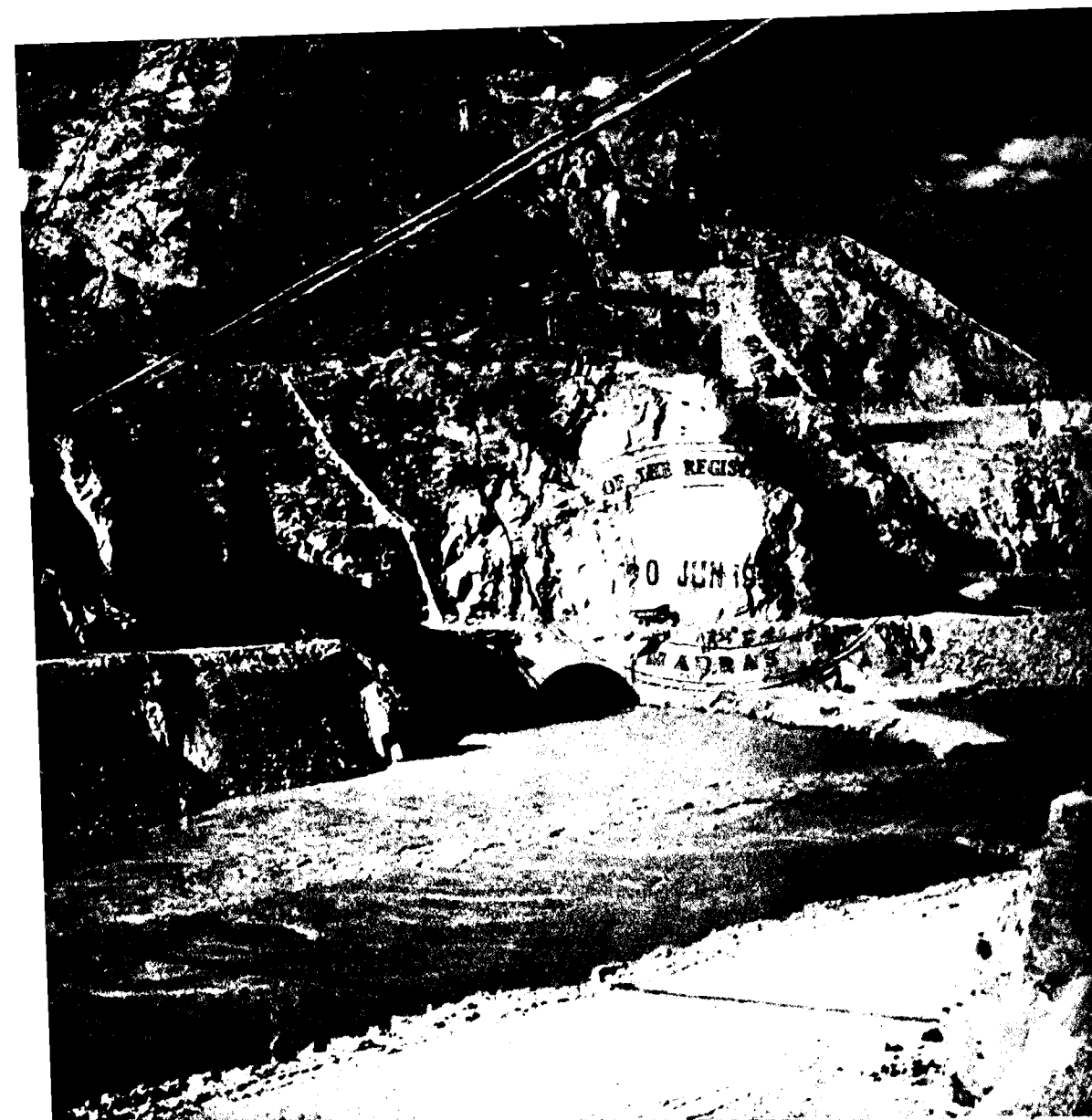




FOURTH ANNUAL NUMBER

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Southrailnews

PUBLISHED BY THE SOUTHERN RAILWAY

VOL. V

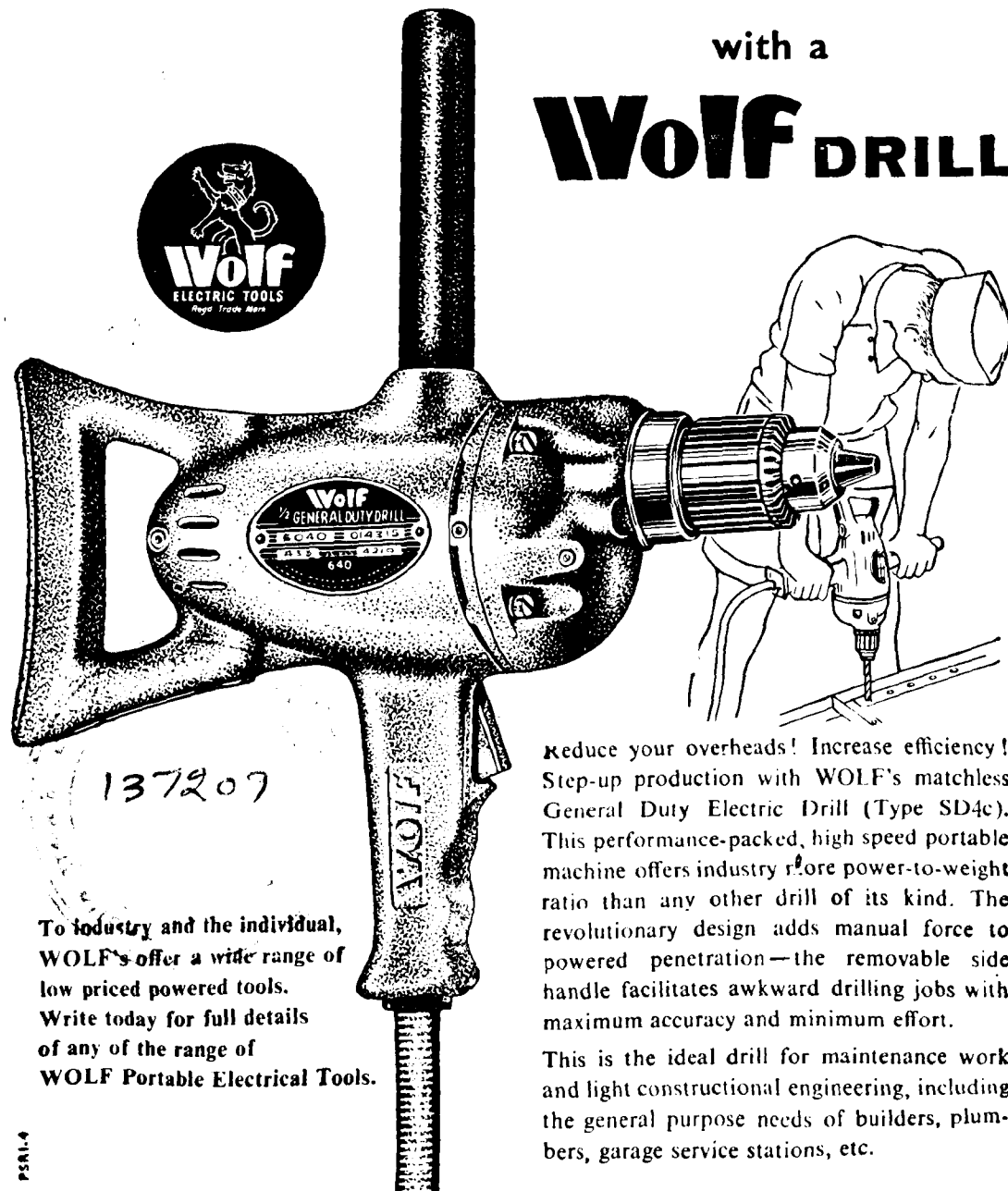
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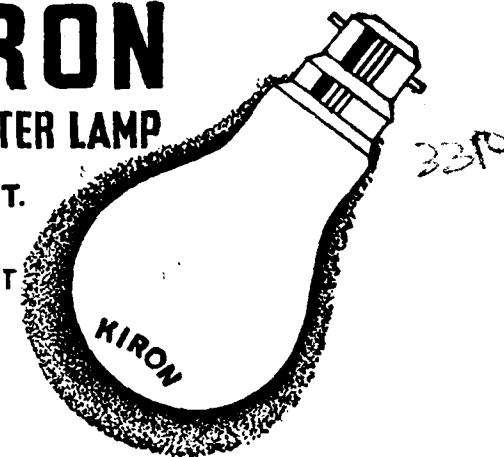
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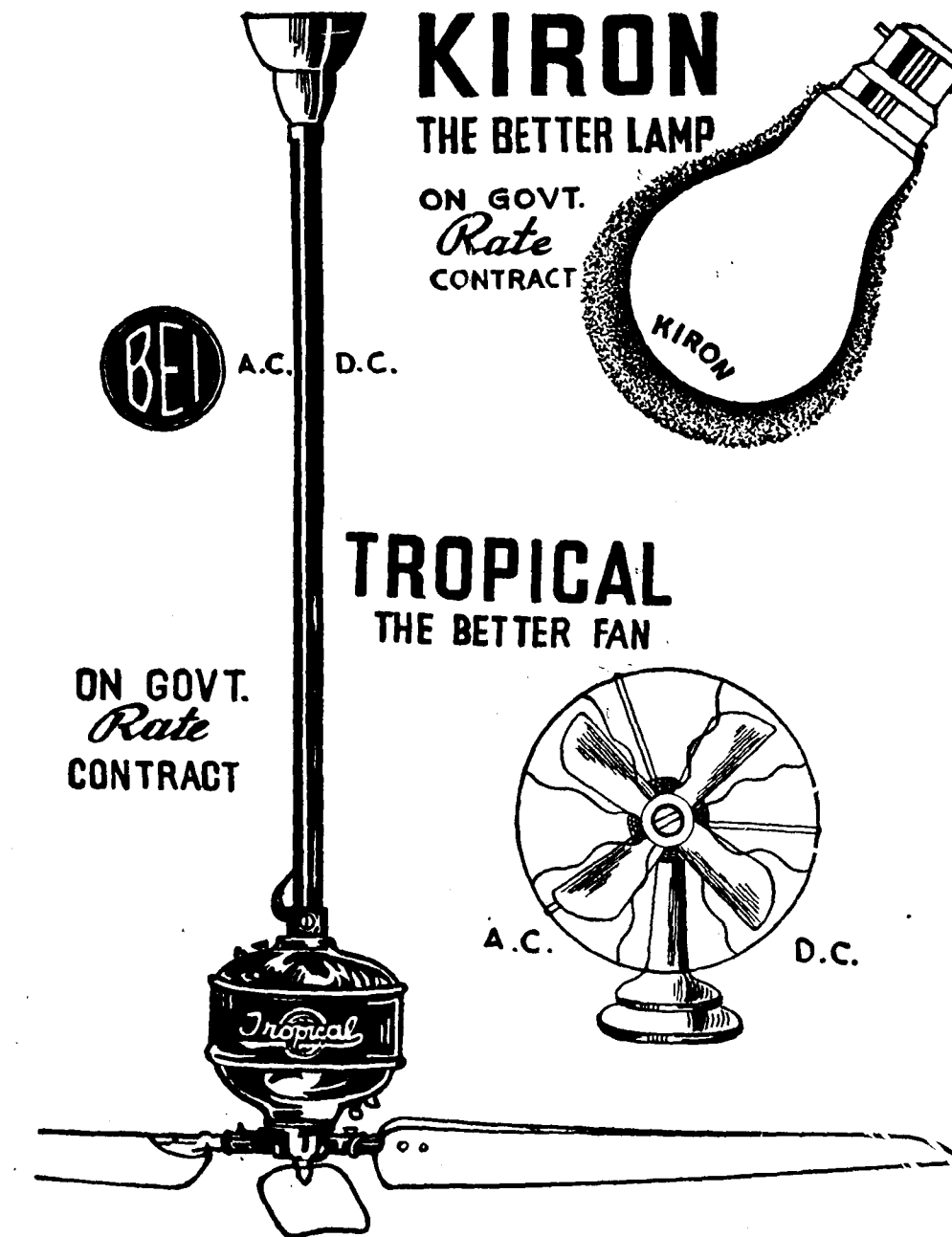
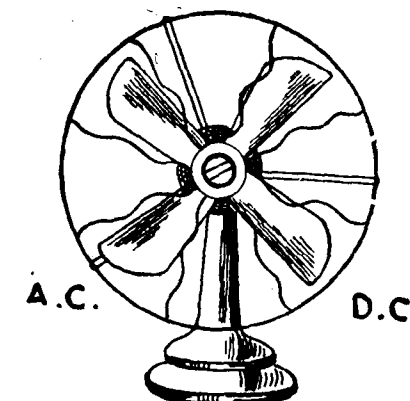


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VICE-PRESIDENT OF INDIA

NEW DELHI
February 24, 1958

I am glad to know that you will bring out the Fourth Annual Number of your magazine "SOUTHRAILNEWS" soon. I hope the Annual Number will be successful and will be read by people with interest.

Handwritten signature



MINISTER FOR RAILWAYS

GOVERNMENT OF INDIA
NEW DELHI
March 13, 1958

The "SOUTHRAILNEWS" will, I am glad to know, be completing its fourth year of publication this month. During this short period it has grown into a beautiful and useful magazine, containing pages on women and children, sports and book reviews, besides commercial news-letters and Railway story and is thus catering to the varied tastes and interests of its readers. It is evident from the articles appearing in the magazine that the vast family of railwaymen contains many budding artists gifted with facile pen and lucidity of expression. Given opportunity and encouragement, they are bound to show their mettle and take their rightful place among the litterateurs of the land.

The Magazine which was started with the idea of affording railwaymen opportunity for developing the artistic side of their talents, has lived upto its expectations and I wish it all success and hope it will prove more and more popular in the coming years.

Handwritten signature



MINISTER FOR LABOUR

GOVERNMENT OF INDIA
NEW DELHI
March 14/15, 1958

"Development of the means of transport is vital to the success of our Five-Year Plans and railway being the largest carriers in the country have to play their part and face difficult problems in a rapidly developing economy. The railway magazines provide a forum for discussion of the numerous activities of the Railways and the developments that are taking place. The SOUTHRAILNEWS, I hope, will continue to reflect the efforts that are being made by the Railways in the service of the country and promote spirit of co-operation among the large number of railway workers. I send my good wishes."

G. L. NANDA



GOVERNOR OF MADRAS

RAJ BHAVAN
GUINDY, MADRAS-22
February 28, 1958

I am happy to know that the Fourth Annual Number of the SOUTHRAILNEWS to mark the completion of its fourth year of publication, will be brought out in April next.

It is noteworthy that besides the important events on the Railway, the magazine will in future contain many other instructive articles on various topics of interest such as Sports, Book Review, Medical Page, etc.

I send my best wishes for the success of the Annual Number and trust that it will continue to be popular.

R. B. Guindy



GOVERNOR OF KERALA

RAJ BHAVAN
TRIVANDRUM
February 26, 1958

I am glad to hear that the Fourth Annual Number of "SOUTHRAILNEWS" is to be brought out in April. I have no doubt that in addition to providing good fare of a general nature, the publication will reflect the hopes and aspirations of the Railwayman and emphasise the noble part he plays in the well-being of the community.

A frequent traveller in the trains of Southern Railway, I have nothing but praise for the efficiency and courtesy of the Railway personnel.

I send my best wishes.

Chamaki Chokla



CHAIRMAN

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD
NEW DELHI

I note with pleasure that the "SOUTHRAILNEWS", the official organ of the Southern Railway, will be completing its fourth year of publication in March and step into a new year by bringing out a special annual number in April 1958 during the Railway Week.

I feel that railway magazines should serve as a means of communication to railway employees and the general public. They should inculcate amongst railwaymen and their families a sense of belonging to this vast nationalised undertaking and should also focus the attention of the public on the different problems facing the railways.

I wish those associated with the running of the "SOUTHRAILNEWS" all success in their endeavour.

P. C. MUKERJEE



PREVIOUS GENERAL MANAGER

With the March 1958 issue, Southrailnews magazine has completed its fourth year of publication and with the April 1958 issue, this magazine enters the fifth year of its publication. The patronage of our advertisers and the earnestness of our contributors have in a large measure accounted for the success of this magazine. It is intended through the magazine to inculcate amongst railwaymen a sense of belonging to this vast nationalised undertaking and also to focus the attention of the public on the different problems facing the railways. The useful role which railway magazines can play in not only educating railwaymen in the better performance of their duties but also in bringing home to the public at large the difficulties facing the railways and the way they are tackled was kept in mind.

Better understanding between the railway and its users is one of the objectives of the magazine. Through the magazine, we solicit the goodwill, sympathy, understanding and co-operation of the staff and the public which are necessary for the achievement of the gigantic Second Five-Year Plan. On the threshold of the 5th year of the Southrailnews, I congratulate all those who have been associated with the running of the magazine successfully.

This issue is being published during the "Railway Week" from 10th to 16th April 1958 to mark the 105th anniversary of the inauguration of the first railway line in India and to organise a kind of get together among the railway staff and to focus the attention of the public on the various activities and achievements of the railways.

Capoor



GENERAL MANAGER

I congratulate 'Southrailnews' on completing the fourth year of publication and am glad that the Fourth Annual Number is being issued in April, which coincides with the celebrations of the Third Railway Week. The 'Southrailnews' has served a very useful purpose; it has fostered the cultural activities and catered to the artistic needs of the Railwaymen. I am sure I will be a regular reader of this magazine and shall look forward to its achieving greater glories in the future.

Sammy

SOUTHRAILNEWS

(Official Organ of the Southern Railway)

VOL. V

EDITORIAL NOTICE

No. I

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

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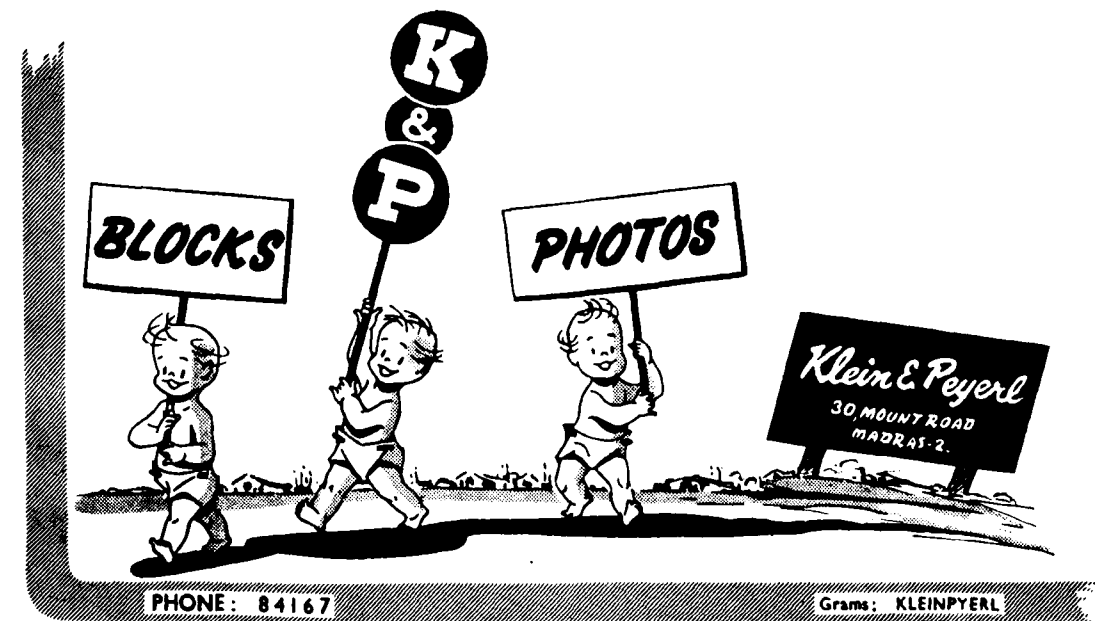
LONDON

Langham House,
302-308 Regent Street

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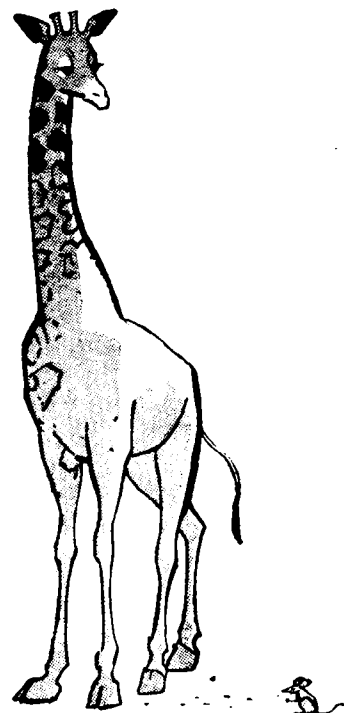
No. 1

About Ourselves

WITH the March 1958 issue, our magazine completed its fourth year of publication. 'Southrailnews' April 1958 issue is the Fourth Annual Number and marks the commencement of the fifth year of its publication. We have been persistently trying to develop esprit de corps amongst railwaymen. Almost every good act done by railwaymen has found a place in it. At the same time, we are gratified to note that more of the staff are taking keen interest in studying the magazine and contributing articles to the same.

The patronage of our advertisers, the interest of the subscribers and the enthusiasm of our contributors have to a large extent contributed to the success of the magazine. During the financial year April 1957 to March 1958, we issued the Independence Day Number on the 15th of August 1957 and as usual the Gandhiji Jayanthi Number was issued on the 2nd October 1957 with the Gandhi Mantap at Cape Comorin in multicolour adorning the front cover. Let me not fail to thank the Press, the staff and the public for having received these Numbers with sympathy and appreciation. Fostering of the spirit of integrity was put on a high pedestal and in almost every number the sayings of the father of the nation, Mahatma Gandhi and also our Prime Minister on ideals of character and integrity were publicised. The special features during the year under review were articles on Technical Co-operation Mission and how American Assistance has helped Indian Railways. The technical and the creative aspects of public relations were discussed at some length in several articles.

During the 5th year of its publication, we hope to expand our activities. We have now launched in the financial year 1958-59 what has the year in store for us. It is going to be a momentous year. Two matters of prime importance must engage the attention of Railways. They are the achievement of the Second Five-Year Plan target for the year 1958-59 and also the personal attitudes to the task before us. It is men who get traffic. It is men who give service. It is in the energy of our colleagues in all ranks and in the quality of service we offer, that our success must lie. New ways of thinking, new ways of looking at the jobs to be done and new ways of getting them done well are receiving attention. All that is needed is the total effort by the total staff to make the Second Plan a success, which the Southrailnews emphasises.



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RAILWAY WEEK

10th to 16th APRIL 1958

THE 'Railway Week' is being celebrated from the 10th to 16th April 1958 to mark the 105th Anniversary of the inauguration of Indian Railways and to organise a kind of get-together among the Railway Staff and also for focussing the attention of the public on the various activities and achievements of the Railways. During the Week, the Railwaymen will get together and spot light the amenities and facilities on the Railways and also lay stress on the importance of courtesy, cleanliness, less noise and orderliness. Slogans requesting the public to co-operate with the Railway in the matter of checking ticketless travel and keeping the railways (which are the national property) and railway premises clean, are being displayed at Railway stations.

ECONOMY DRIVE ON INDIAN RAILWAYS

The Hon'ble Deputy Minister for Railways has recently said that 34 crores worth of iron and steel and about 85 lakhs of timber had been purchased by the two Missions sent abroad by the Indian Railways. The

timber for wooden sleepers have been purchased from Burma. This the Government has done only after a great deal of consideration. The Indian Railways are trying their level best to economise the purchase of railway stores which is clearly evident from the Hon'ble Railway Minister's recent speech in Lok Sabha that the savings to the Railways as a result of the two Missions sent abroad during the last three years for the purchase of railway stores are between 7 and 8 crores. This reminds us of a significant passage in Carlyle's French Revolution which refers to the extravagances which ultimately fall on the dumb ranks of those who with spade and wallet face the harsh realities. A policy of economy should be followed not merely because it would save money but because it would save the people. Every Naya Paisa wasted means the life of the people would be so much meagre. Every paisa saved means the life of the people would be so much more abundant. Presumably the Railway authorities are looking at the question of economy, from this angle.

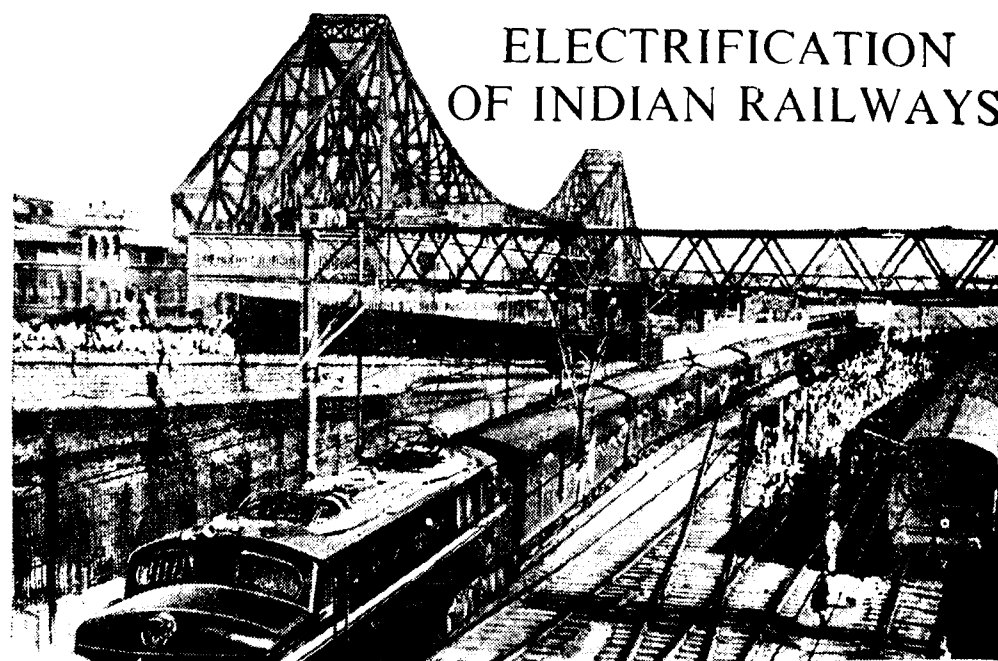
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*An 'English Electric' locomotive hauling
the inaugural train from Howrah
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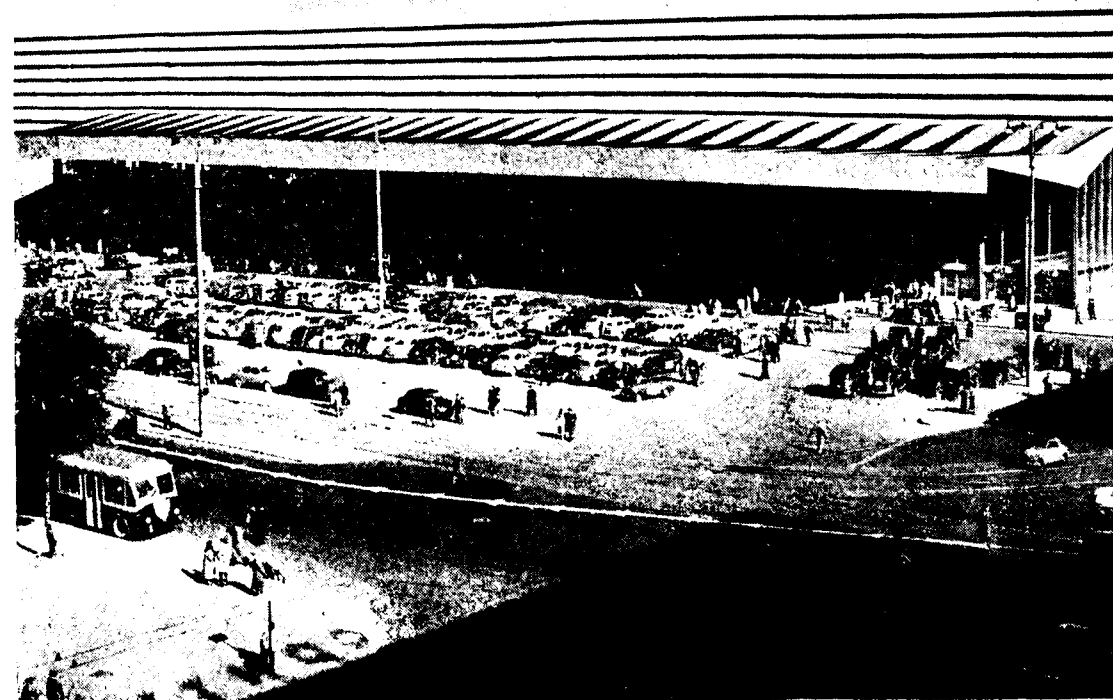
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Madras Lucknow

India's first electric line, the Bombay suburban line of the Central Railway was equipped by 'English Electric' in 1925. Since then the Company has supplied electric train equipments for a total of 111 motor-coaches, 24 electric three-car articulated units, 7-3600 h.p. 1500 volt electric locomotives and, more recently, 12-3120 h.p. 3000 volt electric locomotives for the Calcutta Electrification Project.

In 1853 the first train in India was hauled by a steam locomotive built by The Vulcan Foundry—a member of the 'English Electric' Group—and since then Vulcan Foundry has built over 2,750 locomotives for India.

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*Exterior of New Central Passenger Station, Rome, the Headquarters of
the Italian State Railways*

WORLD OF RAILWAYS

ARTHUR L. STEAD

Our London Correspondent

PASSENGER and goods services radiating from London Town right across the European Continent have been wonderfully improved since 1945, but the most spectacular progress in postwar rail restoration has probably been witnessed in "Sunny Italy". In this southern corner of Europe, the Italian State Railways have accomplished what seemed an almost impossible miracle in the rehabilitation of their system, and SOUTHERN RAIL NEWS readers will certainly be interested to hear of this remarkable railway "come back".

Goods traffic handled by the Italian Railways is now three per cent greater

than in 1939, while on the passenger side, business has actually increased no less than 137 per cent, an achievement probably unequalled the world over.

A leading plank in the Italian rehabilitation programme has been the conversion of the principal main-lines from steam to electric traction. Nearly forty per cent of the Italian tracks has been electrified, and the new equipment installed includes 1,520 electric locomotives and 320 electric train sets formed of motor and trailer coaches. In addition, more than 800 diesel passenger units have been acquired.

In the next six years, the Italian State Railways are to electrify an additional 1,100 miles of route: convert about 850 miles from three-phase to 3,000 volts direct current; and replace 250 miles of single track by double track. On top of this, passenger coach stocks are to be increased by 20 per cent and goods wagons by 15 per cent.

In all, the Italian State Railways operate a trackage of approximately 14,000 miles. The system has its headquarters in Rome, and two principal mainlines traverse the country from north-west to south-east, one on either side of the peninsula. The first main-line runs from Turin southwards, through Genoa and along the western seacoast, *via* Pisa (with its famous "Leaning Tower") and Leghorn, to Rome. Beyond the "Eternal City", this route proceeds through Naples and Salerno to Reggio, on the Straits of Messina, where train-ferry connection is given with Palermo and other Sicilian points. The second principal Italian line goes from Milan, in the north, southwards to Bologna, Ancona, Foggia and Bari, along the east coast, to Brindisi.

Thanks to British and American aid, relaying of the Italian mainlines has been effected with heavy steel, and new locomotives and rolling-stock introduced in large numbers. Most of the principal Italian long-distance passenger trains today are formed of modern welded steel coaches, each providing 80 seats in ten compartments. Fast trains usually include either restaurant or buffet cars, and there are sleepers on all the principal night services.

Hundreds of Italian passenger stations have been rebuilt since 1945,

outstanding constructions being those at Rome and Cassino. On the freight side, marshalling yards, city goods stations, and other facilities, have been brought back into service and vastly improved upon prewar standards. Modern high capacity goods wagons have been acquired, and continuous brakes, lighter axles and roller bearings adopted on goods trains for fast movement.

Early post-war electrification schemes brought into use in Italy included the conversion of the mainlines between Turin and Venice: Bologna and Padua: Messina and Palermo: and Ancona and Bari. Hand-in-hand with these conversions, new four-aspect signal equipment was installed and automatic train control brought into service. Locomotive cab signalling also was extended.

During the past two or three years, the Italian State Railways have been concentrating upon three major betterment plans for the improvement of communications. These cover respectively (1) the Turin-Rome-Naples-Salerno-Reggio trunk route: (2) the Milan-Bologna-Ancona-Foggia-Bari-Brindisi mainline: and (3) internal routes in the island of Sicily.

Traffic between the Italian mainland and the island of Sicily has grown enormously in recent times, this applying particularly to citrus fruit, which is dispatched from Sicilian points to all corners of Italy and much of Western and Central Europe in great volume. New train-ferries introduced across the Straits of Messina have encouraged this through business, and produced congestion not only at the ferry terminals, but also on the two



A typical modern signal box on the Italian Railways outside Naples

trunk routes leading from the southern tip of Italy to the industrial north. The situation was aggravated because, while it was possible to divert many goods trains from the western Reggio-Rome line to the eastern Brindisi-Foggia-Ancona mainline as a relief measure, portions of the latter route are not as yet electrified, and on the Reggio-Rome route the line was single-track from Reggio to Battipaglia.

With the serious bottleneck between Reggio and Battipaglia (250 miles), the traffic situation was becoming worse and worse. Unfortunately, funds were not available for the doubling of the entire route, but as a first step towards the undertaking of this major improvement work there has recently been completed the introduction of

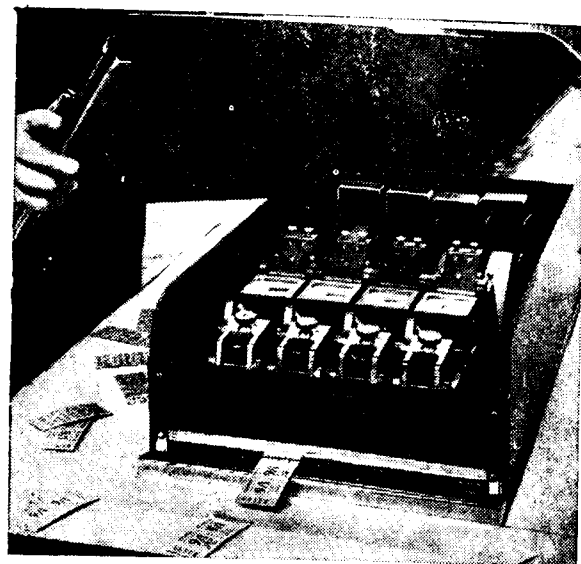
double tracks on the sections Battipaglia-Castelnuovo Vallo (32 miles): Sapri-Praja d'Ajeta (15 miles): and Nicotera-Villa S. Giovanni.

On the Reggio-Battipaglia route, grade profile and alignment have been improved to give curves of not less than 1,970 feet radius, as against the former 1,150 feet, thus permitting of an increase in train speeds and making running at 68 m.p.h. practicable. Stations have been enlarged: crossing loops at 39 intermediate points lengthened: and 23 miles of tunnels constructed.

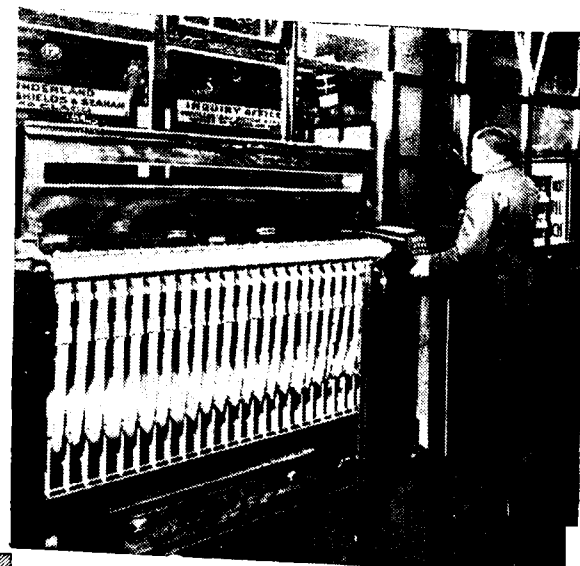
The Sapri-Praja d'Ajeta doubling is now proceeding rapidly. This includes about eight miles of tunnels and the rebuilding of three stations. Work on the Nicotera-Villa S. Giovanni section is also proceeding with speed. When completed, the new improved route northwards from Reggio towards Naples and Rome should be capable of handling immensely heavier business and great improvement result in south-north communications.

Work was begun on the betterment of the Brindisi-Bari-Foggia-Ancona mainline in 1954. Grades are being eased: the present steam-operated sections replaced by electric traction: signalling improved: and stations rebuilt. On completion, this alternative mainline between Sicily and Northern Italy should enormously relieve the overworked western Reggio-Naples route.

Improvements in rail transport in Sicily revolve around the conversion from steam to electric working of the Messina-Palermo 145-mile long route skirting the northern coast of the island. This is all single-track apart



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from one short section. The through-out Messina-Palermo electrification was completed in 1955, and it has increased route capacity by 60 per cent. Today, electric traction operates right up the western side of Italy, from Palermo to the extreme north, where connection is given with the electrified Swiss lines and the French and Austrian systems.

Anyone who travelled in Italy in prewar years, recalling the old steam-hauled expresses, will today certainly marvel at the betterments effected following electrification and post-war modernisation, generally. Famous international trains, like the "Simplon-Orient Express" and the "Paris-Rome Express", link important Italian centres with the leading European cities, and accelerations to these international flyers have in most instances been

introduced over the Italian lines following electrification and kindred improvements. Supplementing these outstanding outfits, the Italian State Railways have put into service in recent times numbers of fast electric and diesel-hauled passenger trains second to none the world over.

Light-weight trains are a feature of Italian passenger movement today. These services, with their gleaming electric locomotives and streamlined passenger coaches, are in many ways unique, and they have primarily been designed to combat the ever-growing competition of the motor bus and the private motor car. How successful they have proved is shown by the steady growth of passenger business year by year since World War II to the present remarkable figure of 137 per cent above the 1939 level.

'Fiat' Diesel Railcars give Fast Passenger Service on many Italian Secondary Routes

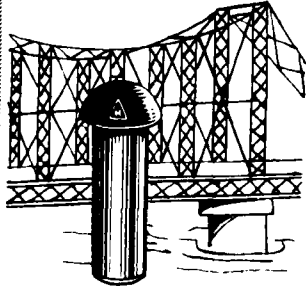


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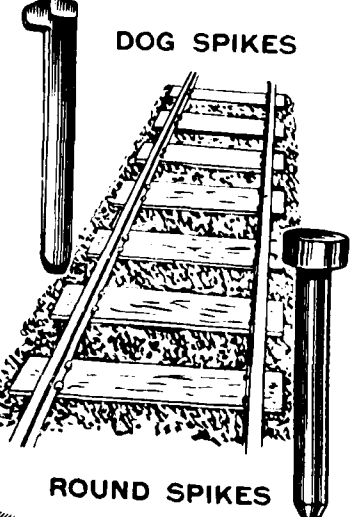
Railway

FASTENINGS



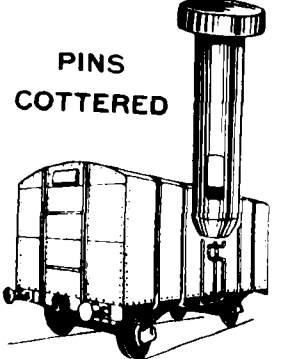


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T. N. SRINIVASAN

SUCH of those who visit the present Kerala State—as the old *Chera-Nadu* of ancient Tamil literature is now known—will not have the heart to come away from that bewitching land, even though one would have experienced many a small inconvenience to reconcile oneself at once to the changed conditions that prevail in that part of our great land. The charm and beauty of Nature's inestimable handiwork there, added to the simplicity and cleanliness of the people together with their high sense of culture and hospitality, will enchant everyone to linger longer

in the virginal tracts of the highly vegetated regions of Malabar which the Tamilians rightly called by the name '*Malayalam*' to correctly signify the alternate nature of the earth's surface that one sees here—the lovely dales with rustling brooks and thickly-growing gigantic trees on the step-like bases of the rising hills on all sides—the *Malai* and the *Azham*, the one alongside the other.

This wonderful land beginning with Cannanore at the North and ending in the Kanya Kumari in the South, which is about 300 miles, with a width

Tank and Temple at Ambalapuzha near Alleppey





Trichur—Sri Vadakkumathan temple

of about 80 miles at the widest point, demarcated by the sea on the West and the lofty Western Ghats on the East, was known long before the times recorded in history. The genesis of this piece of land has been very well voiced forth by that great savant of Sri Vaishnavism, *Sri Vedantha Desika* in his famous '*Dasavathara Sthothram*', where he says :—

....“अक्षत्रामपि सन्ततक्ष य इमां त्रिस्तसकृत्वः
क्षितिम् ।

(Akshatram Abhi Santhaksha ya emmam tris
sabdha kruthva : kshtim 1

दत्त्वा कर्मणि दक्षिणां कचन तामास्कन्ध सिन्धुं
वसन ॥”....

tattwa karmani dakshinam kvachuna tham askan
thiya sindhum vasun)...
(Sloka-7)

And this legendary reference finds elaboration in the famous "*Brahmanda*

Puranam". *Sri Parasurama* the sixth avatharam of *Maha Vishnu*, after ridding the world from the clutches of the Kshatriya kings by killing them all, gave away all that he had to the poor and travelled southwards to have some mental peace. When he was at Gokarnum the famous place dedicated to Siva in His *swayambu* form, the inhabitants of that place appealed to this great divine-sage to get them a suitable place to live in, for their original land had been encroached by the sea ages ago, when the sons of King Sagara dug a huge hole to reach the *Pathala* when they went in search of the *Asvamedha* horse, which had disappeared near the hermitage of sage Kapila, who lived at that spot. Because of the huge hole so dug into the sea, the waters of the sea engulfed their original

place of habitation. Pleased with the prayers of these people, Sri Parasurama prevailed upon *Varuna*, the God of the seas to help him in the fulfilment of their prayers and then hurled his huge *Parasu* or the battle-axe southwards across the foaming waters of the *Mahodadhi*, as the Arabian sea was then known. The axe fell at the spot where now the temple of *Sri Kanya kumari* the virginal goddess stands at Kumari-end and immediately the waters of the sea receded westward, leaving this present long strip of land to inhabit the worthy people of this part. This land was then known as "*Parasurama Rajyam*" and hence most of the places here are traditionally linked with the name of this divine saint, who procured this tract of land. Till recently, this land was made up of three separate regions—the Malabar districts of the Madras State, the ruling States of Cochin and Travancore, each being individual units for purposes of administration, which otherwise was one in outlook and culture. But after the recent reorganisation of the states, the homogeneity of this place was once again restored to become the one Kerala State.

Until comparatively recent years, this part of our country was well shut off from the other parts by impregnable forests and want of suitable modes of communication from the East to the West, except through the few natural mountain-passes that lay in between the hills. Hence social intercourse between the two adjacent areas was restricted and as such the traditional customs were different for each of the two areas. But the place was accessible by sea and in fact this was the main modes of approach to Kerala from time immemorial, for

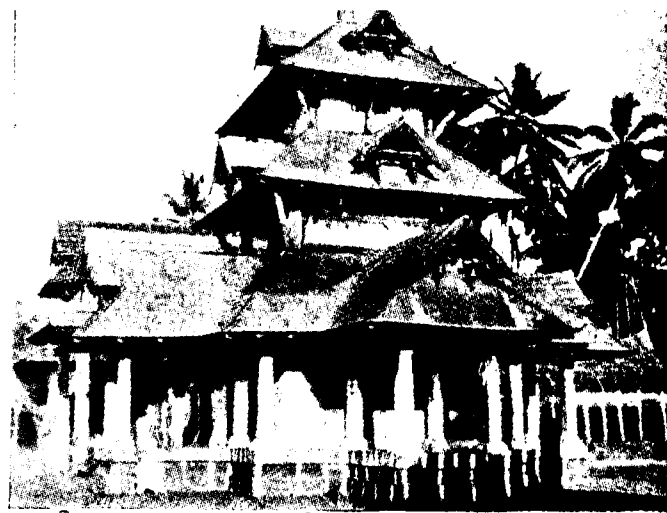
it may be interesting to mention here that as early as 1,000 B.C., the Phoenician traders from the middle-east were coming to Malabar for purchase of such rare materials like ivory, rosewood and spices for which this country was famous even in those days. It is also said that ships sent by that great King Solomen reached *Tarshish* and *Ophir* which historians identify as two small villages near Puvar, South of Trivandrum. From accounts furnished by *Megasthenes* (306–289 B.C.), the Greek Ambassador to the court of the Hindu King Chandragupta in the '*Periplus Maris Erythraei*' (1st century A.D.) and in *Pliny* (A.D. 23–79), the great traveller, it can be well established that Greece and Rome carried on extensive and continuous trade with the West Coast people in that dim period of history. Later, by about the fifteenth century, foreign traders—the Danish, the Portuguese, the Dutch and lastly the English—settled down on the West Coast and carried on brisk trade with the natural wealth of this rich land.

The mode of communication in this part of the country was all along through water-ways and rugged roads for the railway had so far put only two small bits of lines, one piercing the mountains near Shencottah in the South and reaching Trivandrum and the other, through the ghat pass at Palghat and reaching Cochin and Cannanore by two separate lines. However the most interesting part of Kerala between the ancient capitals of Trichur and Quilon, both of considerable historic importance, was connected only through back-waters and buses all these years, till in last January, the new strip of railway line of about 100 miles in length

linked Ernakulam and Quilon, traversing through the most important centres on the way.

Having been an isolated piece of land all along, Kerala had been a place of comparative peace and solitude, not having had the vicissitudes to which the eastern part of the peninsula was subjected to. The original inhabitants of this place were Hindus and by their aloofness and strict adherence to their cult and culture they preserved the ancient traditions more in their pristine glory and grandeur. However the foreign immigrants here brought with them the two other religions of the world—Christianity and Islam and soon these two beliefs found adherents here and thus a sizable part of the population of Kerala embraced these two cults. Besides commerce and other persuasions to which these three communities attached themselves, it is worthy to mention that all of them contributed to the religious growth of this country and the edifices and monuments created by them for their respective religious cults are numerous and outstanding in importance.

Till recently, both the Native States of Travancore and Cochin were ruled by a long line of Hindu rulers, who traced their lines of descent to the puranic monarch, King *Dushyantha*, the father of the famous prince Bharatha, after whom, our great land of India is named as *Bharatha-varsha*. According to '*Hari ramsa*', the descendants of this king became the progenitors of the three lines of rulers of South India in the early centuries of this era—the *Chola*, the *Pandya* and the *Chera*. In fact this royal connection gave Kerala its original name as *Chera-Nadu*—the land of the Cheras. From what one can gather from the



Dwajastambam in Tiruvalla temple

fragmentary historical records that we now have, these three ruling houses were almost in constant warfare but the same authorities testify the other fact that all these three royal houses were patrons of art and culture and had contributed much for the advancement of these refinements, evidences of which are still left to us in abundance both in the literary and artistic remnants that we have still with us. The Chera monarchs encouraged their schools of art and other traditions, which are reflected in their numerous temples, literature and fine arts like dancing and music. Special mention must be made here of one of the self-sacrifices that a Chera monarch made. The great king Marthanda Varma of Travancore after conquering all his rebellious vassals, consolidated the State of Travancore and in January 1950, dedicated the entire state to his tutelary deity Sri Padmanabhaswamy of Trivandrum, making God, the perpetual Ruler of Travancore, himself assumed the management of the state as the humble servant of God under the title of "*Sri Padmanabha dasa*". These kings were ably assisted in their religious work by the local Brahmin

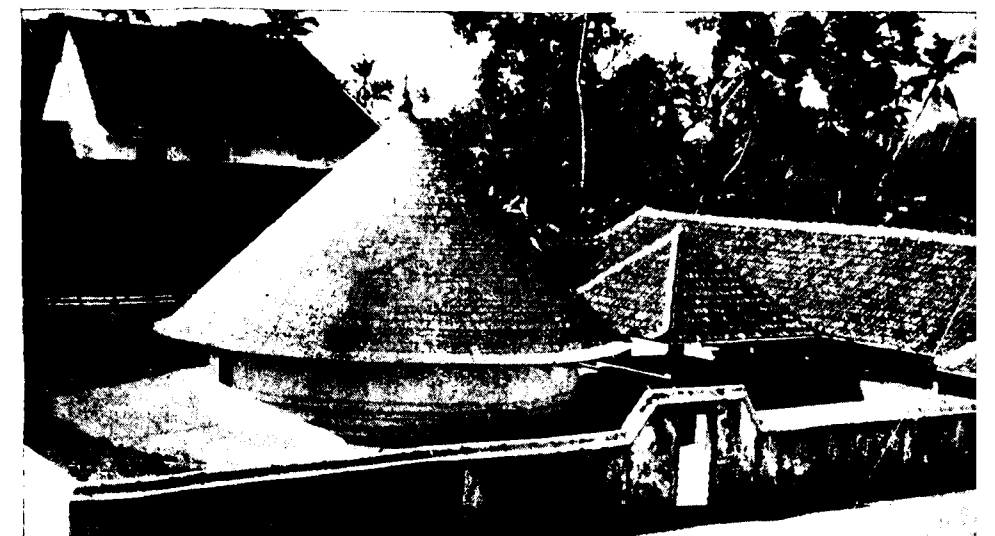
community known as *Namboodries* in particular who claim to be true vedic Brahmins of the purest Aryan type and other sects of Hindus known as Nairs. They, during the course of these several centuries, had built up a separate school of religious thought and mode of worship which is reflected in the rituals that we now see in their temples and other places of worship.

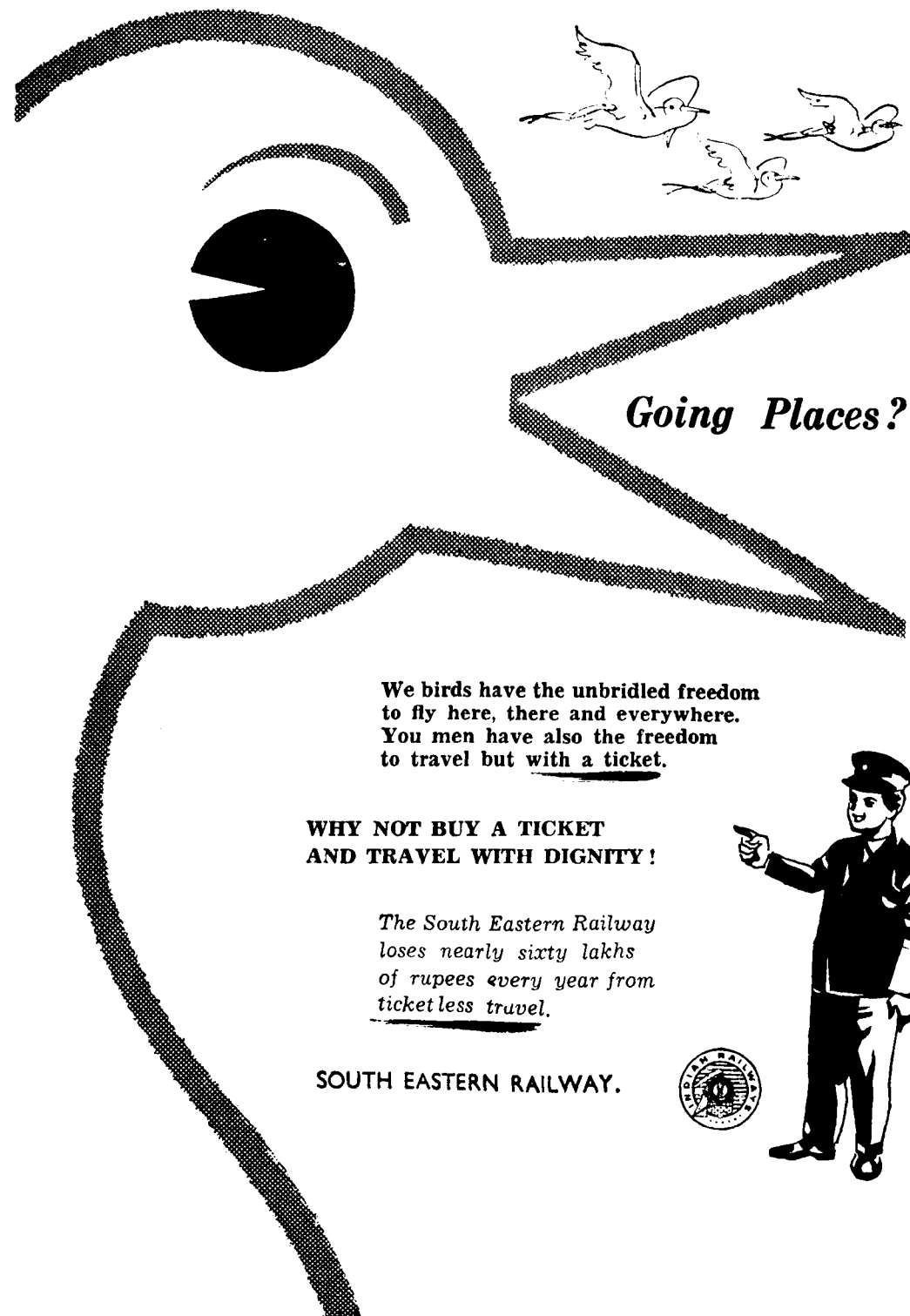
There are both Vaishnavite and Saivite temples in Kerala, but as in the case of most of them in the eastern part of the peninsula, there is not much of a difference between the shrines dedicated to Vishnu and Siva here—for in either of them, can we see shrines dedicated to both these deities installed and adored with uniform fervour. Among the reputed One Hundred and Eight Tirupatis held sacred by the Vaishnavites, there are no less than thirteen such holy shrines in *Malanadu*, as Kerala was known in early Tamil literary works. These temples are dispersed from Tirur in the North to Nagercoil in the South, which show that the azhwars, who sang the hymns in praise of the deities

installed in these temples, were covering this part of the country in their religious tours. In fact, among the twelve azhwars held in adorable esteem by the Vaishnavas, *Sri Kulasekara* is one among them and he was the ruler of *Kolam*—the modern Quilon, before he renounced his kingship to become a fervent devotee of Vishnu. A few shrines of Siva here find mention in the sacred hymns of the *Tevaram* of the *Nayanmars*, and have thus gained special significance among the reputed '*Saiva-kshetrams*'. In addition to these, many of the temples here, such as those at Guruvayur, Vaikom, Trichur and Suchindram, have been of puranic importance and claim much antiquity and significance.

Now that the new line of about a hundred miles has been laid to link the North and the South of Kerala, the traveller to these parts will find it very convenient to cover the entire length of this country in comfort and ease and it is now proposed to take a religious-minded pilgrim along this route, pointing out, in brief, the greatness of this reputed land, where the silent relics of the glorious past remain

Siva temple at Mattancheri

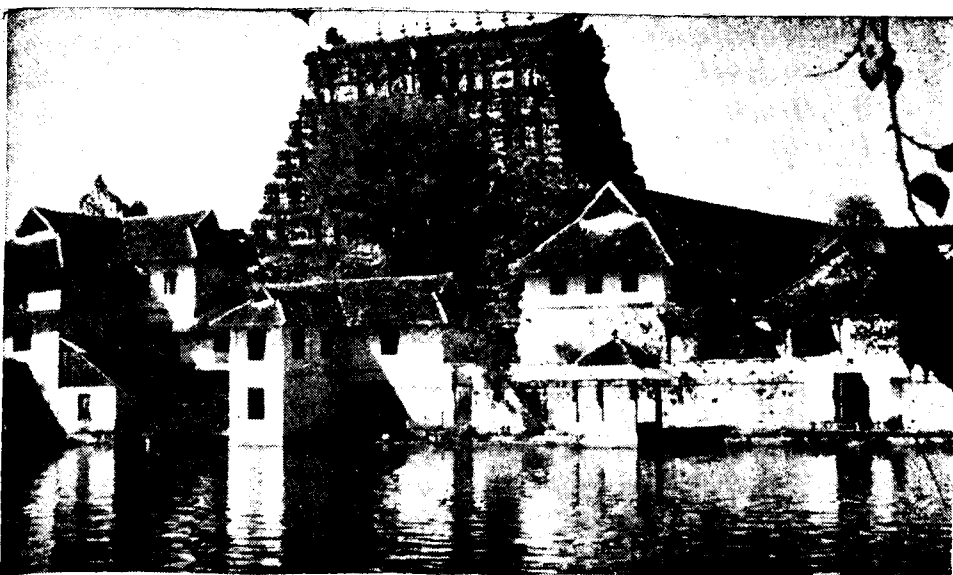




as mute evidences of by-gone ages and traditions. Before actually starting on this visionary tour, it is essential at this stage to acquaint the visitor with some of the most easily noticeable peculiarities, that one would see here on his first visit to this part of India, especially those who are accustomed to the monumental edifices in South India, with their lofty and massive *gopurams* and colossal structures like a thousand-pillared *mandapam* and huge ramparts forming the successive *prakarams* of the temples. In Kerala, the style of architecture is peculiarly individualistic and totally different from the several other modes found on the eastern side of the Western Ghats. The entrance to most of these temples in the West are structures that bear a close resemblance to the Chinese gables with tiers of roofs covered over by tiles. They are, in most cases, wider in breadth than elevated in height and are devoid of the sculptural representations for which the eastern *gopurams* are noted for. Going into these temples, the main shrine in most of these temples called as '*Sri coil*' are small circular, hemispherical, oblong or square structures very simple in construction and roofed over with a simpler conical or square domes resembling the Buddhist *chaityas* and one can see that they lack the elaborateness which one sees in the numerous *vimanamams* of the South Indian temples. In front of this main shrine will be a simple platformed structure known as the '*namaskara mandapam*', from which the pilgrims have *darshan* of the deity. Coming out of this, there may be, in bigger temples, a huge hall with a rather unusually bigger dome-like roofed covering, mostly done in wood

with elaborate wood-carving called '*kuttambalam*', where the dance dramas like the *Kathakali Attam*, *Ottanthullal* and other traditional dances for which Kerala is rightly famous, would be conducted during the festival seasons. The usual '*Balipectam*' and '*Dwajas-thambam*' of the temple would be installed outside this *mandapam* in another structure called '*Nalambalam*', which in many temples would be a verandah-like structure exquisitely done in wood and elaborately carved with images and intricate designs. The entire temple area will be marked off by an unimposing wall, corresponding to the massive '*mathils*' that are seen in the temples on the eastern side. Adjacent to this wall on the interior, there may be a covered corridor for the procession of the deity on festival occasions for rarely is the image of the deity carried out of the temple precincts. The simplicity of these Kerala temples and their peculiar disposition will make the visitor consider them quaint, but it may be asserted that the rigidity of worship and the sanctity attached to these temples is none-the-less of what one may see in shrines elsewhere but these temples lack that pomp and grandeur that one often sees outside Kerala. The mode of worship is according to *Tantric* principles, which demands a greater degree of austerity on the part of the person who conducts the puja and it will not be surprising to see that when once this puja is seen, the pilgrim gets transported with mental enjoyment and tranquillity, which he seeks most in his pilgrimage tours.

Taking one of the night trains that leave Madras in the evening, let us take a trip into this enchanting land. After a comfortable night's journey,



Sri Padmanabhaswamy temple—Trivandrum

the pilgrim wakes up when he is near about Palghat when he is virtually on the soil of Kerala. The long vistas of cocoanut palms with water-logged lagoons in between with low-lying mountains in the horizon will be a picture of Kerala that one will get first. The first place that he must see is Trichur—at one time the capital of the Native State of Cochin.

TRICHUR is an important place of commercial importance and as such it is a very big town commanding all modern amenities. It is the proud possessor of an ancient Siva temple, which stands in the heart of the town, picturesquely situated on the crest on a small hillock and surrounded on all sides by a moat, which indicates the greatness of this shrine. It is one of the oldest temples of Kerala and is said to have been founded by Sri Parasurama, for it was here that this divine personality manifested himself last before disappearing into his godhood, after accomplishing the task for which this avatar of Vishnu was then taken. It was also at this shrine that the pious couple of *Sivaguru* and *Aryamba*—the parents of Sri

Sankaracharya, prayed for a child and in answer to their fervent prayers Lord Siva himself condescended to be born as their child for restoring Hindu Dharma.

This temple has four gateways and within the temple stands the main shrine of Siva in the centre—here known under the name *Sri Vadakkunathan*, the Lord of the North (Kerala). It is not possible to see the image of the lingam here for it is well covered over with a thick layer of solidified ghee, which is being daily poured over the lingam in *abhisekam*. This ghee becomes thick and chips of this are given to pilgrims who seek them as special prasadam of this deity. There are other minor shrines inside this temple, dedicated to *Sankaranarayana* and *Sri Rama* and temples containing relics of exquisite wall paintings, done in the Kerala style of art. The one great festival that this temple celebrates is the famous *Pooram* festival in Medam (April-May), when several elephant processions from the neighbouring temples meet at this temple and in the night there is a procession with one of the grandest display of

fireworks, which lasts for many hours. The other festival of importance here is the Sivaratri utsavam.

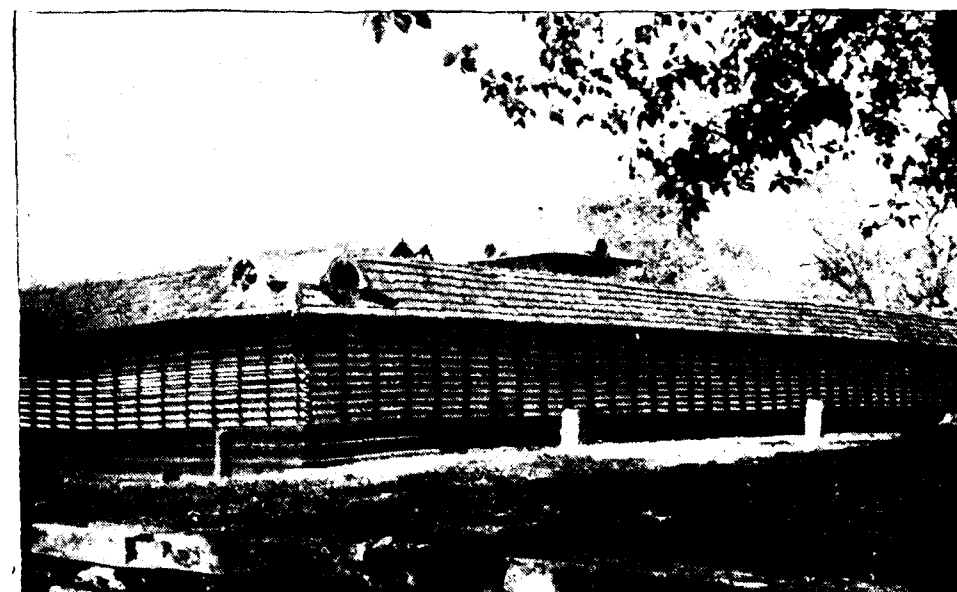
Eighteen miles north-west of Trichur stands the famous shrine of *Sri Krishna* at GURUVAYUR, where both *Brihaspathi* (Guru) and *Wind-god* (Vayu) are said to have worshipped the Lord. This temple is one of the most important '*prarthana sthalams*' in Kerala and hence attracts a large number of pilgrims all the year round, especially from the nair community. The image of Lord Krishna enshrined here is a lovely image and local legends abound in the numerous miracles that were wrought by Him to save His devotees. One of the most outstanding is the anecdote connected with that famous poet of Malabar, Meppattur Narayana Bhattathri (1559—1665), who was afflicted with a dreadful malady. He was ordered to make his stay here and bathe in the waters of the temple tank and compose an epic in praise of the Lord here. He did so and was cured. It gave the literary world that wonderful epic poem in Malayalam known as '*Sri Narayaneeyam*', which is a true

rendering of the reputed puranam—'*Sri Bhagavatham*'.

Equally important is the Siva temple at THIRUVANCHIKULAM, a place about 13 miles away from Trichur, for here is a temple which was founded by the early Perumals in the Dravidian style and wherein certain of the customs pertaining to the Dravidian temples are even now observed. It was from here that *Cheraman Nayanar* the famous Chera chieftain and Siva bhaktha and *Sri Sundarar* were said to have gone to *Kailasam*—the abode of Siva. This place is one of the few places in Kerala, that were sung of by the saint Sundarar in his *Tevaram* hymns and it is also said that it was here that the Vaishnava-azhwar *Sri Kulasekara* was born.

About 15 miles away, south of Trichur is IRINJALAKUDA, where the reputed KUDALMANIKKAM temple is situated. This is one of the most famous temples in Kerala and has an interesting anecdote about it. It is said that centuries ago, the Nambudiri priest of the temple, observing a brilliant refulgence emanating from the image of the deity, brought an

The temple at Kudalmanikkam



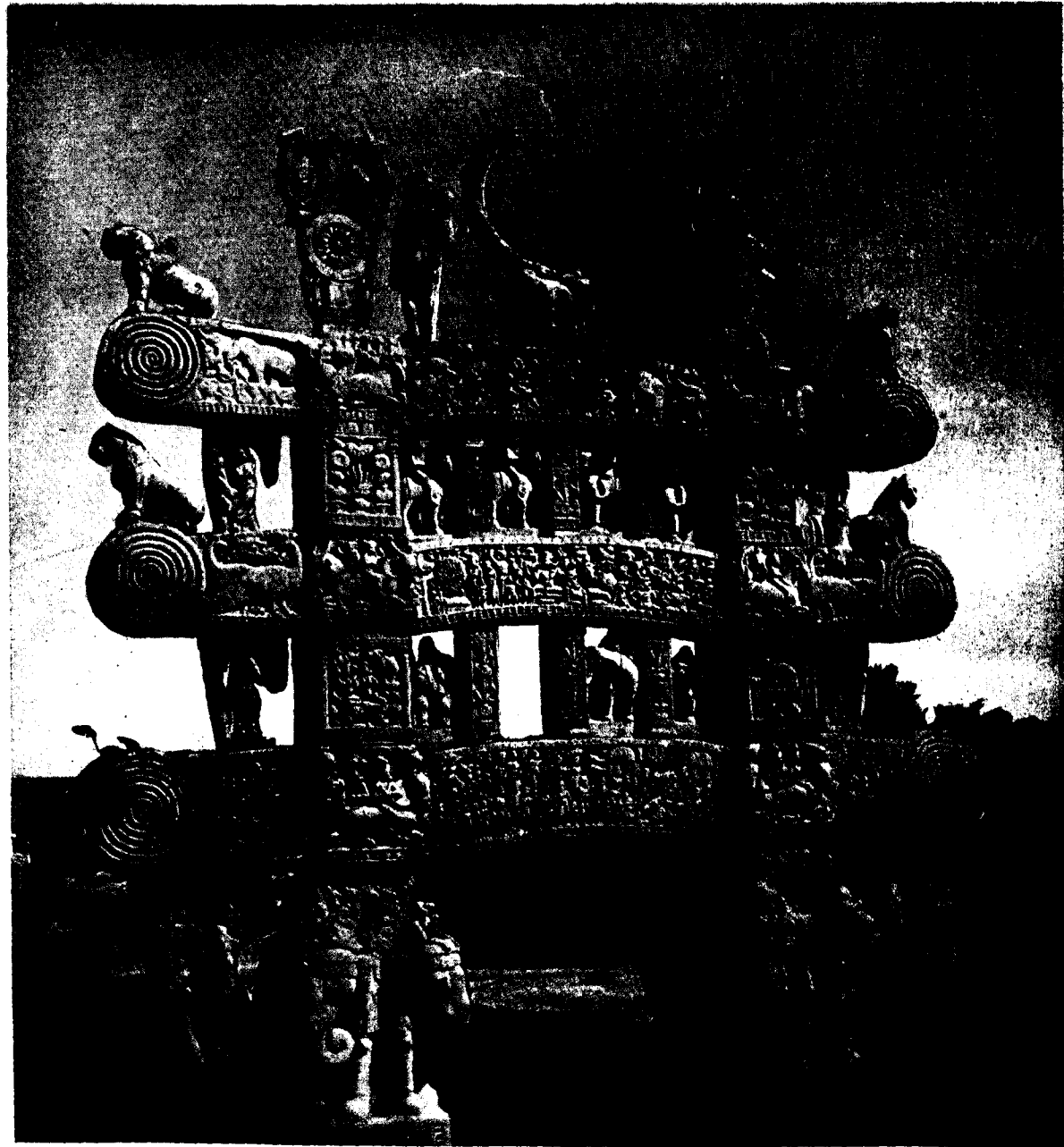
uncommonly bright ruby—*manikkam*—for purposes of comparing its lustre with that of the image. But when the ruby was taken near the image, the stone was absorbed into the idol and became one with it. Hence arose the name Kudal mannikaṁ for the deity. The shrine is circular and the deity is known by the name *Bharatha*.

Passing down about 13 miles, another very important place of pilgrimage, KALADI, is reached. It is the birth-place of the great Hindu reformer, *Sri Sankaracharya*, who established the famous Advaitic School of Philosophy. Kaladi is a pretty lovely village standing on the bank of the river Alwaye. In a small and nice looking temple stands the shrine of this great teacher, who was born to *Siraguru* and *Aryamba*, whose date of birth though much disputed, was fixed as 788 A.D. by Prof. Max Muller. It was at the Alwaye river that *Sri Sankara* was attacked by a crocodile when he was barely eight years of age which made him take *saṅgyasaṁ*, to save himself from the animal. Later, when his mother was about to pass away, Sri Sankara came back to this place and arranged for her last rites and even today, a small monument stands inside this temple marking the spot where Sri Sankara himself cremated his mother. The image of *Sri Sankara* and that of *Sri Saradamba*, the tutelary deity of this saint are installed in this temple and they are very charming to look at. Adjacent to these temples is a small but old temple of Lord Krishna, the image of which is said to have been installed by Sri Sankara himself.

From here we proceed to ERNAKULAM, the most important place

here. The original name of this place was '*Rishi-naga-kulam*' for the Rishi naga spent his last days here offering worship to the Sivalingam here and obtained *moksha* later on. There is a small temple here to house this lingam together with a shrine for Ganapati. Adjacent to this place is the famous town of Cochin on the western side of the backwater with its reputed harbour and near that is Mattancheri, where the rulers of Cochin have an ancient palace. Six miles South-East of Ernakulam is TRIPUNITHURA, now a station on the new line, which was the seat of the Cochin royal family. In the centre of the town is an important Vishnu temple dedicated to Sri Krishna, the image of which is believed to have been installed by Arjuna, the great Pandava warrior to thank the lord for getting back the dead children of a great Brahmin devotee by Sri Krishna—the story of which forms the subject matter of the puranic theme—'*Santhanagopalam*'.

Taking the new line of the Southern Railway recently opened, the visitor will now proceed to Vaikom Road from where he has to go to the famous place of pilgrimage—VAIKOM, which is about 7 miles off. The name is derived from the original one—'*Vyaghratalaya*' which means a place surrounded by water. It is said that the ancient Siva temple was consecrated by the Rakshasa *Khara*, who brought an image of Siva from Chidambaram on his shoulder to be taken to his place. But while taking rest here, the lingam got fixed to the ground and hence it was left behind by him. Later *Vyagrada*, the great devotee of Siva was directed by Sri Nataraja of Chidambaram to perform daily



GATEWAY OF SANCHI

worship to this Linga and hence came to be known as '*Vyaghrapada-puram*' in Sanskrit which became Vaikom later on. This temple is said to have been built by Parasurama, who visited this place and finding the idol under water, moved it to a higher place. Vaikom became famous in recent years, when Mahatma Gandhi came here to do satyagraha for temple-entry into this temple in 1925 and this was the first temple to be thrown open to the Harijans by the then State government of Travancore.

Between Vaikom and Kottayam, there are two places of religious importance at ETTUMANNUR and KUMARANELLOR. But passing these places and the commercially important town of Kottayam, along the shore of the great back-water lake known as '*Vembanad lake*', the traveller now reaches the town of Changanacherry. This was an important place under the Travancore Rajas and is today one of the seats of the Syrian Roman Catholic Bishop. It is from this place that pilgrims take the road that takes them to the famous hill shrine of *Sri Aiyappan* at SABARI-MALAI, one of the most important of the five temples dedicated to *Sastha* or *Harikara*, who is the guardian of the forests and mountains that surround Kerala. This temple can also be reached from Kottayam.

The next place of importance is the village of TIRUVALLA, as it contains the famous temple of Vishnu under the name of *Sri Tiruvallappan*. It is one of the one hundred and eight Tirupathis sung by the Azhwars and the temple is an ancient one, much visited by devout pilgrims. Originally there was only a small temple here for *Sri Sudarsana*—Vishnu's discus—

but later the place was enlarged to house the image of Vishnu made of the sacred *panchaloga*, which is attributed to Satyaki, the son of Sri Krishna. This temple has wonderful carvings in its corridors but one marvellous object to be seen here is the unique stone *dvajasthambom* with the copper image of Garuda on its top, measuring about fifty feet in height and two feet in diameter above ground level. It is also said that this temple had immense wealth in the form of jewels and gold and they were all buried in an underground chamber under the main shrine. It is at Tiruvella that the peculiar custom of feeding one Brahmin at midday is still observed as was done by that pious Namboodri lady *Sankaramangalathamma* in days of old, by serving the food on plates made out of the sheath of areca nut palm tree.

From Tiruvella a good road connects this place with the famous town of Alleppey, which is considered as the '*Venice of the East*', on account of the presence of numerous canals within the town which makes conveyance through water more easy and profitable. En route stands the village of AMBALAPUZHA, which is famous for the ancient temple of Sri Krishna. The sweet preparation made here from milk and sugar called *payasam* is well known in these parts.

Leaving Tiruvella, the place to halt next will be Mavelikara, which is a quiet nice little village, though at one time, it was the seat of constant warfare. Now it is usually the home of Ranis of Travancore royal family. The little village of CHETTIKULAN-GARAI about two miles from Mavelikara has a greatly revered temple at which a unique annual festival takes

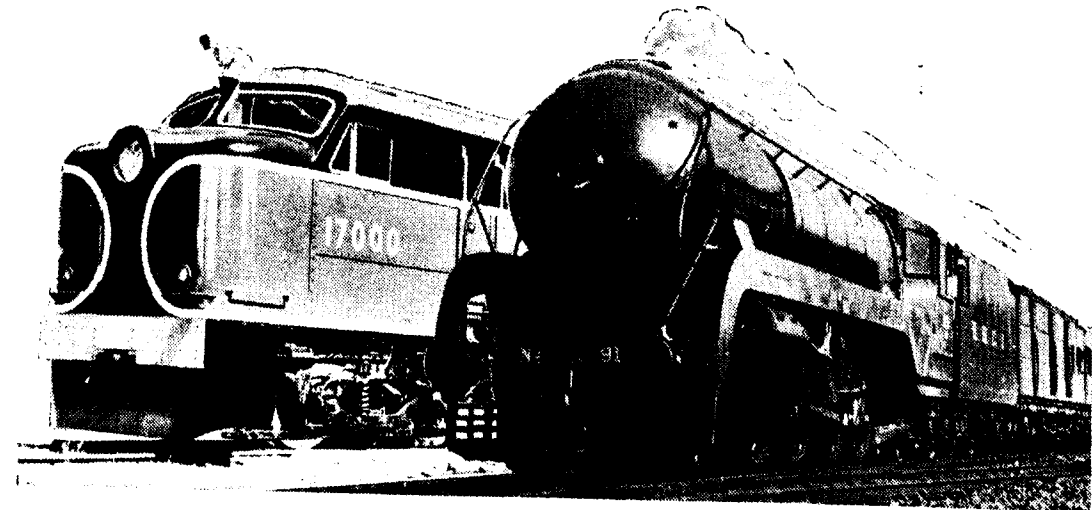
place. The festival is called 'Kattu-kalachchai'. It consists of exhibiting twelve or thirteen carefully and dexterously constructed temple cars, which are of two types. Some are tall slender structures with five stories at the bottom and seven tiers on the top resembling the ordinary temple *rathams*. But the others are quaint structures resembling the temple towers of Nepal. These are dragged in the streets and the whole festival bears a marked resemblance to a Chinese festival done to celebrate the birth of Buddha. Some of these rare customs here go to confirm the influence of Chinese and Nepalese cultures on Kerala at a time when the traders from these parts came and settled here for purposes of trade. By the way, it is essential to mention here that not far from Mavelikara is the village of Killimanur, where lived the famous Koil Thampurans from whose family came the reputed Indian artist, Raja Ravi Varma. The paintings of this gifted artist, mostly on puranic themes revived in the early years of this century a new school of painting in South Indian art and revived the popular aspect of painting based on the fundamentals of European art.

Before reaching Quilon, the one place of some importance is SASTHAN-KOTAI, which has one of the largest fresh water lakes in Kerala. Then Quilon, the old capital of Travancore is reached but it is important only for its commerce and industries. Half-way between Quilon and Trivandrum is the famous place called VARKALA, noted for its reputed temple dedicated to Vishnu, known as *Sri Janardhanaswamy*.

Local tradition attributes a puranic origin to this temple. It appears that while the great sage Narada was going from place to place in the Heavens, he reached the world of Brahma, his father, called the '*Brahmalokam*' to pay his respects to his father. But when he was in the presence of the divine Creator, he was astonished to see that his father prostrated before him, which was rather unusual, since Brahma saw Vishnu standing behind Narada, for the former being much enchanted with the celestial music of Narada, was following him without the sage being aware of this. Only then did Vishnu realise the delicate position in which he had placed Brahma and so vanished. Brahma, when he got up, saw only Narada before him and the situation became more embarrassing to Brahma for his own nine attendant deities laughed loud, seeing the great creator's curious behaviour. In his wrath, Brahma cursed his attendants to be born on the earth as mortals and suffer the miseries of birth and death. Narada realising the situation and knowing the innocence of the gods, advised them to go to the place, where his upper garment or '*varkalam*' falls on earth and do penance there. The garment of Narada fell on a tree near this place and hence the site came to be known as '*Varkalam*' and became corrupted to Varkala.

Tradition further adds that the original temple of Vishnu that was here, had been washed away by the seas. Long after, a Pandyan ruler of this territory, who was haunted by the ghost of the Brahmin he had accidentally killed—*Brahmahathi*—performed many ceremonies and gifts

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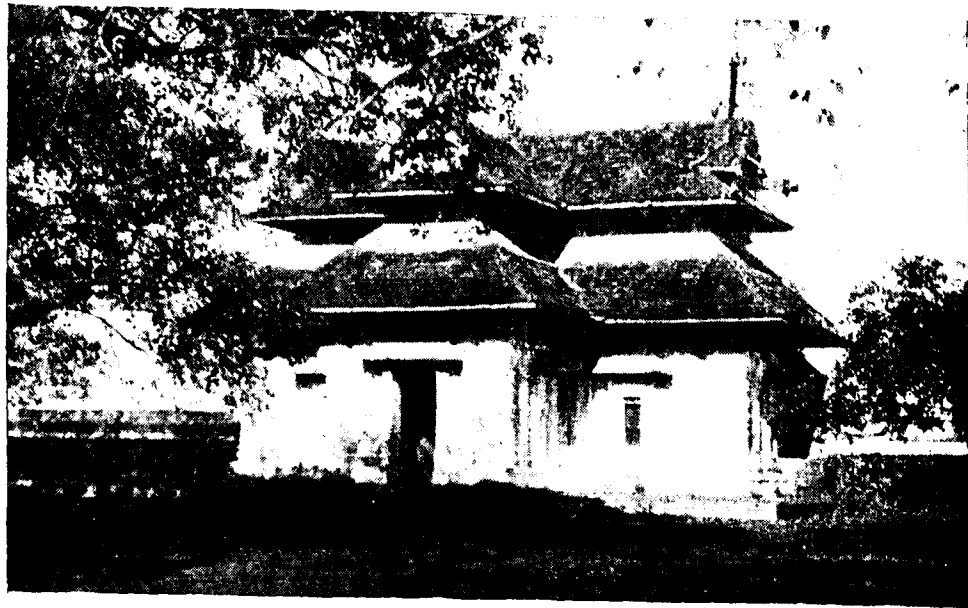
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Trippunithura Temple

to be rid of that sin, but to no avail. When he came to Varkala, he was rid of this terrible shadow of guilt that was pursuing him all along and in token of his gratitude to Vishnu, undertook the task of building a fresh temple for this deity on a high hillock so that it remained protected from the sea. But he was loath to find that he could not recover the old image of the God, till one night he was told in his dream to watch the sea for the appearance of certain flowers therein and then to recover the image from that spot. As directed in the dream, the king kept vigil and was happy to recover the image from beneath the sea. At the auspicious hour intended for the consecration of the image in the newly-built temple, a miracle occurred, whereby all the people present there fell into a trance, except the king and the chief priest. To their amazement, they saw Brahma

and the gods come there to install the image. This pleased the monarch so much that he left a large amount of wealth for the conduct of the daily pujas to the sacred image of Vishnu, so divinely sanctified. It is also said that Brahma performed a great Yagna there and the remnants of these are what is now seen in the silicified stratas of lignite and sand on the ridges of the cliffs facing the sea. On account of this, Varkala is considered as sacred as Gaya in the north for the performance of religious ceremonies to the deceased forefathers.

The temple is situated on a raised ground and a flight of fine wide steps takes one to the portals of the shrine. Sri Janardhanaswamy is a very charming image and resembles his counterpart in the north of Kerala, Sri Guruvayurappan in beauty and stature. There is an episode connected

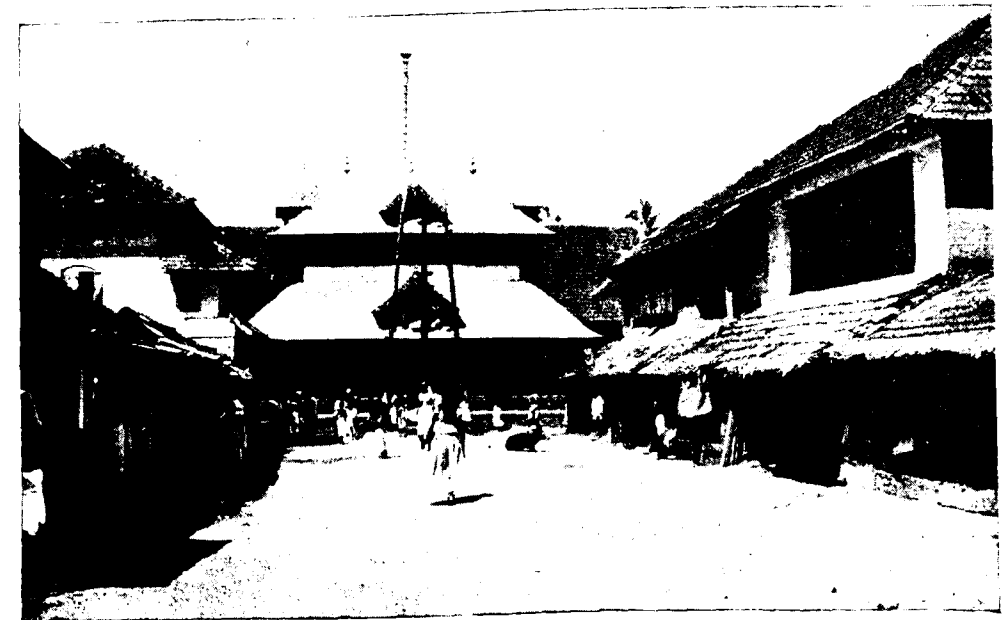
with the temple-bell here, which is rung every day at the time of the puja. Once many years ago, a Dutch ship was becalmed just off the shore in front of the temple and not a breath of air came to stir it even for weeks together. The captain became desperate and came ashore for seeking the advice of the temple priest. He offered the big bell that ships usually carry to warn the other ships at sea as an offering to Sri Janardhana, if only He would help the ship to proceed. In the evening of that day, the much-awaited wind began to blow and the Captain true to his word, came ashore again with the bell, which he gave to the temple as his humble offerings. This bell is still in use here.

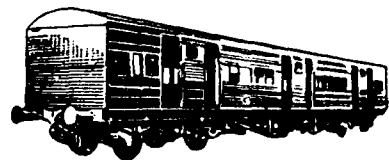
Varkala is famous for the three natural mineral springs that are here and on account of their medicinal

effect, this place has gained the name as "*Spa of South India*". The first one is known as '*Chakra thirtham*', which is said to have appeared from out of the hole caused by the divine Sudarshana of Vishnu. The second one is the '*Papanasa thirtham*' which was made to absolve Brahma for his arrogance. The other one is the sacred water that comes out of the shrine of Sri Janardhanaswamy which is used daily for the abhisekam of the deity.

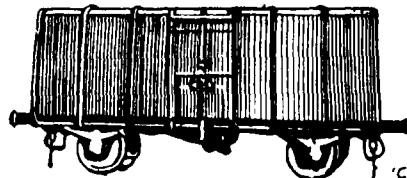
Varkala is also famous, for in recent years it was the place where the great *Sri Narayana Guru* lived and has established the '*Sivagiri mutt*'. This great personality preached the oneness of god and caste and thus created a school of followers, who have striven hard to remove the untouchability stain from the fabric of Hindu cult.

Sri Krishna Temple, Guruvayur





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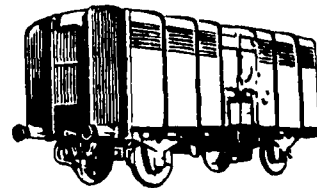
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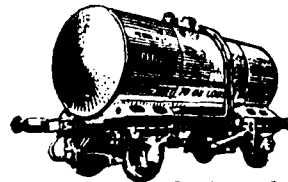
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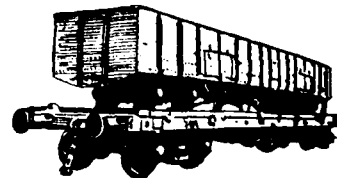
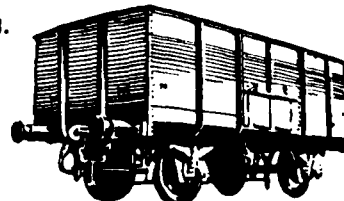
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MSWC-4

Leaving Varkala, the pilgrim reaches the last lap of his religious tour, when he gets down at the Trivandrum railway station. This is also the terminus station of the metre gauge line of the Southern Railway on this route. *Trivandrum* is the biggest city here, for it had been the capital of the Travancore State all along and now is the capital of the consolidated Kerala State. As such it is place of magnificent buildings for the administrative machinery of the Government, as well as the numerous other public buildings like the famous museum, the palaces of the Maharaja and the business houses of some of the noted businessmen here.

From the pilgrims' point of view, the most appealing place is the reputed temple of *Sri Anantha Padmanabha Swamy* here. This shrine is a very ancient one and is one of the reputed Tirupathis of the Sri Vaishnavites, who call it by the name 'TIRU-ANANTHA-PURAM'—the place of the sacred snake, *Ananthan*, on whose coils Vishnu reposes in His yogic slumber. The '*Brahma Purana*' which gives the genesis of this temple, says that it was the place where Sri Vishnu chose to lie as a little child to be fed by a *pulaya* couple with *kanjee* in a broken cocoanut shell. Later a great saint by name '*Vilvamangalam Swamiyar*' was blessed by the Lord here and

was asked to clear the forests that grew over the image of this deity who was then several miles in length, His head at Tiruvallam, three miles south of Trivandrum and His feet at Tiruppur, six miles north of Trivandrum, and do the daily worship to Him. But the saint found this practically not possible for him and so at his request the Lord was pleased to reduce himself to the present form that is seen in this temple. Here even the image of the deity is a grand one, gigantic as compared to similar images we see here. To symbolise the original magnitude of *Sri Padmanabha*, the worshipper has to see him through three doorways, one at the side of the head, the other in the naval portion and the last one at the side of the feet.

The temple, having been under the direct care of the Maharajahs of Travancore is fabulously rich and is maintained on a royal scale.

From Trivandrum, the pilgrim can proceed south to visit the two places of pilgrimage, Suchindrum and Cape Comerin. But it is better to leave him here and help him to see these places at a later stage, for the object of this present tour was to acquaint him with only these sacred shrines that are located in the state of Kerala, as we now know it.





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Our Fellow Passengers

THE GROUSER

OPRAIL

THE Grouser enters the compartment glaring at his fellow passengers who are already there as if they had no business to be in the train at all. The porter stows away his baggage, waits for his fee, is paid the exact amount and lingers on for a couple of extra annas as a tip. The Grouser grinds out through his lips, "Aren't you ever satisfied with what you are supposed to get. If you aren't, you'll get no more from me." The porter knows this type well, and does not usually indulge in any more wheedling, but soon moves off for another load.

The Grouser now looks around the compartment as if to see whether everything is to his satisfaction. Another passenger's suitcase juts out slightly from under the seat. The Grouser gives it a ferocious look. He would like to have this offending article removed, but realises that there is a limit to what he can and cannot do. He bottles up his discontent, knowing that he will soon find something else on which he can vent his ill-feeling.

He is about to sit down on his berth when he observes something apparently distasteful. He runs a pointed finger along the berth drawing a distinct line through the fine film of dust. "I thought so," he exclaims angrily. "Every time I have to sit in a railway carriage, I find the berth covered with dust. Can't these confounded railwaymen keep their carriages clean?" He goes to the door of the compartment and roars out a call

for a carriage cleaner, who turns up and does the needful cleaning for the Grouser.

Now the Grouser will have to wait impatiently for the train to start moving. Every few seconds he glances at his wrist-watch. He knows the exact time of the train departure, and is keeping a personal check on train punctuality. Time's up, he says to himself. But thirty seconds go past the scheduled time. The train starts rolling. The Grouser comments loud enough for the other passengers to hear, "as usual, these trains never seem to start on time."

The train moves a few yards and comes to a stop again. Someone has pulled the alarm chain. The Grouser does not know this, but this interruption is enough for him to again blow off his discontent. "Now, what does this mean," he explodes. "Can't these railway fellows ever make up their minds, and once a train starts keep it going until the next halt?" Fortunately, the stoppage is of brief duration. The train starts again, accelerates and is soon rolling smoothly over the track.

The train is now on its way for a fairly long non-stop run. The Grouser, temporarily deprived of causes for finding fault, looks to his fellow passengers for sympathetic agreement, by slating the railway in general for incompetence. His flow of conversation is however more in the nature of a soliloquy.

"I detest travelling by train. I don't know why I do it, when I can go by air. But there are journeys one must perform by train, and to me they are a confounded nuisance. Nothing ever seems to be right. Dirty carriages, trains rarely on time, overcrowding, discomfort, railway staff mostly indifferent in service and courtesy....."

One of his fellow passengers does not quite agree with the Grouser, and interrupts the spate of fault-finding.

"Now, now, old fellow, your caustic indictment of railways and railwaymen is much too severe and I'm afraid somewhat exaggerated. Perhaps you always take notice of the minor omissions and commissions....."

As if to support the Grouser's views the train suddenly comes to a stand in open country somewhere between stations. The Grouser with a triumphant glare pounces on this incident. He looks out of the window, sees no station ahead or obvious cause for the stoppage of the train, and almost shouts, "There you are. Now would you say I'm exaggerating? Why the devil have we come to a halt at this awful spot? I'll bet you there's something wrong with the engine....."

The other passenger replies calmly, "Aren't you jumping to conclusions too soon without ascertaining the cause? Anyway, let's see if you're right." He looks out of the compartment window and spots a uniformed guard walking along the side of the track towards the rear of the train.

"What's the trouble, Guard?" he hails out.

The Guard replies. "Driver spotted a body lying across the track, somebody committed suicide....."

The Grouser had heard the conversation, and sees the glint of triumph in his fellow passenger's eyes. But he will not change his attitude, or admit defeat. "How did the body come to be on the track? Some train ahead must have knocked the poor soul down and killed him."

The other passenger retorts. "There is such a thing as trespassing, you know, and if some person is fool enough to loiter on the track when he knows a train is not far away, well, he has himself to blame if he's wanting an exit from this world into the next."

The retort seems to quieten the Grouser. He lapses into a long silence, churning up inside of him a fresh supply of malice for future use.

It is some time when the Grouser gets started again. After dusk he wants to push up the wooden shutter near his berth to let in the cool air of the evening. Impatiently, he tackles the shutter and tries first to lever it up with one hand, then the other, and then both. But it seems to be stuck fast. Puffing and blowing he explodes with, "Damn these shutters. They never open when you want them to." He tries again, getting red in the face with exertion, but the shutter will not move. He attacks it with more strength and vigour, with no success.

"Blast it," he roars. The other passengers watch this display with a smile on their lips. They wonder if he will give up trying and let off steam in some other way. But he is determined not to let the shutter

defeat him. Once again he goes for it, panting and sweating and swearing, but in spite of his efforts nothing happens. He stops for a few moments to regain his breath and strength for another try, and is about to tackle it again, when a passenger moves over, flicks the security catch and opens the shutter with ease.

"You see, there was nothing wrong with the shutter," he says. "You just didn't trouble to look whether the security catch was in place or not....."

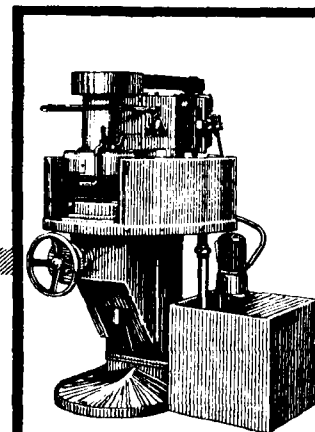
The Grouser glared at his fellow passenger who had neatly done in a moment what had cost him so much exertion and wild language. "But how did you know....." he asked.

The other passenger smiled, "Well, I just happened to be one of those incompetent, indifferent and discourteous railwaymen whom you have been slanging ever since you entered this train....."

The Grouser sat down deflated and beaten.

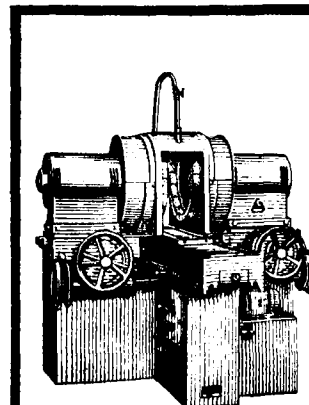


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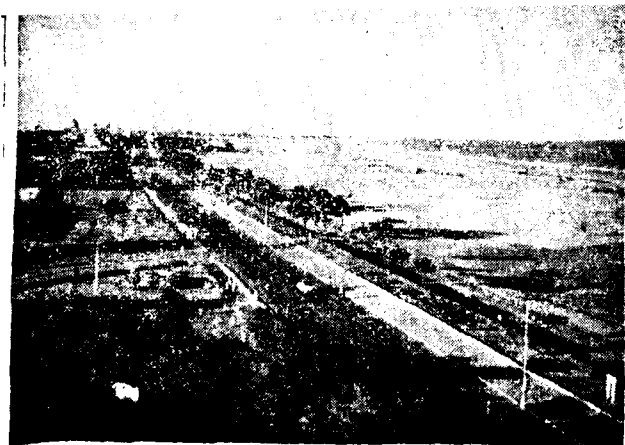
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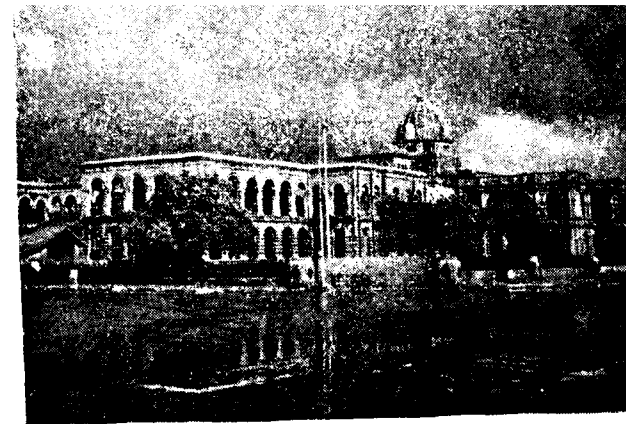
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A view of the Marina Right : Sea Front



Out to the amethyst Sea to seek their daily catch



The Presidency College, Madras

MARINA—THE INDIAN “RIO DE JANEIRO”

S. SRIKANT

Regional Tourist Office, Madras

NATURE has gifted Rio de Janeiro in South America with a beautiful beach which is considered to be the best in the world—unparalleled and unexcelled. The credit of possessing the next most beautiful beach—the second best in the world—goes to India in general and Madras City in particular. The Madras Marina, known the world over, is the pride of the people of Madras and it can rightly

be called the INDIAN RIO DE JANEIRO — not an exaggeration. With its longest and widest sea-front, the bewitching Marina of Madras still carries the magic past, with the foreign ships of the newest kind riding side by side with the catamarans with which man first ventured on the sea.

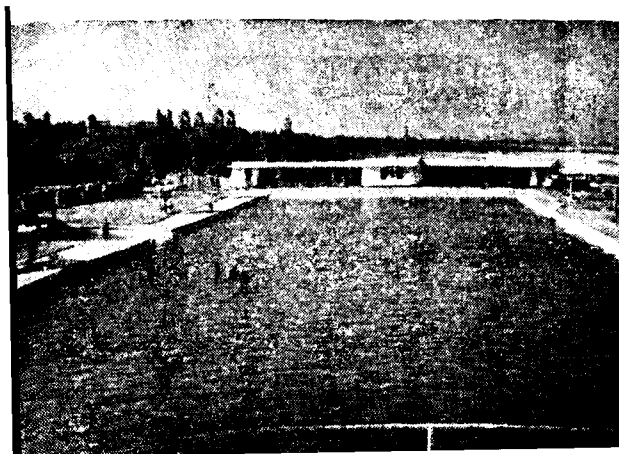
There is an influx of visitors to India from all over the country every year and most of them include the visit to the city of Madras, a highly concentrated and cosmopolitan city, *par excellence*, in their itinerary. And Madras city is not without tourist attractions. There is a 160-foot-high Light House from the top of which one can have a magnificent panoramic view of the city that will be seen as an over-grown village on a balmy beach ; there is one of the best Museums in the country where much of Indian history could be studied ; there is a fine artificial harbour ; a Zoo, which,

with a wide and varied collection of animals and birds offer amusement and recreation to one and all, is also there : there are imposing buildings like Parrys' which speak for the architectural capacity of our people ; there are strikingly picturesque temples, which, with their tall spires and sacred tanks, are the massive sculptural and architectural expression of aesthetic and devotional energy of a great people and which, though age-old, remain unique in conception and masterly in execution ; there are fine shops and bazaars too where one can get anything from poultries and provisions to prawns and prunes. These may be seen or missed by the visitors to the city. But, the one that draws their attention is the fascinating MARINA which is a 'miracle of loveliness'. It is definitely a 'must' on the visitors' list and their photographic album will not be complete without a photo of the attractive MARINA. This is, perhaps, because, nature has bestowed

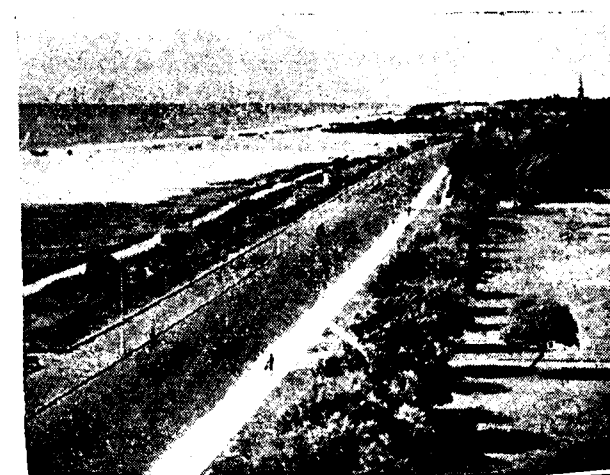
on Madras a blue amethyst sea and a wide and a beautiful sandy beach. The bay of the Marina " lies blue and green like the wings of a peacock, nettled with myriad diamond points beneath a brilliant sky ".

A promenade running between a wide sandy beach and a cavalcade of admirable buildings, the Marina occupies an unrivalled position in the city. Along the Marina, from the " High Court Beach " in the North, one will see the Fort St. George (with St. Mary's Church inside, which is the oldest protestant place of worship in India), the Fort Museum and the War Memorial. After he crosses the " Napier Bridge ", he sees the Madras University Buildings, next the picturesque Senate House and the Chepauk

The Marina Swimming Pool



Another view of the Marina



Palace (in which are housed some of the administrative departments of the Madras State), the famous Presidency College, the Marina Grounds, the Venlock Park, the University Examination Hall, the Lady Willington Training College, the Queen Mary's College, the Office of the Inspector-General of Police, the Office of the All-India Radio and the Santhome Cathedral. Opposite the Presidency College is the fine Marina Swimming Pool. Near by is an Aquarium which is unusually a comprehensive display of variegated fish.

When you walk into the Marina in the early mornings, you see it presenting a deserted appearance. The sound of the waves rings in your ears: the blue of the sky, the glories of sun rise and the ever-shifting panorama of the clouds, pass before your eyes. You also find some people taking their morning walks in the cool breeze experiencing the most delicate and rare sensations. During the midday and the afternoons, there will practically be none in the beach, save a few fishermen here and there who go out to the amethyst sea with their fishing boats and catamarans to get their daily catch out of which they make their daily bread. These fishermen who are strong in will 'to strive, to seek, to find and not to yield', welcome pleasure and pain, rain and shine with an unruffled spirit.

Let us go to the Marina in the cool evening hours and see how it appears. On the long cement-made, bench-like passage alongside the Marina, some people sit watching the quick flow of traffic going to and from George Town in the North and the garden suburbs of Adyar in the South; others

sit on the yellow sands some alone, of course, in a contemplative mood: some with their families speaking over a family affair: some others with their friends narrating an interesting incident, charming away the gloom and monotony of everyday life: still others sit before the sea shore and watch the "great winds shoreward blow, the salt tides seaward flow, the wild white horses play, champ and chafe and toss in the spray" and so on. Children are struck with wonder and awe at the roaring and howling waves. The able and the disabled, the rich and the poor, the healthy and the sick, the stout and the lean, the strong and the weak, the dumb and the deaf, the tall and the short, the beggar and the millionaire are all there. The Marina is a place where all these people blend together into a harmonious whole. On holidays the beach is crowded as most of the inhabitants of the city come there to relax from the ennui of their daily humdrum life. The old feel rejuvenated on the sands and join the young in "quips and cranks and wanton wiles, nods and becks and wreathed smiles". Children find joy in digging the sands and constructing 'sand houses'. Those who have the privilege of serving in the Offices opposite the Marina beach, will, in the evenings, after the closure of their Offices, naturally go to the sandy beach and spend a few hours on the yellow sands, evidently, to get some relief from their routine boredom in their Offices. The cool sea-breeze, in fact, refreshes the weary inhabitants of the city. The small plants and green tufts of grass near the "Lovers' Path" cleanly cut add beauty to the beautiful beach. The cars, auto-rickshaws, scooters and

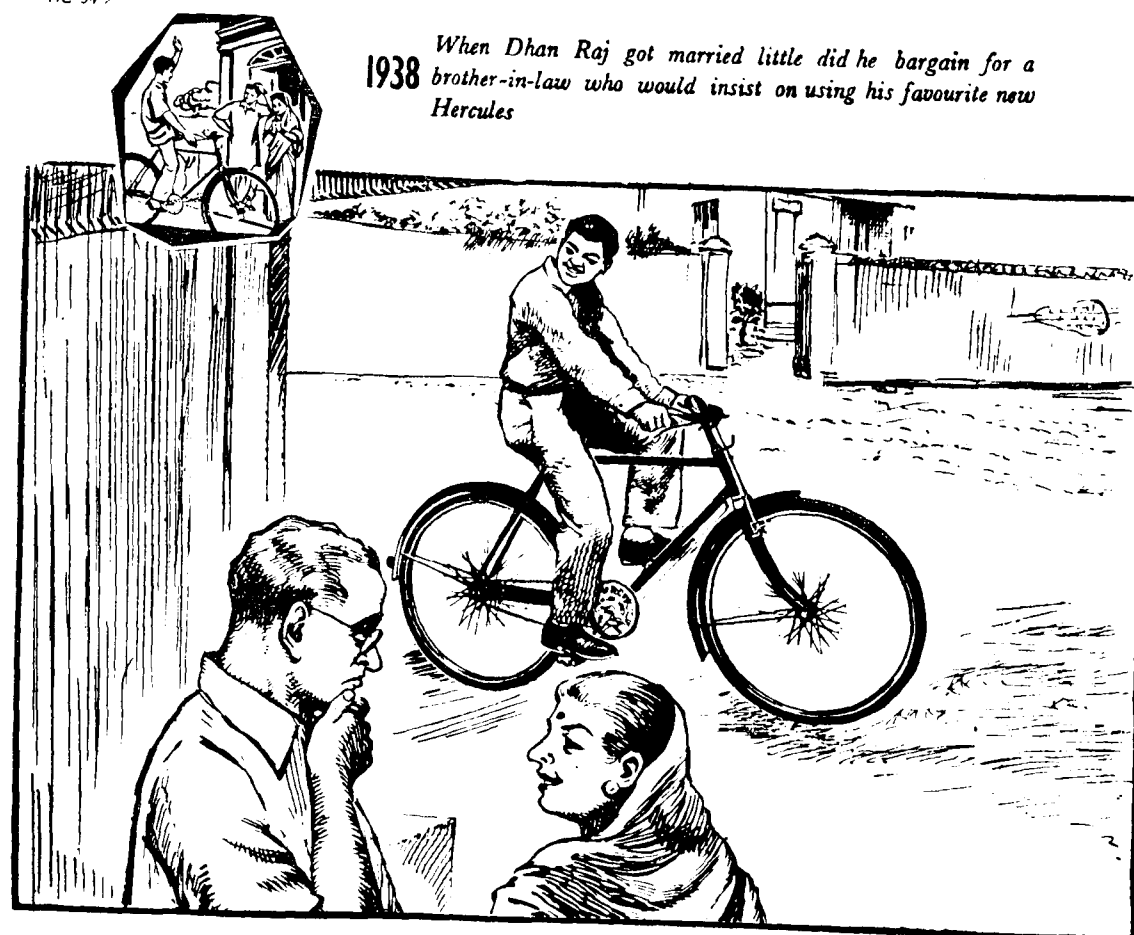
buses plying on the Marina highway in queues is a pleasurable sight to see—especially for the villagers. In the coolness of the evenings, it is gay with life and colour with hundreds of people who go there to see and be seen. The Marina 'comes to life' in the evenings when women elegantly draped in gorgeous saris of exquisite designs and with colourful flowers on their heads lend colour and gaiety creating a 'colourful atmosphere'.

'Chewing the cud' on the sandy beach is a rare pleasure. It is not uncommon with a person that he refuses to have any tiffin or coffee in his home prepared by his 'comely matron' and when goes to the beach and finds others 'chewing', his mouth too waters and he too feels like taking something in. Obviously, to cater to the needs of such people, a mobile Canteen run by the Modern Cafe visits the "I.G. Beach", i.e., the beach opposite the Office of the I.G. of Police. A fountain near this Office throwing its criss-cross sprays under the light is an added attraction on this side. A row of cars facing across the Office of the I.G. of Police is a memorable sight to view. The 'thirsty' visitor very near the shore is sure to feel 'water, water everywhere, not a drop to drink'. But then, he can get 'soda' which, differentiated from the sea water before, is not saltish, being sold by the vendors. Or there is a 'Mobile Milk Bar' run by the State Co-operative Milk Supply Union Ltd. which visits the 'Triplicane Beach', opposite the Presidency College. Besides these, there are numerous beach-vendors, plying their busy trade, selling hot peas, cashew nuts, chips, etc. Consuming these on the sandy beach, chit-chatting with your

friends and hearing the melodious music broadcast, is itself a pleasure and you will get a feeling of *joie de vivre* which you will long remember.

Sea-bathing is a common pastime in the city. Many men, women, and children take their dip in the sea on the Solar and Lunar Eclipses and on the 'Mahalaya Amavasya' days, some orthodox people sea-bathing every new moon and it is said that sea-bath is beneficial for certain types of skin infections on the body. The science of tides, like the laws of Economics, can predict at what time the tide will probably be the highest on any day. And there are strong tides on the New and Full Moon days. On the moonlight nights, the beach presents an exquisite appearance when some bring meals from their homes and have their 'moonlight dinner' near the shore, spending a few joyous hours, enjoying the nature's beauty.

Beach is an ideal place for conversation too and long leisurely *tele-a-tete* on the Marina sands is a source of much pleasure. Walking along the Marina highway from the Light House in the North to the San Thome down south, either on the sea shore or on the Marina pavement, with a perceptive companion, engaged in good conversation, one does not even feel the distance. Or he can walk in solitude. "Not that he will be the type of person who has a mania for showing to the world how far he can walk. Such an individual is a freak-athlete, not a lover of the earth. The physical exhaustion of such exploits and the tenseness of so much strain dull the finer edges of one's receptivity and turn a natural happiness, full of delicate, lightly caught sensations, into a



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stark preoccupied endurance". Dr. Johnson used to say that he loved to stretch his legs and have his talk out. You can select a lonely place and talk on anything, from potato to Political Economy. Dons of the city institutions who are apt to be tired by the evening due to their hard work during the day obviously look upon the sociable evening hours as a time to be given up to what the Scotch call 'daffing'—that is a sort of nimble interchange of humorous or interesting gossip. "Then is the time to penetrate into the inmost labyrinths of a subject, to indulge in pleasing discursiveness, as the fancy leads one, and yet to return again and again, with renewed relish to the central theme. Such talks as these, with no overshadowing anxiety upon the mind held on breezy uplands.....make the moments, indeed, to which the mind, in the sad mood which remembers the days that are gone, turn with that sorrowful desolation of which Dante speaks, as to a treasure lightly spent and ungratefully regarded" (A. C. Benson).

Essentially, a tropical metropolis, Madras city is hot during the summer months when one feels he is being baked under the scorching sun. But still, the social life of the city continues with undiminished vigour. The invigorating sea breeze brings the tempera-

ture down to a certain extent and makes the residents of Madras feel comfortable.

We, the residents of Madras, the City Beautiful, love it with its second-best-beach in the world, its trim gardens, its sportive crowds and above all its cleanliness. The splendid esplanade along the sea-front is very clean and tidy and when we see this long high way, the poet Kipling's words,

"Clive kissed on her lips, her hair,
her eyes,

And she became queen among
cities."

ring in our ears.

Even when the visitor leaves the Marina, even when he leaves "Rio de Janeiro", he will recall his experiences on the Marina, the hiss of the shoreward wind, the clap of the waves, the savour of the brine and the ships' slow movement on the sea's rim.

The old and the new mingle in Madras with a singular grace. With a distinct individuality of its own, it retains much of its old-world charm. Whatever be the kind and nature of attraction the city of Madras may offer to a tourist—Indian or foreign—it is doubtless, he carries with him the vivid and animated recollections of its exquisite beauty.





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PROMOTION OF TOURISM

K. S.

GOVERNMENT of India has decided to set up a Tourist Development Council to achieve effective co-ordination and co-operation of all the interests in the promotion of tourism. The main function of the Council will be to recommend measures necessary for the promotion of tourist traffic to India from other countries and from one part of the country to the other. It may be pointed out in this connection that tourism from foreign countries is less developed in India than in countries like America, England, France, etc. India doubled her inflow of foreign tourists during the past 5 years from 20,000 people in 1951 to 43,000 in 1955—an increase in foreign exchange for the national exchequer from 7.7 crores in 1951 to 10.1 in 1955. The largest number of visitors to India according to latest statistics is from America, next United Kingdom and the countries of Europe. It is necessary to devise ways and means of attracting more tourist traffic from foreign countries. This will be a source of earning foreign exchange. As for internal tourism, that also has to be developed. Before the advent of independence, there was not sufficient exchange of ideas by people of one part of the country with people of another part of the country. Moreover, places of interest in one part of the country were not visited by large number of visitors or tourists from another part of the country, presumably due to want of proper facilities.

While recommendations of the State Tourist Council will generally be in respect of matters concerning the country as a whole, it will also make recommendations in respect of measures for the development of tourist traffic at a particular place. In such cases, however, it will take into account the views of the Tourist Advisory Committee of the State or the region in which the place is located.

Recommendations of the Council will be advisory in character. Yet in view of the high level representation of the Council, its recommendations will not be rejected without reference to the Minister concerned.

CONSTITUTION OF THE COUNCIL :

It is understood that, the Council will have for its Chairman the Cabinet Minister in charge of Transport. The Minister of State or the Deputy in the Union Government will be the Vice-Chairman. Members of the Council will be Secretary of Transport, Government of India, Head of the Tourist organisation of the Central Government; one representative each of the Ministry of Railways, Ministry of Finance, Department of Communications and the Planning Commission; Director-General of Archaeology; Minister in charge of Tourism in each State Government; one representative of the Himachal Pradesh Administration; Chief Commissioner, Delhi; five nominees of the Indian Travel and Tourist Industry's Council, excluding Indian Airlines Corporation and Air India International; Mayors of the

Corporations of Bombay, Delhi, Calcutta and Madras and six members of the public of whom not more than three shall be Members of Parliament and/or State Legislature. The Secretary of the Council will be an official nominated by Union Government. The Council may appoint necessary committees to examine problems from time to time and will meet once a year at a place and on a date selected by the Chairman. A decision also has been taken by the Government of India to abolish with immediate effect the Central Tourist Traffic Advisory Committee constituted in December 1952.

TOURIST DEPARTMENT OPENED :

The Union Government have set up a Tourist Department as a separate organisation, but within the Union Department of Transport, for developing tourism, it is learnt. The new

organisation which has started functioning, will be under the charge of a Director-General.

The major task of the new department would be to execute development plans, promote tourist amenities at home and organise publicity abroad and to establish contacts with international travel organisations, tourist promotion bodies, foreign travel agents and airline and hotel organisations.

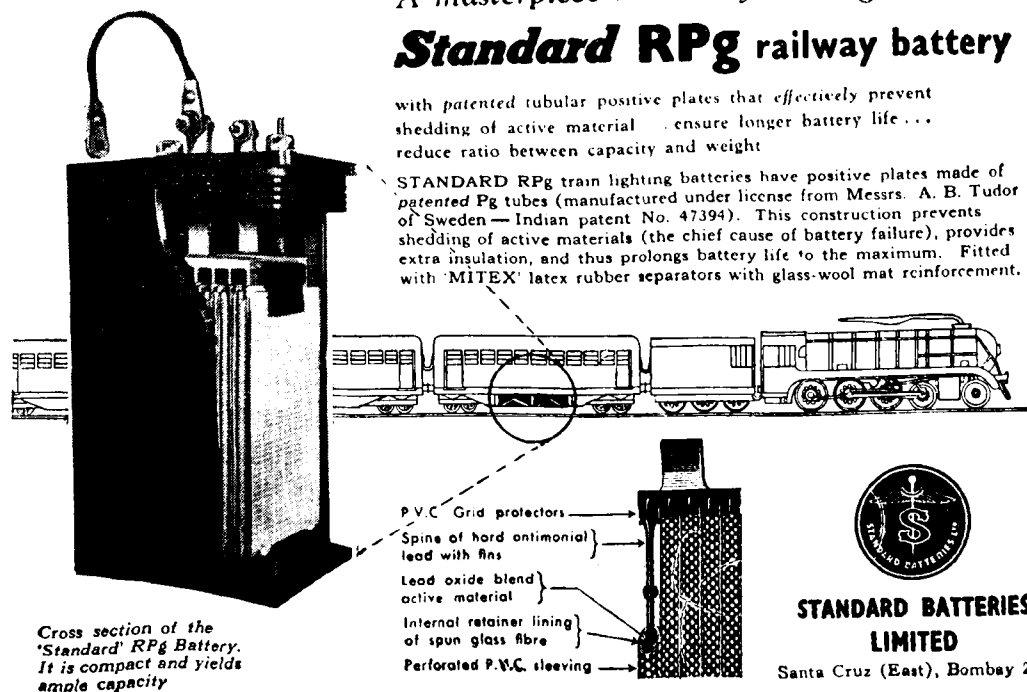
It is gratifying to note that an experienced person in this line, Mr. Som Nath Chib has been appointed as the first Director-General of the Tourist Department and Joint Secretary in the Department of Transport. He is also the President of the International Union of Official Travel Organisations, a tourist body at official level, representing over 60 countries. With this programme, it is hoped that Tourism will improve still further.

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THE ROLE OF THE UNITED STATES INFORMATION AGENCY

JOHN WIGGIN

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

"It is not enough for us to have sound policies, Dedicated to Goals of Universal Peace, Freedom and Progress. These policies must be made known to and understood by all peoples throughout the World. This is the responsibility of the United States Information Agency."

—PRESIDENT DWIGHT D. EISENHOWER
August 1953.

WHENEVER a tourist or an official visitor returns from a trip abroad, one of his first statements usually is that people do not know enough about each other.

This international ignorance has been the theme of innumerable speeches, seminars and newspaper editorials and articles all over the world.

Men know what to do about this situation, but in too many instances do not have the means or more important, the desire to alleviate it.

Fortunately, for America there have been men in the United States who not only were well aware of the great lack of knowledge that people in most countries had of each other, but were in a position to do something about it.

Ever since World War I when a committee was set up to handle government information, the idea of a service to disseminate news about America to people all over the world has been germinating in the minds of many political, educational and social leaders.

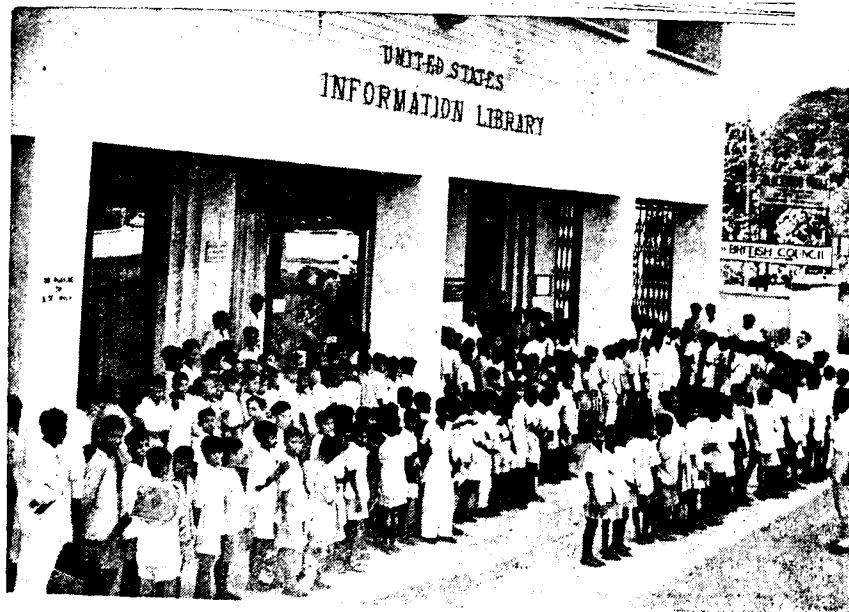
This idea came to fruition in 1953 when the Congress declared that the information arm of the U.S. Govern-

ment, which at the time was part of the Department of State, would be an independent government service called the United States Information Agency (USIA).

The responsibility of this Agency as President Eisenhower stated is to make known to and understood by peoples all over the world the policies of the United States. Policy, as defined by Webster means "A settled course adopted and followed by a government, institution, body or individual".

To make the wording of policies known to people is in itself a fairly simple job. Press, radio, books, pamphlets, word of mouth and other instruments of communication make parroting the words of others easy. But to make these words understood often calls for tremendous knowledge, not only of the culture and language of one's own country, but a nearly equal knowledge of other countries and other languages.

One cannot know algebra or chemistry without first knowing simple mathematics. By the same token one cannot understand present day complicated and sometimes seemingly illogical



Young children waiting to visit an exhibit on a Children's Library in the USA which was shown recently at the Madras USIS Library

policy statements which emanate from governments without knowing a great deal about the history of the country and the history of the policy. To make American policy understood throughout the world, is to make all that is America understood.

The officers who work in U.S. information offices around the world are first of all well acquainted with the history of America. They are secondly, students of the country in which they are working. They must know and understand American policy fully before they can attempt to interpret and disseminate it in a simple and

understandable way to unknowing and often times disinterested people.

The United States Information Agency does not formulate American foreign policy. That is the function of the Department of State. Though the United States Information Service is a separate agency of the U.S. Government, overall responsibility and authority as far as its operations in foreign countries are concerned are vested in the hands of the official diplomatic representatives. In India, for example, Ambassador Ellsworth Bunker directs the activities of all American foreign service personnel.

Dr. A. L. Mudaliar, Vice-Chancellor, Madras University inaugurating the USIS sponsored "Family of Man" Exhibit held last year on the Madras Marina



The growth of an international community of free and democratic nations depends upon the ready and free flow of facts, ideas, and people. An especially intensive program of publicity media is necessary and the USIS has around the world over 200 offices located in over 80 countries. In India USIS offices are located at Bombay, Calcutta, Madras and Delhi. Delhi is the headquarters and controls the activities of the other offices in the country. In addition to the four major offices, USIS has libraries in Trivandrum, Bangalore, Hyderabad and Lucknow. Small U.S. Reading

Rooms are also operated by Indian personnel in Guntur and Patna.

The Madras USIS has on its rolls at present 8 Americans and approximately 80 Indian employees. The office is under my direction and supervision. In addition to the activities of the Madras office, I am also responsible for the Bangalore, Trivandrum, Hyderabad libraries and the Guntur Reading Room.

For operational efficiency, USIS Madras is divided into five sections, i.e., The Cultural Affairs Section under the direction of a Cultural Affairs



A corner of the Children's Library showing a low table and short chairs made specially for children. The books are selected for ease of reading and for subject-matter which is felt to be of interest to the youngsters

U.S. Ambassador Bunker answering questions about America at a press conference held at the USIS premises in Madras



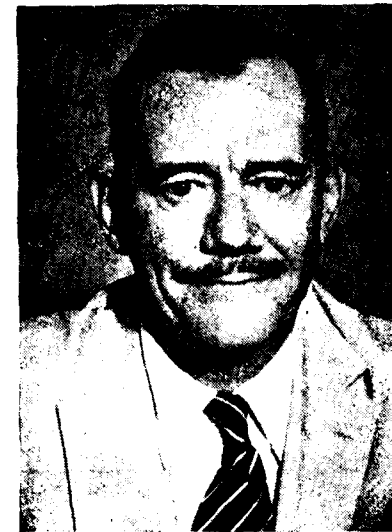
Officer, the Information and Press Section under an Information Officer, the Library under a Librarian-in-Charge, the Film Section and the Exhibit Section.

The Cultural Affairs Section maintains contacts with colleges and other educational institutions in South India. The section is also charged with the responsibility of operating the exchange of persons program in conjunction with the Department of State. Under this program distinguished American specialists in fields ranging from poetry to athletics are brought to India on lecture tours and outstanding Indian leaders are sent to the United States. Under the Smith-Mundt and Fulbright scholarship pro-

gram, scholarships are awarded to qualified Indian students for study in the United States.

The Cultural Section also organises special cultural events, such as lectures, seminars, concerts on western music, exhibitions of paintings by Indian and American artists and the like.

The Madras Information Section is probably one of the most active Information Sections USIS has anywhere in the world. Through daily press bulletins and feature material in English and the four South Indian languages, the Section sends out a constant flow of accurate information to English and local language newspapers and magazines. Madras also puts out Tamil, Telugu and Malayalam editions



Mr. John Wiggin

regional languages. The films are constantly gaining in popularity and are regularly borrowed by educational institutions, government agencies, professional groups and youth and welfare associations. Special purpose films are also shown in the "Little Theatre" of the office.

The Exhibits Section produces small portable exhibits and is also in charge of all the details involved in the presentation of large-scale travelling exhibits in South India, e.g., the "Family of Man" Exhibition. This was recently displayed in Madras and attracted the notice and appreciation of nearly three lakhs of people.

The operation of the United States Information Service is directed toward one central goal - to create better understanding of the American people and American institutions, thereby creating better understanding between the two countries. USIS serves a twofold purpose: it is interested in a two-way exchange of ideas. Reciprocal visits of students, teachers, trainees, lecturers and leaders in fields of knowledge and skill play a paramount role in bringing about close collaboration and better understanding.

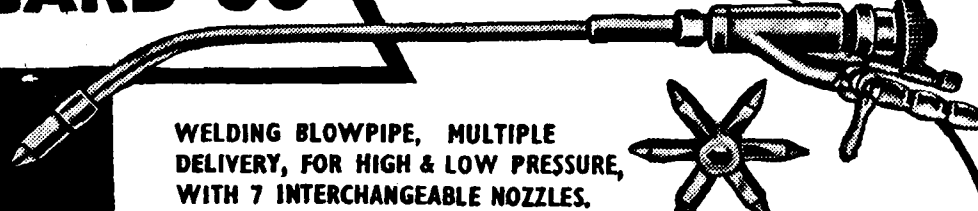
There is no more important work than that of creating closer bonds of understanding between the people of one country and another. Without the services of the 7,000 nationals of foreign countries who serve with the U.S. Information Agency and the 1,000 American officers in the service, USIS would be able to accomplish very little indeed in the realisation of this noble cause. And the United States Information Service plays a humble but significant role for peace and unity in the universe.

of the AMERICAN REPORTER, a publication which has wide circulation and a reputation as an objective and technically well-operated paper.

The Library at Madras has over 10,000 volumes, 250 American magazines and a sizeable collection of pamphlets. There are several thousand registered borrowers in Madras and nearly a thousand outstation borrowers. Seminars in library methods are often held and the American librarians share their experience in library science with their Indian colleagues. The Library is also a focal point where many of the cultural programs are held.

Movies have a universal appeal. Everybody likes them. They convey information vividly and in a form understandable to peoples everywhere. The Madras Film Section has close to five hundred 16 mm. sound films depicting all phases of American life available in English and the four

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THE JUHABU INCIDENT

Mrs. TRUESTORY

{The characters in this story are entirely imaginary and have no reference to any person or persons living or dead}

MRS. LONGLEGS was on the brink of an exciting episode, but she did not know it. She lived in Popo, an arid hot district, where the only thing of importance was the railroad. The Railway station, the Railway Yard, and the Railway Workshop, formed the hub around which revolved, the life of the few thousands who inhabited the area. As the wife of the President of the railroad, Mrs. Longlegs was a person of importance, but she lived a quiet, unassuming life and expected to see nothing more thrilling than, say, the wedding of her only daughter, or the coming of age of her beloved son.

Into this quiet backwater, came one day, the news of an insurrection by the inhabitants of the nearby district of Juhabu. These people were exactly the same as the other inhabitants of the young state of Salasia except that they professed a different faith. The Government of Salasia was nothing, if not tolerant, but the people of Juhabu, fired by fanatic zeal elected a leader, raised an irregular levy of soldiers, and broadcast their decision to be totally independent of their mother country. The State of Salasia having, only recently, freed itself from foreign sway, could not allow any such fissiparous tendencies within her own borders, if she were to maintain her tempo of progress. Hence the Government had to quell the rebellion.

Between Popo and Juhabu, there was a natural boundary in the form

of a river, nearly half a mile wide. It was known in the local dialect, as the Crocodile, since it was infested with crocodiles. The only means of access to Juhabu from Popo, were two railway bridges B¹ and B². Herein was the reason why the Government enlisted the support of Mr. Longlegs, in their proposed action. Mr. Longlegs's railroad was a wide-spread net, running across the Juhabu district, for about 40 miles and then beyond. His employees along the Juhabu stretch, had been molested for months past by the "Devils", as the irregular troops styled themselves, and therefore, he was only too glad to place his railroad at the Governments' disposal.

Thus it was, that, one fine morning Mrs. Longlegs found herself acting as hostess to Commander and Mrs. Brave. The Commander, a fine soldier, had come with his regiment to finalise the proposed move, in collaboration with Mr. Longlegs. So while the men conferred, the women took stock of each other. Mrs. Brave was a charming lady. Her manner, to her husband's subordinate officers, was a study, in graciousness itself. It was kindly condescending and entirely non-discriminating. They had a little son, whose nurse sported extraordinarily brilliant ear-rings and whose smile shone with gold dentures. In the face of such grandeur, Mrs. Longlegs, who was rather waive, did not have the courage to place before her guests,



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the simple fare that she and Mr. Longlegs were used to. In her opinion, nothing but chicken and icecream, etc. would do for them, night after night, for nigh on one and a half months. At the end of this extravagant outburst, Mr. Longlegs found, his household expenses had made heavy inroads into his savings.

In the meanwhile, all arrangements had been completed by Commander Brave and Mr. Longlegs. The latter chose Mr. Bold, an able officer and a veteran of the first World War, and a certain number of hand picked men to man the trains conveying the troops across the Crocodile. Information was received that the rebels had two strong holds, both across the bridges B¹ and B², and that they had mined the former bridge, to be blown up, at the slightest suspicion of any armoured train moving in. Mr. Longlegs was racking his brains as to how to circumvent this difficulty, when the story of the wooden horse employed by the Greeks of old, to capture Troy, occurred to him. There was a daily movement of empty goods waggons across the bridge towards Juhabu. His plan was to put the troops, in the empty goods waggons, and under cover of darkness, move them on to the bridge head—on D day, such a train would be above suspicion. Once the bridge was crossed, the driver could stop the train, on the pretext of engine trouble and tinker with the engine while the troops could get out silently and capture the bridgehead.

B² did not rank so high in importance, as it was a smaller bridge, and it was common knowledge that it had not been mined. But what Commander Brave did not know, was

that the innocent looking workshop, connected with a dam, being built near B², was, in actual fact, turning out armaments for the "Devils". Moreover, they had concentrated in this area, hundreds of expert snipers, as the area surrounding the bridge was dotted with hillocks and rocks affording excellent cover. This strength was the reason for B², not being mined.

The dawn of D day found the Government of Salasia moving in its troops from all sides simultaneously. As already mentioned, Commander Brave and Mr. Longlegs were responsible for the southern sector. As scheduled, the empty goods train left Popo station at midnight as usual, but stopped at a level crossing, a little distance ahead, where the troops, in charge of a Colonel, entrained in secret. The empty goods train had such an air of normality about it, that the bridgehead was captured before the rebels were aware of what had happened. They put up a stiff opposition but the element of surprise won the day.

But B² was a different story altogether. As the train carrying the troops in charge of Commander Brave and the railroad personnel, in charge of Mr. Longlegs moved in bullets started showering upon the train. As the troops detrained and moved in, the opposition they met with, was something beyond their worst expectations. The alarming shipping was another unforeseen factor. The sudden spectacle, at this stage, of Mr. Longlegs's Juhabu station, situated a few furlongs off the bridgehead, blazing forth in redhot flames at the hands of the "devils", lowered their morale a little

more. Just about then, Mr. Longlegs and his assistant Bold, found themselves caught at the bridgehead, after bringing in a fresh batch of troops in the train. Being unarmed, they ran under the bridge and hid themselves behind the abutment where Bold, who was a devout Catholic, started saying the Lord's prayer on his knees, advising Mr. Longlegs to follow suit. I doubt if Bold said the Lord's prayer with the same fervour ever before or after, in his life. However, they quickly extricated themselves from under the bridge, and took back the train with the wounded. The firing was so heavy, by now, that the men started running back across the bridge in a desperate bid for safety. It was then that Commander Brave displayed the qualities which had made him a born leader. Bren gun in hand, he stood at the bridgehead and exhorted the men thus, "A man can die only once, and for a soldier, there is no greater glory than that of dying in battle. Any man, military or civil, who runs back, gets a bullet from me. Get back and fight." These brave words put fresh heart into the men that they turned back in a fresh wave of attack.

In spite of this fresh onslaught, it was touch and go whether the bridge could be held. So Commander Brave detailed Mr. Longlegs to send an SOS to Popo for reinforcements to be rushed to B². Mr. Longlegs spoke over the wireless to his executive manager Mr. Wolfe, "Moon dog, Moon dog, send "Ladybird". Lady bird was the name of the train, which, it had been decided, in an emergency, would bring in reinforcements and "Moon dog" was the codeword designating Popo radio station. Mr. Wolfe was

an able man, but he stammered slightly. In the general excitement, he did not identify the code word of his station. His rejoinder came over the wires, crisp and breaking like something frying in boiling butter, "Yes, Yes, S...s...sir, the L...l...lady bird is starting, but, what the d...d...dickens, do you m...m... mean by calling me a d...d...dog?"

Meanwhile the battle for B² raged fiercely. The railroad men were doing a magnificent job under the direction of Mr. Longlegs, who was ably assisted by Mr. Bold. They organized the men into several batches, each of which had to take its turn, by lot, at manning the train on its many trips up and down. Mr. Bold, with his clarion call of "Come on, boys, let's give these "Devils" a taste of real hell" reduced the whole affair into such a merry adventure, that the men were equally enthusiastic to enter the danger zone. The engine of that train was riddled with bullets and Mr. Longlegs later named it "Juhabu", as a tribute to his gallant men. Reinforcements had arrived by then, and victory was wrested from near defeat, after three days of stiff fighting. In the meantime, news trickled through, that the rebels had surrendered in all the other sectors, and that the Government of Salasia had appointed an administrator, with wide military powers, to establish peace and concord in Juhabu.

As Commander Brave moved on to the capital of Juhabu, mopping up the whole southern area, Mr. Longlegs accompanied him, taking over the Juhabu railroad which had also been a private company, but had later been requisitioned by the rebels. It was a triumphal progress for

Mr. Longlegs, as he went along planting his men all along the stations. The defeated rebels had become a rabble by now, and the populace, deprived of the support of the "Devils", were completely cowed. It was "Yes, sir, Yes, sir, three bags full sir," to all his orders. This triumph reached its climax when at the capital he received a decoration for the magnificent co-operation given by his railroad. The men were not forgotten either. A generous purse was handed to him to be distributed among them.

On Mr. Longlegs' way back, a funny incident occurred. One of the station masters planted on his onward journey, by name Merryweather, was a dare devil. Near his new station were the ancestral acres and palace of a noble lady. He went there, posing as the representative of the Salasian Government. Immediately he was feted with the best of food, choicest of drinks, and the most lavish hospitality. He had the time of his life. News of this, having

reached Mr. Longlegs, he reprimanded Merryweather severely, to which he pleaded thus, "Sir, I admit, I did wrong, but for one day in my life, I was a king. Please forgive me." He was forgiven.

In the meanwhile, fantastic rumours had floated back to Mrs. Longlegs. They ranged from reports giving out that Mr. Longlegs had been appointed the President of the Juhabu rail system to less glorious ones such as that he had been caught by the "Devils" and mutilated. Since she had bidden him God speed 4 days ago on D day night, she had heard nothing from her husband. With the bottom fallen out of her world, Mrs. Longlegs was offering prayers to her patron saint, when in walked Mr. Longlegs, accosting her thus "Good morning! Lady Longlegs!" She was wondering at this strange salutation when he enlightened her further, adding "Now, do you realise what a wonderful husband you've got?"

AMERICAN TEAM OF SURVEYING ENGINEERS HELPED INDIAN RAILWAYS

K. S.

UNDER the Technical Aid Programme of the United States of America, the Government of India entered into a contract with Messrs. Sanderson & Porter, a firm of Engineering Consultants of New York, on 10th February 1956 to study the most practical methods of equipping the Indian Railway system both on a short-term as well as on a long-term basis, to cope with the rapidly expanding traffic load with particular regard to the following:—

(a) Short-term measures such as Yard Layout, Signalling and Operations, Increased utilisation of Marshalling Yards, Workshops, Running-Sheds and Sick-lines, etc.,

(b) Long-term measures such as measures and techniques to increase train weights and lengths by using higher capacity engines with greater tractive effort, Automatic coupling, Car design, Double tracking some of the heavily used routes, Technical review of brake equipment, Optimum combination of steam, diesel and electric traction, and

(c) Rail-cum-sea movement of bulk commodities, particularly coal.

By an amendment to the contract, Messrs. Sanderson and Porter were also required to examine and put up a scheme for the transportation of iron ore from the Rourkela district of Orissa to the Port of Visakhapatnam.

The entire dollar expenditure on these projects amounting to Sterling 489,180 was to be borne by the United States Foreign Operations Administra-

tion and the rupee expenditure amounting to Rs. 3,40,000 by the Government of India.

The Team arrived in India in the beginning of April 1956 and after making a rapid study of the Indian Railway system submitted their preliminary report on 9th July 1956, and made certain suggestions on the following subjects:—

Motive power.

Rolling stock.

Signalling.

Yards.

Shops, Running-sheds and Sick lines.

Training programme.

Transportation of coal.

After an examination of the preliminary report, the Team were entrusted with the detailed study on:

Improvement or modification to W.G. Locos.

Broad outlines of a more powerful locomotive.

Centre buffer coupler on wagons.

Introduction of Centralized Traffic Control.

Transportation of coal from Bihar and Bengal coal fields.

Rail-cum-sea shipment of bulk commodities—Coal.

Transportation of iron ore.

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Indian Railways have devised to increase the present line capacity by about 50 per cent particularly on busy sections. Along with measures for securing this additional line capacity, certain modern methods of working are also being adopted consistent with standards of safety in operation. The most important of these measures are:

1. Interlocking standards being raised to permit of higher speeds on the main trunk routes.

2. Interlocking of non-interlocked sections and important yards.

3. Modern power signalling in busy yards and areas.

4. Automatic signalling on busy sections.

5. Introduction of 'Centralised Traffic Control' system of movement on two pilot sections—one on the Broad Gauge and the other on the Metro Gauge.

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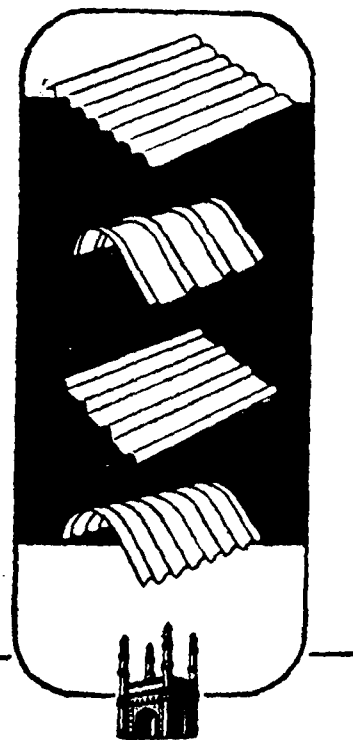
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ADVANCED METHODS OF RAILWAY WORKING

T. S. PARTHASARATHY

Deputy Chief Operating Superintendent (Goods)

A PART from their employing the most up-to-date signalling and other appliances, which, by the very virtue of their mechanical perfection, make operation more efficient, the European Continental railways also adopt certain other methods which have yielded good results with negligible capital outlay. These methods were evolved by wizards of railway operation after a systematic study of the problems concerned and perfected by later experts who took nothing for granted but conducted further probes into the same problems. The codification of wagon-load traffic and smalls, time studies of various aspects of railway working, fixed schedules for marshalling and terminal yards and re-organization of delivery services are some of the many methods which have paid good dividends and hence recommend themselves to even countries like India where railway working has been improved *sui generis* to a high degree of efficiency. Two such methods, viz., the codification of wagons and time studies, will be described in this article.

WAGON CODIFICATION:

Railways all the world over use some kind of seal cards and wagon labels to show the forwarding and destination stations and other relevant particulars necessary for the passage of wagons. The criticism has been that on most Asian railways (except in Japan and Taiwan) the labels used

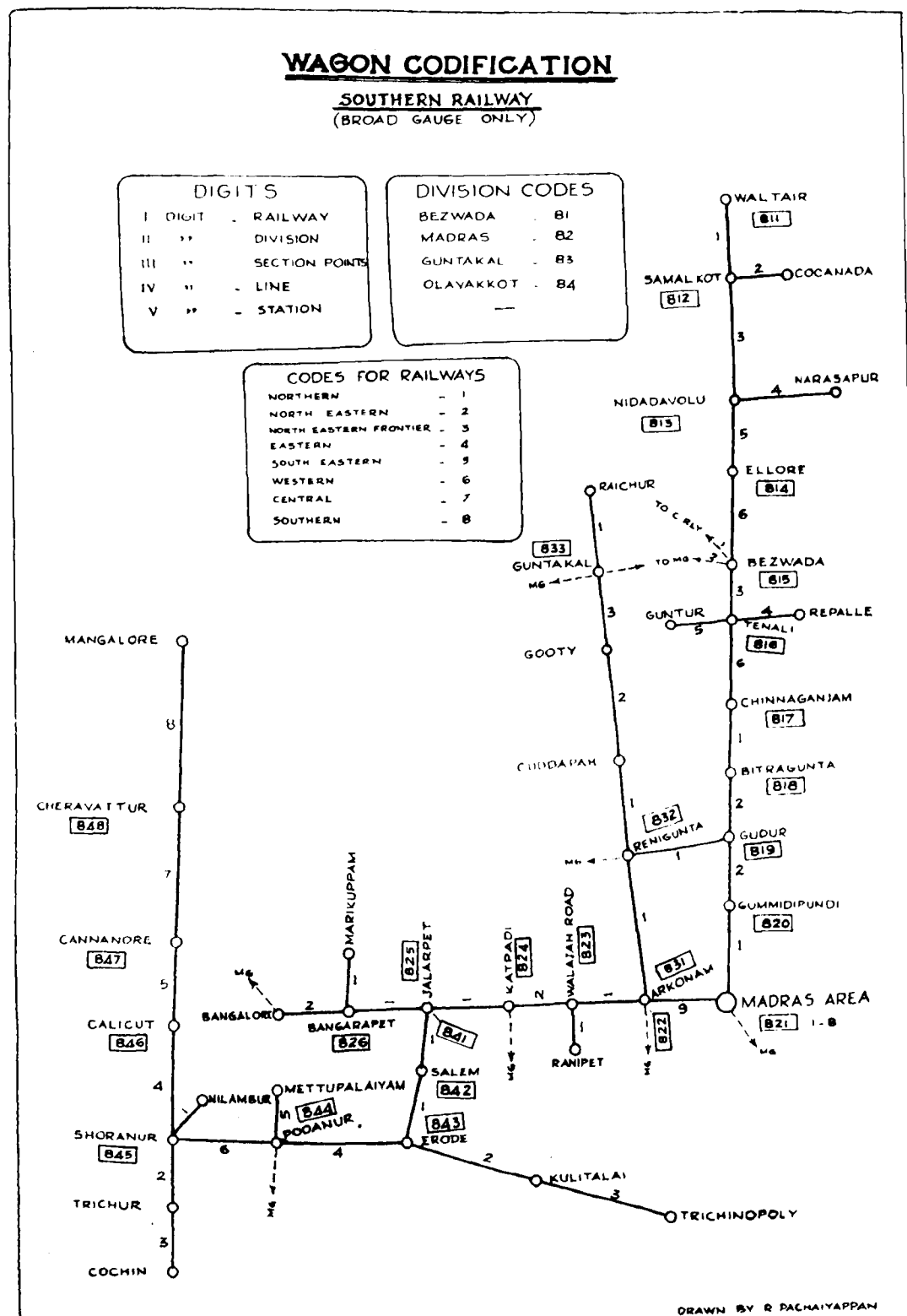
are small and difficult to read. The labels used on the Japanese and Taiwan railways are of good quality card board, 10" x 7" in size and give indication of class of traffic by stripes and figures. When small labels are used, mis-reading of the contents and consequent mis-despatch of the wagons occur. Very often indistinct or illegible writing leads to the wagon being despatched to a station on another railway or division with a nearly similar name, e.g., Agra for Adra, Bangalore for Mangalore or Lonand for Londa. European Railways use even larger labels than those in vogue in Japan and Taiwan and some of them have duplicated each station name by a code number. This code number pertains either to the station itself or to a division or line in or at which the station is located. The large-sized code number is so prominent on the label that it can easily be read even on a passing train by a trained eye. It is claimed that even illiterate shunters can easily see where a wagon has to go.

There are two different systems of codification:

(a) a system wherein the code number is invariable (France),

(b) one in which the number changes according to the direction of traffic (Belgium).

The French Railways who were the pioneers in codification adopted in the



first instance the variable system which gives in its first digits the code number of the last main marshalling yard before the wagon reaches its final destination. The idea seems logical and would almost automatically occur to anyone who starts conceiving the idea of codification but it is, however, unsound. The French Railways then reverted to the unvariable system and have been adopting it ever since.

The schematic map reproduced along with this article will give the readers an idea of the implications of introducing codification of wagons on say, the Southern Railway. For want of space, only the Broad Gauge portions have been shown in the map. In a country like India where there are eight railway zones, it will be necessary to have five digits, the first for the railway, the second for the division, the third for the section points, the fourth for the line and the fifth for the station. It will be seen that the digit allotted to the Southern Railway is 8 and therefore, all wagons destined for the Southern Railway will have numbers commencing with 8. The second digit allotted for Divisions will be 1 for Bezwada, 2 for Madras, 3 for Guntakal and 4 for Olvakkot. So, wagons destined for the Bezwada Division will have numbers commencing with 81, those for Madras Division with 82, for Guntakal Division with 83 and for the Olvakkot Division with 84. The remaining three digits will be for the section points like Waltair, line like the Waltair - Samalkot section and the last for the station. The destination of a wagon with the number 81,111 will, therefore, be Duvvada and one with 81,531 will be Kistna Canal. If codification is introduced, it will be necessary to print a list

showing the numbers and the stations to which they refer and distribute copies to all staff on the line. It should be remembered that the code number will be used *in addition* to the usual seal card which will furnish the full name of the destination and other particulars.

FOR SMALLS TRAFFIC:

Just as in the case of wagon load traffic, codification of smalls can also be done by substituting the station name by a letter, number or a combined letter-and-number code. All smalls consignments should be clearly marked with that number.

The objects are:

(1) to avoid misrouting due to badly written station names or insufficient geographical knowledge of staff;

(2) to rectify misrouting, if any, at the earliest opportunity; and

(3) to facilitate the work of loading and unloading.

All sorting in France is done according to the code system. To take an example: "4 PERPIGNAN 20". (Perpignan is in Southern France).

In the North East and West Region, all smalls beginning with 4 are sent in one wagon to Paris-Tolbiac which then reloads it in a wagon marked "4 Perpignan". In Perpignan, it is again reloaded into a wagon marked "4 Perpignan 20" and reaches its destination which is 20.

In Belgium, all packages are labelled with a destination number of three digits. The destination number is either a station or a line with a number of smaller stations, the distributing



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April 1958

METHODS OF RAILWAY WORKING

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wagon thus has the same number as the label. Next to each door is a special label holder for labels of 8" × 11½" size and the labels are inserted in these holders.

TIME STUDIES :

Time studies represent a most accurate basis for judging existing practices and situations and are commonly adopted in the industrial field for cost calculations. European Railways adopt this method for multifarious purposes including the reckoning of the rates of payment to staff in workshops. They are very useful for detecting black spots in train operation, yard work and other allied fields with the object of improving results.

Time studies are of two types, the tabular and the graphic forms, and both can be made simultaneously if required by two sets of staff. One type of study is called the 'station mirror' for the exact record of the movements that take place at a station. This enables us to compare the situation at the station during certain hours of the day over a given period. The results of the studies can be filed away and be made use of even years later.

As a result of scientific time studies, the continental railways have been able to fix schedules for work at marshalling yards and terminal stations, both passenger and goods. For a passenger terminal like, say, Madras Central, the schedule will lay down when the rake of each incoming train should be moved to the washing lines, when it should be backed again on the departing line, how the incoming engines are to be detached and sent to

shed and when outgoing engines are to be received and attached to formations. Each movement of every yard pilot (shunting engine) is predetermined and a schedule given to the driver, signaller and other staff concerned.

Similarly in marshalling yards, all the movements that take place during a cycle of 24 hours are charted beforehand and strictly adhered to. Even the lines on which trains are to be received and despatched from are decided ahead and kept up.

Time studies for flat shunting cover the following points :

(a) the timings of each shunt, duration of stop before the following shunt :

(b) the distance covered in each shunt by wagons which are loose-shunted :

(c) the distance the engine is before or behind the main points of the shunting neck :

(d) tracks used.

After a number of such studies, the time it would have taken to break a train according to a different method is reconstructed and the data for different stations are compared. The best instrument for making time studies is a special stop-watch which gives the hundredth parts of a minute instead of seconds. It has two hands one of which can be stopped for a few moments to do readings and then be made to resume the first hand. This arrangement enables one to read the previous timings and record them while the following motion is under way.

TO IMPROVE PUNCTUALITY :

Time studies are particularly useful for improving the punctuality of passenger trains. They enable us to break up the throughout operations into component parts and discover where the delays occur. A form used by the United Nations Railway Training Centre at Lahore for making time studies of passenger train runs contains the following columns.

The first sheet covers :

(1) Time brake-van was opened, unloading commenced and loading completed.

(2) Time mail van was opened, unloading begun and loading completed.

(3) Time at which signal was lowered.

(4) Timings of departure operations such as station bell, guard's whistle and signals, train whistle and departure.

This form also contained the following information :—

(1) Scheduled and actual time of arrival and departure.

(2) Number of passengers who entrained and detrained.

(3) Train composition.

(4) Percentage of occupation on departure.

(5) Division, station, train number and date.

(6) Number of packages or mail bags handled, their approximate weight and the number of men handling them.

(7) Observer's full remarks on time lost unnecessarily.

The second sheet covers :

(1) Timings of watering of the locomotive from the time it is uncoupled till it is re-attached to the train.

(2) Train examination (Brake test).

(3) Vehicles attached or detached.

(4) Watering of carriages (wherever possible, separate timings for the watering of each carriage are recorded).

(5) Number of coaches watered and watermen available.

(6) Observer's impressions.

The following observations made by the writer of this article on a report submitted after conducting a time study of a passenger train may be found interesting :

(1) Staff did not show as much respect for time as the administration had a right to expect from them. Things took place at each station in a leisurely way even when the halt was only 2 or 3 minutes.

(2) The brake-van was not opened till 2 or 3 minutes after the arrival of the train for no apparent reason. The loading and unloading of parcels were then done in a lethargic manner.

(3) When trains ran with longer formations, Control should advise stations in advance so that parcels might be stacked opposite to the place where the brake-van would come to a stop.

(4) Arrangements for watering carriages were not satisfactory. Individual watermen had first to throw

the coiled hose pipes on to the top of the carriages, climb on the roof, connect the hose pipes to the overhead hydrants and then water the tanks. After watering, the whole process had to be reversed, and then repeated for the next carriage. This could have been avoided if the available watermen had been paired off so that two men would be available for each carriage.

(5) It was observed in many cases that after the train was, for all purposes, ready, the guard did not give the starting signals for some time and then the driver took his own time to start.

Although these are commonly known defects in passenger train operation, time studies enable us to pin-point attention to them with facts and figures and to instil a sense of vigilance and urgency into our staff.

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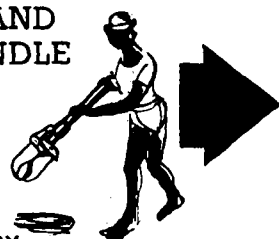
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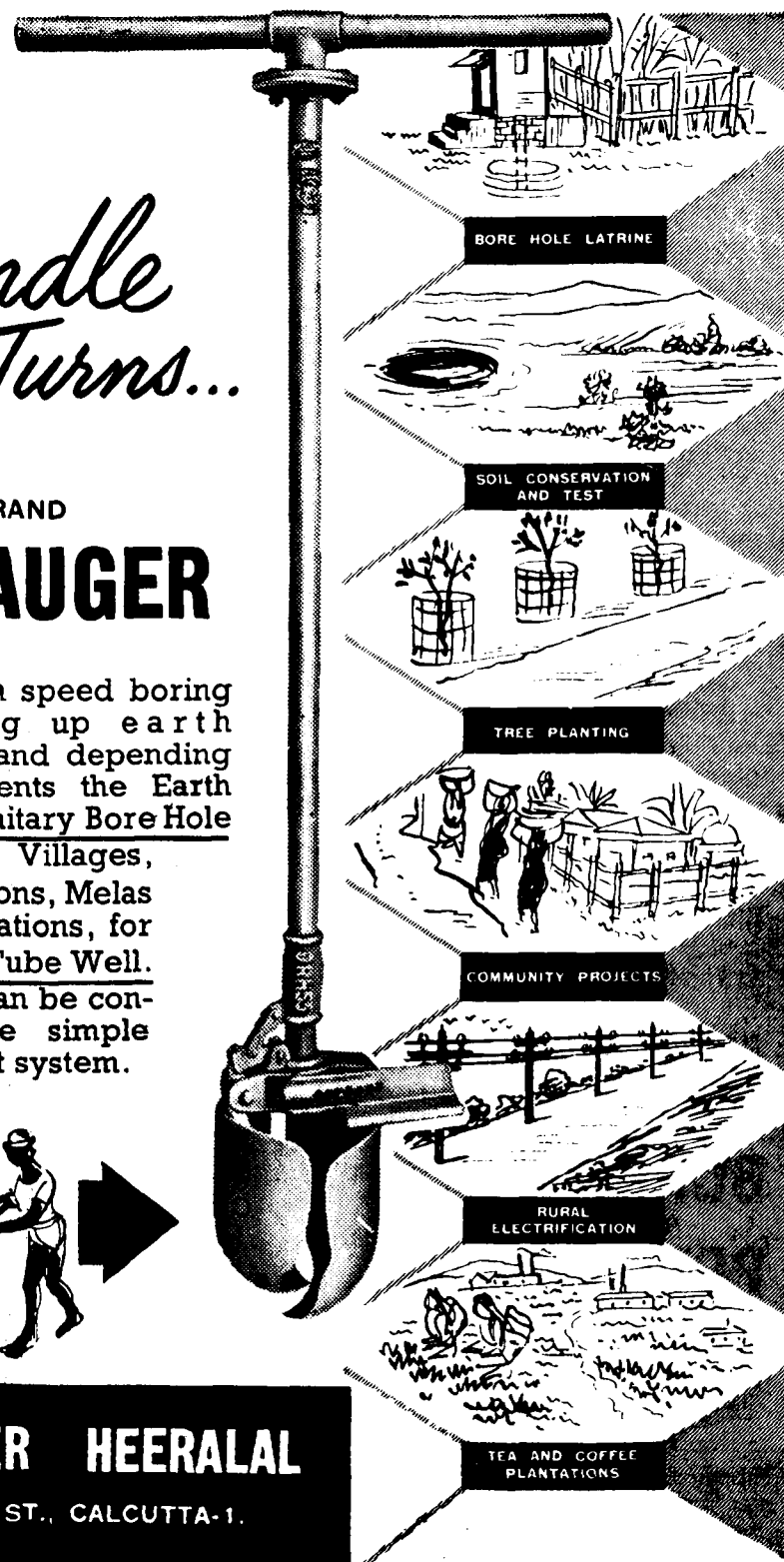
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RECRUITMENT OF CLASS III STAFF ON RAILWAYS AND RAILWAY SERVICE COMMISSIONS

INDIAN Railways are the largest single organisation in India and are also the largest single employers. Recruitment of their staff is therefore on a very large scale and it is a highly complicated process. The staff required fall under four groups, viz., Class I and II Officers (Gazetted) and Class III and Class IV Staff (Non-Gazetted). Of the above, Class I Officers are recruited through the Union Public Service Commission and no direct recruitment for Class II posts is generally made but the cadre is filled by promotions. Class III staff are recruited by Railway Service Commissions while Class IV staff are appointed by the Railway Administrations themselves. It is proposed in this article to confine ourselves to the subject of recruitment of Class III staff only through the Railway Service Commissions. As the recruitment is made generally from the very large number of educated class of people—those who have passed Matriculation and higher—the subject will be of great interest to the general public and it is hoped that this article will throw some light on the mechanism of recruitment employed by the Commissions.

It is perhaps interesting to know the origin of these Service Commissions. It was felt by the Railways for some time that the recruitment work was getting too big and complicated to be handled by the Departments. Further to inspire confidence regarding the impartiality observed in the recruitment it was advisable that this work

should be handled by an independent authority. So, as early as 1942, a Commission was set up as an experimental measure, for the recruitment of subordinate staff for the ex. North-Western Railway. The Railway Board felt that the experiment was a success and they sanctioned in 1946 four more Commissions to be located at Bombay, Calcutta, Lucknow and Madras. The Commissions in those days had to perform two-fold functions, viz., (i) recruitment of Class III Staff, and (ii) tendering of advice to the General Managers on appeals from non-gazetted staff. In the disposal of these appeals, the Commission had the assistance of a Judicial Member. The working of the Commission was reviewed by the Indian Railway Enquiry Committee and as a result of their examination they recommended that the Commissions should be made permanent. The Railway Board while concurring with this recommendation also decided (i) to take away from the Commissions the work relating to appeals and (ii) to appoint a Supervisory Chairman to deal with the major aspects of recruitment policy. Sri K. Durai, Retired General Manager of the ex. S.I. Railway and Chairman of the ex. BB & CI and GIP Railways Service Commission, Bombay, was appointed as the Supervisory Chairman of the four Commissions.

In 1949 the necessity for stringent economy arose and the Railway Board had, as a consequence, to reduce the number of the Commissions and set up only one Central Railway Service

Commission, at Bombay from 1st March 1950. This Central Railway Service Commission, in addition to recruitment of Class III staff for all Railways, was also entrusted with the work relating to the introduction of the C.P.C. Scales of Pay for the non-gazetted staff (both Class III and Class IV) on the ex. Indian State Railways, viz., Bikaner, Jodhpur, Jaipur, Rajasthan, Scindia, Dholpur, Sourashtra, Cutch, Nizam and Mysore State Railways, which were taken over by the Government from 1st April 1950. When the ban on recruitment was removed, this Commission could not cope up with the work and a second Commission was set up at Calcutta in November 1951. It was found later on that even two Commissions could not adequately handle all the recruitment work and hence the Board reverted to the arrangements of four Commissions to be located at Allahabad, Bombay, Calcutta and Madras. So the present Commission at Madras dates from 1st December 1953.

The jurisdictions, i.e., the areas for which recruitment is made by the various Commissions are as under :—

1. Railway Service Commission, Allahabad—Northern Railway, North-Eastern Railway and Ganga Bridge Project.

2. Railway Service Commission, Bombay—Western Railway and Central Railway excluding Secunderabad Division.

3. Railway Service Commission, Calcutta—Eastern Railway, South-Eastern Railway, North-East Frontier Railway and Chittaranjan Locomotive Works.

4. Railway Service Commission, Madras—Southern Railway, Secunderabad Division of the Central Railway and Integral Coach Factory.

The Gazetted Cadre of each Railway Service Commission consists of a Chairman, two Members and a Secretary. The Chairman is of the status of a Head of the Department, the Members of the status of Deputy Heads of Department while the Secretary is a Senior Scale Officer (Class I).

The amount of work handled by the Commission may be of some interest. The following table shows the amount of work done by the Madras Commission during the last few years :

Year	Number of vacancies	Number of applications received	Number called	Number selected & recommended
1954-55	2,972	1,94,638	12,487	2,911
1955-56	3,977	1,07,971	15,178	3,827
1956-57	3,415	1,34,203	12,096	3,292
1957-58 (As on 28-2-58)	5,755	1,21,676	17,155	5,603

Railways generally place indents on the Service Commission from time to time for the various categories of Class III staff required by them giving particulars of the number of vacancies, the number required for panel, scales of pay, age, qualifications, etc. As laid down in the Constitution a certain percentage of vacancies is reserved for Scheduled Castes, Scheduled Tribes and Anglo-Indians and the number of vacancies so reserved for them is indicated in the indents separately and so also in the advertisements issued by the Commission. These vacancies are treated as "Reserved".

The Commission advertise the vacancies in the leading newspapers including local language newspapers. Posts carrying scales of pay rising upto Rs. 300 per mensem and above are advertised on an All-India basis and posts carrying a maximum of pay of less than Rs. 300 p.m. are advertised in newspapers which have the largest circulation in the area served by the Railway or Division concerned. Employment Notices are also published in the respective Railway Gazettes. Copies of Employment Notices are sent to the Employment Exchanges, the representative organisations of Scheduled Castes, Scheduled Tribes and Anglo-Indians, Technical Institutions, etc. For the benefit of the candidates residing all over the country, the application forms are sold at all the principal Railway Stations. Recently, the number of such stations has been increased very appreciably. The cost of each application form is 25 Naye Paise for Scheduled Castes, Scheduled Tribes and Displaced persons and Rupee one for others.

After the applications are received, each application is gone into to see whether all entries have been filled in correctly. Incomplete forms are rejected. Candidates are required to enclose with the application forms self-addressed stamped (15 Naye Paise) envelopes which will be used for advising them of the results of their applications. Several cases occur in which such envelopes are not received and it will not be possible for the Commission to reply to such candidates. The enormity of the problem will be appreciated when it is understood that against a popular category as many as 78,000 applications were

once received for 800 posts advertised. The sorting of applications is a complicated process but is done with extreme care and checked and rechecked so that no case of a candidate is overlooked. A period of two weeks in addition to the last date for receipt of applications according to the advertisement is allowed for departmental applications to be received, if the concerned applicants have sent advance copies in time.

The applications received are scrutinised as stated above and then they are date-stamped and machine-numbered serially. Hereafterwards these are the numbers that are used for reference and not the number marked on the application forms while selling them. The applications are sorted out Division-wise (in the case of Divisional Recruitment) and community-wise (viz., Scheduled Castes, Scheduled Tribes, Anglo-Indians and others). Each application is scrutinised carefully to see whether the candidate fulfills all the conditions prescribed in the advertisement. After weeding out the ineligible, the remaining applications are further classified according to academical qualifications, etc., and a statement is made out for final selection of the candidates to be called for written tests/interviews. Generally four times the number of vacancies advertised are called for written examinations/interviews. For this purpose a selection is made from the above list from the top to the extent of four times the number of vacancies.

As far as possible written tests/interviews are held in as many centres as possible, i.e., atleast one place in

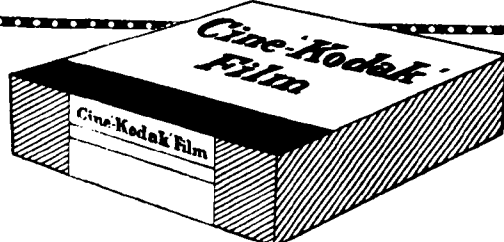

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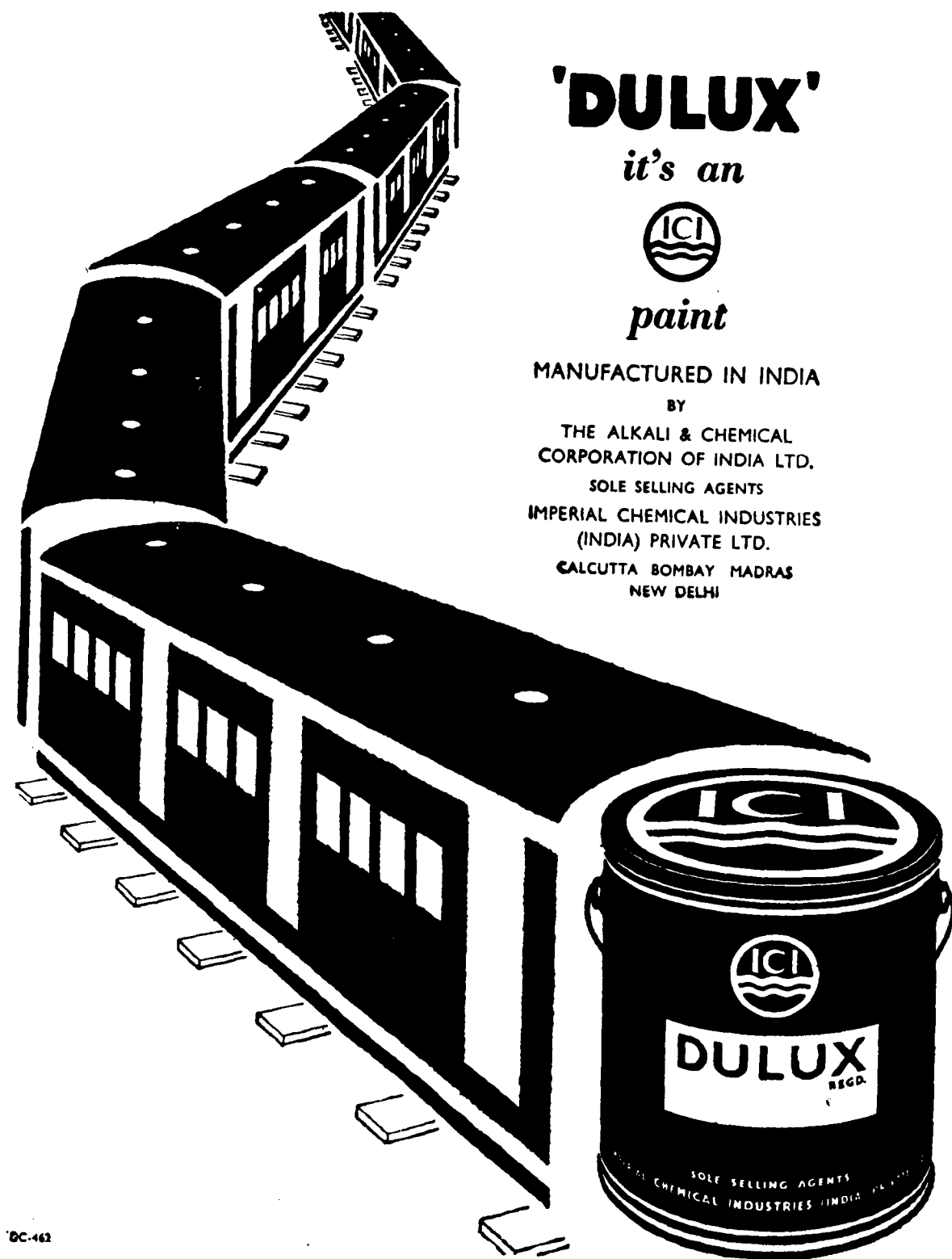
each Division. This facilitates the candidates who are reluctant or unable to visit Madras for the sake of the interview. Candidates whose applications are rejected, *i.e.*, not called for interview, are advised immediately. Candidates who fail at the time of interview are also advised as soon as possible. To encourage persons coming up for interviews special passes are issued when considered necessary in Technical Categories where response is not as much as is desired. The grant of free passes is purely discretionary and is exercised with a view to attract the right type of men. Passes are also issued to Scheduled Caste, Scheduled Tribe and Anglo-Indian candidates for all categories if they are required to travel more than 150 miles. After the final selection for a category is completed, names of successful candidates are arranged in the order of merit based on their performance both at the written examination and interview and recommended to the Railway concerned.

Written examination is held for most of the categories. Subjects for the examinations are generally an Essay in English, general knowledge

and simple problems in Arithmetic. The standard of examination corresponds to the Matriculation standard and a fairly good general knowledge is expected. The interview is conducted with a view to find out their alertness, general knowledge of current affairs and also to find out their general reactions to simple questioning to determine if they will be suitable for the jobs for which they are being interviewed. It may be of interest to mention here that their standard of English is often very poor. So also is the performance in the Written Test. Performance sometimes of even Graduates leaves much to be desired. The candidates generally do not possess enough local knowledge or familiarity of the various present day affairs and simple geographical and historical facts.

The work of the Commission as will be seen from the statistics given above is increasing progressively and as experience is gained it is hoped that better service and recruitment will be possible. Arrangements for examining all applicants and also applying psychological tests have been considered but they can only be introduced when more suitable conditions prevail.





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A VISIT TO KURDUWADI TRAINING CENTRE

KURDUWADI, the nursery for the Sub-Inspectors, the back-bone of the Railway Protection Force, is actually two miles away at a place called Chinkhill, once the Head Quarters of the ex-Barsi Light Railway. Trace of any hill in Chinkhill is none, except perhaps in name, Chinkhill is the popular and corrupt form of Chinkahalli. The Chief Security Officer, Central Railways, controls the school. Of the 54 cadets under training, a third of them are for the Southern Railways.

Recently I was invited to the biennial passing-out parade of the school. I visited the school and witnessed the parade. I sat and surveyed the vast endless stretch of ground as it unrolled before me, barren and dusty, far removed from the hum of

life. The thought occurred to me as to how a better place like Poona escaped selection and this 'Sleepy hollow' gained preference. As though in answer the gentle lady next to me, with visible relief, commented: "What a quiet setting! None of the diversions of city life; the training can go on unhampered." Perhaps this thought swayed the decision of the founders!

Back to the parade; present were the elite of Kurduwadi and the senior officials of the Railways. Commanded by a Sub-Inspector-trainee the parade was an unqualified success—particularly the 'Slow march' done in perfect unison, drew rounds of cheers from those present and witnessing.

The Hockey match I witnessed in the evening was enjoyable, though

A group photo taken at the passing-out parade



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KURDUWADI TRAINING CENTRE

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and barren place into quiet grace and simple attraction. The school is self-contained - with dispensary, a spacious recreation centre well-equipped, and a co-operative canteen.

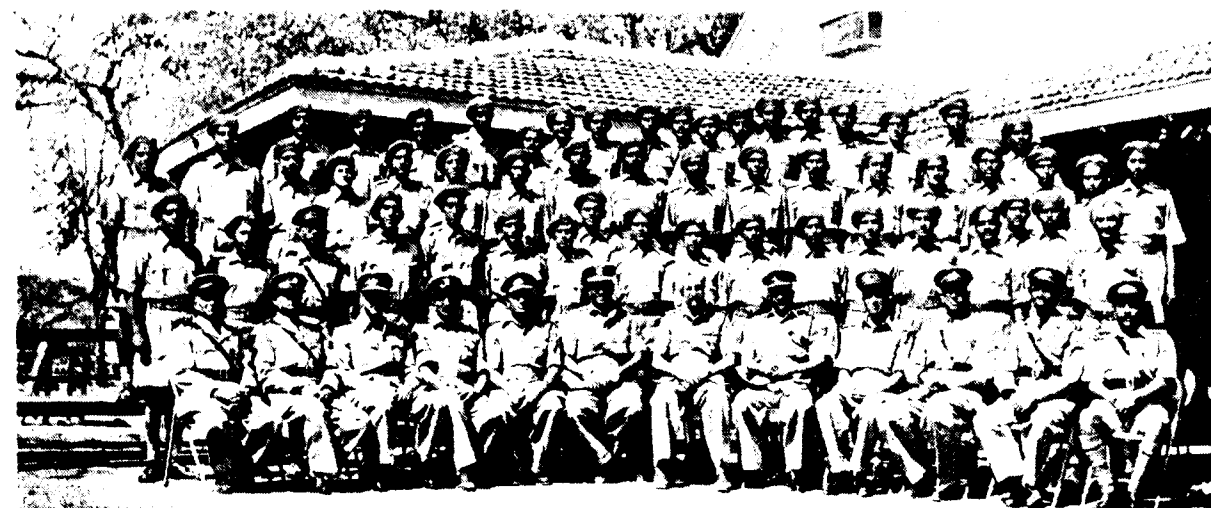
The training has been telling in effect. It is being enhanced : it has been decided to extend the present six months period of training to nine. It is all to the good. I gathered that a proposal is afoot to move into a more commodious and built up area in Poona. This is estimated to cost Rs. 5 lakhs as against Rs. 11 lakhs required to improve the present site. True, Poona - a lively city - may reek with temptations, but this could be effectively regulated by restrictions on time and place. The bracing climate of Poona is undisputed : it environs full of charm : proximity to Kadakavasala engender a healthy rivalry. And the economy these make the case of Poona cast iron.

the standard of performance could easily have been better. My neighbour, now a gent, was avoidably caustic when he said : "The fault lies in preferring double-graduates to sportsmen." Extreme as this view is, it is not a question of brain or brawn, but both in one sweet harmony.

My initial reaction apart, all kudos to the Commandant who had spared no pains to turn out the bleak

The Southern Railway cadets deserve all credit for their conduct on and off the field. And one of them secured "the Baton of Honour" from my friend and colleague, Sri Kartar Singh, Chief Security Officer, Central Railway.

RPF cadets and officers at the Kurduwadi Training Centre





ROLE OF FOREIGN AID PROGRAMME

K. S.

ON the prospects of continued U.S. Aid, Mr. Howard Houston, Minister Director, Technical Co-operation Mission, said "This loan does not preclude further assistance from the Development Fund and the Export-Import Bank; the President had asked Congress for sizable additional appropriations to both sources." He added that India would be eligible for further imports of our reserve stores of food grains and other commodities. Discussing the United States motives behind such large-scale generosity 'without any strings whatsoever' Mr. Houston said, 'Those of us who believe in freedom and democratic ideas want to keep and strengthen these institutions, wherever they may be. We wish to preserve these things because they are based on dignity of man principle, which had guided our Government'.

President Eisenhower said that the foreign aid programme and the expansion of world trade were "iron imperatives of security and the building of true peace". In connection with a speech prepared for a conference in Washington called to mobilize public support for foreign aid, he said that a strong programme of foreign aid was as urgent as expenditure for the United State's own missiles development. In order to enable countries like India to stand on their own feet as proud, robust friends and partners with whom the United States can live in mutual respect, foreign aid was necessary, he added.

On 25th February 1958 Mr. Adlai Stevenson, the Democratic Party Leader cited India as one of the countries in which American Aid will

be most necessary and useful. We must make clear our support for the Indian Five-Year Plan on a long term basis and urge other nations to do likewise so that Indians can proceed with reasonable confidence that they can achieve their essential objectives. This was when the Democratic Party Leader was addressed a public Foreign Aid Conference. "India is twice the size of the Marshall Plan world and will need a sustained support to get over the hump" he added. American citizens and political leaders met in a huge conference convened at the request of Mr. Eisenhower. Opening the conference, Mr. Eric Johnston, Eisenhower's aid adviser said the meeting's bipartisan character emphasised the role of foreign aid as an essential element in American foreign policy.

Mr. John Sherman Cooper, former United States Ambassador to India, on the same day pointed out that the greatest force that would drive Asia was the compulsion of India and other Asian countries to advance economically. This was when he addressed the week-end meeting of the 32nd Annual Council on World Affairs of Cleveland. Mr. Cooper advocated American legislature and private industry should provide India and other countries with reasonable economic assistance. The chief problem that their present legislation should assure if the assurance of continuing funds for foreign exchange. If America could assure India and other countries of Asia that they could count for America for fixed or average sums over a period of 10 years, they would be enabled to plan ahead. This shows

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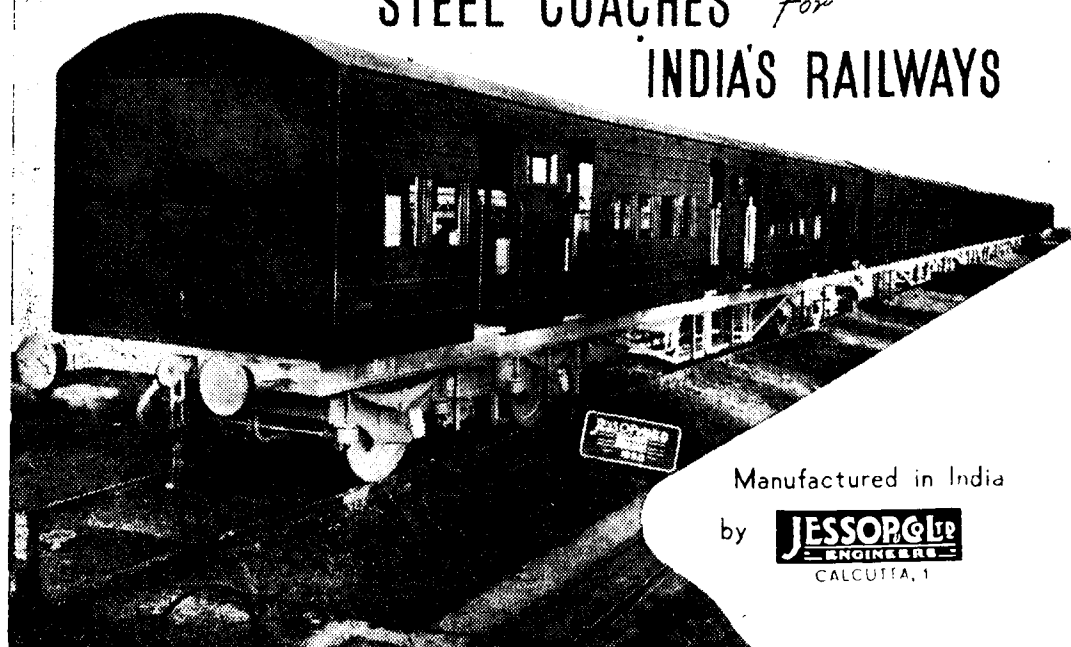
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FOREIGN AID PROGRAMME

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Mr. John Sherman Cooper

undertake new programmes in nations which have recently gained independence.

Referring to the question as to why America should engage in economic assistance abroad when there is plenty to do at home, he said it should be borne in mind that the great bulk of foreign aid funds, over 3/4ths, are spent in the United States in the first instance. The programme is for the mutual security of America and other free nations. The programme is called foreign aid and regarded by some others "give away". The nation was founded to demonstrate ideals which the founders believe would have achieved world-wide acceptance. These ideals were expressed in the declaration of independence which as Lincoln said is a great hope for the world for all the future time. The issue he pointed out was a simple one. America was not so poor as not to be able to afford to pay for peace and security and to continue to cultivate in the world those concepts of independence and human liberty for which the United States were founded.

that America has placed economic aid to India on a high pedestal.

India has asked United States to accept repayment in rupees of the unpaid balance in respect of a 1951 wheat loan. The repayment question was being examined by the State Department. In 1951, the United States Congress authorised 190 million pound wheat loan to India and the final grain shipment was delivered in July 1952. India still owed 187,392,000 dollars of loan.

American President said that he had the instruments for a well-established Technical Co-operation Programme and the newly formed Development Loan Fund. "We believe we should make a moderate expansion of the T.C.M. this year in a few countries where we now have programmes and to

Such countries as Japan also have come forward to assist India and its railways in trade and getting foreign exchange. India may expect to get up to 28 million dollars by way of long term loans from the United States and Japan to help her to exploit the Iron Ore deposits in the Rourkela area and carry out necessary extension of rail and port facilities. It is understood that Japan has promised to contribute 8 million dollars of this total. The remaining 20 million dollars denote the joint representation that India and Japan have made to the United States. The report of

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Mr. Adlai Ewing Stevenson

to the efforts of Senator H. Humphrey, and other friends of India, particularly Senator John Sherman Cooper, former American Ambassador in India to secure massive economic aid to India.

Reports from Washington indicate that Senator Humphrey has proposed a 900 million dollar ‘Marshall Plan’ for India in addition to the recent 225 million dollar loan. It is appreciated that the term ‘Marshall Plan’ has presumably been used to describe more the scale of economic aid proposed than its purpose. Whatever may be the argument advanced internally in support of the aid, the basic fact that all parties in the United States are unanimously agreed on the principles of substantial economic assistance to India is welcome here.

the Japanese team that studied the project is under examination in Washington in this connection.

The Japanese Technical Survey Mission for Long Term Indian Iron Ore programme submitted its report to the Government of India on 30th January 1958. The report was presented by the Leader, Mr. C. Asada, to the Secretary of the Ministry of Commerce and Industries, Sri S. Renganathan. The programme envisages supply of iron ore from India to Japan on a long term basis. It will be recalled that the Technical Survey Mission came over to survey iron ore prospects in India in connection with the application jointly sponsored by Japan and India for assistance from the United States President's Regional Development Fund.

MASSIVE ECONOMIC AID TO INDIA

Official and non-official circles have reacted with spontaneous appreciation

Mr. H. Humphrey



IRON ORE PROJECT AGREEMENT

A broad agreement has been reached on the sale of 2 million tons of Iron Ore annually to Japan from 1964 onwards from the Rourkela area through the port of Visakhapatnam following discussions between representatives of the Indian Iron Ore Negotiating Committee and a Japanese Steel Mission. The Indian negotiating committee was led by Mr. M. K. Vellodi, Cabinet Secretary and the Japanese Mission by Mr. S. Nagano, President, Fuji Iron and Steel Mills.

A broad agreement, subject to ratification by the two Governments, has been reached for an Indo-Japanese project involving an estimated expenditure of 40 crores of rupees for the development of iron ore mines in Orissa and export through the port of Visakhapatnam. Negotiations have been going on for some months between the parties and on the question of price at which iron ore is to be exported to Japan. A compromise formula has been evolved, thanks to the interest taken by the American Government in the project. The conclusion of the agreement will enable the Government of India to make an application to the United States Government for assistance from the President's Asian Economic Development Fund. Under the terms of the constitution of the Fund, India may expect about 23 million dollars for the project as already referred to.

The Union Government will now make an application to the United States Government for the aid from the U.S. President's Asian Economic Development Fund. The application

will be supported by Japanese Government and is subject to ratification by the two Governments.

LIKELY UNITED STATES AID :

It is hoped that a loan of 23 million dollars (over Rs. 10.9 crores) will be available from the United States President's Fund for the project. Japan has agreed to give 8 million dollars, i.e., 3.8 crores for the purchase of equipment machinery and other materials on a deferred payment basis.

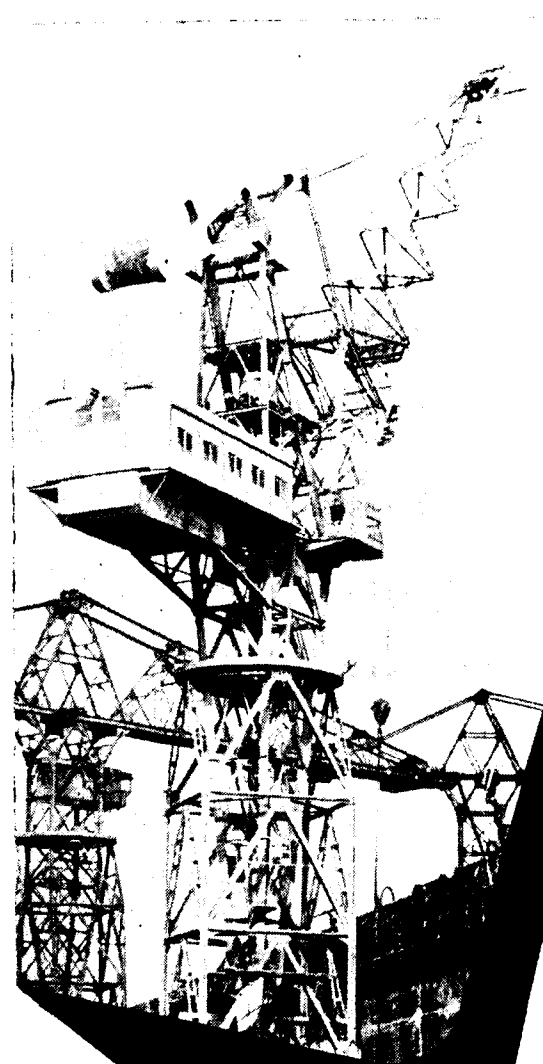
CONSTRUCTION OF NEW RAILWAY LINES :

The construction of new railway lines and the improvement of the existing railway lines from the mine area to Visakhapatnam *via* Sambalpur and Titalgarh are envisaged under the project. In Visakhapatnam, the Harbour Channel will be deepened to make it suitable for ore-carriers and two exclusive berths will be set apart and suitable ore loading machinery installed.

MADRAS MAY GET U.S. AID :

The prospects of Madras getting allocations for the establishment of a fertiliser plant, an aluminium plant and paper mills are brightened on 1st March 1958. The members of the United States Export-Import Bank Mission had a discussion with the Madras Minister for Industries on the various development projects in the State. The Mission was led by Mr. Hawthorne Arey and consisted of Mr. Charles E. Houston, Mr. Robert Iee Moorman and Mr. Raymond Iee Jones. They have come to study

(Continued on page 99)



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CHITTARANJAN ON TO 200 LOCOS A YEAR

K. RAMACHANDRAN

General Manager, Chittaranjan Locomotive Works

THE steady progress maintained during the first Plan period has emboldened the Chittaranjan Locomotive Works to embark on a more ambitious programme during the second. The original annual target of 120 average sized locomotives was attained in May 1951, much ahead of the schedule. Year after year, Chittaranjan's production has shown an upward trend. Till the end of the first Plan period, 341 W.G. locomotives had rolled off Chittaranjan's assembly lines.

Thanks to the all-out effort of the Chittaranjan workers, certain components which were imported previously from abroad are now being manufactured in the shops. Due to the Suez Canal issue and the difficult foreign exchange position Chittaranjan had to pass through a critical period in maintaining the target outturn. The steps taken for developing indigenous manufacturing capacity have begun to yield tangible results.

TOWARDS SELF-SUFFICIENCY:

During the second Plan period, Chittaranjan will not only be stabilising production of one of the heaviest types of broad gauge freight locomotive at the rate of 14 per month, but will also increase the number, within the next two or three years, to an annual outturn of 200 locomotives. In order to achieve self-sufficiency it is imperative to manufacture all locomotive components within the country by augmenting the resources available at Chittaranjan and with other Indian manufacturers to eliminate, as far as possible, import of components and raw materials from outside.

It is gratifying that the target outturn has already been achieved and 14 W.G. locomotives are being turned out every month from August 1956. Up to March 31, 1958, 663 locomotives manufactured by the Works has been put into service on the different Zonal Railways.

Necessity is the mother of invention. With the earnest and concerted drive put forward by all categories of workers, the outturn for the financial year 1957-58 was 164 locomotives. With the fabrication of bar frames from Tata slabs inside the Works, procurement of angle and dome rings from the Tatas, and certain steel castings from indigenous manufacturers and the production of certain loco fittings by the Works itself, it has been possible for Chittaranjan to eliminate certain imports much earlier than expected.

With the three new steel plants going into production at Durgapur, Rourkela and Bhilai, and with the proposed steel foundry at Chittaranjan, dependence in respect of certain raw materials will cease and it would then be possible for the Works to be entirely self-sufficient in regard to imported items.

Side by side with the stepping up of production due consideration has been paid to workshop expansion. It is proposed to spend Rs. 2.3 crores under various expansion schemes comprising of additional machinery, extension of existing covered area of certain sections of the Works as well as more residential accommodation and other amenities for the staff. Works costing nearly Rs. 7 lakhs have been completed. Building materials, worth Rs. 15 lakhs, have already been collected and much has been done to stabilise production at an accelerated pace.

MEN BEHIND THE MACHINES :

Massive structures and giant machines cannot by themselves turn out locomotives if the men who work those machines are not happy and contented and do not contribute their very best. True to the ideals of a welfare State, considerable thought has been given and is still being given at Chittaranjan to the comforts and well-being of the workers and their families.

Nice little self-contained houses with all modern amenities to live in, big institutes to meet their recreational needs, well-staffed educational institutions for imparting education to their children and wards, free dispensaries and a modern hospital to take care of the health of the workers and their families—these are some of the facilities which have been provided at Chittaranjan to make the life of the workers—the real partners in the industry—happy, peaceful and carefree.

HOUSING AND EDUCATION :

Efforts have been made at Chittaranjan to provide residential accommo-

dation to as many employees as possible. Five thousand and seventy-eight quarters were built in the initial stage to which another 1,000 would be added during the second Plan period. It would be no exaggeration to say that living around scenic beauty the workers of Chittaranjan enjoy all the modern amenities of a city life.

Though education is primarily a State Government responsibility no less than two high schools (one for boys and one for girls) and seven basic schools are being run by the administration. To these have been added four private schools, two convents, and three West Bengal Government basic schools opened last year.

The Second Five-Year Plan has laid considerable stress on the need of extending the scope of educational facilities to the children of railway employees. Opening of new primary and secondary schools, award of scholarships to employees' children for prosecution of studies in scientific, medical and other technical subjects have opened up new vistas.

The construction of three new buildings to house the three State Government schools is being taken in hand at a sanctioned estimate of Rs. 69,000. Proposals have also been mooted for the construction of a few more buildings for the Local Area Committee and Mahila Samity schools. The boys' high school will soon be equipped with a gymnasium.

Commensurate with the Railway Ministry's decision to grant scholarships to railway employees' children, 21 students would be given scholarships ranging from Rs. 25 to Rs. 50 per month. This decision has been



Sri K. Ramachandran

widely acclaimed as a significant step towards encouraging railwaymen's children in obtaining advanced technical education.

MEDICAL AND OTHER FACILITIES :

Chittaranjan has provided elaborate medical facilities for the staff, with dispensaries in the colonies and a well-

equipped 70-bed central hospital with up-to-date radiological, pathological, dental and ophthalmic departments. In 1957, a chest clinic and a full-fledged dental clinic were added to the hospital.

Six beds have been reserved for the treatment of tuberculosis patients, exclusively for Chittaranjan employees and their families, in a sanatorium. Construction of a separate isolation ward in the hospital is being taken up.

Among the other staff amenities proposed to be added, mention may be made of the provision of a gymnasium at the Srilata institute, doubling of the meal hall at a cost of Rs. 1 lakh, opening of holiday homes at sea-side resorts and hill stations for class III and class IV staff and an additional double storey Apprentices Hostel which has already been completed.

With the unflinching loyalty of workers and the bold leadership of officers and supervisors, Chittaranjan is determined to fulfil the task assigned to it. A glorious tradition has already been built, thanks to the sincere efforts of a team of selfless workers bound together in a common cause. Chittaranjan stands today as a symbol of new India's march towards better living standards for all and self-sufficiency in industrial production.



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There are many more River Valley Projects under construction all over India. More land will be irrigated, cheap power will be available to move the wheels of industry and life and property would be secure from floods. But all this costs money and more money.

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WOMEN'S PAGE



FOR various reasons sociological, biological, and psychological the institution of marriage has been sanctified and made universal. It is the foundation of all civilized society, and keeps the moral world in being. One therefore is led to believe in it, as in the immortality of the soul.

Even in these modern days (of rockets, baby moons, and divorces), a majority of women still believe in the old adage that women are meant primarily for marriage and motherhood. Women are born "home-makers" being by nature patient, understanding, and sensitive—qualities essential for the making of a good wife and therefore a happy home. The head of the household can mar the happiness of the home, but it is the privilege of the woman to recreate that happiness. This, however, does not mean that we are incapable of doing other work outside the home. There have been many instances where the woman has shone with equal brilliance in various spheres of politics, law, diplomacy, etc. But, of all the careers open to them, the best is that of marriage; for this can be a most complete and at the same time a rewarding career. To be a successful wife a

woman has not only to be a glamour girl but also a combination of a politician, diplomat, cook, nurse and teacher.

But let me not give a lop-sided picture of all married women as being good wives. There certainly are a few of them who have made bad or indifferent wives and blighted their husbands' happiness. Marriage with a good woman can be a harbour in the tempest of life, while marriage with a bad woman will turn out to be a tempest in the harbour. But cases such as these are few and far between, for more women make good wives than bad ones.

Marriage, as I have said before, is universal. Yet why is it we still find bachelors and old maids? Do they remain single by destiny or by choice? Those single by choice may profess to be happy, but their happiness is something quite different from that of married people. The happy married man, lives a full life and dies in his home, mourned by his wife and children; while the old bachelor flirts his life and just rots away. Celibacy, it has been said, is like the fly in the heart of an apple, dwelling in perpetual sweetness, but all alone,

and dying in singularity. But marriage, like the useful and busy bee builds a home gathering sweetness from every flower.

The stability of marriage and the happiness of the couple depends entirely on themselves. There are, however, certain essentials that make for a good and happy marriage. Nothing demands so much from a man or woman as marriage does. They must learn to adjust, understand and make little sacrifices with ready cheerfulness. A hasty marriage generally does not work out well. (Marry in haste, repent at leisure). If only young men were more careful of the breed of their children, as of their horses and dogs, things would definitely work out better.

A great part of the uneasiness and misunderstandings of matrimony arise from mere trifles. It would be a wise thing therefore if every young married man entered into an agreement with his wife, that in all disputes the party who is most convinced they were right should always surrender the victory; for, fighting for the last word is most dangerous. Coolness and

absence of friction, indicate fine qualities—"a gentleman makes no noise, and a lady is serene".

Probably another reason for the mishaps and misadventures of marriage is that the man and woman entering into holy wedlock are really not aware of the deep significance of marriage. Marriage is the tie of perpetual friendship, built on confidence, respect and integrity. True, there is a biological basis but it is not everything. It is therefore not merely a physical union between two creatures but something deeper—a bond between two persons intended to perfect the nature of both by supplementing their natural deficiencies—giving to one strength of character and firmness of moral will; and to the other, sympathy, meekness, and tenderness. To conclude: "Marriage has in it less of beauty, but more of safety, than the single life; it hath not more ease but less danger; it is more merry and more sad; it is fuller of sorrows and fuller of joys; it lies under more burdens, but is supported by all the strengths of love and charity; and those burdens are delightful."

Feeding the holy kites—Tirukazhukundram



KASHMIR BELLES

INTER-RAILWAY HOCKEY

T. P. S. KENT



THE Inter-Railway Hockey this year, was once again staged at the Northern Railway Stadium in Delhi. The opening match of the tournament was between North-Eastern Railway and Eastern Railway. The North-Eastern Railway team consisted of the same seasoned players such as Yakub in the defence, Bhagwan Das, Manna and Gill in the half line, and Kabir in the forward line. The N.E.R., although a good side, played a very poor game and beat the Eastern Railway by 1 goal only instead of by about seven goals. The Eastern Railway had the one time famous Wahidullah, and young Surinder Singh—neither of them could, however, do anything startling.

In the second match of the tournament, I.C.F. were pitched against the Railway Board, whom they defeated with comparative ease and by a clear margin of 3 goals. The result was not unexpected considering the I.C.F. had 3 Madras wizards in Jabbar, Tulsingham and Baskaran. For the novices of the Railway Board, Sethi may be mentioned as being outstanding. In the next match the I.C.F. showed the Northern Railway what team work could mean. It was an average side which played a marvellous game because they kept their balance and their heads—they played a very clean and scientific game, with planned moves. The Jabbar, Tulsingham, Baskaran combination was much too

swift for the Northern Railway defence, and Tulsingham shot a beautiful goal within the first 10 minutes. The equaliser was put in by Balbir, whilst the winning goal resulted from a penalty corner converted by Bal Kishan. Although the I.C.F. lost, but the sympathies of the spectators were with this otherwise young side.

The N.E.R. vs. S.E.R. match played on 25th February 1958 was a very scrappy game and a poor display of hockey. The N.E.R. which was a much superior side were never able to settle down. Their wizard centre-half Manna suffering from a severe head injury registered the previous evening could not normally have played but for his determination, as, throughout the game one of his eyes remained closed. In this game, there was a lot of wild hitting and aimless passing. Goal Keeper Qayum created a blunder in the 18th minute, which resulted in a penalty bully and Bhagwan Das did not lose this opportunity of getting his side up by one goal. The equaliser came from Qadus after much muffling about at the goal mouth. Special mention must be made of David of the S.E.R., who managed to dig up a big hole in the ground each time he hit the ball. The first and second replays between N.E.R. and S.E.R. were tame games and both sides played poor hockey. The match again appeared to be ending in a draw for the third time, but Bhagwan Das made a final

and solo dash and from the goal line passed the ball back to top-D, giving Kabir a free shot. Dharam Pal and Piara Singh of the S.E.R. who regularly play in the first division league in Calcutta, played good hockey and deserve special mention.

The C.R.—C.P.C. game should have been a tame affair in favour of C.R., but surprisingly enough the C.P.C. put up a tough opposition. The Raghubir Lal, Erman, Thangavelu combination was deadly—Thangavelu having shot both the goals. Anwar of the C.P.C. tried very hard, but could do little all alone—besides keeping the forwards at bay for long period.

The S.R.—W.R. encounter finished in a 3-0 victory for W.R. The score is no indication of the standard of play. The S.R. played extremely well and spearhead Jimmy Carr made some dangerous moves. Lavender the deep defence 7 footer was a person who easily caught the eye, not only because of his height, but because of his tendency to flirt in every position—one never really knew the position assigned to him. Evidently his side was aware of his free lancing and kept him well covered. Siddiqui the crack Centre Forward of the W.R. came up to expectations, his excellent opportunism and good anticipation gave the W.R. a one goal lead till the last few minutes. In the last few minutes the W.R. netted twice through Siddiqui and Champak Lal, raising the score to 3-0.

The two semi-final matches between the N.R. and N.E.R. on the one hand, and C.R. and W.R. on the other, ended in draws. The N.R. played a very nervous game and just could

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not combine—probably they were over-awed by the grit and determination of their opponents who were now playing for the fifth day in succession. The extra time provided one goal each for the two sides. The match between the C.R. and W.R. produced no score, thus both the matches had to be replayed. In the reply the N.E.R. trounced N.R. by two decisive goals having cut-circles round the N.R. throughout the game. The two Bombay teams provided some very thrilling moves and encounters in the semi-final match, which eventually was won by the Western Railway.

The finals was played between W.R. and N.E.R. Both teams were tired,

as the former was playing the 7th day in succession and the latter was playing for the 4th day. Despite the strain under which they were playing, some really good hockey was witnessed. Unfortunately, finish was lacking in both teams and the match ended in a draw. The match was replayed the next day, but had to be abandoned after 15 minutes due to very heavy rain. The Western and North-Eastern were then declared the joint holders of the Cup.

The highest scorer of the tournament was Bhagwan Das of the N.E.R. who scored three goals. This is what the score board looked like :—

				N.R.	{	N.R. (2-1)	{	N.E.R. 1 1/2 0	{	(0-0)
1. Northern Railway	..	..	{	L.C.F.						
2. Railway Board	..	..								
3. L.C.F.	..	..			(3-0)					
4. Eastern Railway	..	..	{	N.E.R.	{	N.E.R. 1 1/0 0/1-0				
5. North-Eastern Railway	..	..								
6. South-Eastern Railway	..	..					S.E.R.			
7. Central Railway	..	..	{	C.R.	{	C.R. (2-0)				
8. G.L.W.	..	..					{	C.P.C.		
9. C.P.C.	..	..								
10. Southern Railway	..	..	{	{	W.R. (3-0)	{	W.R. 0-0/1-0			
11. Western Railway	..	..								

Role of Foreign Aid Programme

(Continued from page 89)

various aspects of Indian Economy and details of administrative arrangements for import licensing and for payment of foreign exchange. Economic assistance to the extent of 225 million dollars has already been offered to India. The main object of the discussions was to give an idea of the economic strength of the State of Madras. Necessary background infor-

mation was elicited by the Mission. Special mention was made of favourable factors for the establishment of a fertiliser plant, an aluminium plant and paper mills in Madras State. A broad hint of the schemes in which the Mission appeared interested for which allocations could be made is believed to have emerged in the course of the discussions.

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Our Commercial News Letter

EARNINGS :

The approximate earnings for the month of January 1958 compare as under with the figures for the corresponding period of the previous year :

	(Rupees in lakhs)	
	January	
	1957	1958
Passengers ..	1,56.89	1,51.31
Other Coaching ..	28.02	30.91
Goods ..	2,08.69	2,28.73
Sundries ..	12.76	8.76
Total ..	4,06.36	4,19.71

COMPENSATION CLAIMS :

No. of compensation claims received during the month of Jan. 1958 3,703.

No. of Claims disposed of and the amount paid during the month of Jan. 1958 4,100 Rs. 1,98,685.84 nP.

No. of Claims outstanding at the end of the month 3,805.

No. of days taken to settle a claim 41 days.

TICKETLESS TRAVEL :

During the month of December 1957 66,863 persons were detected travelling without tickets. Out of these 57,666 paid fare and penalty on demand which amounted to Rs. 1,42,589 : 2,032 were prosecuted and 1,105 were imprisoned.

ENCORE FOR HANDLOOM FASHION PARADE

A dazzling and colourful parade of Indian handloom fabrics was held in the court-yard of Rajaji Hall, Madras on March 15. Indian and American models dressed in different costumes of variegated colour and design gracefully stepped on the rostrum and walked past a large audience.

This Fashion Parade organized by the Resources Committee of the Seva Samajam Boys and Girls Orphanage, was an *encore* to the first one presented last October by the American Women's Club.

A noteworthy feature of the recent show was that several Indian ladies modelled the traditional dresses of the different regions of the country. Miss Madhobi Choudhry, niece of the Governor of Madras, wore the Assamese dress. Other dresses worn were Gujarati, Kerala, Bengali, Coorgi, Maharashtra and Tamil.

Notably, in the section titled, "Placing the Pallau," the Indian and American models stepped out in pairs exhibiting the dazzling sarees and Western dresses made out of saree material and utilizing the intriguing border known as the 'Pallau'.

In another section, Western models wore costumes inspired by the traditional Indian dresses.

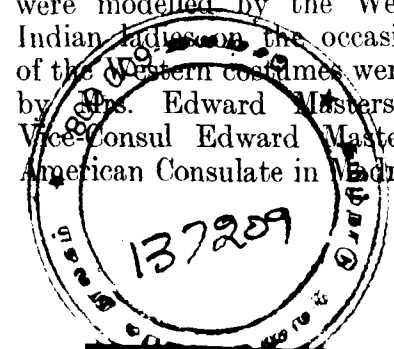
In many Western costumes, designed for every conceivable occasion from picnic and travel to cocktail and evening functions, the gorgeous shades and texture of the handloom fabrics were used to great advantage. Khadi too went West, in lounge coat and night gown.



Miss Ameneh Khaleeli wearing white Benaras cotton saree from Bhopal

Evening ensembles, ranging from spectacular Western gowns to vivacious silk sarees of India, were exhibited as the final treat.

In all about one hundred dresses were modelled by the Western and Indian ladies on the occasion. Most of the Western costumes were designed by Mrs. Edward Masters, wife of Vice-Consul Edward Masters of the American Consulate in Madras.





Miss Amette Steven wearing a Madras plaid gown

The spectators, numbering several hundred people, cheered repeatedly as the models stepped out on a long rostrum tastefully commissioned for the purpose at the Rajaji Hall courtyard.

The commentary for the entire program, with suitable explanations of the dresses, was given by Mrs. John Wiggin, wife of Mr. John Wiggin, Public Affairs Officer, United States Information Service, Madras.

The background music for the parade was provided by Mr. James H. McGillivray, Public Affairs Officer, United States Information Library, Trivandrum, who performed on a versatile electric Hammond organ, spe-

cially brought to Madras for the function.

Among the distinguished gathering were Mrs. Bishnuram Medhi, wife of His Excellency the Governor of Madras; Mr. S. K. Dey, Union Minister for Community Development, and Mr. C. Subramaniam, Minister for Finance and Education, Government of Madras.

Minister Subramaniam, commending the fashion parade, said that the function bore effective testimony to the great organisational efficiency of American women and urged for greater collaboration between Indians and Americans for mutual benefit.

Miss Kamini Dogra wearing Kornad silk sarce with broad purple and gold border

Mrs. Wiggin in the background at the mike



He further hoped that color films of such fashion parades could be shown in American towns to help boost handloom fabrics.

Mrs. M. Clubwala Jadhav, Honorary Secretary of the Seva Samajam (Guild of Service) Boys and Girls Homes, which co-sponsored the parade, suggested that similar parades might be arranged in the United States.

Mrs. R. Rajaram, who headed the influential Resources Committee of the Seva Samajam Boys and Girls Homes, thanked the American Women's Club for repeating the handloom fashion show to aid the Seva Samajam orphanages. Mr. K. M. Nanjappa, Vice-

Chairman of the Seva Samajam Boys and Girls Homes, also spoke in appreciative terms of the benefit performance.

One hundred and forty-seven destitute children of the three Seva Samajam orphanages in the city will benefit from the fashion parade. These homes are run entirely by the children themselves through their elected cabinets. The President of India, the Governors of States, the Armed Forces and State Governments and individuals and organizations, both in India and abroad, notably in Australia, United States, England, France and Germany, sponsor children in these homes.

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D.C.E-57-B.

A.I. A.8

PLAN TARGET MUST BE ACHIEVED

P. H. SARMA,

Chief Operating Superintendent, S. Rly.

MOST of you will be aware that the target for the transport of goods traffic by Indian Railways at the end of the Second Five-Year Plan has been fixed as 180.8 million tons and that our vast machinery is being geared up to develop the required capacity before the end of the year 1960-61. We, as railwaymen, have been so far playing our part well and carrying enormous quantities of various kinds of commodities but achieving the plan target mentioned above is a task that can only be tackled with courage and determination. It is a formidable job, which demands on the part of everyone of us a spirit that will not admit defeat but will endeavour constantly to excel our own past record. Every possible avenue should be explored with faith and conviction and we should have the confidence that we will succeed in our efforts. Only then can we give the public a feeling that we have tangibly succeeded in tackling the task which we have ourselves undertaken to make the Second Plan an unqualified success.

EXPLOIT OUR EXISTING RESOURCES :

To many a lay observer, the immediate doubling of lines, the putting into service of hundreds of locomotives and thousands of wagons and thus increasing our transport capacity might appear to be the obvious solution to the problem. In fact, provision has already been made in the Railways' Second Five-Year Plan frame for a large number of

works like the doubling of tracks, conversion of Metre Gauge lines into Broad Gauge, the construction of new lines, electrification, etc., and many of these have been sanctioned and are in progress. The Plan frame also provides for the procurement of a large number of engines, coaches and wagons. But the rate of progress of the works and an increase in rolling stock will naturally be slow in the immediate future and we can only meet the situation by a more intensive use of our existing resources. I would even say that a successful operating man is one who is able to utilise the existing resources to the maximum extent. By adopting more efficient methods of operation, the railways in countries like France are converting their double line sections into single line sections. The fullest use should, therefore, be made of the available equipment and the best got out of our assets, instead of depending entirely on new resources and facilities.

WAGONS SHOULD BE MOBILE :

The yardstick by which the performance of our goods stock is measured is the statistical unit called "Wagon miles per wagon day". This is indicated in terms of the mileage run by each wagon on the line daily. Even though there has been a progressive improvement in this figure, yet, there is much leeway to make up to come up to the standards obtaining on American and Japanese Railways. Detentions to wagons continue to occur at terminals, transhipments, re-

April 1958

PLAN TARGET.....

105



Sri P. H. Sarma

packing and marshalling yards. The actual detentions at various places are much above the targets. The wagons have to be pushed out at a much faster rate.

This naturally brings us to the question of speed of goods trains which has also shown a downward trend of late. The speed of goods trains is so interlinked with the mobility of wagons that to improve the "wagon miles per wagon day" figure, we should also take steps to improve the speed of our goods trains. The various causes that contribute to a deterioration in the speed of goods trains are too well-known to need enumeration here and an improvement in this respect can only be achieved by concerted action on the part of all staff engaged in goods train operation.

OUR DUTY TO THE PUBLIC :

We owe the public two important duties, viz., the running of all passenger

trains to time so far as the travelling public are concerned and the prompt clearance of all traffic offering so far as the mercantile community is concerned. The existing capacities for movement through the various transshipment points are being enhanced and the releasing capacity of large terminals augmented to deal with more traffic. We should, however, be on the look out for old demands and weed out all old registrations in a systematic manner. Empty wagons, which we often work away to interchange points to meet our obligations with the other railways, can be detached at loading points by careful advance planning and the merchants persuaded to load them in less than the allowed time so that they can be picked up by the next goods train within a few hours.

More than these two services, we owe the public a far more important duty by which, in fact, they judge our performance. I refer to the observance of safety rules by all railwaymen engaged in train operation. Recent lapses on the part of staff of our railway, which resulted in accidents to Mail and Express trains, have created a deep concern in the minds of the controlling officers and great apprehension in the minds of the travelling public. It is, therefore, our first duty to allay these fears and show that we carry our passengers and goods not only expeditiously but ALSO SAFELY. I cannot over-emphasize this safety aspect of railway operation which has become a matter of paramount importance and concern at the present time.

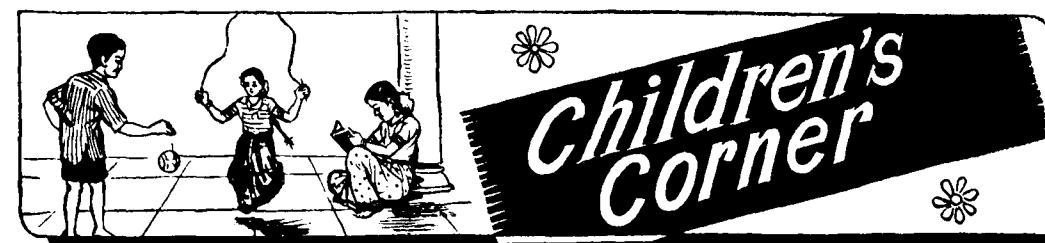
The task before us is of such a magnitude that it cannot be tackled by a particular individual, a particular Division or by a particular department.

It is a job in which all departments should put their shoulders to the wheel and meet the problem with boldness and faith in ultimate success. During the "Railway Week" which is being celebrated this month, we, as railwaymen should re-dedicate ourselves to the service of the Nation and put into practice with determination all the maxims which we have been declaring as our mottoes of work. This will be the most fitting way in which we Railwaymen can celebrate the Railway week.

DANGEROUS HOBBY



Sri J. Kothandraman, Rough-grinder, Integral Coach Factory, Perambur fights Cheetas and Bears for a hobby



"THE INSECT WORLD"

If you were having a nature study lesson in school and the teacher asked you, "what is an insect?" you would at once think of those tiny creatures called beetles, grasshoppers, butterflies or bugs. Well, your thoughts would be right, even though you may find it hard to give an exact answer. So in our Corner this month, let us try and learn a little more about these tiny winged and crawling creatures, the insects. After we have read this, we are sure to say 'how wonderful they are'.

First, we ask the question, how many different kinds of insects are there in this world of ours? The experts who have made a study of insect life will tell us that so far they have found more than half a million different types of these tiny living creatures, and each year about another four to five thousand more types are discovered. Of course, even if we have not made a life long study of insects and their habits, we do know that these countless little living things have all kinds of shapes and ways of doing things. For instance, there is a beetle that lives on red pepper, and some are so small that they live on the tongues of horse-flies, which are also insects. Now, let us look a little closer at the different parts that make up an insect.

A man's body is built on a framework of bones, which we call the skeleton. Around these bones we have the flesh and blood, the nerves and tissues, the muscles and various organs of the body like the heart, the liver, the lungs, the kidneys and so on. Now, an insect has no bones. Its body frame or skeleton is on the outside, not on the inside like a man. Its heart is on top near its back. Its legs are fine little tubes around which are the muscles and nerves. These legs are so built as to make them enormously strong for supporting the weight of the insect, and even extra weight if the insect wants to carry, anything. A man can lift a little more than two-thirds of his own body weight, but there is an insect called the scarab beetle, that can lift 850 times its own weight.

The blood of man flows through a system of tubes known as arteries and veins, but the blood of an insect runs from its single great blood vessel, from the heart through the chest, and this blood soaks through the whole body. A lot of insects have long and very fine feelers. How does the blood reach the tips of these long feelers? This is done with the help of tiny extra hearts pumping the blood to the feeler tips. A cockroach has an extra heart in its head, and certain water insects with long legs have extra hearts in these legs to help carry along the blood needed.

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When we breathe we draw in air through the nose, or mouth, and into our lungs. But an insect has no nose or mouth or a pair of lungs like ours. Then how does it breathe? Along the sides of an insect are very tiny holes. Each of these holes is a sort of tiny pipe for letting in air. From these holes tiny air lines run into two main trunk lines, which again branch off into hundreds of other lines that go into every part of the insect's body. Thus, the whole insect has a constant flow of fresh air going through its body all the time.

Now, let us take a look at the wings of some of the common flying insects we know. The wonderful part of the wings of an insect is their enormous strength and power. A dragon-fly has a long body with wings thinner even than very fine paper. Yet when the dragon-fly moves through the air, it can fly at forty miles an hour. What about our enemy the mosquito? When we are asleep he settles on a cheek or arm, has a good suck of blood until he is bloated blood-red, and twice his usual weight. Try and smack him off, and he flies up into the air carrying twice his body weight, with his wings beating more than three hundred times a second! But there is another tiny insect that goes one better than the mosquito in its fast wing-beat. This fellow is so small that you hear him before you can see him. He is called the midge, and his wings beat more than one thousand times a second when he is flying.

Have you ever picked a live flea off your dog? Put this tiny brown-coloured rascal in your hand and what happens? He suddenly jumps and disappears. The flea has enormous

jumping power in his tiny legs. This power is so strong, that if you or I had the same power in our legs, we would be able to jump from the ground over a tall building in one great leap.

How do insects hear? They do not have ears like a man or an animal. They listen to what goes on around them with two other kinds of ears, delicate hairs that pick up sound waves, and the skin surfaces all over their bodies. Crickets have ears on their knees. Cicadas have ears on their stomachs. There is a water beetle that hears with its chest. Another amazing thing about the hearing of insects is that they can hear sounds that are well beyond what the human ear can hear. If we could hear like the insects, we would be able to listen in to a lot of insect-language and sounds which are now silent to us.

Insects can see by small eyes called 'ocelli' on top of their heads, by great compound eyes at the sides, and by a kind of all-over 'invisible eye' or light sense. There are some insects that seem to be able to see through their skins, but these have their eyes completely covered, and with a sharp light sense.

Insects also have a remarkable sense of taste. It has tasting organs in its mouth, but can also taste through other parts of its body. Butterflies can taste not only with their mouths, but also with their feet.

Now that we have poked a little into the secrets of insect life, I am sure we all agree and say, 'how amazing'!

UNCLE TELLATALE.

ACC HONOURS THE CODE

4

" reserves must be created for expansion and modernisation of the plant and machinery and in their utilisation the Management remains accountable to the investor. Money must also be provided for research."

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This "ploughing back" of a portion of the ACC's earnings — though reduced last year owing to lower profits, resulting from higher costs and increased taxation — remains a vital factor in the production and supply of quality cement in increasing quantities to millions of satisfied users throughout India who have learned to depend on — ACC CEMENT.

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CHITTARANJAN

*Published by the Chittaranjan
Locomotive Works, Chittaranjan*

The Eighth Anniversary Number of the 'Chittaranjan' is full of useful information with an attractive cover page of the Indian National Emblem. This magazine has improved well in get up, printing and contents. Apart from specialised articles whose appeal will be only for those in the Technical line, there are contributions that will interest the lay reader also. In his article 'Indian Railways to obtain self-sufficiency' Sri K. Ramachandran, General Manager, brilliantly portrays the various achievements of the Indian Railways towards self-sufficiency. The articles 'Education of Mechanical Engineers', 'Store Keeping' are also very interesting. 'Casting Defects' is another interesting article. 'The Girl's Education' by Miss Maya Mullick is an informative article. The advancement of girls education is recognised as a great necessity in all countries; and particularly in ours where it has been neglected for centuries. But, the modern educated Indian woman is neither happy nor contented nor socially useful. She is a misfit in life. She is highly suppressed and needs opportunities for self-expression. The new education must provide this opportunity. 'Electric Traction', and 'Gama Radiography' are other interesting articles.

The photographs inside the magazine are well reproduced and the magazine is well got up with informative contents.

BURMAH-SHELL NEWS

*Published by the Burmah-Shell Oil
Storage & Distributing Co. of India
Ltd., Bombay*

The New Year issue under review is as usual very informative containing a score of important features well written on varied topics by distinguished writers with a profusion of illustrations. The montage of the cover symbolises the various phases of the art of painting in India in which Mr. Chavda tries to interpret the idiom and meaning of Indian painting. Stamp collecting is a hobby which anyone can take up irrespective of age. Mr. R. E. Peters deals in his article 'Philately' the various methods of stamp collections in the world which is very interesting. Mr. J. A. Beveride deals well in his article on producing of Documentary Films. Lalit Kala Akadami is another interesting article. 'The Atmosphere of Rome' is also very interesting with colour transparent photos. Decorative art is the quest to capture the beauty in nature. Various media are employed to satisfy one's creative urge. Mr. Vithalkar has by his creative imagination given the sea-shell

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a proud place with marvellous illustrations. The article 'Water Birds Sanctuary at Vedanthangal' is specially illuminating the magazine. Vedanthangal Sanctuary in Madras has become a happy home for large, middle and little cormorants, cattle, intermediate and little egrets, grey, night and pond herons or paddy birds, spoon-bills, open-billed storks, Ibises, Painted storks, Darters, Pelicans, River Terns, Garganey Ducks, etc. The sanctuary affords a golden opportunity by which one of the greatest kingdoms of nature can be properly studied and understood.

In short, the magazine under review is well got up and continues to maintain its high level of excellence.

STANDARD VACUUM OIL COMPANY

The booklet under review is a broad outline of the story of the Standard Vacuum Oil Company since its debut, its growth stage by stage, what it is and what it does, something of its background, its people and policies.

When night steals over the rice paddies of Tanjore, kerosene burns in the farmers' lamps to drive the darkness away. When an airliner sets down in Bombay, hundreds of gallons of high oceanic aviation fuel pour into the tanks which feed its powerful motors. And when a tramp steamer sails from Madras, bunker oil turns the screws as they churn the waters of the Bay of Bengal. From Tokyo to Karachi, from the minerally rich highlands of Southern Africa to the coastal cities of Australia and New Zealand, the varied petroleum products of Standard Vacuum weave in some way

through the whole pattern of living. What sort of company is it which contributes so many things to the peoples of an area embracing more than half of the free world's population? A glance over the booklet will give us details. Yes, Stanvac does just everything that needs doing in the oil industry. It is a company which seeks to make its many useful products and its services available more and more people. In so doing, it is ensuring its own future vitality. It is gratifying to note from the Booklet that Stanvac is providing a greater degree of security and opportunity for more employees.

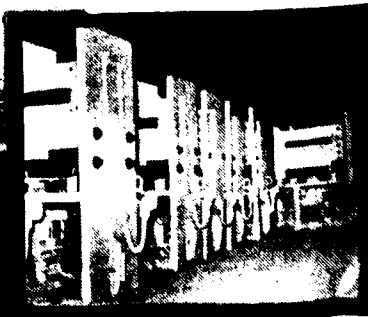
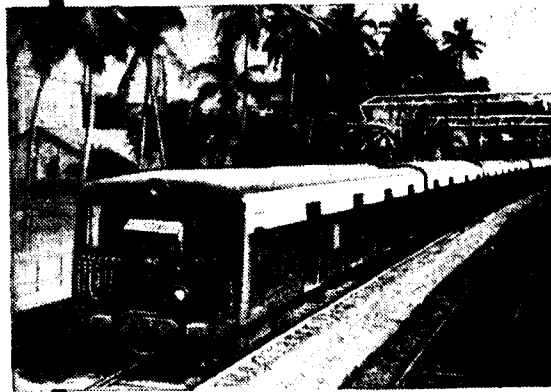
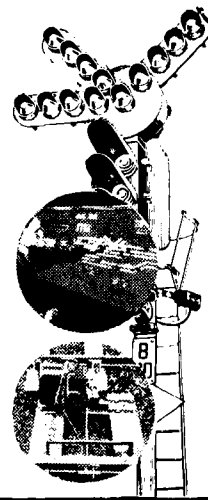
The Booklet is very attracting, very nicely designed with excellent oriental art illustrations. The central-spread depicting the various countries covered by Stanvac is specially illuminating. The diagrams are very informative with simple design and captions. The cartoons 'Stanvac Can't rest' and 'Search for oil' are worth mentioning. In short, the booklet under review printed in litho is brilliantly and luxuriously got up and will be very useful for one and all, particularly students of the present day for its value of informative contents explained in a very lucid way.

SANGAMAM (Tamil)

*Published by Thenaruvi Pathipakam,
T. Nagar, Madras-17*

This is an interesting book containing 12 short stories. The originals are in Malayalam from the pen of Sri S. K. Pottekkad and the Tamil rendering has been done by 'Sowri'.

For quicker transport, increased traffic load and operational efficiency, electric traction sets the pace of India's fast expanding economy. The electrification of Howrah-Burdwan Main Line is a significant step in the development of the Indian Railways. For the first time it connects by electric traction a busy suburban area to the busier Calcutta.



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Sri Pottakkad occupies a prominent position in Malayalam literature. With writing as his occupation in life, he has spared no pains to understand the human life. He believes in socialism and is a social worker too. Sri Sowri, the translator is a learned scholar conversant with more than 13 languages and he has done yeoman service to the Tamil literature by his writings.

What is the definition of a short story? There is a plethora of views. All of them are controversial. So, it would be better to have a standard from the stand-point of an ordinary reader. The short story should be short; should have good morals; should engage the attention of the readers. In short, one should experience a feeling of fullness after reading a good short story. The feeling of fullness is one more to be experienced than defined. Such an experience can be had after finishing the collection of stories, under review. Many of the short stories that are appearing in the Tamil journals today, leave much to be desired. They are either lacking in crispness or in good morals or in perfect delineation of characters. For the Tamil readers who are fed up with this sort of fare, Sri Sowri offers welcome relief.

In this book under review, the author has produced nearly 20 short stories and all of them are uniformly

good. He has been able to achieve this magnificent result because of his wide experience and understanding of life. His characters are drawn from life and while reading we feel we have met them somewhere, sometime in our life. He has portrayed the life and habits of the poor and down-trodden, very successfully. Pathos is the predominant element in his creations. Even the humorous characters in his 'Ottagam' and 'Mani Osai' breathe of pathos than humour.

He has touched upon a variety of subject, thus not boaring the readers. His stories breathe the atmosphere of the place where his characters live. While reading the description of the Toda life in Ootacamund area we feel that we are actually in Ooty with the soft cool breeze embracing us. The translation has been done in such a lucid manner that makes us suspect that we are reading the original. Sri Sewri has taken enormous pain to bring down the atmosphere in its true sense and this is no mean task. He has done a service to the Tamil literature by translating the original work from Malayalam and therefore deserves to be congratulated. Last but not least the publishers Messrs. Thenaruvi Pathipakam also deserve a word of praise for their service to the Tamil literature.

S. VEDANTAM.



SOUTHERN RAILWAY

TENDER NOTICE

Fresh sealed tenders in the prescribed form, obtainable from the Office of the Divisional Superintendent (Works Branch), Southern Railway, Hubli, will be received up to 16-00 hours on Thursday the 24th April 1958 for the following:

"Construction of 64 Units, Type I quarters at Hubli."

Approximate value of work	Rs. 1,52,000
Earnest money	1,560
Cost of tender form	10 per set.
Last date of issue of tender forms	13-00 hours on 19th April 1958.
Last date of receipt of earnest money	15-00 hours on 22nd April 1958.

Tenders will be opened at 16-30 hours on 24th April 1958.

Divisional Superintendent,
SOUTHERN RAILWAY, HUBLI.

SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S/236/1/GB5/28/2/PWP/4A.

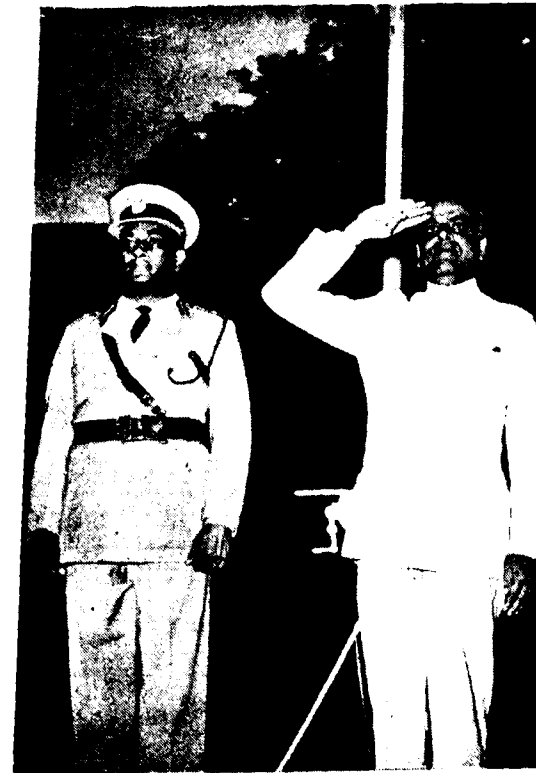
Sealed tenders are invited for the supply of 1,300 gallons of Enamel Non-synthetic Light Brown finishing to ISC 410 and specification IS 133/2 for interior use and 565 gallons of undercoating enamel to suit the above finishing enamel, which will be received by the Controller of Stores, Southern Railway, Ayanavaram P.O., Madras-23, upto 3 p.m. on 28-4-1958 and will be opened by him at 3 p.m. on 29-4-1958.

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

The last date for the receipt of earnest money of Rs. 500 by the Chief Cashier, Southern Railway, Park Town, Madras-3, is by 3 p.m. on 25-4-1958.

Tender forms will not be issued after 3 p.m. on 22-4-1958.

FOUNDATION-STONE FOR SPORTS STADIUM LAID



Sri T. A. Joseph taking the salute

The E. & A.I. Institute grounds, Perambur, presented a colourful spectacle on the evening of March 17, 1958, when under the joint auspices of the Southern Railway Athletic Association and the Railway Protection Force, the laying-in of the foundation-stone for the Southern Railway Sports Stadium and a Parade by the Railway Protection Force were held.

Punctually at 5-45 P.M. Sri Joseph, General Manager, Southern Railway, arrived on the grounds and proceeded to the saluting base to take the salute. Then, to the tune of band music, he

inspected the Parade which was followed by a March Past by the members of the Railway Protection Force.

Afterwards, awards were presented by Srimathi Joseph to the following members of the Protection Force for their high sense of devotion to duty, courage and gallantry exhibited in the course of their duties:

1. Sri T. G. Purushotham, S.I., RPF—*I. G.'s Shield*.
2. Sri S. Sankaran Pillai, Havildar—*GM's Shield and a cash award of Rs. 50*.
3. Sri Nagasubramanian, Fire Station Officer—*SDGM's Shield*.
4. Sri M. Venugopal, Inspector and
5. Sri V. K. Karuppiyah—*each a cash reward of Rs. 40 for detection and prevention of running train thefts*.

Addressing the members of the Protection Force, Sri Joseph stated that the infant force, though it had its nucleus in the Watch and Ward Department of the Railway, was based on an entirely new foundation, has built up its morale and efficiency so convincingly within the short period of its coming into existence, having

Reviewing the parade





Smt. Joseph giving away the IG's Shield to T. G. Purushotham (SI/RPF) the best cadet of the year

been put on a thoroughly military and Police footing, although its routine duties are circumscribed to the railway activities. The force contributes for the protection and safety of Railway property and safeguards railway revenue.

Wishing the force all success, he added in conclusion that it is a matter of pride to observe the discipline, training and efficiency, loyalty and devotion of the staff which constitute the force and the manner in which they have trained themselves up to this pitch of efficiency during the short period.

Later Sri P. H. Sarma, COPS, Southern Railway, on behalf of the Southern Railway Athletic Association requested Sri Joseph to lay the foundation-stone for the Southern Railway Sports Stadium.

Sri P. H. Sarma requesting Sri Joseph to lay the foundation-stone



Addressing the gathering, Sri Joseph observed "I have been taking a lot of interest for the development of the activities of the railwaymen in the field of sports and games. Sports is the one field in which, I feel, we could hold our own against other railways. I am very glad that we have been retaining the leadership for several years. Last year we lost the first

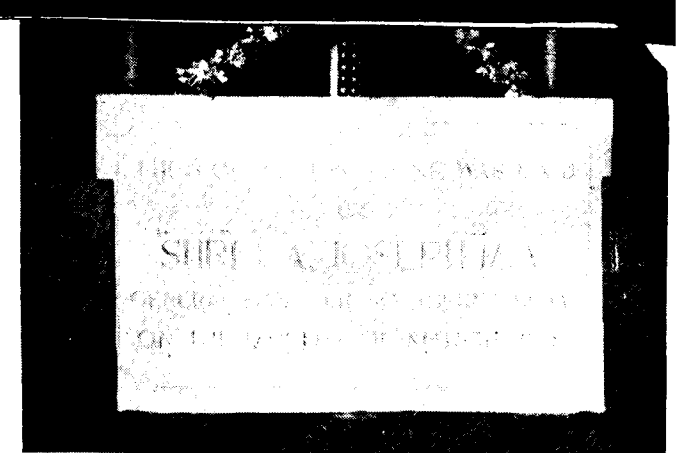


SI/RPF Karuppaiah receiving the prize from Smt. Joseph for good detective work

place and I am sure we will redeem it next year. I thank you all for the opportunity given to me to lay the foundation-stone for the Stadium which was a long-felt need and I hope I will be able to be present at the time of the opening of the Stadium some time in December 1958."



Photo taken on the occasion of laying of the foundation-stone for the S. Rly. Sports Stadium by Sri T. A. Joseph, General Manager



The foundation-stone laid by the General Manager (close-up view)

Then Sri Joseph proceeded to the place where the foundation-stone was to be laid which was colourfully decorated and performed the ceremony amidst cheers.

On behalf of the Association, Sri N. Seshachalam, D.C.S. (Rates), proposed a hearty vote of thanks.

The RPF band thereafter played the retreat which was followed by a programme of display by the protection force which gave a performance of

drill and mass P.T. The display presented by the RPF, in which 101 members took part, was a pleasant and thrilling scene.

The function concluded with playing of National Anthem.

Sri S. Parthasarathy, Inspector-General of Railway Protection Force and Director (Vigilance), Railway Board, New Delhi, and Sri S. Balakrishna Shetty, I.G., Madras, were also present on the occasion.

MEETING OF THE CLAIMS PREVENTION OFFICERS AND SECURITY OFFICERS OF INDIAN RAILWAYS

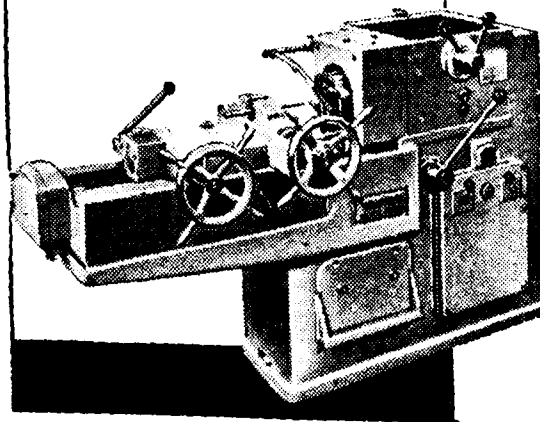
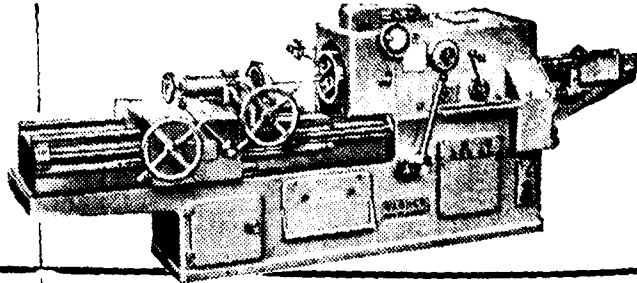
The Claims Prevention Officers and Security Officers of the Indian Railways met on the 7th and 8th February 1958 at Madras to discuss various subjects of common interest for devising methods of preventing claims compensation and for minimising the same.

Sri S. K. Mukerji, Chief Commercial Superintendent, Southern Railway, in his inaugural address stressed that the Claims Prevention Organisation is charged with the responsibility not

only of ensuring a substantial reduction in the claims bills of the Railways but also of restoring and increasing confidence of the public and the business community in the Railway Administration. He also emphasised that a contemplated change calls for greater effort on the part of the Railways and the Claims Prevention Officers' organisation to meet the new aspect and devise ways and means of eliminating and preventing claims compensation. He hoped that through the creation of a proper mentality of

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SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S/236/VII/B/M/319.

Sealed tenders are invited for the supply of one air compressor 250 c.ft. as per specification attached to the schedule and will be received by Controller of Stores, Southern Railway, Ayanavaram P.O., Madras 23, before 3 p.m. on 21-4-1958, and will be opened by him at 3 p.m. on 25-4-1958.

The prescribed form of tender is obtainable from the Controller of Stores, Madras-23, 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 23-4-1958.

Tender forms will not be issued after 3 p.m. on 18-4-1958.

CONTROLLER OF STORES

April 1958

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claims prevention consciousness amongst the staff by adherence to the rules regarding packing, labelling and marking, proper handling of the goods and co-operation of the Security Officers and the Claims Prevention Organisation, better results can be expected in future which will ensure the confidence of the public in the railway.

The subjects of the agenda were then taken for discussion under the Chairmanship of Sri Chennabasappa, Claims Prevention Officer, Southern Railway, who convened the meeting.

The venue of the next meeting will be on the Central Railway at Bombay on 9th and 10th May 1958.

THIRD ANNUAL STATE RALLY AND COMPETITIONS SOUTHERN RAILWAY BHARAT SCOUTS AND GUIDES

The Southern Railway Bharat Scouts and Guides conducted the Annual State Rally and Competitions at the Railway Institute Grounds, Perambur, from the 20th to 22nd February 1958.

On the 20th, Inter-District Rover Competitions and on the 21st, Inter-Railway Rover Competitions were held. Contingents from Eastern, South-Eastern and Western Railway Bharat Scouts and Guides Associations participated. On the 22nd, Inter-District Scouts, Guides, Cubs, Bulbuls, and Rangers Competitions were gone through. Southern Railway won the Shield in the Inter-Railway Competition for Rovers. Nearly 1,650 members of the Association participated in the Rally and Route March on the 22nd.

In the afternoon, there was a Conference of District Commissioner and District Secretaries. Sri S. K. Mukerji, State Chief Commissioner and Chief Commercial Superintendent presided over the Meeting. Warrants for the newly appointed Commissioners were also presented during the Meeting.

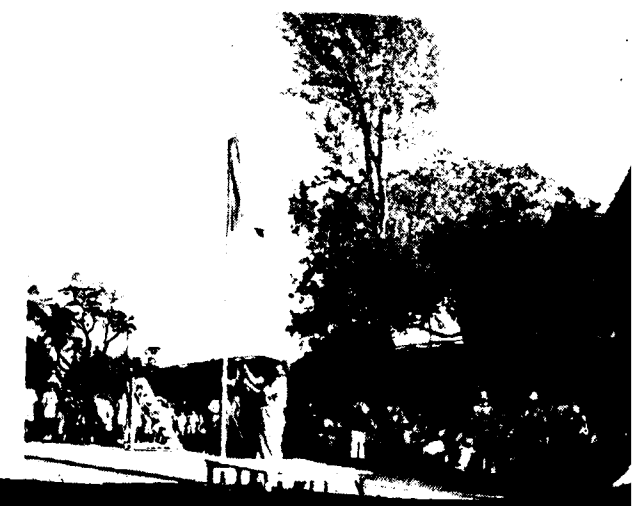
In the evening, the Flag was hoisted by Sri S. K. Mukerji and was brought to half-mast, while the Railway Security Force Band played the Last Post as a mark of respect for the late Maulana Abul Kalam Azad.

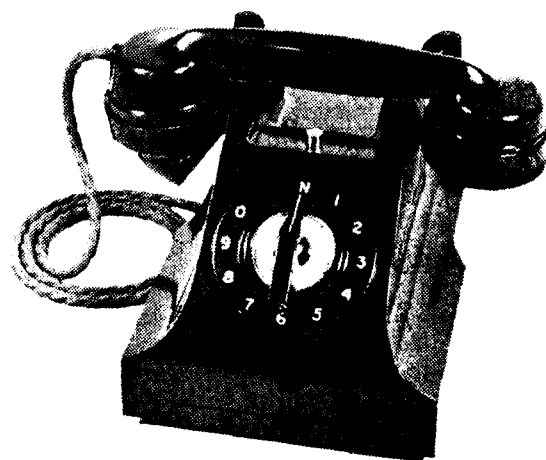
After review of Units by Sri T. A. Joseph, General Manager and President, Sri S. K. Mukerji offered his condolence on behalf of the Association on the demise of Maulana Abul Kalam

Route March



Sri S. K. Mukerji hoisting the flag





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A view of the Dinner party held at Hotel Connemara on the eve of Sri T. A. Joseph's retirement



Smt. Joseph distributing the prizes



Sri S. K. Mukerji speaking on the occasion

Azad, which was observed by two-minutes silence by the entire audience.

Sri T. A. Joseph, General Manager, took the salute at the March Past. He was presented later with a Gold 'Thanks' Badge by the State Chief Commissioner. While pinning up this Badge, Sri S. K. Mukerji read out the following Citation :

" This Thanks Badge is presented with heart-felt fervour and deep gratefulness to Sri T. A. Joseph, General Manager, by the Southern Railway Bharat Scouts and Guides, for his keen and personal interest in the Movement, for his sagacious advice at the deliberations of the State Council Meetings and particularly for the help rendered to make the precincts of the Hobby centre and the Swimming Pool and the adjacent grounds available for

this organisation and for various other unrecorded activities. JAI HIND."

Sri Joseph, General Manager, acknowledged the award and wished the Association all success.

Sri K. Srinivasan, Public Relations Officer, Madras, presented a portrait of Sri T. A. Joseph and the Eastern Railway contingent presented a model bust of Lord Baden Powell to the Southern Railway Association, which were received by the State Chief Commissioner.

Srimathi Joseph then distributed the prizes to the Winners and Runners in the various competitions.

The function came to a close after a vote of thanks proposed by Sri C. L. Pasricha, Dy. Chief Elec. Engineer and Assistant State Commissioner (Scouts).



A view of the conference of the District Commissioner and District Secretaries, Sri S. K. Mukerji, State Chief Commissioner presided

FAREWELL PARTY TO SRI T. A. JOSEPH 17-3-58



Sri D. B. Patel speaking at the Farewell party

The Officers of the Southern Railway got up a grand dinner in order to bid farewell to Sri T. A. Joseph, retiring General Manager on 18-3-58 at Hotel Connemara. Among the distinguished guests present were: Sri M. Bakthavatsalam, Home Minister, Madras Government, Sri W. R. S. Sathianathan, Chief Secretary, Sri T. A. Vargheese, Finance Secretary, Madras Government, Sri T. M. S. Mani, Managing Director, Neiveli Lignite Corporation, Sri K. R. Ramanujam, former General Manager, Southern Railway, Sri K. N. Ranga Rao, Chairman, Railway Service Commission, Heads of Departments and other officers. There were about 225 officers gathered on the

occasion. Sri D. B. Patel, S. D. G. M., Southern Railway, spoke praising the qualities of head and heart of Sri T. A. Joseph with special reference to his achievements such as the Gudur—Renigunta conversion from Metre Gauge to Broad Gauge; Quilon—Ernakulam Railway construction, etc. Then Sri S. K. Mukerji, C. C. S., Southern Railway, spoke. The speech of Sri S. K. Mukerji is reproduced below:

OUR HONOURED GUESTS, LADIES AND GENTLEMEN,

When one General Manager relinquishes charge for another to take over,

it is usually a big internal event on the Railway, because a change of personalities at that level generally involves a significant change in the climate of the Administration, a change in the basic approach to many vital problems of the day, and, more often than not, a change in the relative importance of values in official life. But seldom does the departure of one General Manager cause such a big wrench in the hearts of all his Officers, individually and collectively, as is happening tonight, on this eve of our valedictory to Mr. Joseph (applause). And it is not a mere conventional expression of our feelings when I say on behalf of my brother Officers that in parting from him we are overwhelmed with a sense of grief that

time may not easily heal and a sense of void that no replacements will completely fill.

There have been General Managers and General Managers and some of them on the roll-call of the Great on the strength of their sparkling intellects and brilliant administrative abilities—but it was given to us, and perhaps only to us, to have a General Manager whose humanity stood out higher than his office and whose mind was bigger than the problems he had in hand. As a repository of all those qualities of the head and heart which not only illuminate their possessor but are also a source of illumination to others, Mr. Joseph was an Institution by himself.

Sri S. K. Mukerji delivering his speech



What endeared him to anybody even at the first acquaintance was his ready accessibility and willingness to give a patient hearing. One felt absolutely at ease in his presence, because he was so intensely human. He never built around himself a cold wall of formality with the bricks and mortar of his official prestige and dignity. He treated his men essentially as human beings and not as mere cogs of a machine, devoid of sense and sensibility. In all my 23 years' acquaintance with him, I have never seen him lose his temper or snub people even under the gravest provocation. This essential goodness of his nature had received early recognition in his career, getting for him even a nick-name from his staff. In his days as a Junior Officer on the Central Railway, he used to be universally referred to as 'Padri Sab' (applause) by all the personnel on the line and verily does this caption fit him even now, because in functioning as the Head of an Administration he has been like a Pastor tending his flock, ministering to their needs and

bringing to them the benediction of cheerfulness, encouragement, helpfulness and inspiration.

Mr. Joseph was nearer to his staff than any person in his position could be expected to be and this made a significant difference in the official climate of his time. His human relations were moulded by his firm belief in the dignity of the human spirit and were sustained by his faith in the eternal virtues of Truth, Honesty, Justice and Charity. The staff were fully aware of this and they felt secure in that consciousness. In his regime the official atmosphere, particularly in the upper layers, was singularly free from cliques and intrigues. The tale-carriers and maligners were hopelessly out of business (applause).

To discuss a case with Mr. Joseph was always a very exhilarating experience. It is amazing how a problem began to simplify itself as soon as Mr. Joseph applied his mind to it. Entering his brain as a cork-screw, it will come out straightened as a rod. Not that he possessed the technical know-how of all the branches of Railway work, but with a sound common-sense and an unerring instinct for seizing the essentials, he will go direct to the crux of the matter and thereafter his logical brain will do the rest. By a quick process of reasoning and analysis, co-ordination and synthesis, he will come out with a solution which had eluded the grasp of his specialists. Anybody who went to him with a problem returned with an echo of the words "Elementary, Watson" ringing in his ears even though Mr. Joseph had never used such an expression himself.

With his eyes and ears always open, he succeeded in amassing a wealth of facts pertaining to different aspects of Railway working—facts which were not just scraps of information but were really important in the sense that their influence could be projected and their destiny foretold. It was on the foundation of these facts that he built the edifice of his ideas, convictions and dreams by his constructive imagination and sound thinking. In his constant endeavour to gather these facts he developed a passionate zeal for minute details. He was never happy until he went down to the roots of the matter. His approach to problems was, therefore, the very antithesis of superficiality. This has been the keynote of his success in official life. He is a living proof of the statement that the habit of going to the bottom of things usually lands a man on top.

But having reached the top he would not rest on his laurels. How could he with the restlessness of his impulse and initiative to put his ideas, convictions and dreams into actual practice? He was amongst the few administrators who could make things happen as against the many who just watched things happen.

Yet Mr. Joseph was essentially a peace-loving man. He never troubled till trouble troubled him and thereby he avoided doubling trouble and troubling others (applause).

A man of such a calibre, he evoked out spontaneous love, devotion and loyalty—he never had to go about asking for them and on this eve of his retirement, he evokes our spontaneous prayer that God may spare him

a long, healthy and useful life, full of happiness and contentment, a life even nobler and richer than the one he has spent in our midst, so that as the years roll by and he reclines on his arm-chair, with his great grand children hanging about his knees and around his neck, he may be able to say with a far-off look in his eyes

"Grow old along with me: the best is yet to be,
The last of life, for which the first was made".

(Loud and prolonged applause).

Pencil Sketch of Sri T. A. Joseph [by Sri R. Pachaiyappan, Draftsman, CSTE's Office]



*Service is over H. H. H.
[Signature]*

17TH MARCH '58.

Sri S. K. Mukerji speaking—another view





Sri T. A. Joseph replying at the Farewell party

Sri T. A. Joseph thanked Sri D. B. Patel and Sri S. K. Mukerji for the good words they had spoken about him. He also referred, among other things, to the First Plan implementation and the Second Plan implementation so far. He added that Regionalisation and

Divisionalisation were major changes that took place during his tenure of office as G.M. and expressed appreciation of the co-operation and kindness of the officers and all others which contributed to the successful implementation of the major schemes.

*Sri T. A. Joseph and Sri K. Sadagopan at the party.
Some of the Officers present are also seen in the background*



April 1958

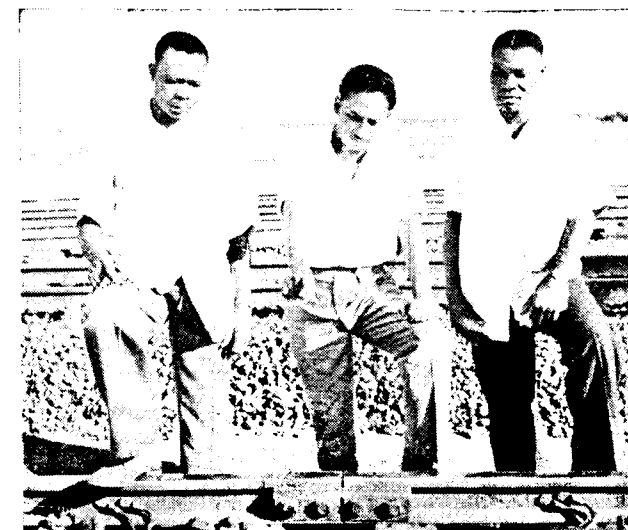
S. R. NEWS

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SOUTHERN RAILWAY GIVES TRAINING TO RAILWAYMEN FROM GHANA AND BRITISH EAST AFRICA

Messrs. G. Y. O. Bonsu and E. Y. Dzato, Foreman Plate-Layers of the Ghana Railways, are now undergoing training on the Southern Railway in the maintenance of Permanent Way and other allied matters. The training is sponsored by the Government of Ghana and will cover a period of 18 months. The trainees, who arrived in India in the middle of May 1957, have now spent 10 months on this Railway.

Another trainee by name Mr. S. W. Amumi sponsored by the British East African Government is also undergoing training in the Electrical Workshops



Mr. George Bonsu and Mr. Evans Dzato

*The trainees with Sri J. M. D. Balachandran,
Asst. Permanent-way Inspector, Tambaram,
who explains functions of Auto Bonds
in Suburban Electric lines*

at Perambur as Electrician since February 1958.

The trainees are fully utilising the opportunities provided by the Indian Railways, as is seen from their keen interest and zest in assimilating every technical detail presented to them during the training programme.

UPPER QUADRANT SIGNALLING MYSORE DIVISION

The provision of Standard I Upper Quadrant Multiple Aspect Signalling at 15 stations on the Mysore-Arsikere Section—one of the Major Signal Works under the Five-Year Plan on Mysore Division—was completed by the introduction of this type of Signalling on 12th February 1958 at Belagula.



The Mysore-Arsikere Section of the *Ex-Mysore* State Railway was formerly non-interlocked. It was essential to provide signalling which permitted higher speeds and a greater measure of safety, in order to meet the changing and growing Railway Traffic of the New Mysore State.

The provision of Upper Quadrant Multiple Aspect Signalling on this Section was provided at a cost of Rs. 6.66 lakhs approximately. Traffic trends which are showing and which are anticipated due to industrial expansion and contemplated new lines which will link Mysore with the other Southern States, prove that the decision taken a few years ago to provide this section with Upper Quadrant Signalling was indeed a far-sighted one, and the expenditure incurred would soon be fully justified.

The installation work commenced about June 1956. Thereafter the work at each station was completed and handed over at the rate of one or so a month.

During the course of installation, there were several problems and difficulties to contend with—particular mention may be made of non-availability of suitable local artisan staff—Casual labourers were therefore imported from other localities.

In this connection, it was necessary to provide 36 Electrical Arm and

Light Signal Repeaters and Stations and cabins and to erect new Railway serial lines and alignments for the purpose. Here again, an Inspector with suitably trained local labour was not available. It is gratifying to note, that though severely handicapped for time, material and suitable labour, the work was completed in time.

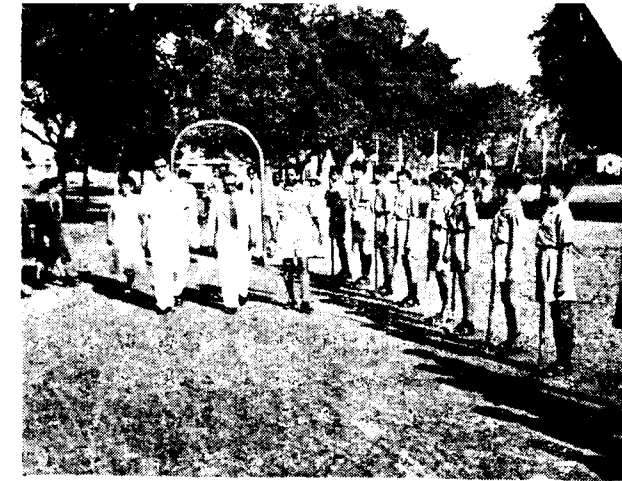
The opening function of this new system was held on 12th February 1958 at Belagula.

CHILDREN'S TREAT AT BITRAGUNTA

Children's treat was held on 16th February 1958 under the auspices of the Indian Institute, Bitragunta, for the children of the Indian Railway Colony. Nearly 2,000 children, many of whom were accompanied by their parents took part. Sri R. Nagarajan, Personnel Officer (Labour), Madras, declared the treat open at the request of Sri R. Kannan, Divisional Personnel Officer, Bezwada, by cutting a ribbon at the entrance of the School. A programme of 47 events in sport were gone through earlier and prizes were distributed to the winners. The events of the occasion were climaxed by a programme of entertainment in which the girl guides, the bullbuls, the scouts and the cubs and children of the Railway School took part. The pupils of the Railway School (English medium) contributed to the



Girl Guides



Sri R. Nagarajan and other officers at the treat

success of the evening by giving two very interesting entertainments of music and dancing which were highly applauded. This was followed by a film show of interesting documentaries specially arranged by the Public Relations Officer, Southern Railway, which were both entertaining and educative.

HANDICRAFTS CENTRE FOR LADIES—BITRAGUNTA

Inaugurating the centre under the Chairmanship of Sri R. Kannan, Divisional Personnel Officer, Bezwada, Sri R. Nagarajan, Personnel Officer (Labour) explained the aims and objectives of the scheme. The centre is meant for women members of Railway-men's families to enable them to

The Sewing School



turn their leisure hours to productive and gainful employment by learning crafts like sewing, knitting and embroidery aided by a part-time Instructor appointed for the purpose.

Continuing Sri R. Nagarajan added that the Centre where the women now meet and get to know one another would ultimately develop into a welfare centre for women in which entertainment would be blended with education. It is proposed to have a Park for children. He exhorted the employees and their families to come forward to avail the amenities which

the Railway provides in places where there was a need for them and help make the venture a success.

The function terminated with the singing of National Anthem by the children of the school.

A word of praise is also due to Sri Manickam, Secretary of the Institute, and other members of the Committee and to Sri V. Narayanaswamy, A.P.O. (Labour), and Sri V. K. Natesan, Assistant Engineer, in launching the scheme and making the function a grand success.

Sri Nagarajan declaring the centre open

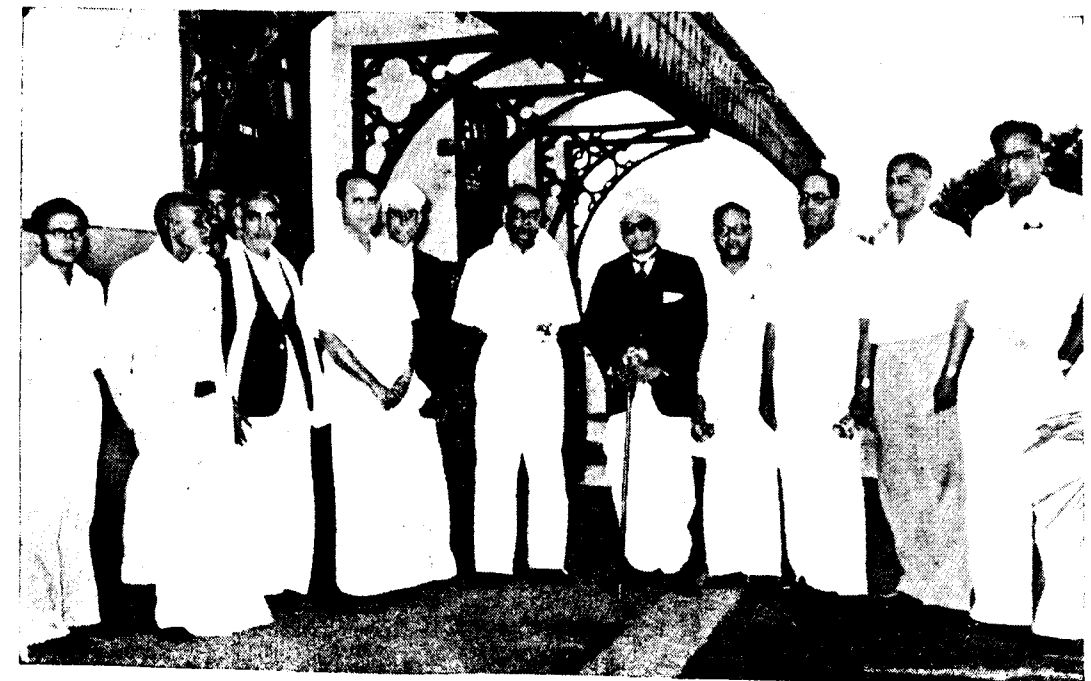


Sri Nagarajan presenting a cup to the children at Bitragunta



Son. Venkatasampath Kumari, daughter of T. Venkateswara Rao, P.A. to C.S.O./S. Rly., Madras, was married to Ch. I. Ramachandra Rao, B.Sc., on 9th March 1958 at Madras

Members of the Rly. Passengers' Association met the General Manager and Heads of Departments of the S. Rly., on deputation at Tanjore recently





The Divisional Rly. Users' Consultative Committee, Hubli, met at Hubli last month

Meeting of the Cultural Association of the Joint Officers, Perambur. Sri S. Ramamurthy, SAO, presided

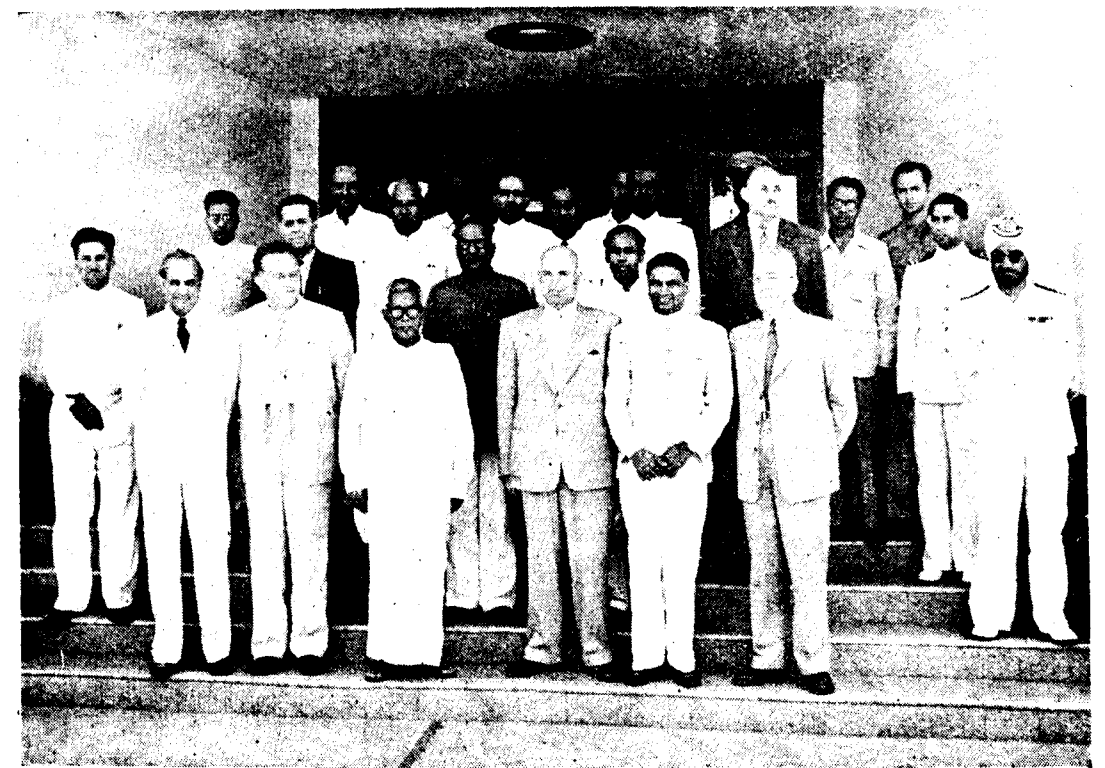


Sri M. S. Rao

Sri M. S. Rao, who is the new printing Chief, has taken charge as the Press Superintendent, Rayapuram, Southern Railway, having been transferred from Eastern Railway.

Sri Rao was apprenticed in the Madras Government Press and joined Eastern Railway in 1937. After serving in the various branches of the Eastern Railway Press at Howrah, Calcutta and Lucknow, and as Liaison officer in the old B.A. Railway he came to head the Printing and Stationery Department of the Eastern Railway at Calcutta. "The Centenary Souvenir of the Indian Railways" was, in fact, a result of his work. Mr. Rao holds a diploma in 'Publicity and Printing' and has experience in every department of the printing profession and the fact he headed the Eastern Railway's Printing Press (the biggest among railway presses) signifies that he is a specialist.

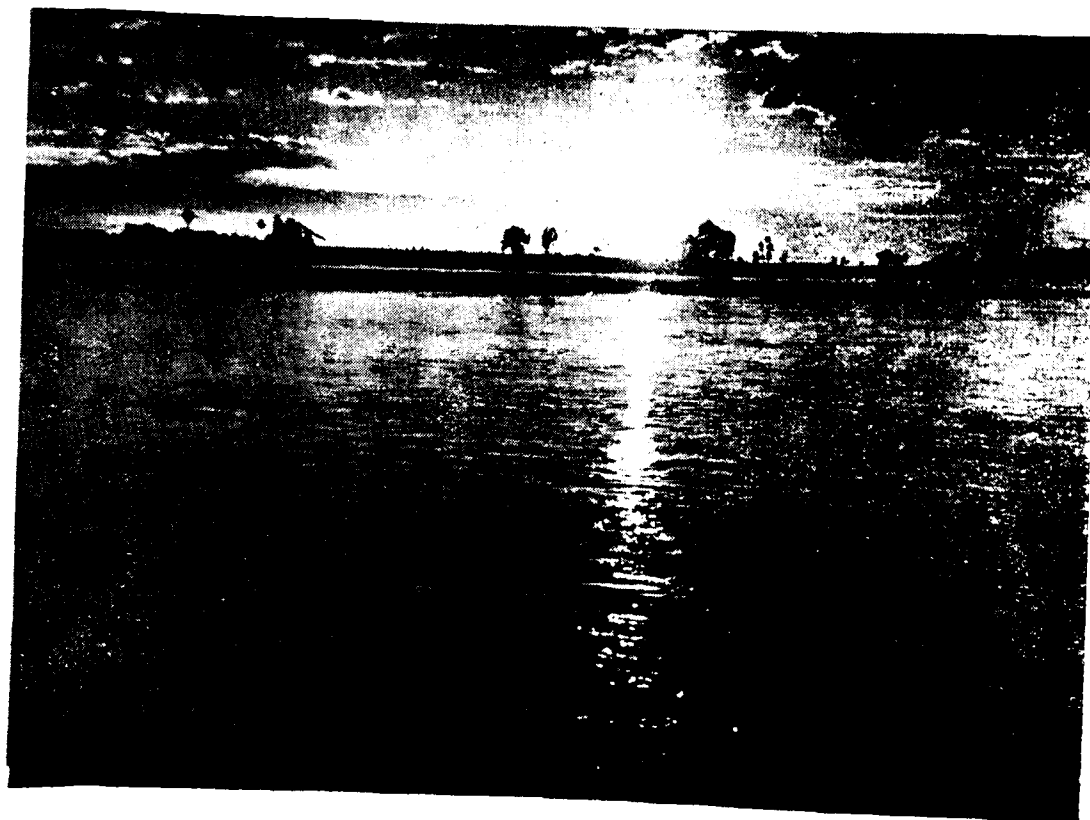
The Rumanian Prime Minister Mr. Chivu Stoica visits the I.C.F.





Staff of PRO's office bid farewell to Sri A. Chellam Iyer, B.A., B.L., Senior Publicity Inspector, who proceeded on leave preparatory to retirement on 5th March 1958

"Sunset on the Cauvery" at Srirangam



[Photo by R. Venkatesulu, Son of M. Ranganathan, ACS(G)/MASI]

SOUTHERN RAILWAY

GENERAL REVISION OF TRAIN SERVICE FROM 1st APRIL 1958

Changes in the timings of trains, introduction of new trains ; extensions and alterations to train services ; introduction or elimination of halts ; the more important of the above items are listed below :

I.—TRAINS INTRODUCED :

Train No.	DESCRIPTION	Station	Dep. H. M.	Station	Arr. H. M.
METRE GAUGE					
1049	Bezwada—Narasaravupet Pass.	Bezwada ..	.. 22 00	Narasaravupet ..	.. 1 00
621	Trichinopoly—Manaparai Pass.	Trichinopoly ..	.. 21 20	Manaparai ..	.. 22 40

II.—TRAINS EXTENDED :

BROAD GAUGE					
533	Payyanur—Mangalore Pass.	.. Cannanore ..	.. 4 00	Mangalore ..	.. 9 10
METRE GAUGE					
956	Sangli—Miraj Pass.	.. Sangli ..	.. 5 05	Kolhapur ..	.. 8 55
957	Miraj—Sangli Pass.	.. Kolhapur ..	.. 4 20	Sangli ..	.. 6 25

III.—TRAINS CANCELLED :

BROAD GAUGE					
65	Cochin—Payyanur Pass.	.. Cannanore ..	.. 21 45	Payyanur ..	.. 23 10
METRE GAUGE					
1045	Masulipatam—Narasaravupet Pass.	.. Bezwada ..	.. 22 00	Narasaravupet ..	.. 1 00
954	Miraj—Kolhapur Pass.	.. Miraj ..	.. 6 45	Kolhapur ..	.. 8 45
955	Kolhapur—Miraj Pass.	.. Kolhapur ..	.. 4 20	Miraj ..	.. 6 35

IV.—STOPS INTRODUCED :

Train No.	DESCRIPTION	Station
BROAD GAUGE		
19	Madras—Cochin Express	.. Walajah Road.
71 & 72	Madras—Vizagapatam Passengers	.. Attipattu.
469	Narasapur—Nidadavolu Passenger	.. Sivadevunichikkala.
589	Trichinopoly—Erode Passenger	.. Elamanur and Marudur.
METRE GAUGE		
111	Madras—Tenkasi Passenger	.. Kadiramangalam Road Halt, Sulakarai.
112	Tenkasi—Madras Passenger	.. Sulakarai.
110	Trivandrum—Madras Passenger	.. Sundaraperumal Koil.
649	Mayavaram—Nagore Passenger	.. Elantangudi.
126	Karaikkudi—Mayavaram Passenger	.. Elantangudi.

V.—STOPS CUT OUT :

METRE GAUGE		
1045	Masulipatam—Bezwada Passenger	.. Ventrapragada, Tennoru Halt, Nidamanuru, Ramavarappadu and Satyanarayanapuram.
1046	Narasaravupet—Masulipatam Passenger	.. Satyanarayanapuram and Nidamanuru.
10		

VI.—CHANGES IN TIMINGS:

The more important changes in the timings of Mail, Express and Passenger trains are indicated below:

Train No.	DESCRIPTION	From	Dep. H. M.	To	Arr. H. M.
BROAD GAUGE					
3	Howrah—Madras Mail	Howrah	15 30	Madras	8 50
11	Bombay—Madras Express	Bombay	14 40	"	19 25
45	Howrah—Bezwada—Hyderabad Express (running as No. 9 Janata Express from Howrah to Waltair).	Howrah	16 20	Hyderabad	11 10
542	Nilambur—Shoranur Mixed	Nilambur Road	5 30	Shoranur	9 00
553	Coimbatore—Mettupalaiyam Pass.	Coimbatore	5 45	Mettupalaiyam	7 00
554	Mettupalaiyam—Coimbatore Pass.	Mettupalaiyam	7 35	Coimbatore	9 20
465	Narasapur—Nidadavolu Pass.	Narasapur	9 35	Nidadavolu	13 25
406	Guntur—Repalle Pass.	Guntur	13 50	Repalle	18 00
LS29	Rajahmundry—Cocanada Pass.	Rajahmundry	19 30	Cocanada Port	22 45
468	Rajahmundry—Narasapur Pass.	"	19 10	Narasapur	0 30
352	Marikuppam—Bangarapet Mixed.	Marikuppam	3 00	Bangarapet	4 20
METRE GAUGE					
1042	Bezwada—Masulipatam Pass.	Bezwada	3 45	Masulipatam	7 20
808	Pondicherry—Villupuram Pass.	Pondicherry	13 15	Villupuram	14 45
953	(Renumbered as 955) Miraj—Sangli Pass.	Miraj	4 00	Sangli	4 35
1188	Dandeli—Alnavar Mixed	Dandeli	9 00	Alnavar	11 35
1192	"	"	19 00	"	21 35
1187	Alnavar—Dandeli Mixed	Alnavar	4 45	Dandeli	7 15
1191	"	"	14 30	"	17 10

VII.—CHANGES IN THROUGH AND SECTIONAL CARRIAGE SERVICES:

A. The following through carriage services will be cancelled:

(i) One First, Second and Third Class tri-composite coach running between Madras Egmore and Tuticorin by Nos. 119 & 120 Madras—Tinnevely Expresses and 733 & 724 Maniyachi—Tuticorin Passengers; and

(ii) One Third Class coach running between Madras Egmore and Madurai by Nos. 107 & 108 Madras—Dhanushkodi Passengers, 121 & 122 Villupuram—Trichinopoly Passengers and 119 & 120 Madras—Tinnevely Expresses.

B. Provision of third class accommodation in Madras—Calicut Sectional Coach:

One First, Second and Third Class tri-composite coach will run between Madras Central and Calicut by Nos. 1 & 2 Madras—Mangalore Mails instead of one First and Second Class bi-composite coach.

VIII.—OTHER DETAILS AND TIMINGS AT INTERMEDIATE STATIONS:

For other details, changes in the timings of other Mail, Express and Passenger trains and timings of all trains at intermediate stations, please refer to the Time Tables available for sale at stations or Sheet Time Tables exhibited at stations.

IX.—CHANGES IN THE NAMES OF TRICHINOPOLY JN. AND BEZWADA JN.:

With effect from 1st April 1958 the name of Trichinopoly Jn. will be changed into Tiruchchirappalli Jn. The name of Bezwada Jn. has already been changed into Vijayawada Jn. from 1st March 1958. The change in name of these two stations could not be included in the Time Tables in force from 1st April 1958, as they were already under print. These changes will, however, be incorporated in the next issue of the Time Tables.

Chief Operating Superintendent.



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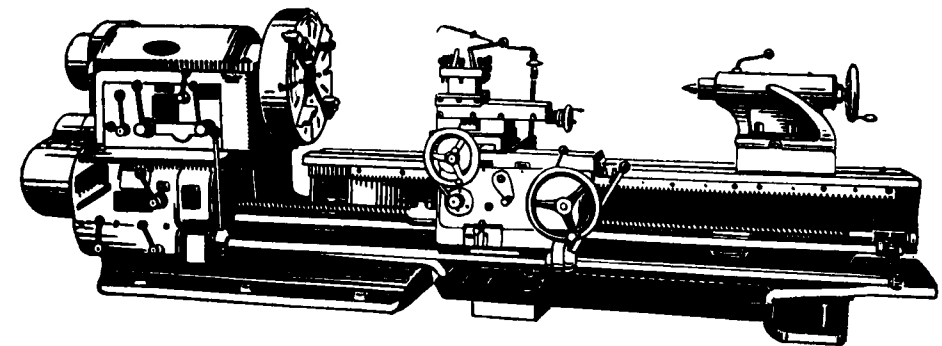
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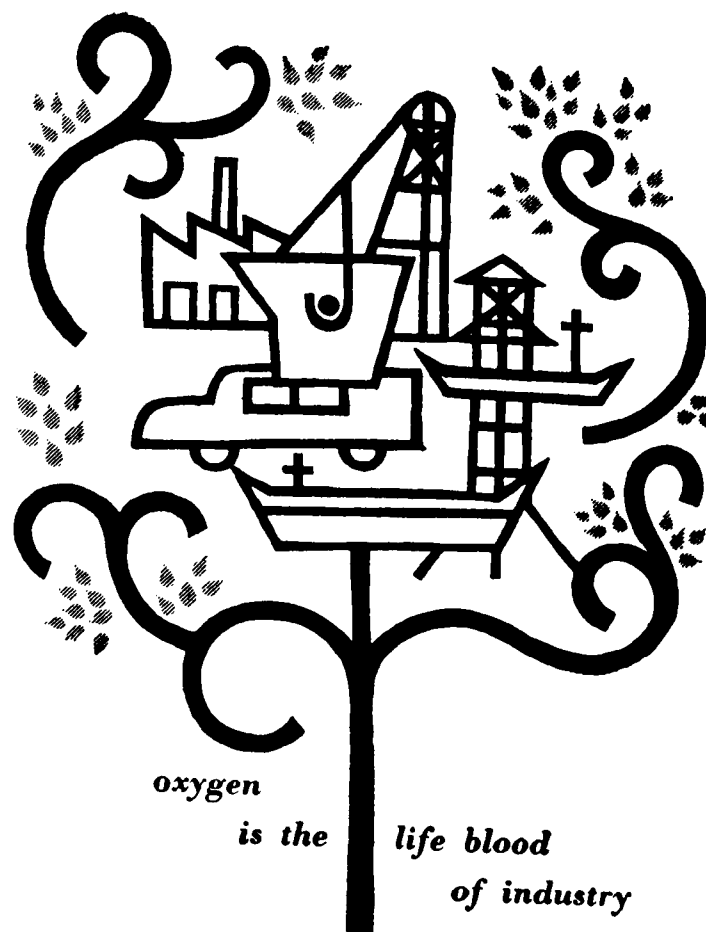
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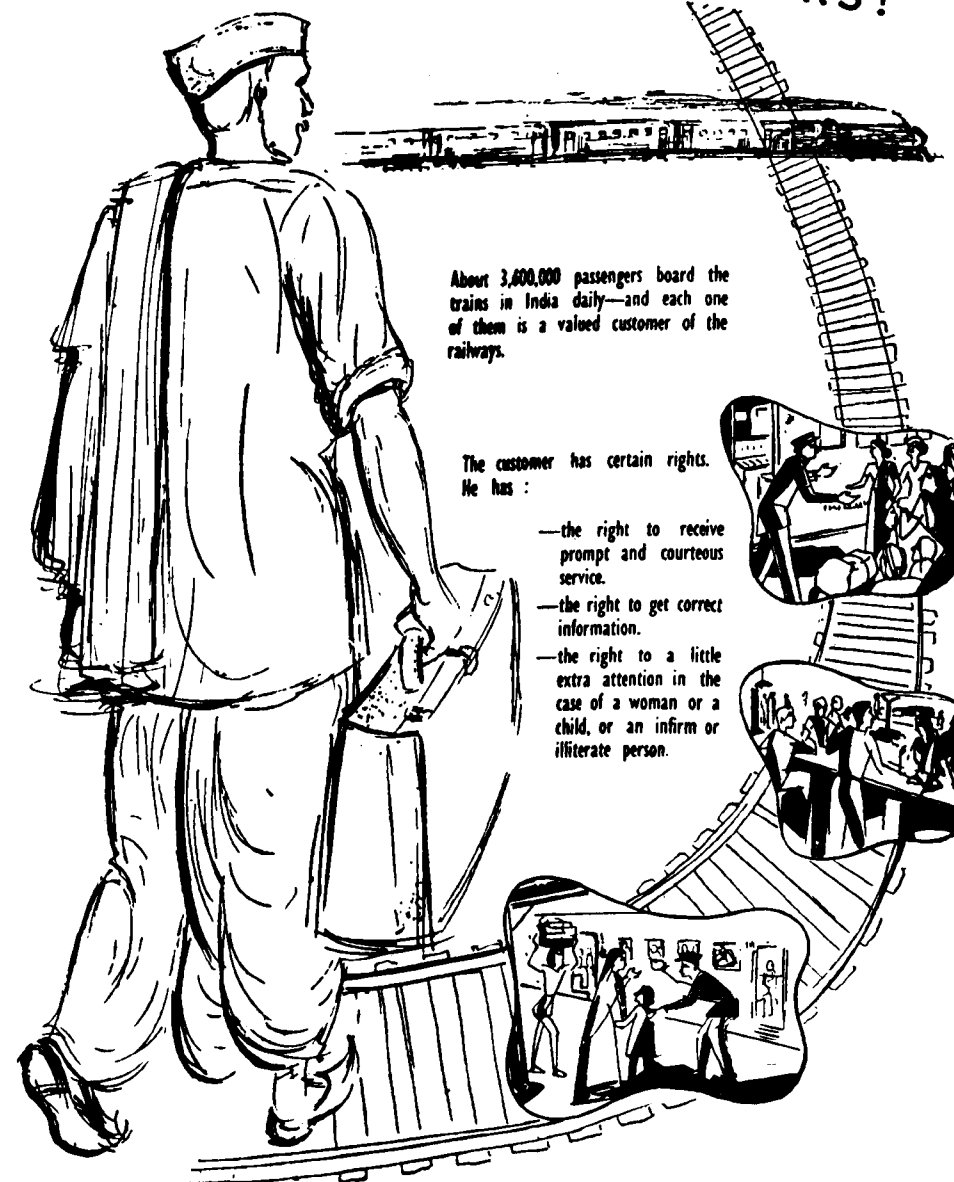
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On 2nd April 1958, the President, Dr. Rajendra Prasad, administered the oath of office and secrecy to the Deputy Minister of Railways, Sri Salem Venkatappa Ramaswamy, M.P. Sri G. B. Pant, Union Home Minister, is also seen in the picture

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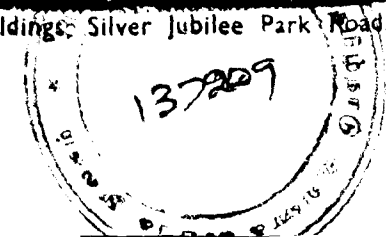
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