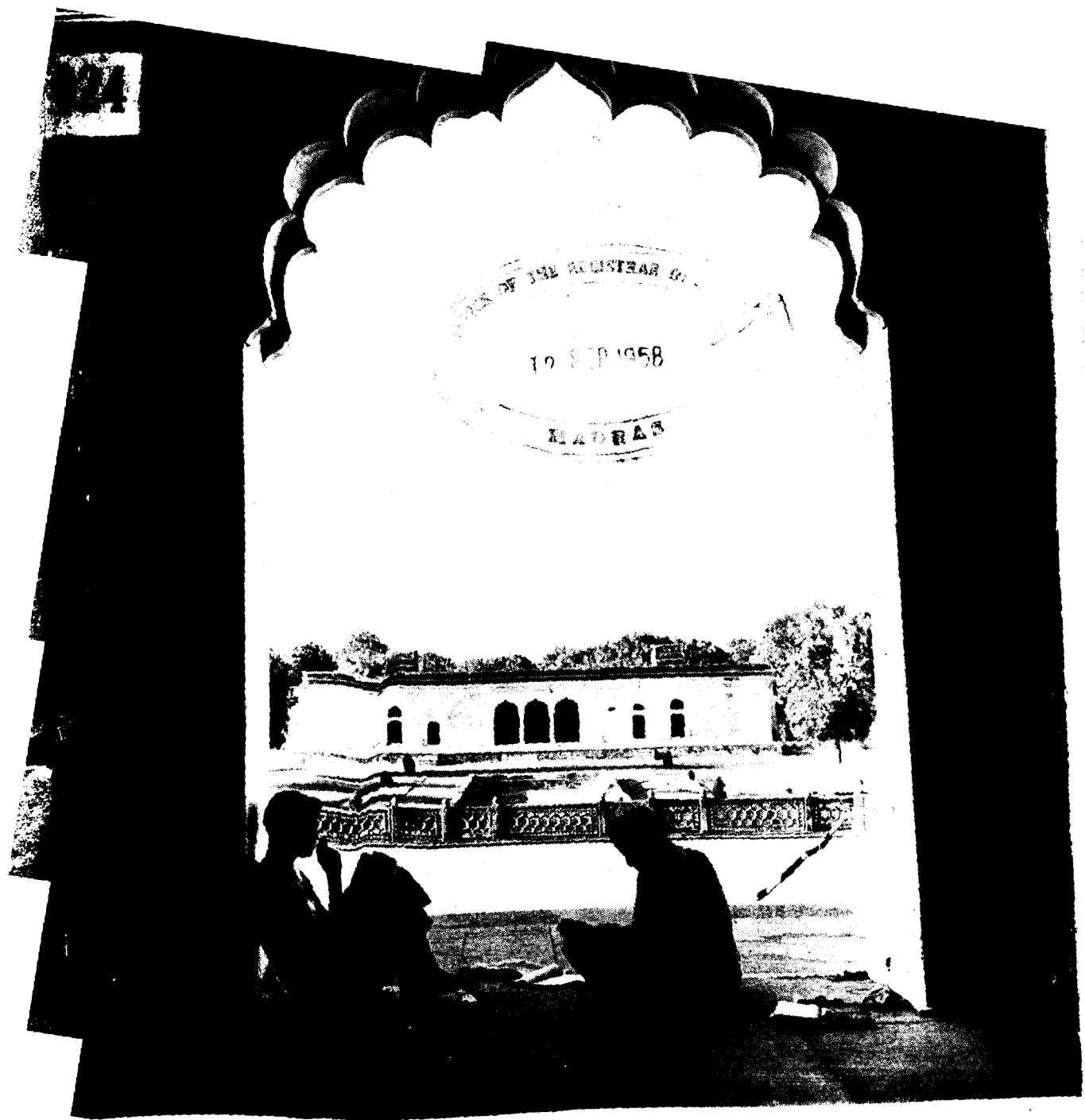




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PUBLISHED BY THE SOUTHERN RAILWAY

VOL. V

JULY 1958

No. 4

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No. 4

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.

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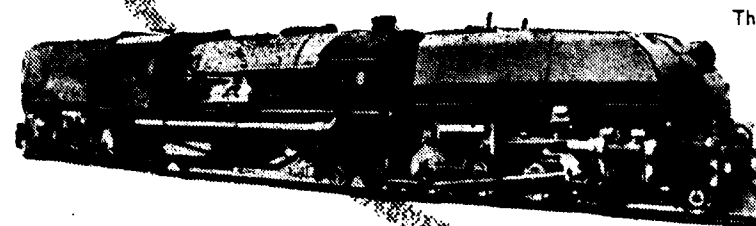
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THE EDITOR

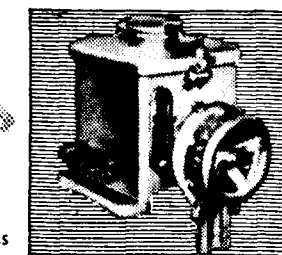
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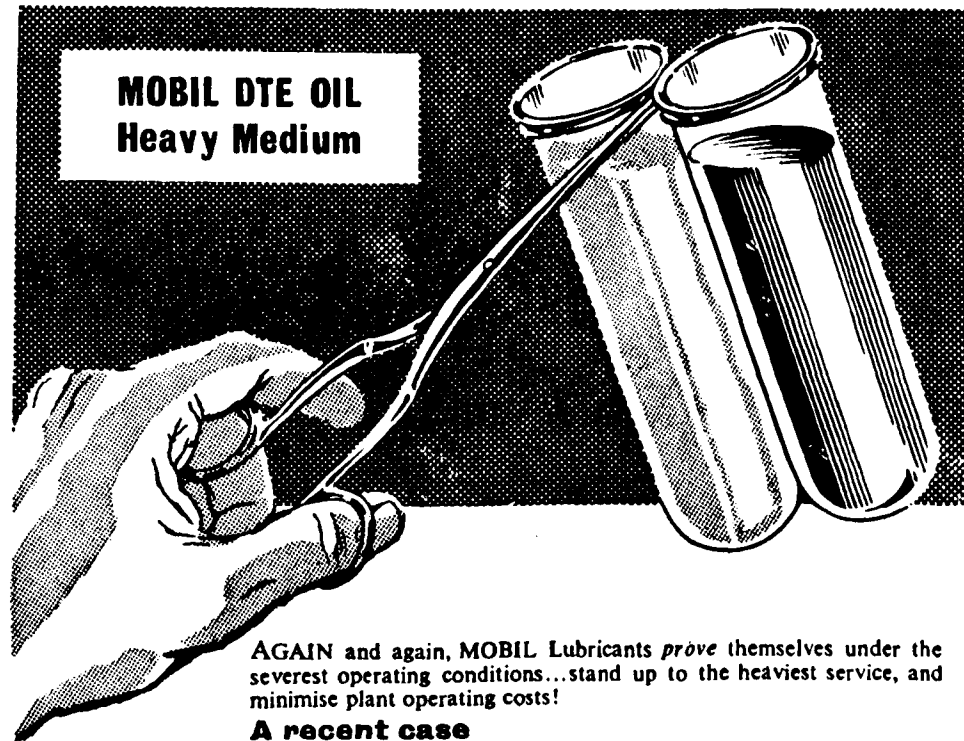
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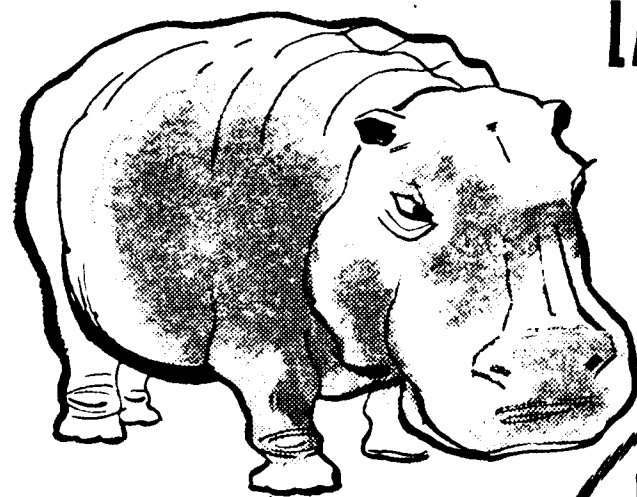
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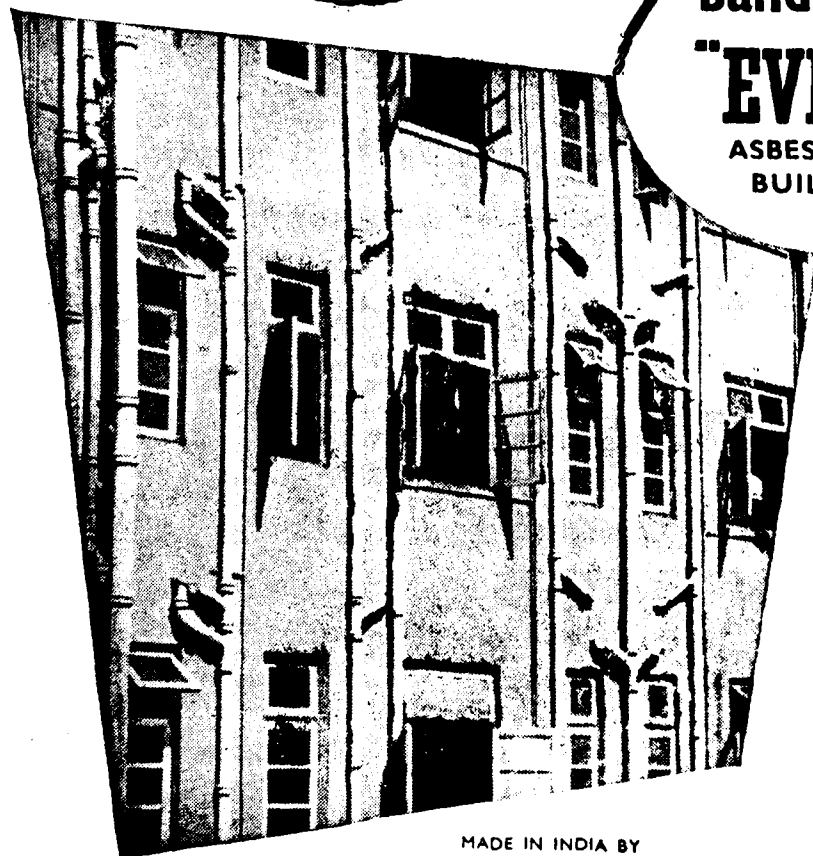
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PROGRESS OF CO-OPERATIVE SOCIETIES ON RAILWAYS

THE objects of the Society are encouragement of thrift and self help, purchase of the necessities of life for retail to the members, the carrying on in common for the benefit of the members of the society of the trade of general dealers and the establishment and the conduct on co-operative principles of such other lines of work or departments of business as may from time to time be resolved upon by the general body of members. The dissemination of the knowledge of co-operative principles and their realisation as far as practicable; the doing of such other things as are incidental or conducive to the attainment of the above objects.

The main point in co-operative credit is to inculcate the habit of thrift amongst its members. Every member who joins in any one of the Railway Co-operative Societies is now made to subscribe a fixed minimum every month according to his wage or salary. Every month his savings are accumulated. After a number of years the funds will be of a high figure conducive to make the Society self-sufficient in the matter of funds, which can be lent to members. Savings of a member not only help in liquidating of debts but are also helpful at the time of retirement and in lending to other members, thus providing a lesson in

self help and mutual help. If members can be helped to obtain their requirements of food-stuffs, medicine, cloth, furniture, etc., at prices cheaper than bazaar prices, then expenditure can be lowered. The Railway Board have been taking keen interest in the promotion of consumer co-operative societies on Indian Railways. Their effort has met with a high degree of success, as the following account will show:

The half-yearly report covering the period upto December 1957 compiled by the Railway Board discloses that there are on Indian Railways 56,500 employees, who are members of the railway consumer co-operative societies. During the second half of 1957, the membership marked an increase of 11.5 per cent as compared to the first half of that year. On the Southern Railway, the number of members exceeded 10,000 while on the Western and Central Railways, the membership was just under this figure.

The number of consumer co-operative societies increased from 111 to 118 at the end of December 1957, the Western Railway having the largest number—25. There has been all round progress made by the Societies. The total sales increased from 17.83 lakhs during the second quarter of the year to 21.48 lakhs during the fourth quarter of the year, an increase of

about 20 per cent. The Western Railway had $\frac{1}{4}$ th of the total sales, Central and Southern Railways coming next. As for the Share Capital, it increased from 7.61 lakhs to 8.64 lakhs. The Western Railway—Rs. 2.58 lakhs.

The Central Railway came second with Rs. 1.46 lakhs. The various Railway Administrations are taking steps to popularise the co-operative societies amongst railwaymen.



NOTES ON CURRENT RAILWAY TOPICS

NAMES OF RAILWAY STATIONS TO BE CHANGED

THERE is some confusion in the public mind in regard to some names on account of different names being adopted by the Railways, P. & T. Department and State Governments. In September 1953, the Ministry of Home Affairs issued uniform instructions to the various Ministries and to the State Governments in the matter of changes in the names of villages, towns, etc. Prior to 1953, there had not been issued uniform instructions regarding the procedure to be adopted for changing the names of stations by the Railways and P. & T. Department. The information was given by the Railway Deputy Minister, Sri S. V. Ramaswamy, on 23rd April 1958 in a statement in the Lok Sabha.

functioned according to their own lights. Consequently, the Post Office names were changed while the names of concerned railway stations remain unchanged.

Unless there are special reasons, changes in the names which the people are accustomed should not normally be made. State Governments, Chambers of Commerce, Representatives of the people, etc., should furnish details while proposing changes and permission from the Ministry of Home Affairs should be obtained before changes are made.

The procedure obtained on the Railways now is in accordance with the instructions received from the Ministry of Home Affairs, the instructions are being followed by the P. & T. Department. In future, the names of places adopted by the Post Offices and the Railways should be the same. A railway station is some times named after some town which is situated a few miles away from the station; for example, Srirangam Road, Trichy Fort, Trichy Town, etc. The Post Offices located in these places are named after these towns but the concerned railway stations might be named differently. On the Railways, no duplication of names is permitted even if these places are situated in different States and on different Railways. But

in the case of Post Offices, names such as Sultanpur, Burdwan and West Bengal and Sultanpur, in Surat in Bombay are permitted. On Postal articles, the public write the full names and addresses but in the case of Railway articles, all cases did not lend themselves to marking of the full address thereon.

On the Southern Railway, for instance, people call it Vijayawada while the Railway station is named "Bazwada" so far. People call the railway station name as Madura while the State Government calls it Madurai. Trichinopoly is called Trichinopoly Junction while the town name they have been calling it as "Tiruchirappalli". Now the railway stations names have been changed to be in conformity with the names given by State Governments. The principle of restoring ancient names is it is desirable that where an ancient place has fallen to decay and that the old place name has also disappeared, the ancient name should be restored. This may be made applicable to Vijayawada.

ADVANCED PERMANENT-WAY TRAINING SCHOOL AT POONA

The Railway Board has decided to set up an advanced permanent-way training school at Poona and the Central Railway has been authorised to make the necessary arrangements.

The school is being set up to provide advanced training in the maintenance and construction of railway track to engineers and senior inspectors of the Indian Railways and also engineering officers and inspectors of other countries in the E.C.A.F.E. region.

The training is expected to lead to greater safety, efficiency and economy and result in high level track maintenance, which is becoming very essential with the fast speed and increasing density of traffic on the Indian Railways in the future.

An instructional film on the proper maintenance of railway track is also under production, and when completed it will be used widely for training purposes.

NEW RAIL LINE VIA SECOND YAMUNA BRIDGE

The Railway Board has sanctioned the construction of a new railway line, 16 miles long, between Ghaziabad and Tuglakhabad along with a second bridge over the Yamuna river at Delhi. The line is estimated to cost Rs. 2.97 crores.

The primary object of constructing the new line is to provide an "avoiding" line for diverting goods traffic from Tuglakhabad and Ghaziabad without its having to pass through the extremely busy yards at Delhi and New Delhi.

The second object is to start passenger trains bound in the direction of Allahabad, Lucknow and Calcutta from New Delhi instead of Delhi Main, as at the latter station the platform capacity is extremely limited. The construction of the line will also help to add to the number of trains that can be handled in the Delhi area.

The construction work is being entrusted to the Northern Railway.

CALCUTTA ELECTRIFICATION PLACED UNDER GENERAL MANAGER

The main line electrification project on the Eastern and South-Eastern Railways consists of electrification of 1,350 route miles of track at an estimated cost of Rs. 84 crores.

Electrification between the Calcutta docks and Moghalsarai on the Eastern Railway and between Asansol and Rourkela including the Barajamda branch and the Tatanagar-Kharagpur section on the South-Eastern Railway have been planned to be completed by the end of 1960.

Some of the sections are, however, to be completed before the end of 1959. Orders for 110 A.C. Locomotives have already been placed. Tenders for the overhead equipment for 700 route miles were opened on April 2, 1958. About 50,000 masts for carrying the catenary and contact wire will have to be erected along the main line and in yards. A large number of yards big and small, will have to be remodelled, hundreds of infringements will have to be removed, and a number of loco and running sheds will have to be built without in

any way endangering the safety of operation and with as little disturbance as possible to the movement of the ever growing traffic.

With the increasing tempo of work, the electrification project organisation will have to shoulder the responsibilities of a large administration, maintain liaison with the railways, the State Governments, other outside organisations and Central Ministries as well as get on with the design, planning of work, procurement of materials and execution of work in the field.

The stage has now been reached when it is considered desirable to place the entire work under the charge of a General Manager and Chief Engineer, and Shri H. D. Awasty, at present Director, Civil Engineering, Railway Board, has been promoted to take charge of this work as General Manager and Chief Engineer, Railway Electrification, with headquarters at Calcutta. Shri Awasty is a senior engineer with 27 years railway service, during which he has held a number of important engineering assignments, including that of Deputy Chief Engineer, Assam Rail Link Project, which was completed in record time.



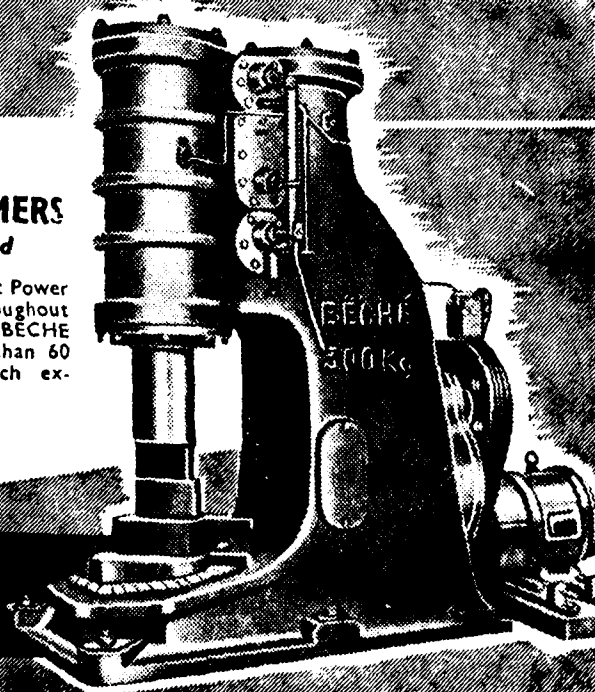
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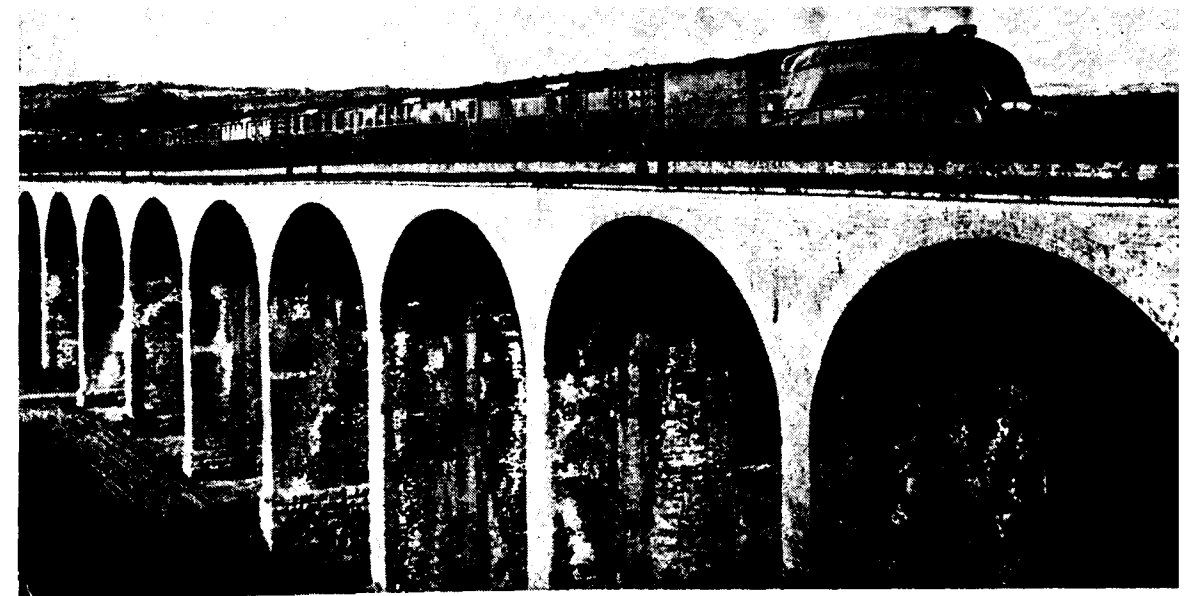
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WORLD OF RAILWAYS

ARTHUR L. STEAD

Our London Correspondent

THE world of railways as we know it today presents a truly remarkable picture of transportation achievement. The railway map of the globe, however, would be even more impressive had some of the grandiose schemes of the would-be "Super-Stephensons" come to fruition.

It has always been the great ambition of imaginative minds to link up every corner of the globe by railway, crossing the vast ocean spaces by underwater tunnels or giant ferry-vessels. Today, of course, nobody seriously contemplates railway tunnels beneath the waters of the Atlantic or the Pacific, but big schemes like the tunnelling of the English Channel are still being given careful considera-

tion, and this particular rail link between Britain and the mainland of Europe may very well be constructed before so very many more years have passed. With this link completed, one can easily visualise through train services operating right across Europe and the Middle East, Joining up eventually with the Indian Railways, *via* Afghanistan and Pakistan.

Most ambitious of long-distance railway projects ever conceived was probably that for a "Round the World" system, launched by American engineers in the eighteen-seventies. This project captured the imagination of millions, but unfortunately it eventually had to be abandoned because of the vast expense involved.

Three great trunk lines were to be constructed across Asia to make the "Round the World" railway possible. The first of these lines was a Trans-Caspian Railway, intended to extend from Constantinople (now Istanbul) in Turkey, to Baghdad, thence through Persia (Iran) to a connection with the railway system of India. The second proposed route was a "Grand Central Asiatic Railway" to run through Afghanistan and Western Siberia, linking the Trans-Caspian line with a "Great Siberian Railway" which was to extend to Behring Straits.

At the Behring Straits, the promoters of the "Round the World" railway intended to construct a huge bridge, some 45 miles long, to link up with a proposed "Alaska Central & Atlantic Railway" running from the Straits South-East to connections with the

Canadian Pacific Railway at Vancouver the Northern Pacific at Tacoma, and the Southern Pacific at Portland. From these Pacific terminals, the Canadian and U.S.A. Railways would operate the "Round the World" trains across their respective countries to Quebec. A new line, from Quebec to Labrador, would take the "Round the World" trains to the Atlantic seaboard.

Now came the problem of crossing the Atlantic Ocean. "Simple"! said the promoters. "Let us construct three bridges, to take the railway right across the water to Europe"! One bridge was to be about 550 miles long, and link Labrador with Greenland. Another, 300 miles in length, would connect Greenland with Iceland; while a third (500 miles)

A "Grand Central Asiatic Railway" proposed in the eighteen-seventies planned to link India with Siberia via Afghanistan and the Khyber Pass seen below



Cape Town-Pretoria Express of the S. African Rlys. running over the Southern section of what one day may be a through Cape to Cairo line

would link Iceland with Northern Scotland.

Presumably, it was to be the job of the "Flying Scotsman" to handle "Round the World" passengers between the terminus in Northern Scotland and Southern England. There, another bridge was proposed spanning the English Channel (22 miles), and linking up with the French Railways for forward movement across Southern Europe to the western terminus of the proposed Trans-Caspian Railway at Istanbul. Thus, the complete circle of the globe would have been effected. However, as previously noted, the "Round the World" railway proved too big a job even for its exceptionally ambitious promoters, and actually none of us are ever likely to be in a position to circle the globe by such a fantastic line.

A very grandiose railway plan which may very well reach fruition during

many of our lifetimes is that originally advanced by Cecil Rhodes—the celebrated Englishman whose name is linked with the prosperous South African diamond mining industry, and perpetuated in the title of the territory of Rhodesia.

Rhodes' idea was to link the Cape of Good Hope (at the extreme southern tip of Africa), through thousands of miles of jungle and desert wastes, with Cairo, in Egypt. Construction of the first sections of the Cape to Cairo Railway commenced in the eighteen-eighties, but innumerable difficulties—political, economical, financial and climatic—were encountered. Nevertheless, piece by piece, during succeeding decades, lines which ultimately will form part of the through Cape-Cairo route have been built, but there still remain several wide gaps in the Belgian Congo, the Sudan and Egypt.

Africa is unfortunately one of those continents which do not enjoy the benefits of a uniform rail gauge, the rail systems of the different lands varying in gauge according to local needs and fancies. It is going to be difficult to get all the railways concerned to convert their existing routes to the standard gauge which is really necessary to ensure the smooth working of a through Cape-Cairo system. However, there is every possibility that one day this great through rail link will be an accomplished fact.

In the continent of America, many grandiose rail schemes have from time to time been advanced. Long before that marvel of engineering—the Panama Canal—was accomplished, world interest was aroused in a proposal to construct a “Nicaraguan Ship Railway.” By means of two railway lines built of many parallel rails and huge wheeled cradles, ocean going steamships were to be transported across southern Nicaragua between the Atlantic and Pacific Oceans. Placed on one of the cradles, each vessel would be moved by steam propulsion, with the assistance of a system of hydraulic jacks, to the marine terminal at the other end of the line.

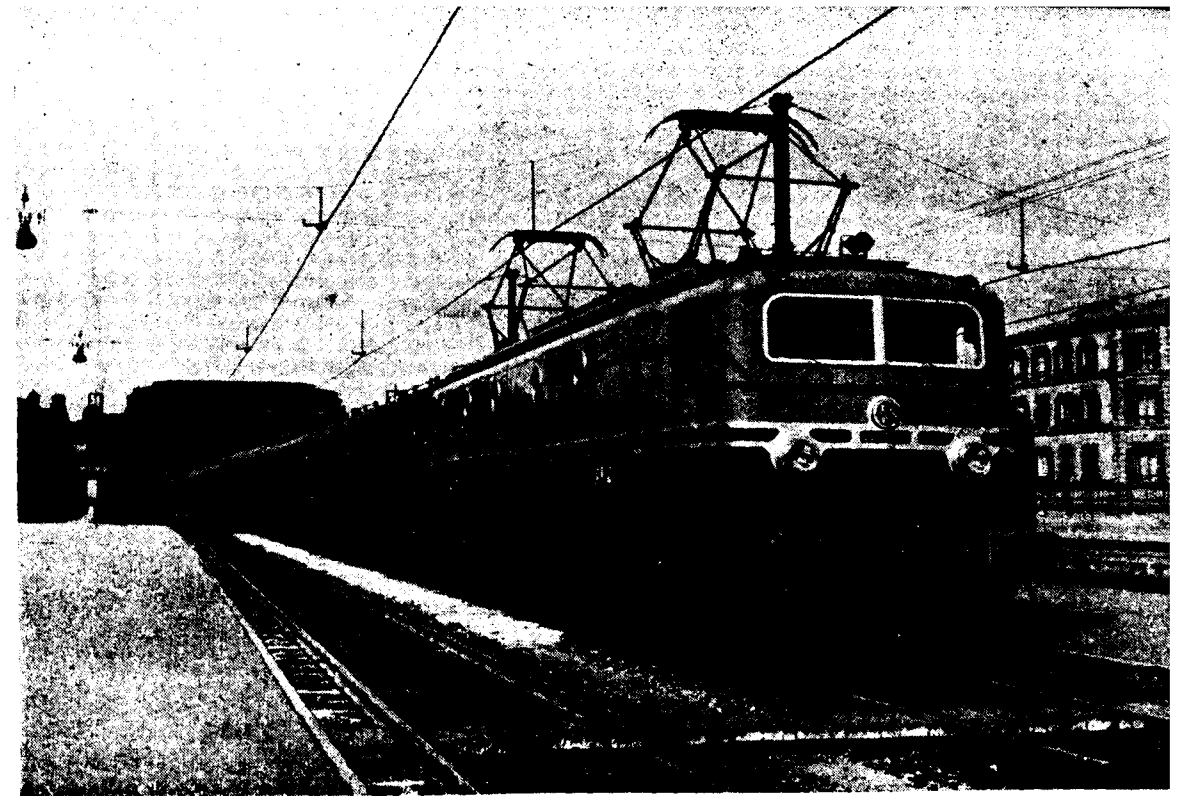
The “Nicaraguan Ship Railway” was never actually constructed, but a somewhat similar scheme for a “ship railway” across the Isthmus of Tehuantepec, in Southern Mexico, actually was commenced from the Atlantic side in 1883. About twelve miles of this railway were in all built, but the complete crossing of the isthmus was never accomplished.

In the eighteen-eighties, there were many plans for linking the Atlantic and Pacific Oceans by rail, to avoid

the long steamship route round Cape Horn. One odd proposal was that there should be built a “corduroy” railway—formed by felling trees, trimming them, and rolling them together—to connect Lake Nicaragua with the Atlantic Ocean. This truly freak railway was called by its ambitious promoters the “International Atlantic & Pacific Junction Railway.” On its roadbed of trees, the engineers proposed to lay a single 5 ft. 6 in. gauge line of light rails secured to every alternate tree. In practice, this scheme fizzled out, and most of the the fantastic ideas for the rail linkage of the Atlantic and Pacific Oceans in the area were dropped when serious proposals for constructing the Panama Canal came along.

One odd railway proposed in the eighteen-seventies was intended to provide winter transport for freight over the frozen surface of Lake Superior. This line was to extend from Duluth to Sault St. Marie, a distance of 400 miles. Rails were to be spiked to the ice each winter and removed and stowed away each spring. Like so many other unconventional lines, the Lake Superior ice line never in actual fact reached beyond the drawing-board stage.

A most ambitious railway proposed shortly after the close of the American Civil war was the so-styled Pan-American Railway, a double-track line intended to run from Hudson Bay, in Canada, to the Strait of Magellan, near the southern tip of South America. This international rail link has never actually been completed, but vast stretches which would be included in the route have been provided by the railway systems of Canada, the United



Paris-Mediterranean express of the French Railways which would have formed a link in the ambitious “Round the World” railway

States, Mexico, the Argentine and Bolivia, and in due time there is no doubt through rail movement between Hudson Bay and the extreme tip of South America will have been made possible.

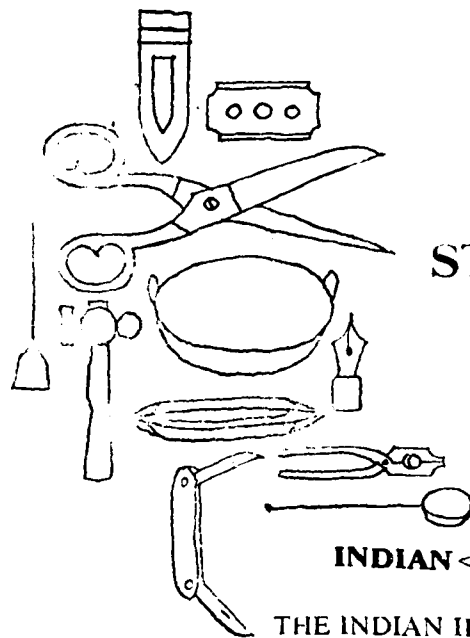
As everyone knows, some of the most remarkable railway construction in the world was the spanning of the United States of America by the “Iron Way.” In addition to the conventional rail crossings of the continent, there were advanced at various times in the nineteenth century many fantastic plans for transport links between the Atlantic and the Pacific. One of the most interesting of these schemes was that proposed by Senator Thomas H. Benton, of Missouri, for a “National Highway” to run from St. Louis to San Francisco.

Benton’s “National Highway” was to consist of parallel roads adapted to different modes of travel, with one rail line and one road route running parallel to each other to be constructed at the start. A fantastic feature of the plan was that for 100 miles of its course the “National Highway” should be one mile in width, and for the remainder of its course 1,000 feet wide, the idea being that, from time to time, new routes should be added to the rail and road tracks for other means of movement. Unfortunately for Benton, but fortunately for the American tax-payers who were asked to support the line, the “National Highway” scheme proved a flop, and eventually was killed outright by the building of independent rail and road routes across the U.S.A.

(Continued on page 64)

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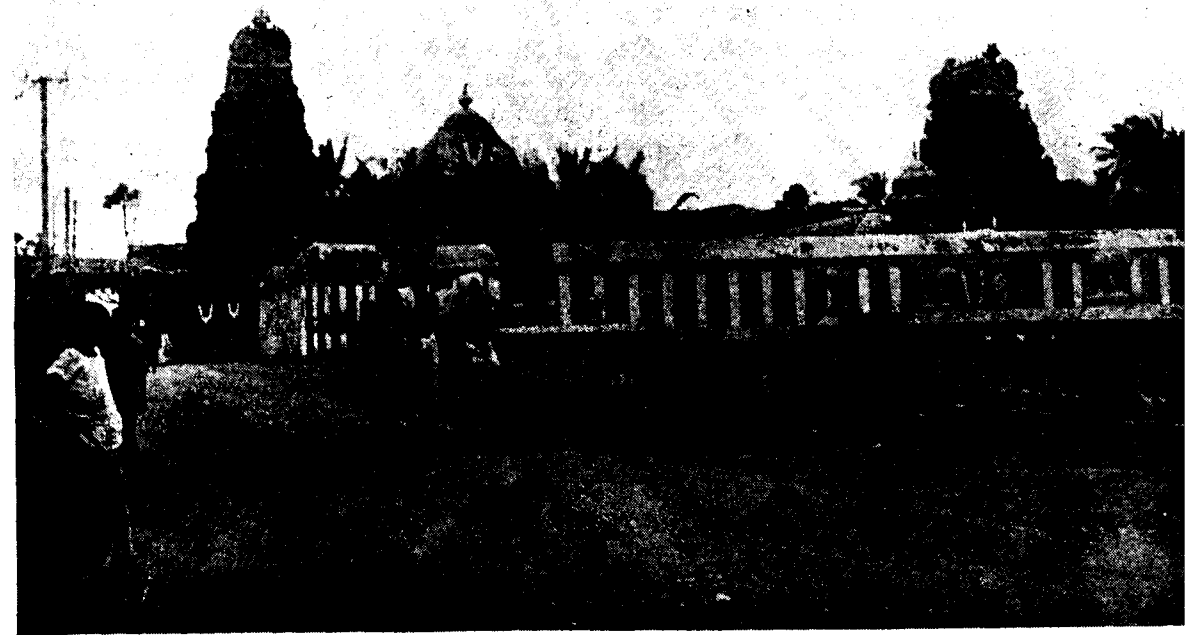
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NACHIAR KOVIL

T. N. SRINIVASAN

IT is not in these modern days that women are given exalted positions as we have at present in several cases, for instance the throne of England is now occupied by a lady; but why go so far, the first citizen of our city of Madras—the Mayor of Madras is today a distinguished member of the fair sex. Even in historical times, women like the Queen of Jhansi, Queen Mangammal of Mathurai and many others occupied important places. Long prior to these dates also, there are evidences of women being given priority in worship and so too the Gods have at times been pleased to exalt the Goddesses, themselves taking a subordinate place, when occasions demanded the same. One such incident happened long ago at the place where Nachiar Kovil now stands and as the very name indicates the Nachiar or the consort of Vishnu born here was being given all importance by her Lord Sri Vishnu to make the place also being named after her as NACHIAR KOVIL—the sacred temple particularly dedicated to the Nachiar.

Nachiar Kovil is a small but significant place of worship in Tanjore district being situated about 6 miles, north-east of Kumbakonam town. This place is situated on the main road that connects Kumbakonam with

Tiruvavur and can be easily reached by bus or other vehicles that go from Kumbakonam. It is one of the one hundred and eight Tirupatis extolled by the Azhwars in their *Nalayara Divya Prabhandam* and as such is held in great veneration by the Sri Vaishnavites. More so is its importance from this aspect as this place is very intimately connected with the life story of Sri Tirumangai Azhwar, one of the most prolific of the twelve Azhwars and due to this Azhwar has sung no less than 10 *pathigams* of 10 *pisurams* each—in all making a hundred hymns in praise of the Deity enshrined in the temple here in his *Periya Tirumozhi*. The place has many other names of which the more common are “*Tirunarayur*” the name by which this place is constantly mentioned in the *Divya Prabhandam*. It is also known as “*Siddhi Kshetram*,” “*Sugantha vanam*” for its containing at one time forest in which were trees bearing fragrant flowers and hence called “*Suganthagiri*” in Sanskrit. It came also to be known as “*Srinivasam*”, as Lakshmi chose to remain here for ever along with her Lord to bless her devotees.

Just as any other ancient place of worship in India, this place has also a separate *Sthalapuranam* which narrates the genesis of this place and the importance it has thus acquired. In brief, the story dates back to the puranic period, when this place was a huge forest in which grew trees bearing sweet-smelling flowers, which gave it the name “*Suganthagiri*” then and on account of its beauty and solitude, many sages resorted to this place for doing penances. Among them, was the sage known as Medhavi Rishi, a person

well-learned in the ancient sastras and one deeply devoted to Vishnu. He was childless and his one and only desire was to acquire the great Goddess Sri Mahalakshmi as his daughter and then draw Vishnu to his place as his son-in-law. To attain this rather impossible objective he was performing severe austerities and praying incessantly to the Lord.

One day while he was bathing in the river nearby, he accidentally came across a lovely image of Sri Vishnu in the river-bed and when he was taking the same out, a heavenly voice directed him to take the same to his hermitage and worship the image for the fulfilment of his great desire in life. Overjoyed at this miracle, the sage continued his austerities as ever before.

In the meantime, Vishnu, after completing the task of creating the world once again out of the Deluge under the present cycle in the evolution of the Universe, betook himself to his Ocean-home, *Ksheerabdhii* and went into cosmic slumber on his usual serpent-bed formed by *Adishesha*. His consort Lakshmi who was always with him was feeling the loneliness much and to sport herself in that juncture, left the heavenly abode and came down to the earth to *Suganthagiri*. Taking the shape of a charming, most entrancing maiden she was sheltering under a tree near the river to which the sage *Medhavi Rishi* usually came for his daily ablutions. As usual, the sage was returning to his hermitage that morning, when he accidentally saw this beautiful maiden, which drew him to her presence. Captivated by the splendour of the virgin maiden, he prayed her to be

his foster-daughter. The girl consented and so she was brought home by the sage and was from then brought up as his own daughter. Having seen her under a *Vanjula* tree, the sage named her as “*Vanjulavalli*” and the girl grew with years into a maiden of charm and grace.

During this period, knowing that Vishnu had gone to sleep, the *asuras* started waging war with the *devas* in the heavens, for then the gods were no doubt weak in prowess and without the help of that universal supporter, Sri Vishnu. In the wars that ensued,

the *devas* were utterly defeated and were forced to flee away. Headed by Indra, the King of the Gods, they came to *Ksheerabdhii* and sought the help of Bhagawan who was then in slumber and was to be awakened by them. The Lord assured *Devas* of his help in subduing the *asuras* but to his dismay found his Divine spouse missing. Knowing where she was, the Great Lord desired to manifest Himself in his famous four-fold *Vyuha* forms, besides Himself. So the *Sankarshana*, *Pradhyumna*, *Ani-ruddha* and *Purushottama* manifestations of the Lord along with

Sri Srinivasaperumal with Sri Vanjulavalli Nachiar



Himself as Vasudeva took human forms, as five charming beautiful youths and came to the hermitage of Medhavi Muni, one fine morning. Seeing such divine looking youths, the sage rushed to receive them with *argya* and other customary forms of *upacharas*. The leader of them, who was no other than Vishnu himself as Vasudeva, however refused to accept the reception offered by the sage saying that he would only accept it from the hands of a virgin maiden, as he was then under the performance of a pious vow which prevented him from taking the *argya* from the hands of a male member. To meet this strange demand of the guest, the sage called out his charming daughter from inside and bade her do the reception to the honoured guest. When Vanjulavalli was about to pour the water into the hands of the guest, the stranger grasped her bangled right hand and held the same in his own. This rude behaviour infuriated the sage, who rushed to curse the youth for his misdeed in touching the hand of an unmarried girl without consent. To save this piquant situation, the Lord revealed Himself in His true form to the sage and his foster-daughter and then sought the hands of the maiden in marriage. The sage was overwhelmed with joy for the fulfilment of his only desire in life and so readily offered the girl to the Lord. Vishnu called Brahma to His side and commanded him to send out invitations to all the devas and asked him also to officiate as the priest at the marriage. Before handing over the maiden to the Lord the sage prayed to the Lord to grant him a few boons, which the new Bridegroom readily consented. By one of these, the sage wanted that

the Lord and the Lady should remain in that spot for the ages to come and bless their devotees with all they prayed for. He also prayed that his daughter who now became again the consort of the Lord should be given all priority in worship and that the archa aspect of the Lord at this kshetram should be only these two persons and not the usual entourage of the Lord along with His three consorts *Sri*, *Bhu* and *Neela* devis. To this also the Lord agreed and from thence the place came to be known as Nachiar Kovil and the Lord as he manifests here is alone with only Sri Vanjulavalli at His right side. And to this day, the marriage of this deity with the Goddess is celebrated here on the Visaka day in the month of Avani every year.

Having now known the antiquity of this place it is now opportune to visit the temple as it stands today. Though the temple is an ancient one dating back to Chola times, for it is connected historically with Chola ruler Kochankannan, who is said to have been the ruler in the 7th century, much of the shrines and other mandapams here were renovated recently. Entering the temple through the 75 feet high gopuram on the eastern side, the devotee reaches a vast courtyard, which goes round the three sides of the temple containing a fine garden and the vasantha mandapam in the north-western corner. Proceeding inwards, the devotee now ascends a flight of steps that leads him to the second enclosure of the temple, which has in front the Kalyana mandapam. Going interior, the innermost prakaram is reached, for this temple has three prakarams, which contain in the centre, the sanctum

sanctorum of the presiding deity of this temple, known as Sri Srinivasa Perumal, under the vimanam also known as Srinivasa vimanam. Coming to the presence of the Lord, one sees the moolava image of Sri Srinivasa in standing posture having only two hands in which He holds the Chakra and the Shanka both the hands held at the waist level. This peculiar disposition of the Lord is ascribed to the incident in the life of Sri Tirumangai Azhwar. According to the "*Guruparamparai*," it appears that Neelan as the Azhwar was then known, wanted to marry a beautiful Vaishnavite girl by name Kumudavalli, who insisted that the unruly Chieftain that Neelan was, must devote himself as a true Vaishnava and observe all the rituals ordained for him. One of them was getting oneself initiated into Vaishnavism by getting oneself branded with the twin symbols of Vishnu on the arms. Neelan not knowing anyone who would do this sacrament to him approached the Lord at Nachiar Kovil to do that job for him. The ever-compliant Lord agreed to do so and hence performed the "*Samasrana*" ceremony to the Azhwar himself by holding his own Chakra and Shanka low to impress them on the shoulders of the devotee. To acknowledge his indebtedness to the Lord, the Azhwar sang a hundred beautiful hymns in His praise. This Lord also helped him in another way.

While the Azhwar was imprisoned here by the Chola ruler for not paying the tax collections made by him, the Azhwar was put to torture. One night Sri Varadaraja of Kanchee appeared to the Azhwar in his dreams and asked him to go over to Kanchee to take a huge pile of fortune that lay hidden



"Kal-Garuda", the famous stone Garudavahanam

in the tank of his temple. The Lord of Nachiar Kovil managed to release the Azhwar from bondage here and sent him over to Kanchee overnight to bring the booty back safely. In token of these miracles wrought by this Lord, he was called by the endearing of "*Nambi*," a name that adorns only those who are devotees of the Lord: and from thence came to be known as "*Tirunariyur Nambi*," a name that Tirumangai Azhwar gave his beloved Lord. On the right side of the Perumal stands the image of Sri Vanjulavalli Thayar. As in all



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other Vishnu temples, there is no separate shrine for the Thayar here and she is always with her Lord in the form in which they both stood at the time of their marriage. To the right and left of the divine couple stand on either side four images of Sankarshana, Pradhyumna, Aniruddha and Purushottama, the four aspects of the Lord that came also for the marriage. Adjacent to them is the standing image of the four-headed Brahma, who also prayed to stay here with the Lord. In front of these moola images stand the utsava images of the Perumal and the only Thayar on his right side.

Coming out of this main shrine and going round the inner pradakshinam called the *Tiruvonnazhi pradakshinam*, the shrines of the Azhwars are seen and on the northern side is a special shrine which draws one's attention. Here is enshrined the famous Garudazhwar, known by the reputed name the "*Kal-Garudan of Nachiar Kovil*." It is a peculiar type of Garudan made of stone and is in the pose of the usual Garudavahanam in which the deity is carried for that festival in all Vaishnavite temples. But it is usual to have this vahanam made in wood but the one at Nachiar Kovil is one of stone about five feet in height and mounted on thick wooden base of about six feet square. The sthalapuram already referred to, states that at the time of the marriage of the Lord at the hermitage of Medhavi sage, Garuda who was present here, prayed to the Lord that he also must be allowed to remain there along with His master, which prayer was accepted by the Lord. So from that day onwards Garuda in the shape of a stone image remained here by the side of the Lord. To

worship him is considered very propitious and so devotees from far and near vow themselves to please him with his favourite food called '*amritakalasam*' a preparation made with jaggery, rice and ghee. Though heavy, he is brought out twice in a year for the Garudotsavams of the Lord in the months of Marghazhi and Panguni. "*Nachiar Kovil Kal Garudasevai*" is one of the most reputed festivals in South India and attracts a lot of devotees to witness this peculiar type of Vahanam being carried out during the festival.

Having seen the glories of this ancient temple, the pilgrim now comes out and to the northern side of the temple stands the reputed tank known as "*Manimuttha nadhi*." It is said that it was here that one of the pearls that adorned the divine Vairamudi of Sri Tirunarayanawamy of Melkote fell, when it was being carried by Garuda from the Heavens. Round about this temple are other tirthams known as "*Aniruddha tirtham*," "*Pradhyumna tirtham*," "*Sankarshana tirtham*," dedicated to the respective deities as they are associated with this place.

On the walls of this ancient temple there are several inscriptions of historical importance and these have been deciphered by the Epigraphical department and published by them in their Records. One of them refers to Jatavarma Pandiyan of the 13th Century and a later one has reference to the Nayakkan ruler of Tanjore Sri Raghunatha Nayakar of the 17th century. Though no such reference is available about the Chola ruler, Kochankannan, whom the saivites call by the name "*Koch-chenkat-Chozha nayanar*," it is current that this Chola

ruler, who lost his kingdom, when he was away in the north on pilgrimage sought the help of Sri Srinivasa of Nachiar Kovil and was given a divine sword by the Lord, with which he vanquished his enemies and regained his lost throne.

Nachiar Kovil is a place of considerable commercial importance, as it is one of the very few places in South India, where bell-metal industry is still progressing. While at some

of the other places the castings are done only for household utensils, here at this place, skilled craftsman are well at casting metal images and other articles of artistic value. Nachiar Kovil vigrahams are much sought for temple consecrations and also by art collectors for exhibition purposes. So much so, in the recent plan for revitalising our ancient cottage industries and indigenous crafts, the Government have made provision for revitalising this handicraft.

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The Booking Clerk Who talked too much

-OPRAIL-

BOOKING clerk Iyer had finished a strenuous half-hour dealing with a long line of passengers, date-punching their tickets, collecting fares, handing out small change, asking questions and getting answers both wise and foolish and some full of sarcasm. It was about time he sat back and took a spell of relaxation.

Iyer's temper was a bit on edge, a danger point when the wrong word spoken would start some verbal fireworks. On the other side of his booking window he could see no passengers. But he knew this was only a brief lull. Perhaps, he would have time to slip out for a hot cup of tea to give him renewed energy. But he sighed and changed his mind, as a glance through the counter showed that passengers were again assembling for tickets.

One of these passengers asks, "I want a ticket to Bandagaon.....how much?" He fumbles about in his pockets for money.

Booking clerk Iyer knows that there are no printed tickets for Bandagaon, which is a small wayside station on another zone. This means he will have to make out a blank paper ticket. The mere thought of the work involved makes him feel annoyed, so he thinks he would give this passenger something to think about. "Did you say you wanted a ticket to Bandargarh. You know, the monkey-house?"

The passenger glares back, not appreciating the wit. "No, I want a

ticket to Bandagaon. What's the fare. Tell me quick, I haven't much time."

Iyer now feels cool, calm and collected, but still in an impish mood. "Did you say, Bandagaon?" He looks up at his ticket tube. "No printed tickets for that station, I'll have to make out a blank paper ticket for you."

The passenger is puzzled. "What's a blank paper ticket? Didn't I tell you I want a ticket to Bandagaon. How much fare, and please hurry, I've a train to catch you know."

Iyer smiles and says coolly. "I can't hurry, because I have to make out a blank paper ticket. You see there are no printed card tickets for Bandagaon. Which means I'll have to look up my fare and distance tables, work out the cost, and then write out the ticket for you....."

"Then please be quick about it," the passenger interrupts, "and see that I don't miss my train."

With slow deliberation Iyer reaches for his fare table, flicks open the pages slowly, looking intently at it here and there, as if he was involved in an intricate mathematical problem. The passenger keeps looking towards the platform for his train and back at the booking clerk. His anxiety is rising.

"How long does it take you to make out one of those blank paper tickets?" he asks.

Iyer replies, "Well, that depends. Some of these stations on other railways are well-known to me—and I can

find the information I want and in a minute or so work out the fare and write out the ticket, but....."

The passenger fuming and fretting at the delay cuts in, "Then give me my ticket in a minute or two please."

Iyer replies, "Sorry, can't be done." Then he puts a question to the passenger. "By the way, do you know on which railway Bandagaon is?"

The passenger answers, "How should I know. I'm not a railwayman."

"There you are," retorted the booking clerk. "You live there, or have business there, and don't know, and you expect me to flip out a ticket as if I'm a ticket slot-machine."

The passenger hits back. "But you're a booking clerk and it's your job to know."

Iyer tried to reply calmly, but this thrust from the passenger had his temper rising. "So, it's my job to know, and you are trying to teach me my job."

The passenger's temper was also giving way. "Please don't argue so much, but do your work and give me my ticket....."

Iyer's self-control was slipping away fast. Loudly and hotly he shouts, "Who's arguing?"

The passenger almost shouts back. "You are arguing. And this is all unnecessary. Hurry and give me a ticket."

Iyer was caught in the trap of his own making. His anger had got the better of him and forgetting all caution and wisdom, he was determined to teach this passenger a lesson.

"If you'll stop arguing with me, I can get on with my job and give you the ticket you want."

The passenger too was in the grip of rising anger. "Don't talk so much, booking clerk, and get on with your job. If I don't get my ticket in the next few minutes, you will be in for a lot of trouble."

The booking clerk retorted. "So, you're going to complain against me and cause trouble, well go ahead and report, and when you've finished, you can come back for your ticket." Saying which, he sat back with arms folded across his chest.

The passenger was infuriated. He lurched forward towards the counter, bringing his face close to the bars, his hands gripping hard on the wooden ledge. No words came from his mouth, but if it had not been for the iron grille between them, there may have been an assault.

The aftermath of this type of incident could have been a brawl, but certainly it would cause real ill-feeling between the passenger and the railwayman. The passenger too would naturally judge most railwaymen on the behaviour of one individual who had tried to score off him by argument. All that was necessary, even though the booking clerk had had a trying time and was feeling on edge, was to politely and tactfully explain to the passenger that it would take a little time to prepare a blank paper ticket, and that he would have to wait for a few minutes.

The temptation to argue at times is perhaps a fault in our human nature, but a railwayman who comes into constant daily relations with the public, needs to observe the golden rule of hear more and talk less, and when he does have to talk it should be the point and with tact.

THE SALAR JUNG MUSEUM—HYDERABAD

E. S. MAHALINGAM



The god of luck

THE Salar Jung Bahadurs of Hyderabad State that was prior to the disintegration have contributed much to the advancement of that State and in the field of art, each and every one of them was a great patron, but the last of the family has earned a reputation for the entire family and so far as the Salar Jung Museum exists, the name of the family will ever be remembered. The last of the Salar Jung family, Nawab Mir Yusuf



*Margaretta and Mephistopheles—Margaretta
seen reflected in the mirror*

Ali Khan, popularly known as Salar Jung Bahadur, preferred to remain a bachelor for reasons best known to him. He was not married, but was wedded to the collection of art objects. He inherited some of his collections from his father and grandfather, but the major portion of the present museum is his own. He had the intensive urge to collect and enough money to fulfil that urge. Artists flocked round him and he acquired whatever he considered of value. Yet he had another objective in his vision, i.e., to set up a beautiful museum out of his collections for the public. He had a powerful memory. He knew what he purchased, when and why. He would have perhaps carried out his plan in his own individual manner. But, unfortunate as it was, death snatched him away from us in 1949, and his ambitions had to be fulfilled by other art worshippers.

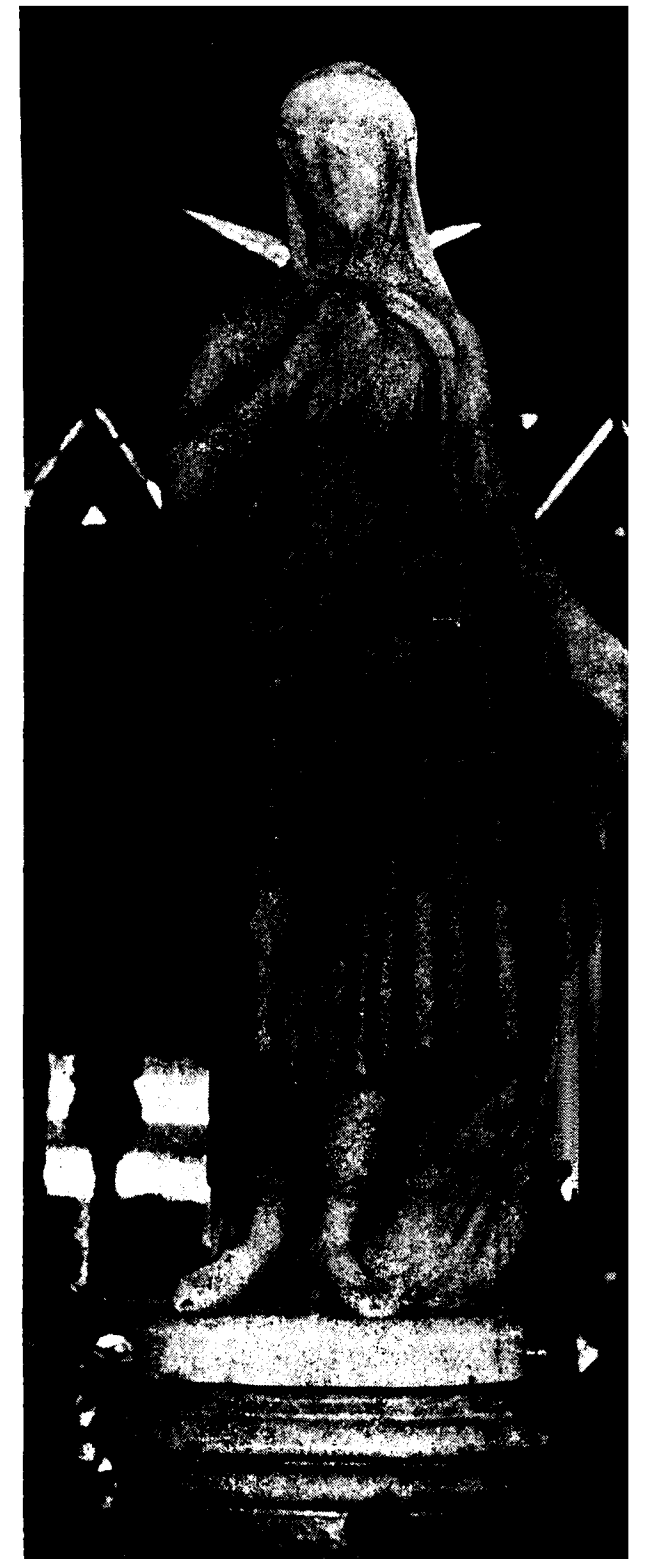
When the Nawab died in 1949, he left an immense art estate, strewn all over his City palace and his country mansion in Surunagar, 12 miles away from the City of Hyderabad. The collection consisted from the common gardener's tools like spades and pick-axes to the best variety of marbles and beautiful canvasses; though he left behind him an enormous collection, he left no inventory of anything. He had just acquired and stored them in jumbles, wherever space could be found for them. He had a very good memory. He knew the objects by heart as to wherefrom he purchased and where he had given them shelter. But only the Nawab knew why he purchased or collected a particular object and had he lived to fulfil his dreams, he would have perhaps found a place for most of the common objects in the present museum, which would

have then become greater in size than what it is at present.

An year after the demise of the Nawab, the civil administrators of Hyderabad went round his palaces and decided that the exhibits should be arranged into a museum for the benefit of the public just as the Nawab himself had planned.

To lay out a museum exhibiting properly the hundreds and thousands of objects was in no way an easy job. They easily found a place for the museum. In no other building, the administrators found so much space and so much charm, as the very palace in which the Nawab had lived and died.

"Diwan Dewdi" as the palace is known, is situated near the "Char Minar" and is a two century old palace with a modern building known as "Naya Makkan" attached to it. Mr. G. Venkatachalam, an able art critic and one well versed with museology was appointed as the Art Adviser to the Salar Jung Museum and was commissioned to undertake the herculean job of arranging a museum out of the Nawab's collection, which were lying everywhere, unsorted and in a not-much-cared-for condition. With the help of able assistants and willing advisers, the museum was set up. It was by no means an easy job. Huge glass pieces, chandeliers and precious marbles had to be transported from Surunagar by carts over miles of rough road. The sorting and weeding was then completed. The labour involved and the patience that was necessary could be easily imagined, if it is said that the museum was arranged over a period of 12 months of hard labour.



*The veiled Rachael by
Benzoni (1876)*

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- * CLEANLINESS is next to Godliness. Let us cultivate the habit of cleanliness. We can help by not throwing scraps of food, skins and peel of fruit and water on platforms or in compartments. These should be consigned to the dust-bins.
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SALAR JUNG MUSEUM

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The Salar Jung Museum contains every specimen of art, sculptures, innumerable paintings, clocks, jades, furniture, bronzes, toys and what not from every corner of the world. The exhibits by themselves are displayed in 73 rooms. There are modern specimens with medieval and some precious along with the common ones.

The old palace forming the Eastern wing of the museum contains in its bosom, exhibits of an ancient age coming from most of the countries of the Eastern world. In an article, it would be difficult to describe the exhibits but it would suffice to say that one passing through the Eastern wing will be able to see some of the finest specimens of Japanese embroidery, Persian carpets, Burmese woodwork, Sino-Japanese inlaid work, Rajput paintings, Chinaware, Metal-wares from Tibet and Hyderabad, beautiful bronzes from South India, exquisite wood carvings from Madura, and attractively finished furniture from Kashmir and Malabar. It would be well defined that the Eastern wing having an oriental atmosphere, presents a myriad of colours and displays a variety of art objects, which is bound to enchant the visitor.

As the visitor comes to the 'Aina Khana' or Mirror House, he is likely to gasp at the multicoloured prisms and chandeliers fitted on the ceilings. He would perhaps think that he is in a fairyland, looking at the hundreds of fine marbles displayed wonderfully.

Then the Jade Room is there containing Noor Jehan's emerald and

ruby dagger, Shah Jehan's 'Kattar', Alamgir's Jade dagger and what not. Then there is a room exhibiting portraits of the Salar Jung family. Then comes the armoury, containing queer specimens of swords, daggers and kattars.

A long corridor leads to the Western section. This section is a treasure house of some of the best porcelains, paintings, clocks and bronzes. It would be enough if it is said that some of the best varieties of English bronzes, Italian marbles, and some rare paintings, could be seen as one glides through room after room. There is a section for children containing ambassadors of World; a room is filled with antique clocks in a variety of shapes and designs.

The exhibits are at present arranged in 73 rooms and verandahs and there are yet objects, space for which has to be found. About 400 Canvasses are yet to find space on the wall. The collection of the Nawab could be gauged seeing the specimens of walking sticks alone which are 200 in number.

From the first room in the Japanese Section to the exit, as the visitor is escorted and explained, he would think that he is passing through a dream-land and finally having seen all the exhibits (if humanly possible) and having enjoyed the pleasure of going through the precious and innumerable collection of this great connoisseur he would stand at the exit with a bewilderment, as to how one man on earth could have possibly collected so much by himself.

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Deputy Chief Operating Superintendent (Goods)

ALTHOUGH to a layman or to an average railway passenger the term 'speed of a train' merely means the velocity at which a particular train runs, it connotes much more to a railwayman, so much so that if he is asked to define the speed of a train, he might well turn round and ask "Which speed are you referring to? The maximum permissible speed, the booked speed or the average speed?" Besides these, there are the absolute maximum permissible speed, restricted speed, limited speed, commercial speed, overall speed and so on. Germany, France, U.S.A. and other countries, which employ speed signalling, generally describe speeds as Limited, Medium, Slow and Restricted. To a locomotive engineer, the word "speed" has several other connotations such as acceleration, uniform speed, coasting and retardation.

It would be wrong to assume that the speeds of trains in the last century were low. Although the very early engines developed only the 'frightful' speed of fifteen miles an hour, the "Hardwicke," in the race in Aberdeen of 1895, ran from Crewe to Carlisle, over Shap summit at an average speed of no less than 67 miles per hour. In the United States, a famous engine No. 999 of the New York Central, used for some years for working the Empire State Express, on one occasion reached a speed of 112 miles per hour. The "City of Truro," an

engine owned by the Great Western Railway of England, reached a speed of 102 m.p.h.

Before the First World War the British Isles had perhaps the most wonderful series of fast express trains in the world, for every great railway had at least a few which averaged over 50 m.p.h. between stops long distances apart. Many lines went much better than this and even if one excluded trains which averaged below 55 m.p.h. there were still scores left. As for 40 miles an hour train, they were running everywhere. During the war, many of the best trains were slowed down and they got back to anything like their pre-war times only in the 1920s.

In America, the fastest expresses in Pennsylvania covered about 66 miles an hour. Germany and Belgium generally timed their express trains at 50 m.p.h. Train speeds on the French Railways have always been high. Even as early as in 1914, the world speed record for a commercial train was held by a French train which covered the 96 miles between Paris and St. Quentin at 60 m.p.h. Even today, the average speed of trains between Paris and Lyon is 70 m.p.h. The craze for speed made the French railway engineers break all previous speed records on March 29, 1955 by running an electric train with a locomotive and three coaches at a speed of 206 miles per hour.

India too had many fine express trains which reached an average speed of 50 m.p.h. excluding halts but of late, there has been a slowing down of speeds for various reasons. There are at present wide fluctuations in the overall speeds of mail trains running over different sections. The best speed is that of the Frontier Mail between Bombay Central and Delhi, the speed being 38.2 m.p.h. The overall speed of the same train in the opposite direction is, however, 35.6 m.p.h. The slowest overall speed is of Madras Mail between Madras Central and Bombay V.T., the figure being 23.9 m.p.h. The speed of the corresponding train in the opposite direction is 25 m.p.h.

On the Metre Gauge, the overall speeds of Mail trains are generally lower than those on the Broad Gauge sections as is to be expected.

The overall speeds of Mail trains on the Metre Gauge sections also fluctuate widely as in the case of Broad Gauge sections. The slowest overall speed on the Metre Gauge sections is that of the Mail between Ahmedabad and Bhavnagar (15.6 m.p.h.) the fast speed of a Mail train being that of the Mail between Katihar and Lucknow (27 m.p.h.).

The Estimates Committee recommended that the Indian Railways should undertake a systematic review of the overall speeds of Mail trains throughout the country and incorporate schemes in the Second Five-Year Plan with a view to ensuring that the overall speeds of Mail trains did not remain below 35 m.p.h. in the case of Broad Gauge trains and below 30 m.p.h. in the case of Metre Gauge

trains. The Committee felt that these targets could be easily achieved without exceeding the maximum permissible speed of 60 m.p.h. for the Broad Gauge track and 45 m.p.h. for the Metre Gauge track. As a matter of fact, the speeds in excess of the target suggested have already been achieved for several mail trains on Broad Gauge sections within the overall maximum permissible speeds, which are at present operating on Indian Railways.

Even in regard to the maximum permissible speed limit of 60 m.p.h. for Broad Gauge track and 45 m.p.h. for Metre Gauge track, the Committee considered the limit to be on the low side, especially when it is compared with the maximum permissible speeds laid down in some of the foreign countries, the figures for which are given below:—

	m.p.h.
1. (i) U.S.A. with steam engines repeated signals	90
(ii) With steam engines and without repeated signals	75
(iii) With diesel electric engines over	100
2. United Kingdom	85
3. Canada	85—90
4. France	85
5. Germany	75
6. Switzerland	75

I shall now discuss the significance of the various terms used in railway parlance to define the different meanings of the term 'speed'.

THE ABSOLUTE MAXIMUM PERMISSIBLE SPEED :

The term "absolute maximum permissible speed" allowed on a section may be defined as the maximum speed which the track is safe to take the traffic and which should not be exceeded under any circumstances whatsoever. It was ruled by the Railway Board in 1938 that by the term "absolute maximum permissible speed," they meant the highest speed that may be recorded by an engine fitted with a speed recorder at any point of its run. It has sometimes been referred to as "recorded speed" also. This interpretation was given by the Board when stipulating that the speed of 'X' class engine should be restricted to an absolute maximum of 45 m.p.h. over any section where track distortion attributable to actual 'hunting' or a tendency to hunt on these engines had been experienced. This was a sequel to the Bihta disaster. The Government appointed an *ad hoc* Committee in 1938 to compare and report on the then existing procedure on the Railways and to make recommendations for the procedure to be adopted by the Railways in determining the time between halts having regard to all factors. The first item of reference to this Committee was the necessity for a margin on a percentage basis between the maximum recorded speed and the maximum permissible engine speed to allow for possible error of a driver in judging his speed. The Committee indicated that the general procedure then followed was to allow running upto the maximum permissible speed when making up time, which entailed that the maximum permissible speed is sometimes exceeded owing to the drivers' possible

error in judging the speed. After investigation, the Committee indicated that they were satisfied that the authorities imposing speed restrictions fix such speeds after allowing a margin of safety, which more than covers a driver's possible error in judging speed. They, therefore, concluded that there was no necessity to provide any margin between the maximum recorded speed (absolute maximum permissible speed) and the maximum permissible speed. It was also indicated that in their opinion a reasonable margin for drivers' possible error in judging the speed was 10%. The Board accepted this recommendation but desired that it should be made clear to drivers that they were not under any circumstances to exceed such speed restrictions as may be imposed either in the instructions appearing in the Working Time Tables or notified to them otherwise. The implications of this decision are that although the absolute maximum permissible speed is not indicated in the Working Time Tables, or notified to the Transportation Branch, it is, however, incumbent on the Engineering Branch to ensure that the track is safe for a speed of at least 10% in excess of the maximum permissible speeds shown in the Working Time Tables so that if the drivers unwittingly exceed the maximum permissible speed occasionally, safety in train operation is not jeopardized.

So far as drivers are concerned, all speed restrictions are *absolute* and they should not infringe the speed restrictions at any time. General Rule 89 (b) stipulates that the driver shall regulate and control the running of his train as accurately as possible according to the Working Time Table

SOUTHERN RAILWAY

TENDER NOTICE

Sealed tenders in the prescribed form will be received by the Chief Engineer, Southern Railway, Madras-3, upto 16.00 hours on Monday the 4th August 1958 for "Collection and Training out of Stone Ballast for the work of complete Track Renewal of the existing 90 lbs. B. H. Rails on C.I. Pot Sleepers (N plus 2) with 90 lbs. 'R' Rails on CST-9 Sleepers for 40 miles (Up and Down lines) from mile 14 to 34," Madras-Arkonam Section.

Tender form can be obtained from the Chief Engineer on production of a receipt for Rs. 10 paid to the Chief Cashier, Southern Railway, Madras-3 or to any Station Master on the Southern Railway. Under no circumstances will the amount paid for the tender form be refunded. The tender form is not transferable.

The tender forms will be issued only upto 15.00 hours on Tuesday the 29th July 1958.

Approximate cost of Contractor's portion of work is Rs. 5,55,600. The earnest money of Rs. 16,700 should be paid before 15.00 hours on Wednesday the 30th July 1958.

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



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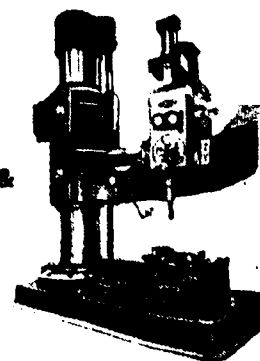


Illustration shows the O.D.3 model radial drilling machine. Capacity up to 3 in. from the solid in mild steel. Available up to maximum arm radius of 10 ft.

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BOMBAY
BOX 521

BANGALORE
BOX 691

July 1958

PASSENGER TRAIN OPERATION

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so as to avoid either excessive speed or loss of time. He shall not make up between any two stations more time than is allowed in this behalf by special instructions and shall observe all temporary speed restrictions. The rules are therefore clear that the maximum permissible speed shown in the Working Time Tables should not be exceeded at any time by the driver. In practice, however, the authority fixing the speeds takes into account that a driver obeying Rule 89 to the best of his ability may exceed the maximum permissible speed occasionally and hence the additional margin referred to above.

MAXIMUM PERMISSIBLE SPEED :

The Southern Railway Working Time Tables contain the following note with regard to maximum permissible speed. "The maximum permissible speed sanctioned for each section of the Railway is indicated at the top of the relevant pages of the Working Time Tables pertaining to that section. The maximum permissible speed shall on no account be exceeded at any time." On certain sections, however, the maximum permissible speed is shown as a reduced figure in respect of a particular class or type of locomotive. In such cases, the reduced maximum permissible speed is operative for trains worked by the particular class or type of locomotives. For example, the speed of 'X' class engines as already indicated is restricted to 45 m.p.h. even on sections where the maximum permissible sectional speed for other types of engines is shown as 55 or 60 m.p.h.

BOOKED SPEED OF TRAINS :

The booked speed is the speed at which a train is booked to run and is at least 10% below the maximum permissible speed of the section or for the class of engine scheduled to work the train on the sections concerned. It is the speed which need not be exceeded anywhere by a driver when running to time. The running time between stations is calculated from the booked speed with additions for acceleration, deceleration, ascending gradients, permanent and temporary speed restrictions and speed restrictions over facing points and turn outs. The booked speed of any particular train thus takes into account all relevant factors including a load and class of engine working the train. The booked speed thus allows for a certain margin for making up time when running late. The difference between the running time allowed and the minimum permissible running time for the particular section based at maximum permissible speed is the time that can be made up by drivers when running late subject to observance of all speed restrictions permanent or temporary.

STUDY OF TRAIN SPEEDS :

The study of train is a fascinating one. The time a train needs from stop to stop is composed of acceleration period, normal speed, coasting and braking period. The degree of acceleration depends upon the excess of tractive force over the train resistance. When loads are up to the

(Continued on page 68)

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40 & 63 Models with maxi-
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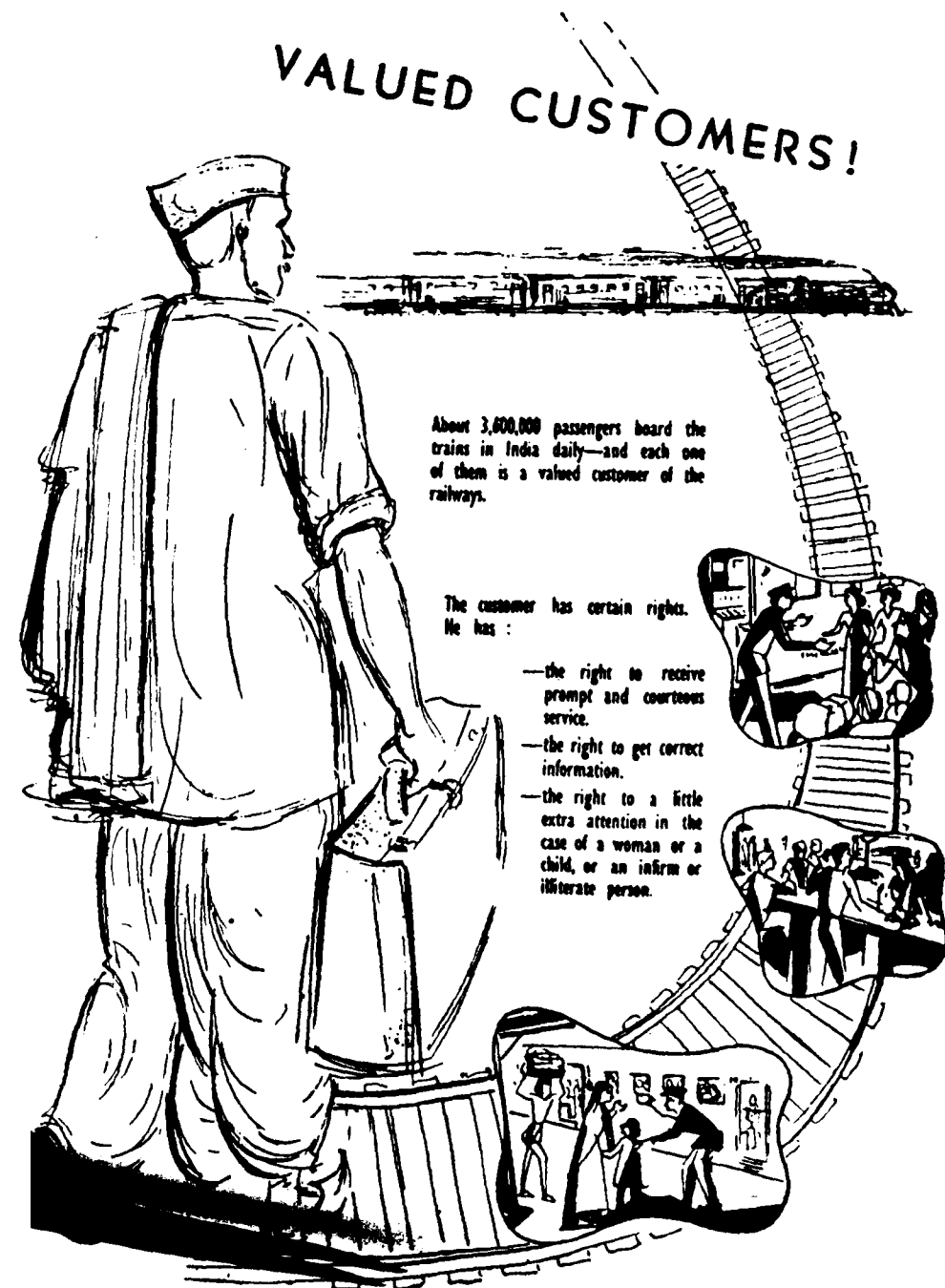
THE CALL OF BIJAPUR

Bijapur, is our ornate treasure and more so to sight-seer,
But the historian ever scans and measures her greatness in super order.
Next to Chalukyas of eleventh century,
The valiant Yadavas of Devagiri,
Were dreaded monarchs till Bahmini Sultans, that came as great sovereigns.
They in an o'ernight were overthrown by a vassal quite downright,
A Turkish adventurer renowned so changed her history aright
That the dynasty of great Adil Shah
Ruled for twenty decades in awe.
Sikandar the last surrendered in woe to Aurangzeb, his foe.
Undaunted Sivaji and Peshwas ruled ; next British marched in bold
In Eighteen Hundreds Eighteenth year, Bijapur fell in their fold.
Her history is great though a tiny spot
In the face of globe now smaller dot,
Of magnificent monuments and majestic halls appeal to Touring pals
Under the ablest Adil Shah's reign excelled in grandeur more
Bijapur, as big metropolis and boosted structures galore,
With citadel wall of one mile round
And fort wall of six miles abound
Of massive bastions here and there in a hundred designs rare.
In and round the Rail station within a league's distance
Picturesque palaces, Mahal Mansions, relics, ruins and remains
Are hurled as if by Nature all o'er
As beauteous spots of art connoisseur
And tickle thoughts of past Golden age that speaks our great heritage.
The burning craze of Man for fame e'er grows 'AD INFINITUM'
Which prompted ADIL SHAHS for a name to build unique masoleums
As rare and splendid works of art
That past or future Age could wrought.
As per Mahammad Shah's commands did emerge great *GOL GOMBAZ*,
With hemispherical dome as crown, and octagonal towers
At four corners of seven stories with facade cornices.
Most valued gold leaf covered the dome
With stucco works, the Shah's tomb.
For three decades the structure took with unstinted labours,
In* height two less two hundred feet with largest dome in world
Twenty-four and hundred feet in width ; and gallery bold,
Of eighteen thousand three hundred
And sixty square feet space rendered
As unsupported area. (In Rome is next the Pantheon dome.)
A noise within of even one's step assails the visitor true
Rebounds all over to walls high up and rolls round great dome too
Like rustle of main uncanny, unweird
A multiple reverberations myriad
That warp and waft to an oblivion, of unforgettable effect.
Proudly presents as Coat-Of-Arms The GOL our Southern Railway
(Besides to that of twin-headed Swan and a Tusker grand and gay).
Wedded below to a virgin rock,
Rooted in like Gibraltar's rock,
"GOMBAZ" is beyond havoc of time but takes our awe in chime.
Malik-I-Maidan, the monster gun of fourteen feet in length
A splendorous costlier cast in bronze defied then enemies' strength
And now alas ! in the Atomic age
Lies pensive, in impotent rage.
AS DAYS ROLL ON, THE MODES OF THE DAY OUT-MODE SUCH ALL IN SWAY.
Mehtar, Asor, Gagan, Sangat ; Nari and Lotus Mahals
Taj Bouri and Chand Bouri and Bora Kaman halls
Numerous structures of greater city
Impress quiet calm simplicity
Of perfect proportion and perforations, above all descriptions.
And now SHE desolate depressed worst denounces vanity of man.
Lust for more is a thirsty quest that fans dormant passion.
SO IT IS QUITE MEET FOR ONE TO 'SPY
OUR PAST GLORIES AND CULT. FEEL SHY
OF THE SAVAGE FEATS FOR POST AND POWER
THAT REFLECT RUINS OF ONCE VIJAYAPUR
And engulf progeny 'SOTTO VOCE' wails of the cost of glory entails.

V. E. THIRUVENGADIAH,
Sub-head, Accounts Department, Southern Railway, Madras-23.

MORE ABOUT T.C.M.

K. S.



Issued by SOUTHERN RAILWAY

FOR maintaining peace and achieving progress the T.C.M. Indo-American has been in co-operation since 1952 and throughout more than 70 project agreements has furnished technical and developmental assistance to most of the major phases of India's Five-Year Plans. The developmental assistance has helped to solve some of the India's Foreign Exchange difficulties while the technical assistance established a free phase of knowledge and technical skills which are necessary for continued progress. In addition to the assistance to Railways, technicians and consultants have been provided to deal with various technical and production problems throughout India. Management and productivity have been studied and programmes have been set up. Administrative equipment has been made available.

TECHNICAL ASSISTANCE

The report on the establishment of the Second Ship Yard in India preferably at some suitable port recently made to the Government of India by a U.K. Mission is an example. This mission constituted of leading experts from the numerous industries connected with shipbuilding. It is sponsored jointly by the U.K. Shipbuilding conference and the U.K. Government under the Colombo Plan. This mission was one of the most important of the several which have come to India under the Colombo Plan. It was presided over by a Chairman and offered advice on how to allievate port conjection. There were also team missions previous

to this one which was concerned with the production of steel and subsequently to the decision to build the steel plant at Durgapur. The staff with which the federation of British Industries was associated in the development of heavy Engineering in India. The Colombo Plan is a mutual aid scheme. Countries like India give aid to the other participants and receive aid from them. India provides facilities for further training of studies from other Colombo Plan countries including some for which the U.K. Government is still responsible. India has received from the U.K. the services of experts, facilities for training from U.K., establishments and gift of equipment for medical aid and research institutions.

A United Kingdom firm is now to supply four Diesel hydraulic engines to Madras Port Trust. The order is for four Locomotives to haul freight wagons in the Port area. Each of the four engines will be of 274 h.p. and weigh 35 tons.

The firm has previously built steam engines for the Madras Port Trust and many of its Locomotives are in service on main railway lines in India. This is the first time the Madras Port Trust has ordered Diesel hydraulic engines from this firm.

As India expands its own industries, it is looking round how foreign investment might help it to expand even further and more rapidly. Foreign investment which has been proved over and again leads to greater employment, greater productivity, increased

SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S/236/I/GB5/96/PWP/3A.

Scaled tenders are invited for the supply of 4,000 gallons Paint Red Oxide Ready Mixed Brushing Finishing for Railway Wagon Stock IS Shade No. 416 to Specification IS 123 and will be received by Controller of Stores, Southern Railway, Ayanavaram P.O., Madras-23, before 3 p.m. on 30-7-1958 and will be opened by him at 3 p.m. on 31-7-1958.

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

The last date for the receipt of earnest money, viz., Rs. 500 by the Chief Cashier, Southern Railway, Madras-3, is 29-7-1958.

Tender forms will not be issued after 3 p.m. on 24-7-1958.

Controller of Stores

KEW

Steel Castings Manganese & Carbon

KUMARDHUBI ENGINEERING WORKS LTD.

Managing Agents:

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July 1958

MORE ABOUT T.C.M.

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production to consumer goods and more prosperity and increased standard of living for all. There are also other sectors of technical co-operation, one important among them is Indo-British Exchange of technical information in many fields also. Newzeland's assistance to India's Milk Industry; Canada and India under the Colombo Plan; Danish Participation in technical activities; Japan's contribution to Industrialisation; Rumania's interest in India's development; International contribution to the making of Sindiri; Strengthening of economic ties between India and Austria; Russian's aid for Bhilai Steel Plant, British aid for Durgapur Steel Plant; German aid for Rourkela Steel Plant. It may be said that after India's Independence there has been a marked development. After the First Five-Year Plan was inaugurated the masses have become conscious of planned agricultural and Industrial development. With the result that mass production is necessary. Technical collaboration between India and Britain is not a new phenomena. This is in existence between India and England.

British investment in Indian enterprises is one of the factors which has contributed to the economic development of India. Total foreign business investment in India at the end of 1955 amounted to 480 crores. Of this U.K. accounted for 392 crores or 80%. From 1948-55, there has been considerable increase of British foreign investment in India and the increase according to authentic accounts is 182 crores. The large number of British firms are collaborating with the Government of India in the Public Sector.

A broadly based consortium of British Firms, The Indian Steel Works Construction Co. is building at Durgapur a publicly owned steel plant which incorporates the latest development in steel making techniques. This is situated in West Bengal. This Project was greatly furthered by loans totalling 36 crores provided by the consortium and by the U.K. Government. 300 Indian Graduate Engineers are being trained in the U.K. to occupy key-posts in Durgapur steel works and the cost of their training is proposed to be met by the U.K. Government under the Colombo Plan. The Railways have to take coal to this project and to convey steel products from the plant. Although the Railway Ministry's Locomotive Factory at Chittaranjan has now reached a stage of considerable self-sufficiency it received in its earlier days subsequential technical assistance from the British Locomotive Building Industry. In the South of India the big project is the exploitation of Lignite in Neyveli. The pilot plant was furnished through the T.C.M. to determine the quality of the lignite and to establish production methods. Now each day in India we see industrial progress. Recently, the technical Productivity Council was set up and it will receive T.C.M. assistance. Good progress is being made in teams by projects through India. The atmosphere is one of progress. This continued assistance rendered by countries like America, England, Japan, Canada, Newzeland, etc.

The average citizen might feel except for the slight decline in foreign exchange earnings from imports on account of the necessary trends in

the U.S.A. and elsewhere recent developments have been rather encouraging only recently a friendly gesture was made by the U.S.A. while large aid was given by that country for the prosecuting the First and Second Five-Year Plans further liberal help have been promised. U.S. Senate has accepted a resolution favouring long-term and expanded U.S. assistance for this country, while some of the formalities have yet to be completed it would be reasonable to anticipate a liberal allotment out of the total appropriation which may be around 3,700; this gesture on the part of U.S. will prove greatly helpful in our present difficult position.

Moreover there is indication that under the Agricultural Trade Development and Assistance Act of 1954 (Public Law 480), the Indian Government would be enabled to import a further quantity of 7 lakh tons foodgrains from U.S. beginning from July and that an additional 1.5 million tons can be obtained under a new agreement signed under P.L. 580 enabled us to import agricultural commodities for about 172 crores. This agreement is due to expire by the end of July 1958. But from the beginning of July, India Government would be enabled to import 7 lakh tons of foodgrains before obtaining under a new agreement 1.5 million tons from August 1958. Negotiations are also going on with other countries for obtaining further credits and it has been stated that Switzerland, apart from Germany has agreed to give credit facilities. Thus by foreign

assistance especially by the assistance of U.S. the foreign exchange difficulty of India's Second Plan is being solved.

U.S. ECONOMIC AID FOR INDIA

American supporters of India as well as Indians themselves gained an important victory as a result of the vote in the Senate on June 6, 1958. The victory seems even to have exceeded the hopes of the American Government itself. Only a few hours earlier, in the course of a statement before the Senate Foreign Relations Committee, the Secretary of State, Mr. Dulles had expressed certain reservations with regard to the amendment, although he had declared himself in full agreement with its general substance. Although the amendment has still to be submitted to the House of Representatives, its adoption by the Senate indicates marked evolution of informed public opinion in the United States, especially during the recent months. When the Eisenhower administration decided to reply to India's appeal, it did so without going through Congress. On its own responsibility it granted India credits amounting to 225 million dollars, fearing that a request for special aid for India would be rejected by Congress. American authority circles expressed unreserved satisfaction at the adoption of the Kennedy-Cooper amendment, which will enable the American Government to grant economic aid to India much more easily than in the past, and with a much reduced parliamentary opposition.

MY HOLIDAY

AT

The Holiday Home, MYSORE

'MICA'



EVEN at the beginning of the year I had made up my mind to go on a holiday during the school summer vacation. The probable date, the duration and the place I had not decided. As my health was breaking down, it was suggested by good friends to go for a holiday to a quiet place with a bracing climate away from the city. While I considered the suggestion an excellent one I could not see the practicability of it for my relatives and intimate friends are either in cities or towns the climate of which is more depressing than that of Madras. So at that stage my holiday rested.

SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S/236/1/GB5/55/GOC/4.

Sealed tenders are invited for the supply of 4,530 gallons Paint Red Oxide Ready Mixed for spray painting of wagons to Specification L.S. 130 (I.S.C. 446) and will be received by Controller of Stores, Southern Railway, Ayanavaram P. O., Madras-23, before 3 P.M. on 29-7-1958 and will be opened by him at 3 P.M. on 30-7-1958.

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

The last date for the receipt of earnest money, viz., Rs. 500 by the Chief Cashier, Southern Railway, Madras-3, is 25-7-1958.

Tender forms will not be issued after 3 P.M. on 23-7-1958.

Controller of Stores.

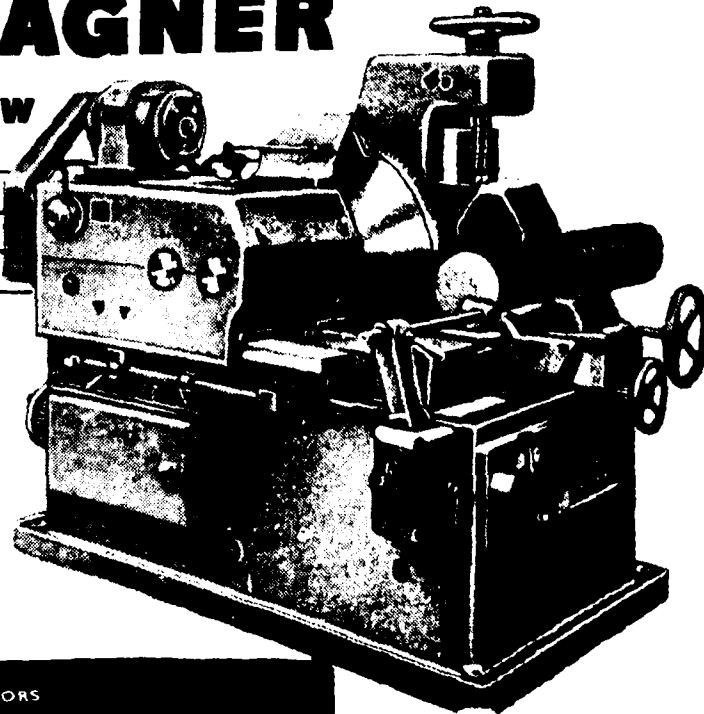
THE NEW WAGNER Hydraulic Cold Saw

TWO POINT DRIVE-HYDRAULIC FEED
SINGLE LEVER CONTROL
SEMI-AUTOMATIC OPERATION

For over 50 years thousands of "WAGNER" Cold Circular Sawing Machines have been in operation in plants of various kinds throughout the world and recognised as valuable production machines on account of their efficiency and reliability.

The hydraulic feed protects the saw blade (which for decades has been made by Wagner as segmental type saw) against overstrain.

The single lever control increases safety of operation, makes the machine fool-proof and facilitates production.



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Resident Engineer in South India:

I. S. SOMASHEKAR, 10, Prithvi Avenue, St. Mary's Road, Madras-18.

July 1958

MY HOLIDAY

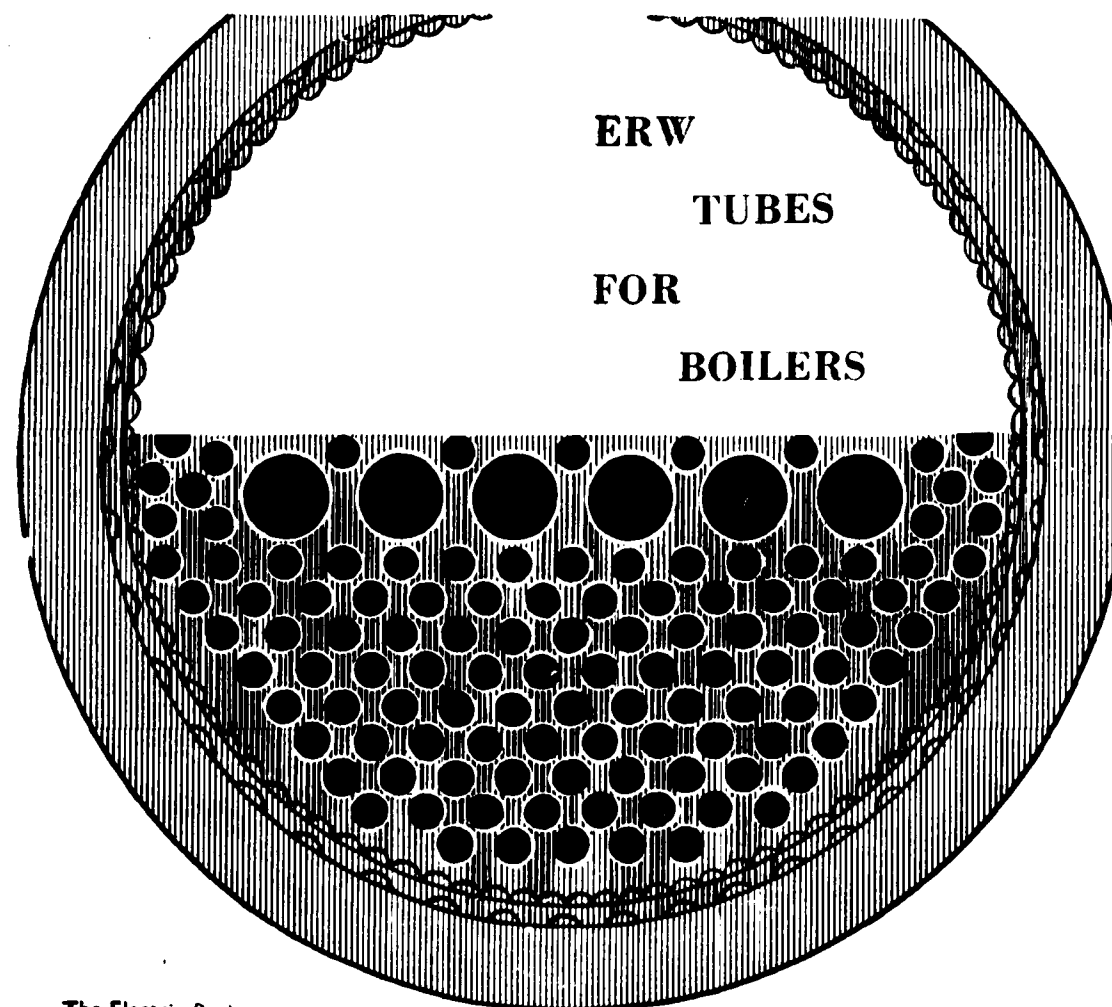
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The schools had closed and half the holidays had passed; the mercury in the thermometer was steadily rising and showed signs of crossing the 102° F. mark. My general health was on the decline and still my holiday had not materialised. One day at work I came across a snap of the Railway Holiday Home at Mysore. It looked attractive, but even the river Cooum meandering through the most congested part of the city could look attractive if well photographed. Though not impressed by the snaps it set my mind working. Somewhere for a holiday and it might as well be the Holiday Home at Mysore. As days were running short I hurried with the necessary form filling and sent the form to the branch concerned through the proper channel. To my luck the accommodation was available for the period required and it was allotted to me without delay.

As time was precious the home front worked hecticly completing packing, etc., in record time. At last we left our home on a Thursday afternoon by the Bangalore Express for Mysore. By the time we reached Katpadi, the crowded second class compartment and the heat of the day completely upset me. Why ever did I embark on such an adventure, thought I. To me the hustle and bustle that is part of travel and the stifling in a crowded compartment is an ordeal. How some people make themselves quite at home in an overcrowded compartment spreading out and taking their meals not caring for the inconvenience they cause to their co-passengers and the mess they make on the seat, the floor and the unfortunates nearby, is beyond my comprehension. However I started

the venture so I had to see it through. After a change of trains at Bangalore City and a seven hour journey of 85 miles from Bangalore City we arrived at Mysore at 5-30 a.m. I shall not dwell on my mood for it was far from pleasant. After a short rest, toilet and light breakfast in the waiting room we left the station by a tonga for the Holiday Home. The tonga drive was the last straw. After loading the samans and seeing my family well seated in the tonga I had to hunch myself at the side of the 'tongawallah' with one leg between the shafts and the other precariously hanging near the wheel. I must have presented a comic sight for some of the people on the road turned round to have a second look at me. Not for a fortune would I have put myself up as such an exhibit in Madras, but this was my holiday and the choice was mine. Within twenty minutes we reached the Home. Being nearest the exit and in the most uncomfortable position, I lost no time in getting off the tonga. It may be hard to believe but it is nevertheless true, the very sight of the Holiday Home in its serene and peaceful setting was alchemy. The tediousness of the journey, humiliation at my clownish posture in the tonga and my sulky mood all disappeared.

The Home is surrounded by a compound of moderate dimensions enclosed by a boundary wall. Just before you enter the home there is a portico of creepers. Between the portico and the front boundary wall there is a small flower garden in the making. Coconut, pomegranate and custard apple are some of the trees in the compound.



The Electric Resistance Weld plant at our Jamshedpur works manufactures, among other types of tube, boiler tubes which are to British Standards in all respects. These tubes are to closer tolerances and have a higher surface finish than the equivalent seamless tubes. They are accepted by the Railway Board, the Indian Boiler Regulations and Lloyds Register of Shipping.

The weld-zone is practically invisible, and normalising ensures that the properties and composition of the weld zone are identical with the rest of the tube.

The size range is $\frac{1}{2}$ " upto and including 2 $\frac{1}{2}$ ", in lengths upto and including 25 feet.

INDIAN TUBE

THE INDIAN TUBE CO. (1953) LIMITED

**A TATA-STEWARTS
AND LLOYDS
ENTERPRISE**

ITC-11

July 1958

MY HOLIDAY

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Interior view of the Holiday Home

The Home is an invitation to rest, comfort and peace. The doors were opened by the caretaker and we soon got ourselves acquainted with the lay out.

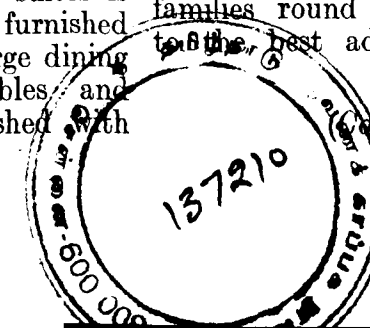
The accommodation allotted to me was a dressing-room with a dressing-table, mirror and chairs; bedroom with two spring cots and mattresses, clothes horse and clothes racks; store-room; pantry; kitchen; two latrines and a bathroom. All the rooms are spacious, electrified and lead one into the other. The above accommodation is, as one enters the house, on the right-hand side. I understand that on the left-hand side there is a similar suite of rooms similarly furnished.

Each set of rooms is provided with taps. Common to both the suites is a front enclosed verandah, a furnished sitting room leading to a large dining hall with two dining tables and chairs. The home is furnished with

comfortable cane chairs, easy-chairs bentwood chairs and a settee. Each set of rooms is fully equipped with brass and stainless steel vessels besides porcelain tea sets and glass tumblers.

There is a small market very near the home from where the commoner variety of vegetables could be had. Mutton and eggs could also be had there. For a better selection one has to go to the big market in the City. One may get there by bus paying 11 nP. Around the corner and about fifty yards up the road there are bus stops. About seventy yards away from the home there is a well laid out park with cement seats and a sliding board for children. There is also a radio in the middle of the park which provides music and news in the evenings. The families round about use the park to the best advantage.

(Continued on page 62)



SOUTHERN RAILWAY

TENDER NOTICE

The Deputy Chief Engineer (Construction), Egmore, Madras-8, invites *separate* sealed tenders for the following works upto 13 hours on Monday, the 11th August 1958 :—

NAME OF WORK	Approximate cash value of the work	Earnest money	Period of completion	Cost of tender form
	Rs.	Rs.		Rs.
<i>Doubling of Track between Puttur & Pudi in North-West Line.</i>				
Earthwork in Formation Service Roads, etc., between Puttur & Taduku (Ch. 0 to 25,000)	9,00,000	27,000	12 months	10
<i>Regrading & Realignment of Track between McDonald's Choultry & Mavelipalaiyam in South-West Line.</i>				
Earthwork in Formation Service Roads, etc., between McDonald's Choultry & Pro. Crossing Station at Ch. 27,000.	5,50,000	16,500	9 months	10

Earnest money as detailed above is to be paid *in advance* to the Chief Cashier, Park Town, Madras-3, within 12 hours on Thursday, the 7th August 1958 and the receipt thereof attached to the tender *without fail*.

Further particulars and the tender forms can be had from the Deputy Chief Engineer (Construction), Egmore, Madras-8, on production of a receipt for the sum of Rs. 10 towards the cost of each tender form paid to the Chief Cashier, Park Town, Madras-3, or any Station Master on the Southern Railway, within 12 hours on Thursday, the 7th August 1958.

WOMEN AND ADVERTISING

(Contributed)

MEN and women, on occasions, show equal ability. It is because they are equally gifted not because women are less talented than men have to work harder to get equal results. Most women, of course, are keenly interested in their personal appearance. If a person meets a lady and gets her glamour on, he is apt to be well received because the women will be in a receptive mood. She feels better when she moves and when she feels alright. The receptiveness of women who offer information about their own improvement has been demonstrated frequently by publishers and advertisers.

In non-intellectual trades, the differences between man and woman is more pronounced. Women exceed men in person rather than in things; not nationality, religion, sympathy, vanity and shyness. Men excel women in trades such as pugnacity, humour and independence. Women are more likely than men to talk about clothes, about what to do in social situations. Men are more likely to talk about sports, business and things having money value.

As applied to advertisement with certain limitations according to the nature of the product, men look at advertisement showing women and women look at advertisement showing men. Women look at brides and pictures of brides. Pictures of brides are noted by almost all women readers. Women are less inclined to take risks than men. Generally, advertisements with a style and beauty appeal have

a higher women readership than those with a scientific appeal. A higher readership among women results on account of advertisements of a kitchen range when the range is pictured in the kitchen of a home than when the range is pictured on the show-room, being demonstrated by a salesman. On the other hand, men often like a technical approach.

There is an anecdote about a leading departmental Store having ordered 4 times the amount of jewellery it had originally planned to buy. In order to sell away the excess stock, the Stores Department concerned decided to use large advertisements in a local newspaper during the two weeks prior to Christmas when gifts would be purchased. A special position and sports page was selected. Every two days, the results were watched. Only a few pieces had been sold. The Newspaper authorities were asked if they could make a suggestion to improve the sales. The Representatives of the Newspaper suggested to switch the advertisements from the Sports Page to the Women's Page suggesting a caption about giving a man a gift which he would purchase himself as applied suitably to the jeweller. This has had a salutary effect within two days and the sales increased like anything. Thus it is clear that from changing the advertisement from the Sports column to Women's Page made the difference. What a man wants more than anything else is happiness and a richer life. Since the average woman is tied to the home,



she must find what she really wants there. She wants happy family and happy surroundings. Since more women are average women sticking to their homes, it is necessary to make a job at home interesting and easy. Whatever will assist in these objectives will appeal to the women instinctively and promptly.

Influence of different motives of men and women seem to equate the home so far as men are concerned—with mother and need it as a place of comfort, solace and refuge from the competitive life of the world of present times. A man finds this in a home of his own. A woman's essential needs in her home is quite different. Her home is an expression and an extension of her personality. She finds an opportunity to recreate herself in a more attractive home. She wants a home of her own and does not want to live in another's section. This is all over and above the use of the conventional procedures of the ordinary fact-gathering interview and questionnaire, for getting information for consumers from both men and women.

Investigations and advertising indicate that a higher percentage of women will read a service copy such as the kitchen menu than news of world political events. They would rather read about events in their own towns than about national or international news. For instance, in Madras things written in *Anandarikatan* and *Kalki* will appeal to more women than many other advertisements. They love to read and hear about children. Many advertising experts suggest that advertisements would be placed in the newspaper features that are read by large number of women readers. The attributes and themes of the advertisement that seems to please women readers are cheerful colours, pictures of people especially children, the appealing illustration of food and practical suggestions of menus and money saving schemes.

Advertisements about once in 12 year festivals such as Mahamakham or Pushkaram caught the eye of women. At Madras all about Ooty and Kodaikanal does attract women of the City and the mofussils.



"STRANGE FACTS ABOUT SLEEP"

AT the end of the day, or at any time of the day, when we are very tired we long to lie down and go to sleep. And for how long do we sleep? When we are babies twenty out of the twenty-four hours are spent in sleep. As we grow older, we sleep less and less until the time comes when eight hours sleep seems the best for us. Of course, there are a lot of people in the world who seem to sleep only three to four hours a day, and are quite healthy for it. But this will not do for all of us. When we come to think of it, we spend about one-third of our entire life in sleeping.

So much for us human beings. But what about other living creatures like animals, and birds and so on. Perhaps a lot of these sleep like us human beings for either eight hours at a stretch, or about the same time in short spells. And, as we all know most wild animals do the best part of their sleeping by day, and their hunting for food by night. So whether they are the hunters or the hunted, they must keep awake or alert at night, as otherwise there is every chance of being killed some night if they get lazy and sleep too much.

But there are animals and other living creatures who like to go in for long, long periods of sleep. As an example there is the groundhog who

goes to sleep for a solid six months of the year. How does he do this? He digs himself a tunnel into the earth, makes a soft, cosy spot which he covers with dry grass and then blocks up the opening. He does not need to put a notice-board outside saying 'Do not disturb,' as his winter bedchamber is now sealed off. Next, he rolls himself into a ball, puts his head between his legs and goes off to sleep for nearly half the year. If someone opened up the hole and tried to wake him up, he would not be able to, as the groundhog sleeps as soundly as if he had been given a sleeping pill.

Another little animal who goes off into a long deep sleep during the cold winter months is the ground-squirrel. If you dug out one of these squirrels from his warm hole and tried to wake him up, you would find his body limp and his head wobbling as if his neck was broken. You could shake him, drop him on a table or even stick a pin into him, but he would not wake up.

The bear is another animal who likes a long winter sleep. But his sleep is not so deep as the groundhog or squirrel, as he may even wake up of himself and come out to prow around for a few hours or days, and then go back to sleep again.

The bat is a long winter sleeper too. Some sleep right throughout the winter, and still others get up at times and then go off to sleep again.

SOUTHERN RAILWAY

TENDER NOTICE

Hubli Workshops—Remodelling of Fabrication, Supply and Erection of Steelwork for Loco Shop at Hubli.

The time and dates of deposit of earnest money, issue of tender forms, receipt of tenders and opening of the same are extended as shown below :—

		From	To
1. Time and date of issue of tender forms	...	12-00 hours on 24-7-1958	12-00 hours on 13-8-1958
2. Time and date of deposit of earnest money	...	12-00 hours on 24-7-1958	12-00 hours on 13-8-1958
3. Time and date of receipt of tenders		13-00 hours on 29-7-1958	13-00 hours on 18-8-1958
4. Time and date of opening		15-00 hours on 29-7-1958	11-00 hours on 19-8-1958

Headquarters Office,
(Works—Construction Branch),
Egmore, Madras.

Deputy Chief Engineer, Construction,
2-7-1958.

SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S/236/1/GB10/445/PER/3.

Sealed tenders are invited for the supply of Quobrachio Extract Boiler compound Wattle bark extract in lump form or chestnut Extract powder 78% EM atomised, and will be received by Controller of Stores, Southern Railway, Ayanavaram P.O., Madras-23, before 3 P.M. on 7-8-1958 and will be opened by him at 3 P.M. on 8-8-1958.

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

The last date for the receipt of earnest money, viz., Rs. 500 by the Chief Cashier, Southern Railway, Madras-3, is 6-8-1958.

Tender forms will not be issued after 3 P.M. on 4-8-1958.

Controller of Stores.

The dormouse also loves to have those long winter naps. Towards the end of September each year, little dormouse will get very fat after he has stuffed himself well with his favourite food of nuts. By the middle of November, when it gets very cold, the dormouse has finished building his winter sleeping-hole. He now also lays in a stock of food, in case he gets up during his long sleep and feels like a bite. When everything is ready, he curls himself up, and settles down to his long six-months' sleep. During this sleep the dormouse hardly breathes, and he becomes so stiff that he can be rolled across a table like a ball.

Reptiles also like to have long sleeps. Land turtles dig themselves into burrows or dens, and water tortoises make holes for themselves in the mud on the banks of rivers, or at the bottom of ponds. Snakes and lizards also dig into the soil to make their sleeping holes, or some crawl into cracks in rocks and cuddle down for their big sleep.

Then there are the creatures known as the amphibians—those who are at home both on land and in the water—the frogs, toads, newts, salamanders. These like their winter sleep, so they look for moist places underground, or some may make for large holes in trees.

Amongst the insect family, the young queen bumblebee may find herself a sleeping place in the mossy bank of a stream. Trap-door spiders seal their burrows with silk and mud, and some make a sort of silken bag bed slung under the rocks. There are also some mosquitoes who pass the winter in caves like bats, and stay there for two months.

Land snails also like to have their long sleep. The garden snail hides himself in some crack late in autumn and stays there asleep until the winter is over, and the warm spring sunshine has shaken him out of his sleep. Other snails crawl under stones or dead leaves or slide into cracks in rocks for their long sleeps. The snail always carries his house on his back, so all he does is to find a quiet dark spot, draw into his shell, close the tiny trap door and so off to sleep.

What about fish? Do they also like their winter sleep? The answer is yes, as it has been found that whole schools of carp fish go down to the bottom and remain partly buried in the mud in a state of what can be described as sleep.

What may puzzle us about the long sleep of animals and other creatures is, how do they remain alive for so long without food. Well, it seems mother nature has provided them with the means of adding a lot of extra fat to their bodies during the spring and summer months. So as winter is drawing near, they will eat more and more until they have this layer of fat padded around their bodies. Then when they are asleep it seems as if this fat is the food that keeps them alive until it is time for them to wake up again.

Thinking over the long sleeps of animals may make us ask: would we also want to go off to sleep for three to six months' each year. For some it would perhaps be very welcome, but of course it would be quite impossible.

UNCLE TELLATALE.



CO-PRINT, MADURAI

SOUTHERN RAILWAY SIXTH CHILDREN'S HOLIDAY CAMP

GEO B. AMBROSE

S.L.W.I. (Scouts)

THE Southern Railway Sixth Children's Holiday Camp was conducted from the 14th to 22nd May 1958. This time some historic places of Deccan were selected as the venue for visiting. 168 children inclusive of 27 girls, drawn from about 34 stations of Southern Railway participated in this camp.

The party left Madras in 2 batches by special bogies allotted for this purpose—one on the 14th night and the other on the 15th morning, to finally assemble at Secunderabad on the 16th morning. On both the days, the children were seen off by Sri R. Nagarajan, Personnel Officer

(Labour) and Sri T. P. Ramakrishnan, A.P.O. (Labour).

On the 16th, special buses at Secunderabad took the party to Golkonda Fort and Osmansagar. Coming back towards Hyderabad, they were shown round the Osmania University Buildings, the magnificent University campus.

The same night, the children left for Aurangabad in 3 bogies exclusively allotted by the Central Railway for use of the party and pushed through by the same train. As the distance from Secunderabad to Aurangabad is nearly 316 miles and as the children

The children at Central Station on 14th May





Participants in the Camp Fire and Variety Entertainment

had already travelled 486 miles from Madras, the journey from Secunderabad to Aurangabad although appeared to be long, was exciting. The children did not experience any tediousness on the journey since indoor games were also provided.

To keep the children homely, care was taken to secure the services of the Tourist Home at Aurangabad for catering Madrassi type of meals. With their help, the 3 days spent at Aurangabad from the 17th to 19th May 1958 were pleasant and comfortable.

On the 18th morning, before day-break, all the children were ready and motored to Ajanta Caves, 64 miles away from Aurangabad. Here again the Marathwada State Transport Buses were specially requisitioned for service. The party reached Ajanta at 10-30 hours. The Cave temples at Ajanta are approachable from the foot of the

hills by a flight of steps. Children took to this journey pleasantly although arduous. There are 24 Viharas (monasteries) and 5 Chaityas (cathedrals) all of them belonging to Buddhist Religion, ranging from 2nd Century B.C. to 7th Century A.D. The Ajanta frescoes are some of the finest preserved example of ancient Indian paintings. The images of Gouthama, Vajrapani and Padmapani appear with great regularity on the walls of the Viharas. The total effect at Ajanta is one of great and spontaneous splendour. Here the party requisitioned the artificial lighting arrangements provided by the Archaeological Department. The Guides had also been very helpful in explaining the details of the various paintings. The party returned back to Aurangabad for Tea in the evening and also to get themselves prepared for the evening Camp fire.

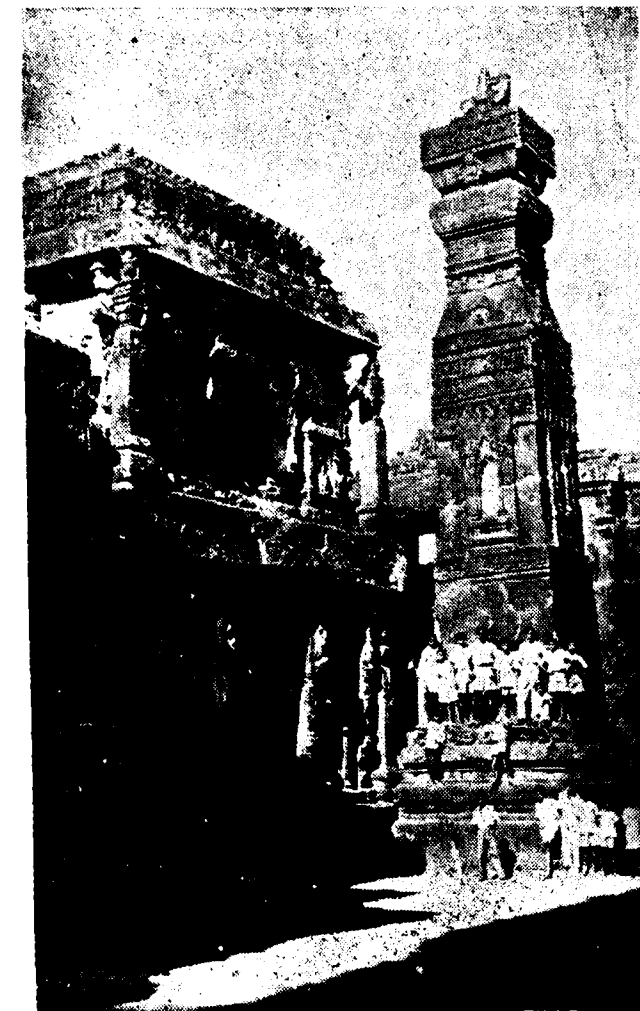
By moving together during the past three days, children developed the team-spirit and were able to put up a very good show at the camp fire and entertainments, conducted in the night. After this event, the children had their well-earned rest.

On the next day, viz. 19th, as programmed the party visited Ellora Cave temples which are 18 miles away from Aurangabad. The rock-cut temples of Ellora are excavated

in the face of a Hill-scraper running north and south for about a mile and quarter. There are altogether 12 Buddhist, 17 important Brahmanical and 5 Jain Caves. The most remarkable of this monument is the Kailasa temple, popularly known as Ranga Mahal, scooped out of a single rock.

The exuberance of the young minds already charged with the happy memories of their visit to Ajanta on

At Kailasanath Temple, Ellora



the previous day, knew no bounds while going round the Kailasa Temple and other caves at Ellora.

On their way back, the children were shown round a number of historical places like Daulatabad Fort, Aurangzeb's Tomb, Bibika-Maqbara (a model of Taj), Panchakki (water-mill). They were also taken to State Hotel, maintained by Central Railway. By the evening the children had to be sheared off from the happy atmosphere and once again journeyed back to Secunderabad by train.

On the 20th, the party visited the Salar Jung Museum, one of the important Art Centres, where they were allowed in on concessional rates by the Superintendent. They were also shown round Char-minar, Public Gardens, Assembly Buildings, Himayatsagar and other important shopping centres at both the twin cities of Hyderabad and Secunderabad.

The party was on their concluding laps of their journey and were treated to a good dinner arranged at Mysore Cafe. Leaving Secunderabad on the

20th night, the party arrived Bezwada and once again grouped into 2 convenient batches to be worked to Madras by Janata Express on the 21st and No. 78 Passenger on the 22nd, with a view to ensure that all the children reach their home stations on the 22nd May 1958.

The camp was under the charge of Sri G. B. Ambrose, Senior Labour Welfare Inspector (Scouts) assisted by experienced Leaders, belonging to the Southern Railway Bharat Scouts and Guides.

The Central Railway authorities took special interest in providing travel facilities, accommodation and other amenities. They also placed the services of Sri Kuppurajan, one of their Welfare Inspectors, who accompanied the party and put forth every endeavour to make the camp a success as per programme and also made the trip quite enjoyable by one and all. The Rovers of Central Railway also associated themselves with their Leader and helped the party at Secunderabad very much.

My Holiday

(Continued from page 51)

In my humble opinion the spot selected and the house itself are ideal for an holiday especially for those who live in the city and congested towns.

I have already made up my mind about my next holiday notwithstanding my antipathy to travelling in crowded compartments.

A REQUEST AND AN APPEAL:
As one who enjoyed every minute of the short holiday at the Holiday

Home at Mysore, I request the authorities not to subdivide the house into smaller apartments even with good intention of providing more employees a holiday at the same time, for to have an holiday in the proper sense one must have quiet and comfort which will be removed from the present Holiday Home if subdivided into small apartments. To the employees who avail themselves of the opportunity of a holiday at the Home, I appeal to treat the home, its furniture and surroundings well, for the continuance of the home will depend much upon the appreciation of the employees.



KURUKSHETRA

*Published by the Ministry of
Community Development,
Queen Victoria Road, New Delhi*

The Cottage Industries Number of this Open Forum of Community Development is full of informative material well written on varied topics by eminent personalities. In his article "Changes in a Changing World" Sri Jawaharlal Nehru discusses the Law of Evolution and brilliantly observes that the world is rapidly changing and the man and society are also undergoing changes. Principles never undergo a change. Their application to exigencies of life alone undergoes changes. The necessities of time dictate the policy to be followed and that policy becomes a rule for the time being. We must reckon with the fact that the world has been undergoing changes and along with it society and mankind also. If we stick to any rigid formula or doctrine as regards the shape of the things to come, we will only block the onward march of the country. To move with the times is called "Yugadharma" and it must carry everybody with it. Our population has grown to the tune of 37 crore souls, but there is no proportionate increase of land. New problems confront us every day and the country is undergoing a change every day. We have no means to check the growing population. It is bound to increase. Social changes

have created new problems and if we cannot find suitable solutions for them we can never go ahead. These are the plain facts which we must face boldly. Sri Nehru concludes with an appeal that India today needs large as well as small industries and both should co-exist. We must protect the things of beauty created by Khadi or village industries since large factories alone cannot cater to our needs. "Gramdan" is an interesting article by Prof. D. R. Gadgil, portraying the implications and possibilities of Sri Vinobaji's movement. Sri Arunchandra Guha, in his article the Physical Target and Window Dressing impresses the necessity of developing rural industries as these are the only source next to agriculture for augmenting the income of the rural people and for providing opportunities of employment. Village Industry, as its name implies, is not merely one that is capable of being located in a village but one that fits in with the village life and economy and Sri R. Renganathan explains in his article "What is a village Industry" the various forms of village industries and their scope in the political, economic, social and cultural aspects of the country. It is gratifying to note from his article that the Community Development programmes lay great stress on the co-operative pattern in the matter of organisation of agriculture, industries and other activities. 'Small Industries in Asia—and why?' is

another interesting article. Small-scale industries which pose a special problem in Asian countries, in the context of their efforts to improve the living standards of their citizens, is receiving increased attention from Governments, employers and workers in Asian countries. But the subject raises many controversial questions on which full and frank discussion is required. Some of these issues are discussed in a report prepared by the International Labour Office for consideration at the fourth I.L.O. Asian Regional Conference. The main outlines of their report is reviewed in this article. "Pilot Projects an assessment" is an informative article. The scheme of Pilot Projects for Cottage and Small-scale Industries were initiated during early 1956. The object of Pilot Projects was to develop cottage and Small-scale Industries in the Pilot

World of Railways

(Continued from page 17)

Looking back, the would-be "Super-Stephensons" certainly produced some most fantastic proposals for world-wide railway linkage. However, many truly remarkable feats have been safely accomplished by the ambitious railway promoter and engineer in all corners of the globe, and in India itself we have a rare monument to railway genius in the far-flung and efficient State Railway system of today, to the planning, construction and operation of which so many keen and able men contributed unselfishly through more than a century for the common good.

Projects in a co-ordinated and integrated manner, taking into consideration the various schemes of the six All-India Boards. "Why Village Industries?" is another interesting article by Sri C. K. Narayanaswami. In the article Toy Making in Bihar will come across the various Toy Centres sponsored by the Government and how they provide employment to our village carpenters and craftsmen. "20 facts about handloom" is another interesting feature. The photographs reproduced in the magazine are fair, and the other fare supplied throughout the magazine are interestingly delicious.

INTRODUCTION TO OUTER SPACE

(Published by the United States
Information Service)

This informative booklet is a report released by the President of the United States on the study of space science and technology. The report has specially been prepared by Dr. James R. Killian to enable the non-technical readers to acquaint with the many aspects of space technology heretofore unknown to those without formal education in the sciences. This booklet is so informative and interesting that it clarifies many aspects of space technology in a way which can be helpful to all people to promote the peaceful use of space and to utilise the new knowledge obtainable from space science and technically for the benefit of mankind. It is useful to distinguish among four factors which give importance, urgency and inevitability to the advancement of space technology. The first of these factors, is, the compelling urge of man to explore and to discover, the thrust of

curiosity that leads men to try to go where no one has gone before. Second, there is the defence objective for the development of space technology. Third, there is the factor of national prestige, to be strong and bold in space technology will enhance the prestige of the country among the peoples of the world and create added confidence in scientific, technological, industrial and military strength. Fourth, space technology affords new opportunities for scientific observation and experiment which will add to our knowledge and understanding of the earth, the solar system, and the universe. The booklet contains many diagrams explaining the various programmes of the United States about peaceful exploration and future travel in outer space. After reading the booklet, we venture two observations. Research in outer space affords new opportunities in science, but it does not diminish the importance of science on earth. Many of the secrets of the universe will be fathomed in laboratories on earth, and the progress of our science and technology and the welfare of the nation require that our regular scientific programmes go forward without loss of pace, in fact at an increased pace. It would not be in the national interest to exploit space science at the cost of weakening our efforts in other scientific endeavours. This need not happen if we plan our national programme for space science and technology as part of a balanced national effort in all science and technology. The second observation is prompted by technical considerations. For the present, the rocketry and other equipment used in space technology must usually be employed at the very limit of its capacity. This means that

failures of equipment and uncertainties of schedule are to be expected. It therefore appears wise to be cautious and modest in our predictions and pronouncements about future space activities and quietly bold in our execution.

THE ALL-INDIA PRINTERS' CONFERENCE AND EXHIBITION SOUVENIR

The Souvenir under review published on the occasion of the sixth session of the All-India Printers' Conference and Exhibition held at Coimbatore recently, contains interesting articles which every Printer would find interesting and useful. Luxuriously got up in art paper with an attractive colour cover page, the Souvenir contains marvellous photographs very nicely reproduced. Dr. S. R. Renganathan in his article Book-Building in Renascent India pleads that it is the duty of the book trade of renaissance India to make the printed word not only available in plenty, but also available in a pleasing, inviting and helpful form. Sri D. D. Gangal in his article "Printing Industry in Japan" explains the various processing methods adopted in more than 10,000 printing concerns in Japan. The article "Lay out of a Printing Plant" is very interesting in which Sri R. Ramaswamy, Manager, Government of India Press, Nasik, observes that the preparation of the layout of a printing plant should be left to persons who have had the experiences of planning a new building or housing a plant, for it is only they who could appreciate the surprisingly large number of problems that come up frequently. "Printer—Know Thyself"

is a very informative article in which Mr. V. John observes that Printing is a Doctor's trade, and one must keep up-to-date in that industry. Let us also hope with him that the printers grow into an enviable federation in our country and be proud of their integrity, quality and mutual friendship. In short, the brochure under review is a presentation of many good things.

INDO-FOREIGN INVESTMENT AND ENTERPRISES

(Published by Sri C. M. Rathnam,
95, Stock Exchange Building,
Apollo St., Bombay)

The Supplement on the Survey of Iron and Steel Industry of the Indo-Foreign Investment and Enterprises contains many useful informations about the major steel industries in India and abroad. The Editorial discusses the importance of Steel in the national economy. Development of the steel industry in India is a basic feature of the Second Five-Year Plan and the key to all future planning. Iron and steel forms the basis not only of the industrial structure but of the very way of life in the modern world and the Editor brilliantly observes that the increased production of steel will make it possible for all other industries, large and small, to expand. Mr. Pranalal Patel in his article Indian Iron and Steel Industry and its problems says that in the context of rapid industrialisation and economic development, the steel has become the yardstick to measure the political and economic strength of a nation. "The Steel Industry and its

(Continued on page 67)

Our Commercial Newsletter

EARNINGS :

The approximate earnings for March 1958 compare as under with the figures for the corresponding period last year.

		(Rupees in lakhs)	
		March	
		1957	1958
Passengers	..	1,60.48	1,55.31
Other Coaching	..	31.29	34.93
Goods	..	2,17.61	2,45.38
Sundries	..	13.76	10.15
Total	..	4,23.14	4,45.77

COMPENSATION CLAIMS :

1. No. of compensation claims received during the month of March 1958—3,302.

2. No. of claims disposed off and the amount paid during the month of March 1958—3,649—Rs. 1,98,879.96.

3. No. of claims outstanding at the end of the month—3,740.

4. No. of days taken to settle a claim—43 days.

TICKETLESS TRAVEL :

69,585 persons were detected travelling without tickets during February 1958. Out of these 64,360 paid fare and penalty on demand which amounted to Rs. 1,48,549; 2,173 were prosecuted and 1,229 imprisoned.

Book Review

(Continued from page 66)

meaning in America" by John H. Nelson is another interesting article portraying the United State's rapid industrial progress in the recent years. "Germany needs more ores" by Dr. Hans A. Quambusch is also interesting. Growth wisely scheduled and expertly guided is the order of today and tomorrow in the United Kingdom steel industry as it enters upon its third Post-war Five-Year Development Plan. Mr. Quentin Lumsden

brilliantly portrays how Britain's expanding Economy demands greater iron and steel output. The features of Indian Finance, Industry and Trade, Revenue Budget, Revenue Estimates and Statistical Supplement are very informative, with authoritative statistics and diagrams and the Supplement under review is nicely printed and very attractively got up.

S. VEDANTAM.



Passenger Train Operation

(Continued from page 39)

limit of engine power it may take a long time to gain normal speed. Overloading of engines is undesirable especially on lines with long gradients.

Rail cars have a special advantage of high acceleration power. Diesel engines are generally better than steam locos from the point of view of acceleration. Mixed trains have to be scheduled for maximum loads; therefore, they are prejudicial to line capacity. High maximum train speeds do not have too great an influence on single line sections as the more important thing is the prevention of slow-downs while passing stations. Lightly-loaded trains and the elimination of stops increase line capacity. These and allied subjects will be discussed in my next article.

HAVE YOU A CORROSION PROBLEM?

Solve it with

CARDOPLAST

There is an approved **CARDOPLAST** Finish to resist severe corrosive Factors.

Heat-resistant Paints.
Brine-resistant Paints.
Weather-resistant Paints.
Chemical-resistant Paints.
Oil & Petrol-resistant Paints.
Antifouling Hull Paints.
Rust-inhibiting Primers.
Insulating Varnishes, etc.

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Sri R. Ranganathan, Co-operative Inspector, S. Rly., speaking at the inauguration of the Southern Railway Employees' Consumer Co-operative Stores at Arkonam, on 15th January

Our Railway Stalls in the recent Chitrai Exhibition at Madurai





The Divisional Railway Users' Consultative Committee, Madras Division met at Bangalore City in June 1958

A COURAGEOUS ACT

On the 16th May 1958, while the Trivandrum Express was entering into the platform on the main line at Quilon, an invalid passenger had fallen across the track on the same line. The platform was crowded and there were several persons who were dazed and shocked but none ventured to save the fallen person.

Sri K. P. Raman Pillai, Station Master on duty, Quilon, with great presence of mind rushed on to the track and pulled out the person and managed to save his life just in time. This noble and courageous act at considerable risk to his own life deserves no little praise.



Sri R. K. Srinivasan, Sr. Acctt. Stores Accounts, Perambur, retired on 20th March 1958 after a long service of 32 years

WEDDING BELLS



Sri Anantha Narayana, son of Sri M. N. Gunda Jois, retired Chief Clerk, DS's Office, Mysore and Vanamala were married on 9th May at Bangalore

Chi. Alalasundaram, ATS/TPJ — So.v. Vasanthaveni Married on 19-6-58 at Kasturibainagar, Adyar, Madras

Sri T. A. A. Rahim, Asst. Elec. Engineer, S. E. Rly. and Belkhis Begum, daughter of Sri H. R. Delvi, DCS/Claims, S. Rly., were married at Trichy on 29 5 58





First Inter-Institute and Mysore State Rolling Trophy Table Tennis Tournament at Bangalore.
Photo taken during distribution of trophies

Sri K. Balakrishnan, Dy. Registrar of Co-operative Societies, speaking at the inauguration of the Staff Co-operative Canteen at Erode on 30th May



The Masulipatam Passengers' Association gave a tea party to the members of the Divisional Railway Users' Consultative Committee, Bezwada at Masulipatam on 23-6-58 when the Committee held a meeting there

S. R. Namasivayan, Sr. Clerk, ASOR's office, Madras Division and Lakshmi Devi were married at Madras on 19th June 1958



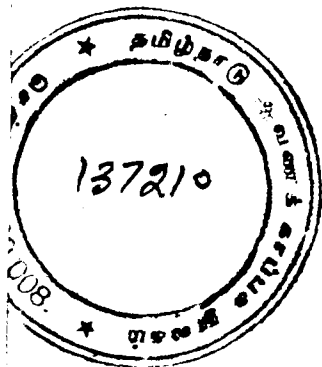
**At Pondicherry Divisional Railway Users' Consultative Committee
Trichinopoly Division met on 7th June, 1958**



*A view of the meeting in progress
Sri S. Rajagopal, DS, presided*



Another view of the meeting



Group photo of the DRUCC members, TPJ Division



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NOTICE

Issue of Concessional Return Tickets

Concessional Return Tickets at $1\frac{1}{2}$ single journey fares will be issued from 15th July 1958 to 15th September 1958 for First, Second and Third Classes, subject to the following conditions:

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

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

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

- (ii) Combined Mail Express and Ordinary tickets will also be issued where necessary.
- (iii) Break of journey will not be permitted on the return journey, but will be allowed on the outward journey according to the normal rules as for holders of ordinary single journey tickets.

- (iv) *Passengers must have the return halves of their Concessional Return Tickets duly dated either at the Booking window at the station of commencement of the return journey or by the ticket collector at the gate at that station or by the party himself in ink or by indelible pencil, before the commencement of the return journey to indicate the date of commencement of the return journey.*

Passengers holding return halves without being so dated will be treated as travelling without tickets and charged as under:

- (a) Difference between two single journey fares for the entire distance and the concessional fare already paid.

plus (b) Excess charge equal to the amount due under item (a) above, subject to a maximum of Rs. 5 per ticket.

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

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

- (vi) The return tickets will, however, not be available for completion of the return journey after the midnight of 30th September 1958.
- (vii) Where advance booking is permissible, the period of availability is to be reckoned from the midnight of the day on which the outward journey is to be commenced.

Chief Commercial Superintendent.