C. Philip, Office Superintendent, read and presented an address on behalf of the staff.



Sri B. K. Kuppuswamy and Sri G. P. Warriar

Sri P. V. Rajagopal, Deputy Chief Engineer, Floods Division and Sri K. R. Thangaswamy, Executive Engineer, spoke eulogising his good qualities and professional ability. Messrs. D. Seshadri, M. Balasubramanian, C. G. Raman, K. V. Ramanathan, and C. V. Prasanna Venkatesan also spoke.

Sri B. K. Kuppuswamy suitably replied stressing the need for maintenance of discipline in the interest of national progress. Sri G. P. Warriar, who succeeds Sri B. K. Kuppuswamy, also addressed the gathering.

Sri R. L. Rajabather proposed a vote of thanks and the function concluded with the singing of National Anthem.

A section of the officers who attended the function



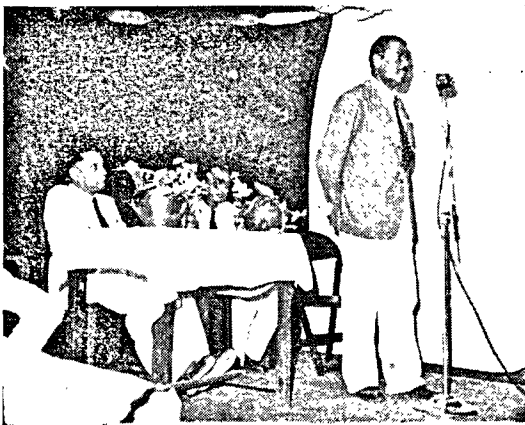
**SOUTHERN RAILWAY SOCIAL AND CULTURAL ASSOCIATION
RAILWAY COLONY BRANCH
INAUGURATED AT AYANAVARAM, MADRAS, ON 25-9-57**



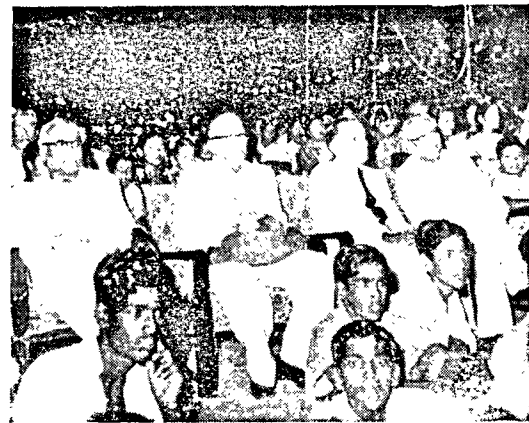
Colony Children singing Prayer



A Section of the Gathering



*B. Vishvanath, General Secretary,
addressing the audience*



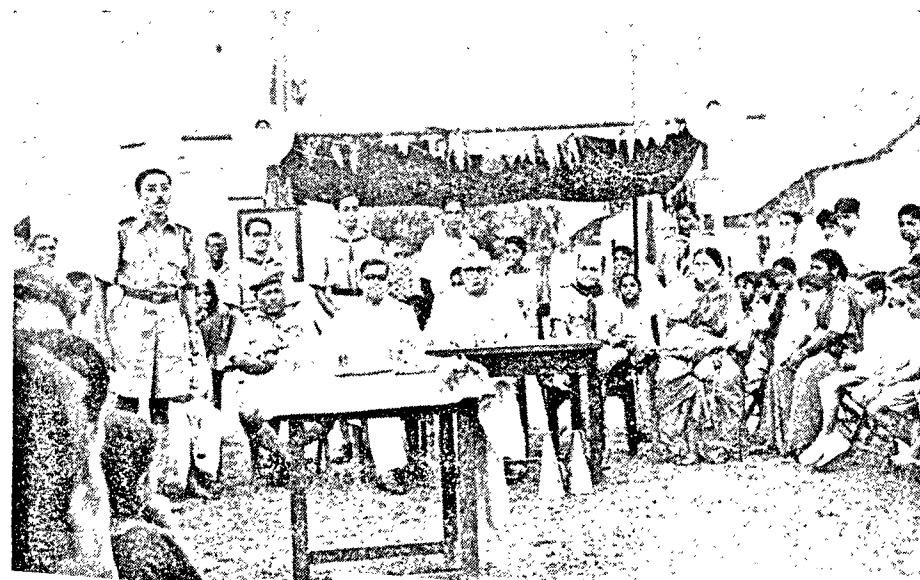
*The Hon. Minister R. Venkataraman, Sri R. Gopala-
krishnan, DGM/P, Sri N. S. Pillai, ANS/NSD and
Sri Chengalvarayan in the audience*

Uma and Maheswari in a Bharathi Natyam Pose

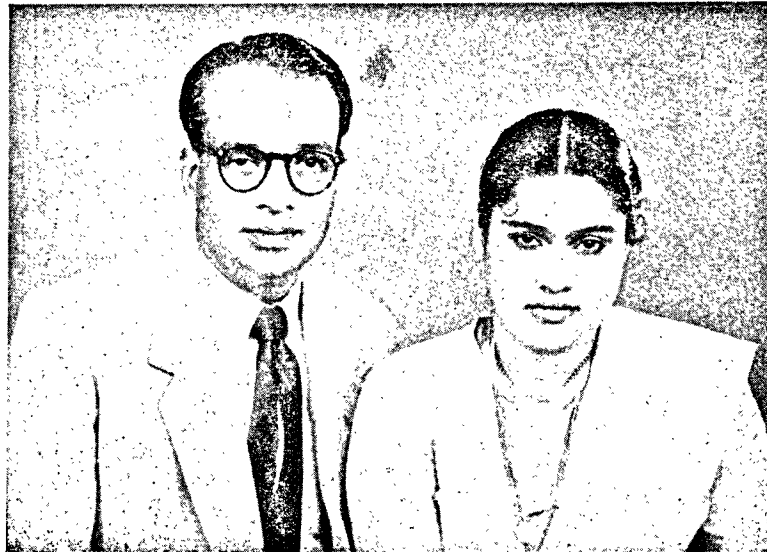


*A fancy dress ball was held at the European and Anglo-Indian Railway Institute on Independence Day.
Photo shows Mrs. Penn Anthony, wife of Dy. FA & CAO, distributing the prizes to winners*

*The Bharathi Scout Group (Southern Railway Bharat Scouts and Guides), Tambaram, celebrated
the Independence Day. Sri R. K. Selot, D.E.E. (Traction), presided over the function. Photo shows
Sri R. Venugopal, Rover Scout Leader, welcoming the guests*

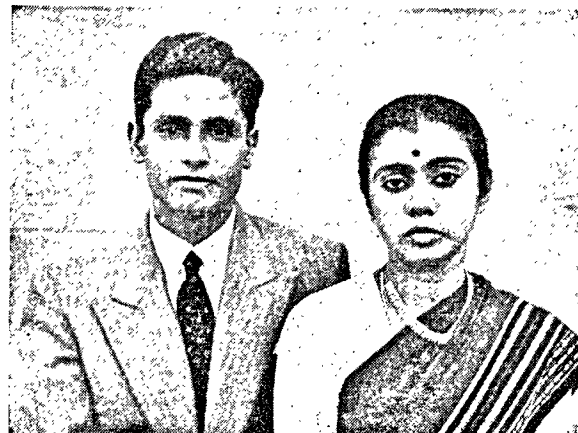


NEWLY WEDS

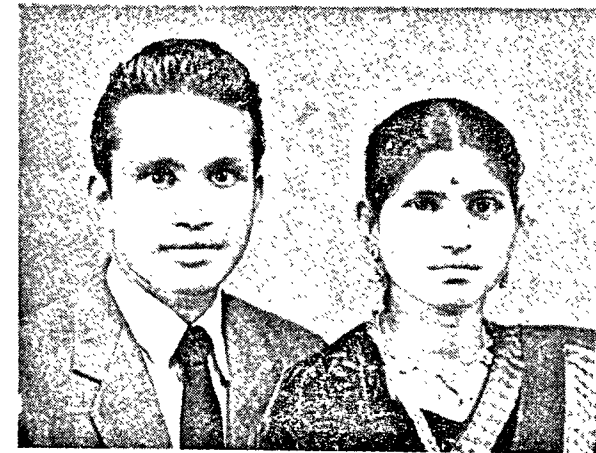
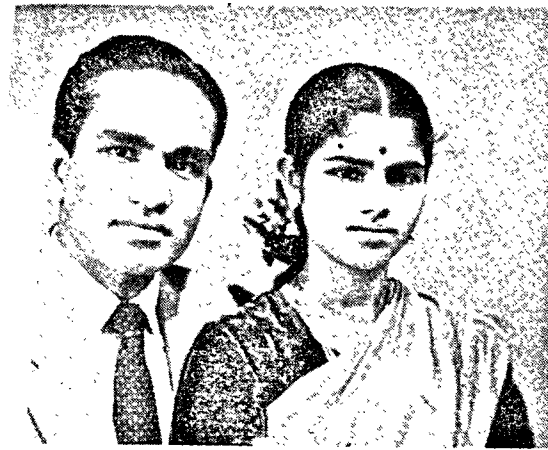


A. S. Zaccheus, ATS., Southern Rly., Olavakkot and Susheela Bai were married at Madanapalle on 25-9-57

N. K. Madanagopal, Assistant Engineer's Office, Southern Railway, Vriddhachalam and Subbalakshmi, daughter of Sri V. K. Narasimaiah, Head Clerk, CCS's Office, Madras, were married at Villivakkam on 14th October 1957

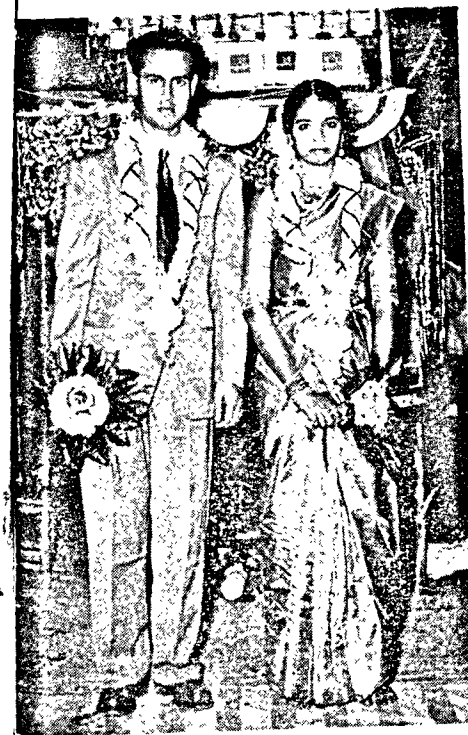


T. K. Balasubramaniam, Mobile Squad, GM(P)'s Office, Southern Railway and Manimekalai were married on 8 7 57

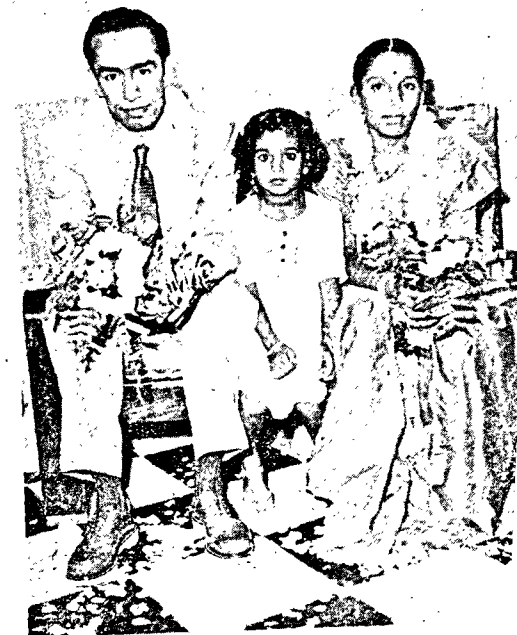


Brothers Wed : M. Keshavan, TTE/Mysore (eldest son of Sri T. S. Mani, Electrician, S. Rly., Mysore) and Kantha Devi and M. Nagarathnam, Apprentice Fireman, S. Rly. (second son of Sri T. S. Mani) and Malliga

R. Venkatraman (son of Sri P. Raju Naidu, ACS/Claims/TPJ) and Sumathi Devi were married at Trichinopoly on 11-9-57

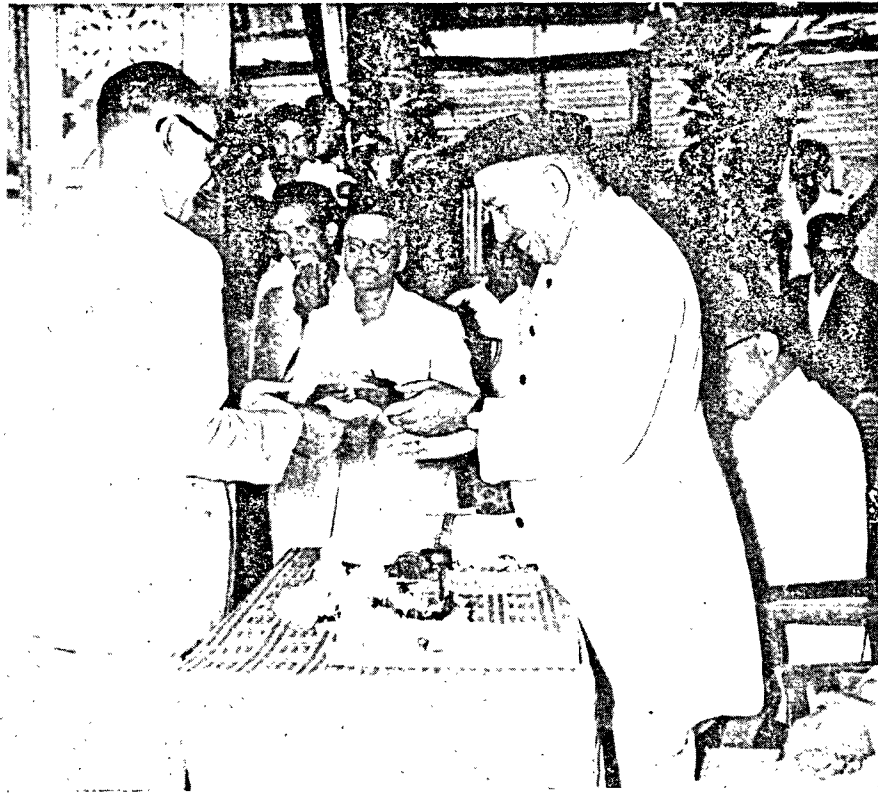


L. Sankaran, GM(P)'s Office, Madras and Lalithambikai were married at Madras on 5th October 1957

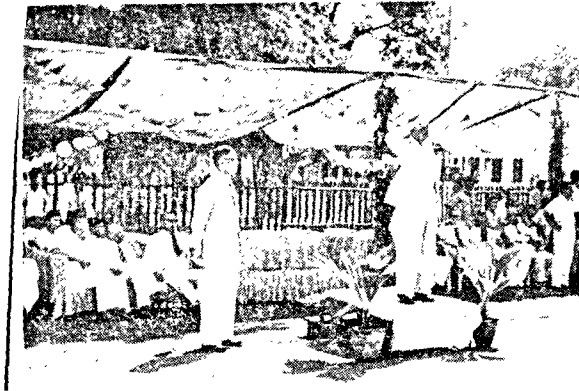


INTER REGIONAL ATHLETIC MEET PERAMBUR

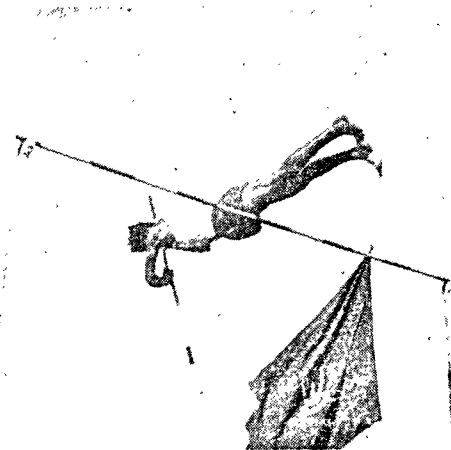
SPORTS



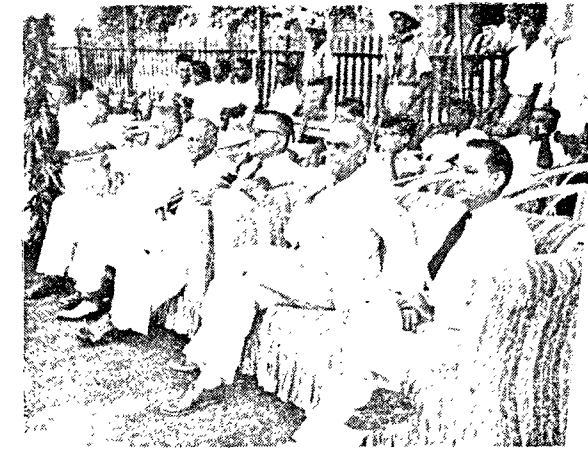
Sri Jeenabhai Davidoss, Mayor of Bangalore, presenting the Gold Medal, won by the Southern Railway Stall in the recent Dasara Exhibition at Mysore



Sri T. A. Joseph taking the salute at the march-past of the athletes



M. Ganesan (Madras) clearing 11 ft. 6 inches in Pole Vault



G. M. with other heads of departments watching the events



Sri M. C. Madappa, APC/S.Rly./Mysore, won over fifteen First Prizes including the Rolling Trophy at the Horticultural Show held at Mysore during Dasara



Sri D. B. Patel (DS/RPM), captain of the officers' Tug-of-war team, receiving a prize from Sri D. B. Patel

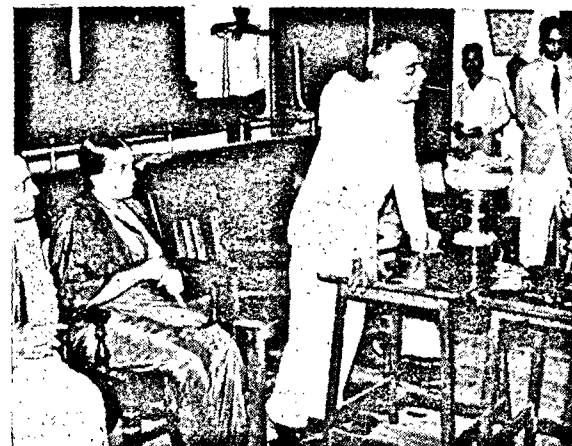


Tug-of-war between Officers and staff

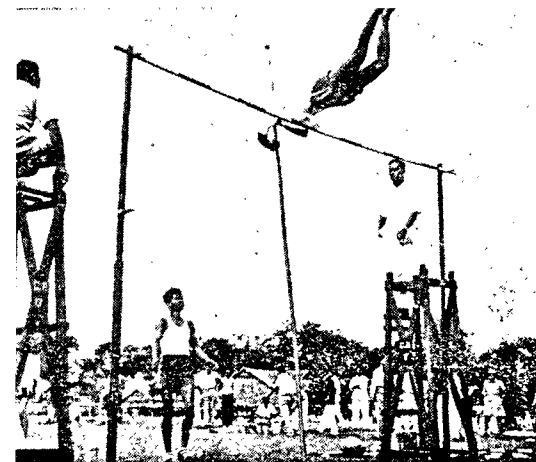


Srinathi Joseph presenting the Bangalore Cup to Sri D. B. Patel, DS/Madras, who received it on behalf of the Madras Region, who retained it

Winners in one of the Ladies' events



Sri T. A. Joseph, who presided on the occasion, paid glowing tributes to the athletes



Boragai (RI/Hubli) clearing 10' 6" in Pole Vault



Smt. Padmanabhan presenting the individual Championship Shield to C. M. Muthiah

SOUTHERN RAILWAY ATHLETIC ASSOCIATION, MYSORE

The Sixth Mysore Regional Athletic Meet of the S.R.A.A. was held at the Railway Sports Ground, Gadag Road, Hubli, on the 12th, 13th and 14th September 1957.

On the 14th September 1957, the final day, the function commenced with a march past of the Athletes representing the various Railway Institutes on the Mysore Region. Sri S. Chakravarti, Chief Mechanical Engineer, Southern Railway, Madras, who presided over the function, took the salute and declared the Meet open.

The Meet was well attended by a large gathering of Railway staff and

their families and by the public. Guests and invitees were accommodated in the pandal specially erected for the purpose.

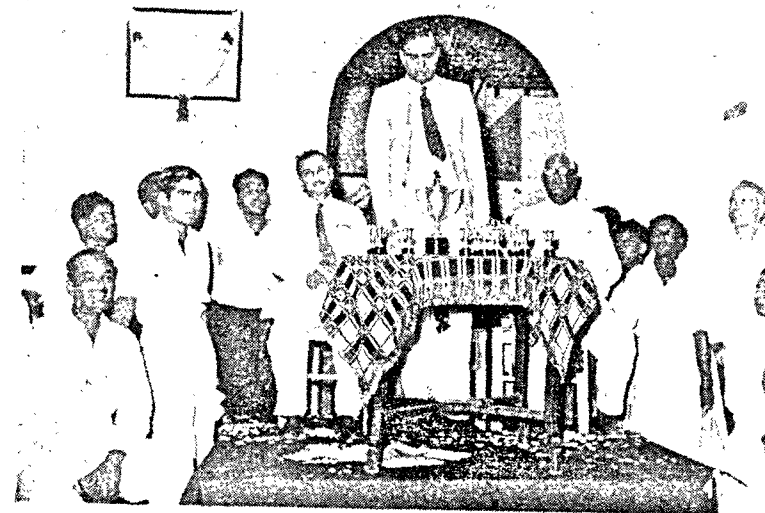
About 100 athletes representing various Institutes of ex Mysore Region contested the various events. Four new records were set up for the Mysore Region. The Maynard Challenge Trophy was awarded for the second time to Sri C. M. Muthiah of Railway Institute, Mysore, for the best athlete. Sri Samuel Ullagaddi of Mysore Institute came second.

Sri C. M. Muthiah and Sri G. Peters of Railway Institute, Mysore and Hubli respectively, created new Mysore Regional records.

The Ladies who participated in the Musical Chair



SOUTHERN RAILWAY TABLE TENNIS TOURNAMENT (MADRAS REGION) AT RAYAPURAM

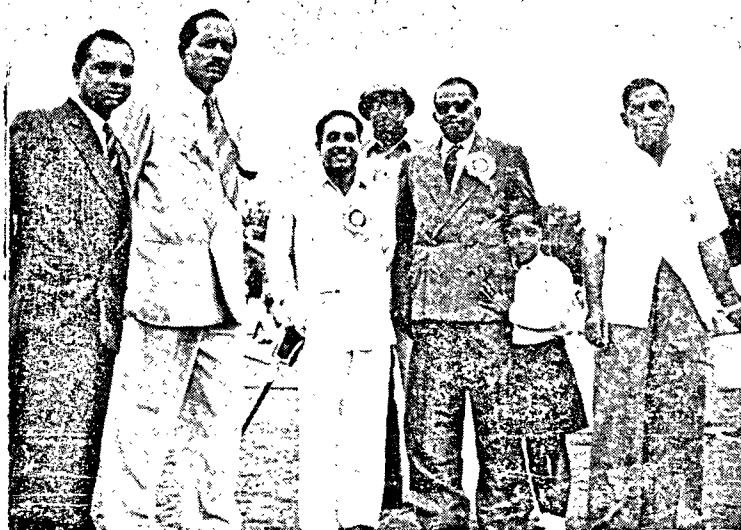


Sri K. Srinivasacharyulu, DCS/RPM, speaking on the occasion.
On his right is Sri G. R. Rosario, ATS/RPM

Sri Vedachalam, from S. Rly. Institute/PER,
receiving the Regional Singles Cup



[Photos : C. S. Aleem]



The judges watching the games

The following are the new records for the Mysore Region :

5,000 Meters Flat Race.

1. Sri G. Peters, RSC/UBL, time 16 minutes 3.5 seconds.

Hop-step and jump.

2. Sri C. M. Muthiah, SRI/MYS, distance 45 feet and 6 inches.

Long-jump.

3. Sri C. M. Muthiah, SRI/MYS, distance 21 feet and 11 1/4 inches.

Throwing the Discus.

4. Sri C. M. Muthiah, SRI/MYS, distance 108 feet and 4 1/2 inches.

Sri Devadanam of RSC/UBL performed creditably in the two long distance events, viz., 10,000 Meters

and Marthon Race, winning both the events. His record for the Marthon was 3 hours 8 minutes and 3 seconds. This is the first time this event was included in the Regional Meet.

This year two other interesting events were included, viz., Musical chair for Ladies and Tug-of-war for Officers.

At the close of the sports, Sri M. M. Nathaniel, Secretary of S.R.A.A., Mysore Region, welcomed the guests. Sri P. T. Padmanabhan, Chairman, S.R.A.A. and DS/MYS read the Annual report and Sri S. Chakravarti, CME/MAS addressed the athletes and gathering. Smt. Padmanabhan distributed the trophies.

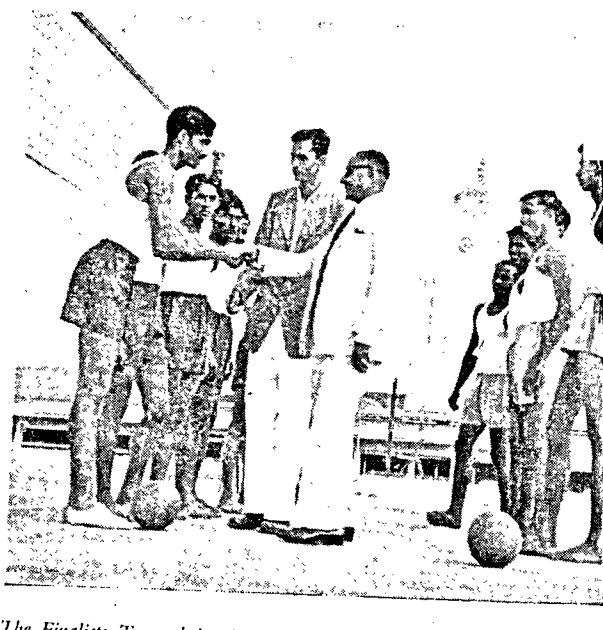


C. M. Muthiah being treated by the St. John Ambulance Brigade

REGIONAL VOLLEY-BALL TOURNAMENT (1957-58) MYSORE

The above Tournament was held at Mysore Railway Institute grounds from 5th September to 7th September 1957. 11 Teams contested from all over the ex Mysore Regional area. Railway Institute, Guntakal, were winners and the Railway Institute, Arsikere, were runners-up. On the Finals day, the players of both the Teams were introduced by Sri Nanjundiah, Welfare Inspector, to Sri P. T. Padmanabhan, Chairman, S.R.A.A. and D.S., who presided and distributed the Trophies.

Sri M. M. Nathaniel, Hon. Secretary, S.R.A.A. and DPO/MYS, proposed a vote of thanks.



The Finalists Teams being introduced to Sri P. T. Padmanabhan

SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S/236/II/GB2/102/222.

Sealed Tenders are invited for the supply of 3195 Nos. of Lamp Hand Signal, Tricolour, complete with reservoir and burner to the Central Standard Office, New Delhi, Drawing No. S.S.C.I/5 and will be received by Controller of Stores, Southern Railway, Ayanavaram P. O., Madras-23, before 3 p.m. on 26-11-57 and will be opened by him at 3 p.m. on 27-11-57.

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 25-11-57.

Tender forms will not be issued after 3 p.m. on 21-11-57.

P. N. TALATI,
Controller of Stores.

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SOUTHERN RAILWAY

TENDER NOTICE

Tenders will be received upto 16-00 hours on 18th November 1957 for the following works :

Serial No.	Description of work	Approximate value of contract	Earnest money to be paid
		Rs.	Rs.
1.	Madura Jn.—Construction of staff quarters Type II—16 units and Type III—4 units ..	1,14,000	3,420
2.	Madura Jn.—Construction of double storeyed 24 units—Type II quarters ..	1,20,300	3,610
3.	Madura Jn.—Construction of double storeyed 56 units—Type I quarters for essential class IV staff ..	1,26,100	3,780
4.	Virudhunagar Jn.—Construction of New Type II-A Dispensary with staff quarters, etc. ..	70,000	2,100
5.	Collection and training out of stone ballast in connection with relaying 10 miles from mile T. 387 $\frac{1}{2}$ to T. 397 $\frac{1}{2}$ in Tuticorin section ..	87,500	2,625

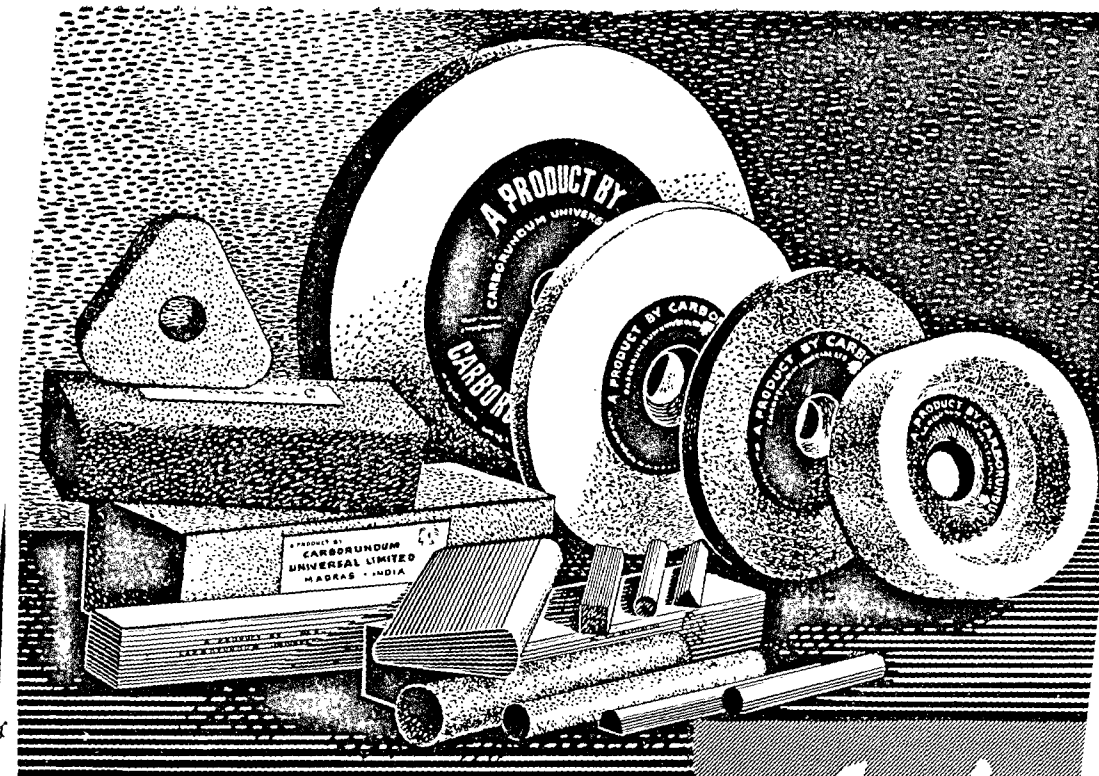
Last date for payment of earnest money to the Divisional Paymaster, Southern Railway, Madurai .. 15 hours on 13-11-'57.

Do. for issue of tender forms .. 15 hours on 15-11-'57.

Date of opening of tenders .. 12 hours on 19-11-'57.

Further particulars and tender forms costing rupees ten only each (not refundable) can be obtained from the Divisional Superintendent (Works Branch), Southern Railway, Madurai. Tender forms not transferable.

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