



SOUTH DAILY NEWS

No. 6

September, 1958

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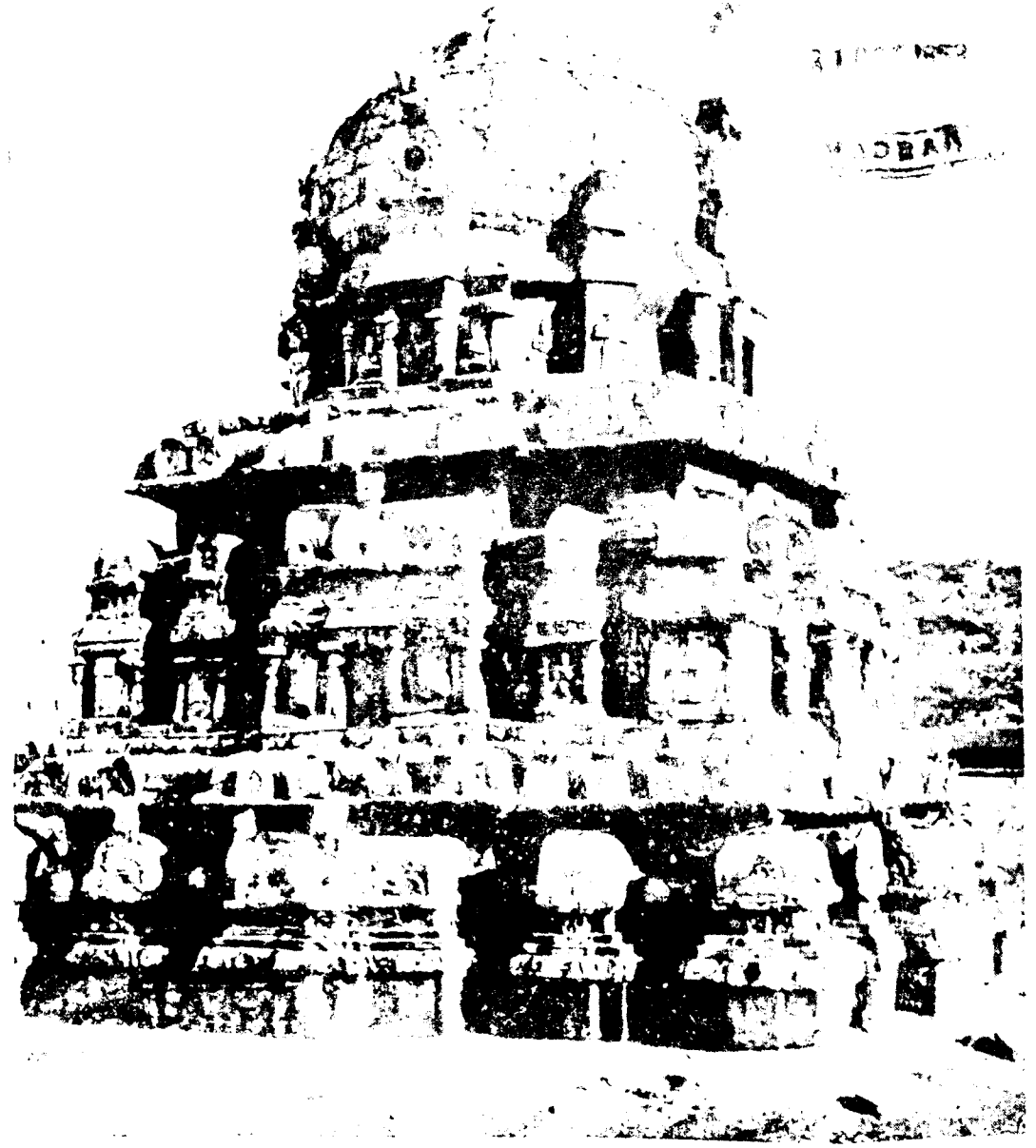
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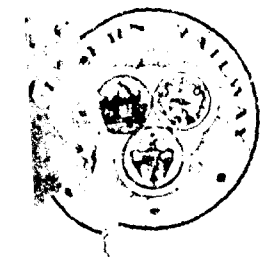
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Southrailnews

PUBLISHED BY THE SOUTHERN RAILWAY

VOL. V

SEPTEMBER 1958

No. 6

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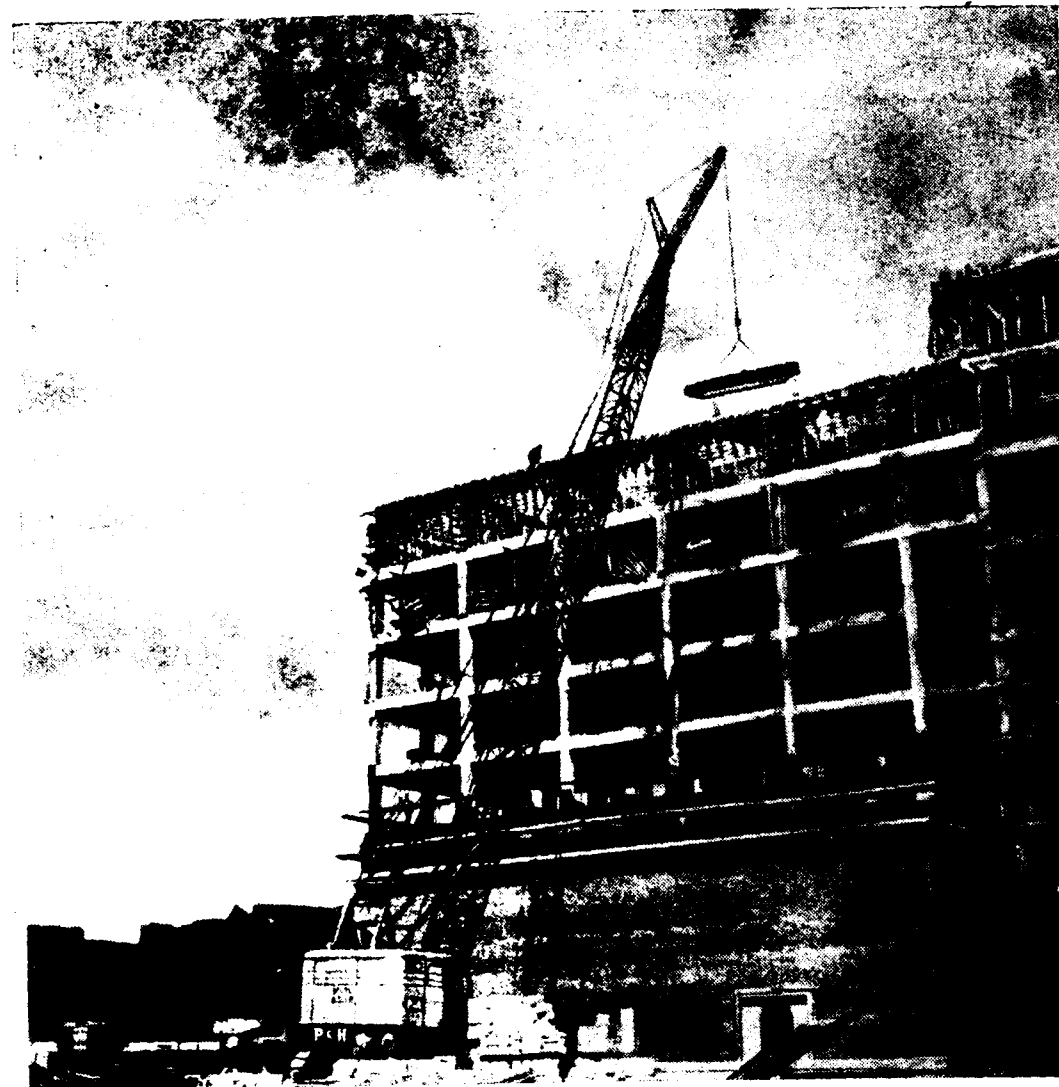
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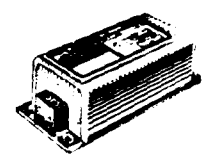
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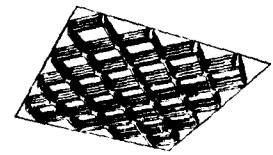
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SOUTHRAILNEWS

(Published by the Southern Railway)

VOL. V

EDITORIAL NOTICE

No. 6

K. SRINIVASAN, Editor

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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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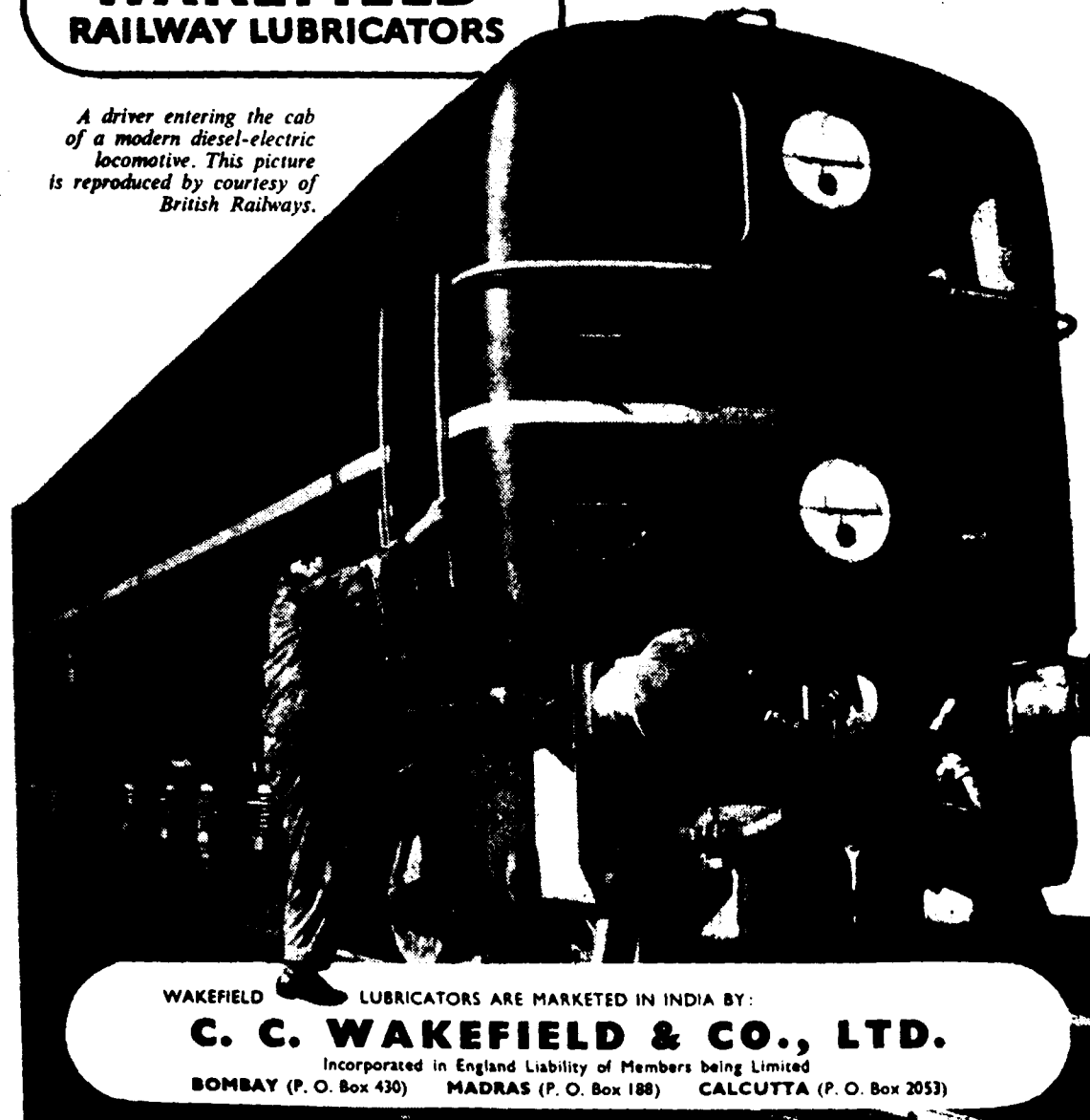
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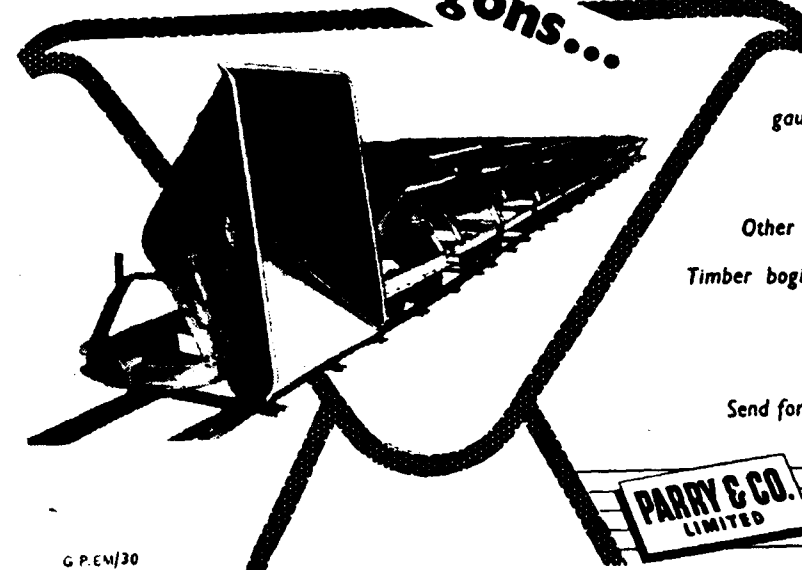
SUPPLYING DRIVING FORCE TO THE SECOND FIVE-YEAR PLAN

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VOL. V

SEPTEMBER 1958

No. 6

INCREASED RESPONSIBILITY

THE Minister for Railways made a statement in the Lok Sabha on 18th August 1958 about the recommendations of the Railway Freight Structure Enquiry Committee. The Committee which was appointed in the year 1955 under the Chairmanship of Dr. A. Ramaswamy Mudaliar, M.P., to review the present railway freight rate structure in all its aspects and to suggest what modifications should be made, bearing in mind the needs of a development economy and the necessity for maintaining the financial stability of the Railways, submitted its report in 1957.

The overall freight burden on food-grains has been reduced. There will be no overall increase in the freight burden on fruits, vegetables, kerosene oil and salt. Special treatment continues to be accorded to handloom products, khadi, books and milk.

It is understood that the new rates will take effect from the 1st October 1958. From the same date, there will be revision of the scales of rates for parcels traffic, and both the goods rates and parcels rates will be expressed in the decimal coinage. The revision in freight rates will result in an average increase by 4 percent in respect of goods traffic and fetch additional revenue of Rs. 9.6 crores

per year. The new rates for parcels will secure a further Rs. 2 crores yearly. The Committee's suggestions in regard to "legs" reclassification have been generally accepted. While for most of the 109 commodities, which had anomalous classifications, a lower rating has been agreed to, in some cases higher classifications have been made. On the example of the U.S.A and Canada the percentage systems has been adopted as it is believed that this will facilitate clearer understanding and easier calculation.

On the question whether the Railways should accept the liability of a "Common Carrier" as in the United Kingdom, United States of America, Canada and France, and become virtually insurers of the property carried by them, there has been some hesitation, since responsibility for loss and damage would increase.

The additional revenue yields have been calculated without making any allowance for the additional responsibility for loss and damage to goods which the Committee have recommended that the Railways should undertake as common carriers instead of as bailees as at present. Where a bailment is made to a particular person, a bailment for hire and reward, the bailee is bound to show

that he took reasonable and proper care for due security and proper delivery of that bailment: the proof of that rests upon him. As usually stated, the bailee will be liable for negligence and it is well-known that negligence is the failure to do something which a reasonable man guided upon those considerations which ordinarily regulate the conduct of human affairs, would do, or doing something which a reasonable and prudent man would not do.

In all cases of bailment the bailee is bound to take as much care of the goods bailed to him as a man of ordinary prudence would under similar circumstances, take of his own goods of the same bulk, quality and value as the goods bailed. If by the fault of the bailee the goods are not returned, delivered, or tendered at the proper time, he is responsible to the bailor for any loss, destruction or deterioration of the goods from that time. This is the Railways' present responsibility.

In order to describe the extent of the liability of a common carrier, it is often said that he has the liability of an insurer. This is a simile. It is not a question of any contract to insure and no contract of insurance has to be made out. The position is that a common public carrier who fails to carry safely has committed a breach of the law by failing to carry safely.

The Committee have stated that this change over should take effect within one year of the introduction of the revised rates structure. This matter is receiving the attention of the Ministry of Railways and should the responsibility of the Railways as Carriers be enhanced as has been recommended, there will undoubtedly be substantial additional expense to the Railways, by way of increased payments for compensation, which could be estimated to 2 or 3 crores rupees per year. Thus, the Railways' responsibility for conveying goods in future will be greater.

Sri Jagjivan Ram, Railway Minister, addressing General Managers of Indian Railways on accidents and trains safety, at a conference held in New Delhi on 25th August 1958



Sri A. C. Mukerji, GM, welcoming the Rly. Minister



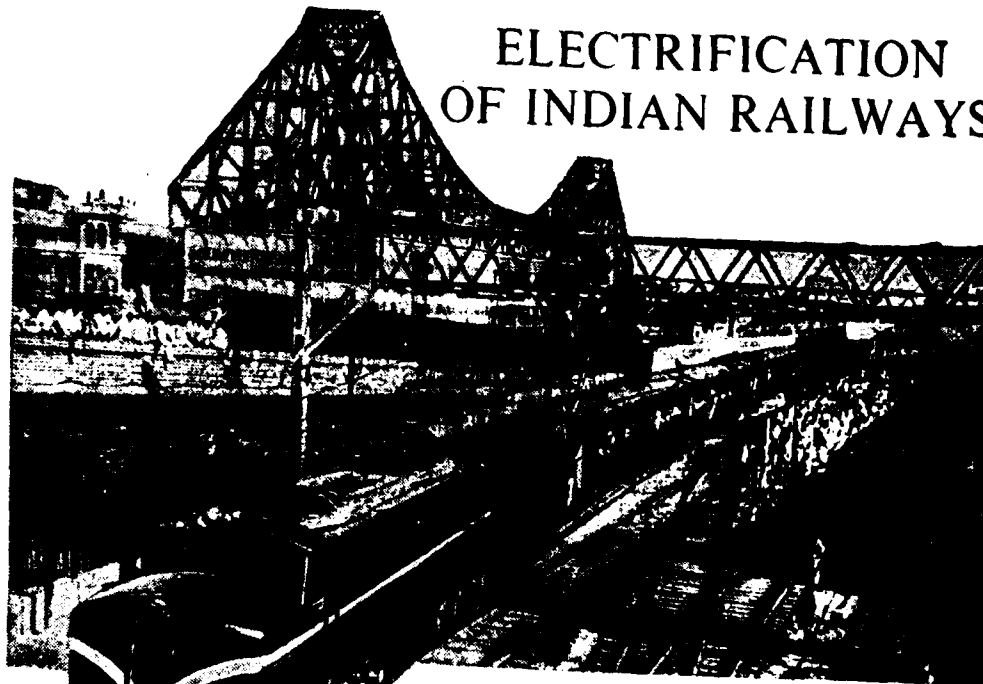
The Railway Minister with Sri K. Kamaraja Nadar

Sri Jagjivan Ram, Railway Minister, Visits Madras on 4th August, 1958

The Railway Minister with Sri A. C. Mukerji, Sri Parmeswaran and others at Madras Central Station



ELECTRIFICATION OF INDIAN RAILWAYS



An 'English Electric' locomotive hauling
the inaugural train from Howrah
Station on 1st December 1957.

"ENGLISH ELECTRIC"
*locomotives or electric motor-coaches
used at all inaugurations!*

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

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

*'English Electric' high rupturing capacity switch and fuse distribution
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AUSTRALIAN RAILWAY ORDER FOR 'ENGLISH ELECTRIC'

A repeat order for 90 motor coaches and 120 trailer coach electric traction equipments, valued at over £1 million, has been placed with The English Electric Company (Australia) Pty. Limited by the Victorian Railways of Australia. In 1956, Victorian Railways started a service with 90 new motor coaches and 120 trailer coaches to form multiple-unit electric trains for its Melbourne suburban lines. All the electrical equipment for this modernisation programme, designed to give a maximum speed of 80 m.p.h. was manufactured by The English Electric Company Limited.

The motor coaches, which are over 70 feet long and seat 59 passengers, are designed to operate in multiple-unit in a variety of ways, *e.g.*, they can be used in two-car sets with one trailer coach, or equally efficiently in trains of two motor coaches and three trailers. During the rush hours in Melbourne, 7-car trains are used consisting of three motor coaches and four trailers, while in "off-peak" periods, 4-car sets of two motor and two trailer coaches are normal. The trains operate on a 1,500 volt D.C. over-head system.

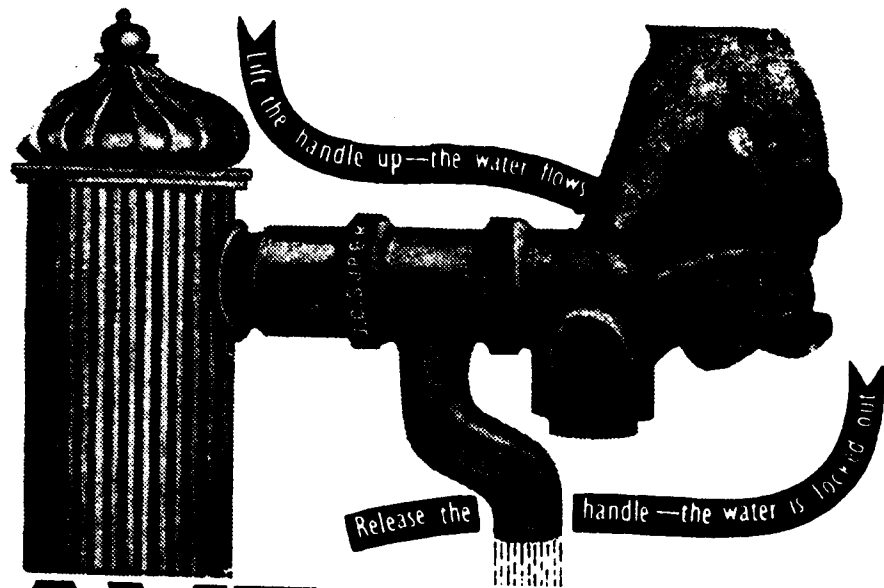
This is the fourth substantial order from Victorian Railways to be placed with the Company within the last few years; sixteen 350 h.p. diesel electric shunters have also been supplied and twenty-five 2,400 h.p. Co-Co electric locomotives for passenger and freight duties were delivered in 1954.

GHANA REPEATS ORDER FOR 'ENGLISH ELECTRIC' LOCOMOTIVES

A contract has been signed for the supply of a further twelve 750 h.p. Bo-Bo diesel-electric locomotives to Ghana Railways by The English Electric Company Limited. Fourteen similar units, the first diesel electric locomotives to operate in Ghana, were supplied by 'English Electric' in 1955 and these have now been well-ried in service on shunting and transfer duties and as single units on light passenger and freight duties. They also operate in multiple unit on the heavier main-line services. The success of the original locomotives in these various roles has led to the present repeat order.

The locomotives, which weighs 53 tons in working order, is powered by an 'English Electric' six-cylinder SKRT type diesel engine, manufactured at the Company's Preston Works, and current is generated to four electric traction motors which drive the locomotive through reduction gears. Maximum service speed is geared to 55 m.p.h. The locomotives now ordered will be built at Robert Stephenson & Hawthorn Limited, which is a member of the English Electric Group.

Apart from the locomotives of this type operating in Ghana, diesel electrics of generally similar design have been supplied for service in Nigeria, Jamaica, South Australia, Western Australia and Tasmania.



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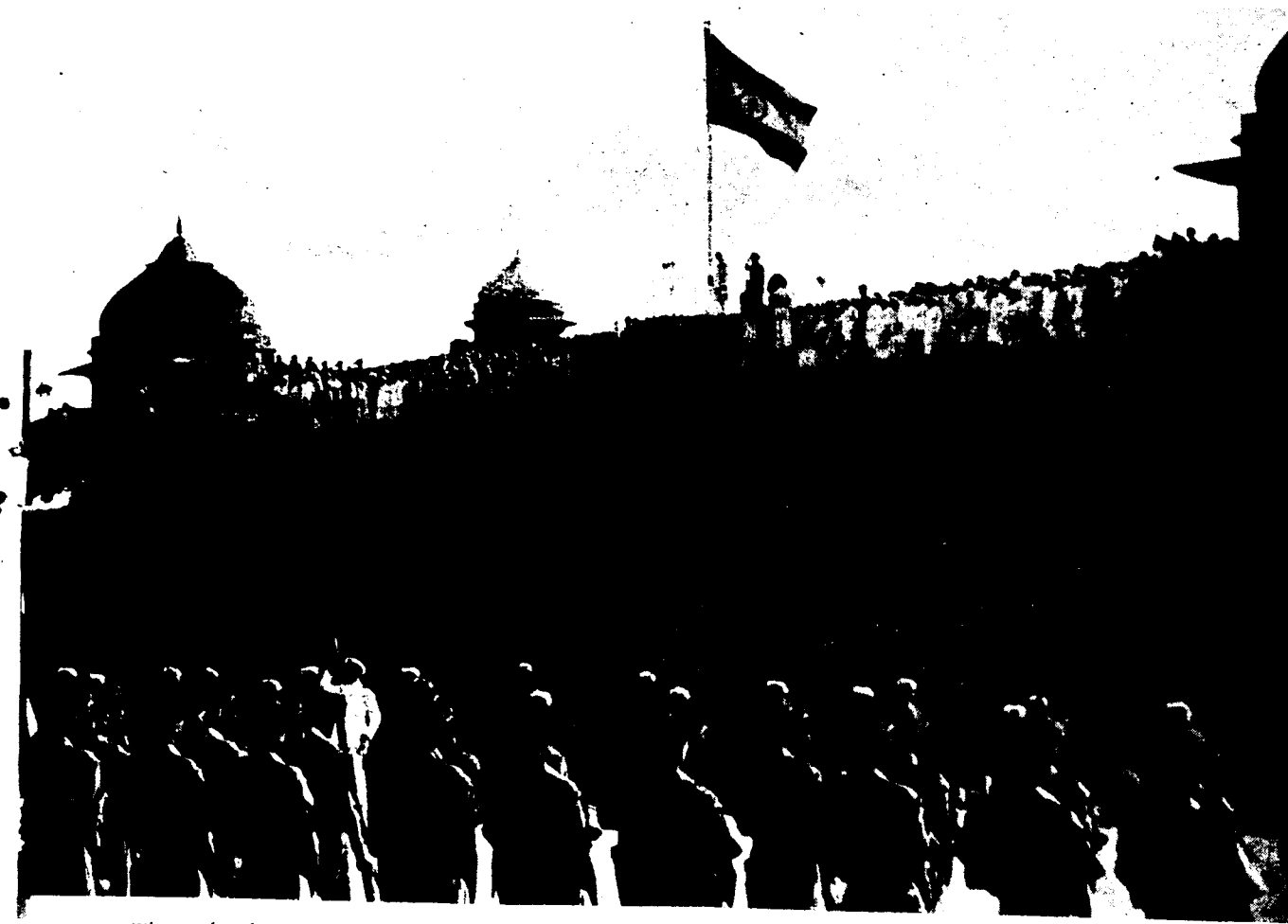
1. It is leakproof because it is glandless and self-closing.
2. Less wear because there are very few moving parts - only a washer to renew.
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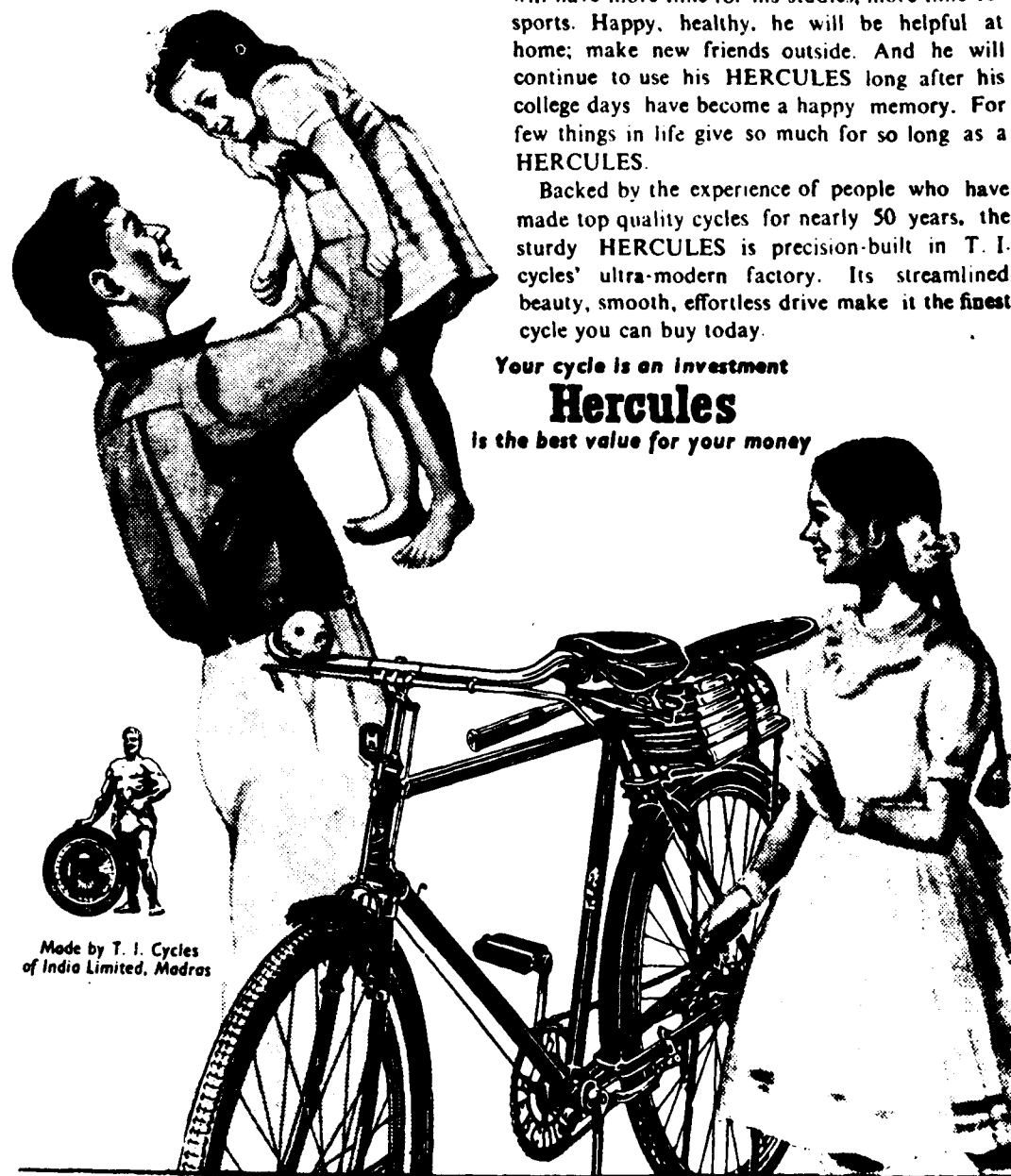
The combined 200-man Army, Navy, Air Force and the Police guard of honour presents arms and the Punjab Regimental Centre Band strikes the National Anthem as the Prime Minister unfurls the National Flag on the ramparts of the historic Red Fort in the capital on Friday, August 15, 1958. Simultaneously, a battery of the No. 144 Field Regiment (Artillery) of the Territorial Army fires a 31-gun salute.

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TIC 312 A

SOME MODERN TRENDS IN RAILWAY WORKING

—(Concluded)

V. K. STHANUNATHAN, B.Sc. (Hons.)

Railway Staff College, Baroda

PASSENGER COACHES :

PASSENGER coaches of the conventional type, we are all familiar with. The body of the coach is carried on bogies by a suspension system which allows the bogies to roll on curves and also permits side-ways movement of the body in relation to the bogies. Springing is provided between the bogie frame and the axles. The coaches are predominantly of the compartment type with side entrance doors from which passengers board or leave the coach. There are, however, a few coaches which are vestibuled and have an end opening. There is also an end door through which passengers can walk on a small platform to the next coach. The platforms are protected by collapsible covers which can be pulled out or folded back on the bellows principle. When two corridor coaches are coupled together, their bellows are extended and joined to one another so as to form a tunnel from carriage to carriage. There are a few trains which are completely vestibuled like this, like the air-conditioned Expresses and vestibuled Janata Expresses.

Provision of dining cars on coaches is an amenity that is being provided on the more important trains. Cooking in the steam hauled trains is usually by means of solid fuel like coal or charcoal but in some countries electricity is being used for the cooking. As the normal electric voltage available in carriages is too low for cooking,

some kitchen cars use electric power obtained from generators fitted up which are driven from the axles. In electric trains arrangements could be made for taking a supply at a suitable voltage from the locomotive or from the motor coach for the dining cars.

In America several pull-man car services are available for adding to the comfort and convenience of upper class passengers. These luxurious vehicles are named after George Pullman who first suggested the idea that additional comforts may be provided to passengers who will be willing to pay the necessary extra fares for such comforts.

At present the standard brake for passengers and goods stock is the Vacuum brake. The brake blocks are operated by pistons in the brake cylinders underneath the coaches. While the brakes are "off" a vacuum is created above the pistons by steam operated ejectors on the locomotive, which are connected to a pipe running throughout the train and connecting with all brake cylinders. Flexible hose-pipe connections connect the pipes between coaches. The connection cord in passenger compartments, when pulled, allows air into the system and the brakes would begin to apply and as soon as this is noticed by the driver, the train will be pulled up by him. Recently a better type of braking has been introduced on trains in Britain and America particularly for fast services, viz., the Westinghouse

Air-brake. Here, the brakes are worked by air which is compressed above the atmospheric pressure and stored in reservoirs on every coach. The air is compressed by a motor driven pump on electric rolling-stock and by a steam pump in these cases of steam locomotives.

Lighting in coaches is provided by means of battery provided under each coach which are automatically charged by axle driven dynamos while the train is running. In America and England fluorescent lighting is replacing ordinary filament lamps in many long distance trains. A special electric supply is usually needed for this form of lighting but there is saving in power by the use of fluorescent tubes.

Air-conditioning prevents dust or sand entering the compartment and also maintains the interior of the coach at a nice and comfortable temperature. The air inside the coach is drawn in through filters which clean it before it passes into the air-conditioned unit before being circulated to the coach. The standard of amenities provided in the air-conditioned coaches in India compare well with the standards of comfort provided in similar coaches in England or on the Continent.

In America, a popular additional attraction that has been provided on important trains is the Vista—Dome or Scenic Dome Car. This is a coach with an upper floor enclosed by a glazed dome so as to form an observation platform. On the Canadian Pacific Railways, the Trans-Continental expresses are provided with Scenic vehicles providing a magnificent view of the scenery of the rocky mountains

which extends for 600 miles along the route of these trains. In United States also, some of the important are provided with Scenic domes.

SPEED OF TRAINS :

Electric trains hold the world record for rail speed. Attempts have been made from the beginning of the twentieth century itself to try speeds of more than 100 miles per hour. In 1903 a world record was set up in Germany when two electric passenger cars attained a speed of 130 m.p.h. on a test run between Marienfeld and Zossen near Berlin. In 1930 the Italian State Railways began to enter the 100 mile zone on their ordinary runs and one of their test trips in 1939 achieved the first railway start-to-stop an average of over 100 miles per hour on the run between Florence and Milan, a distance of 197.8 miles being covered in 115.2 minutes. The maximum speed was 126 miles per hour. On the French National Railways with their 1,500 volt DC electrified system, very astonishing results have been achieved. In 1954, one of their trains ran at over 151 miles per hour with a three coach train weighing 159 tons on a test run between Dijon and Beaune. The locomotive used is described as the standard 7,100 Class, 6 Axle Locomotive with a horse-power of 4,800 and with a capacity to haul about 700 tons at 99 miles per hour. In the United States diesel locomotives have been able to run slightly over 100 miles per hour.

Considerable research is being made to improve the technique for giving more comfortable travel at higher speeds. Over the French National

Railways, coaches fitted with rubber tyred wheels are being made use of for more comfortable riding at high speed. Each carriage bogie has five axles so that in the event of a tyre bursting at high speed, there are at least four axles in reserve over which the weight can be spread. The wheels have ordinary steel flanges and braking is done by means of drum brakes. Mention should be made of the fact that recently, the French Railways have established a speed record of 205 miles per hour on a test run of an electric train with three coaches.

Trains formed of passenger coaches with a very low floor level and only one axle each are also being tried in Spain and in America. The Spanish train is named the Talgo train. As only one axle is provided in each coach one end of the coach is attached by a special coupling to the rear of the coach in front. The coaches are very light and are made of Aluminium.

In describing about recent advances, mention must be made of the "aero-train" in America. This is a train in which the coaches are less than half the weight of existing stock and a diesel electric locomotive is also shaped to match the train. The coaches are 4-wheeled coaches with compressed air shock absorbers so that the passengers get a feeling of actually "riding on air." All coaches are air-conditioned and each has a pantry at one end from which passengers are served with meals without leaving their coach. Luggage is carried in compartments under the coach floors.

Another recent development is the construction of overhead rail links.

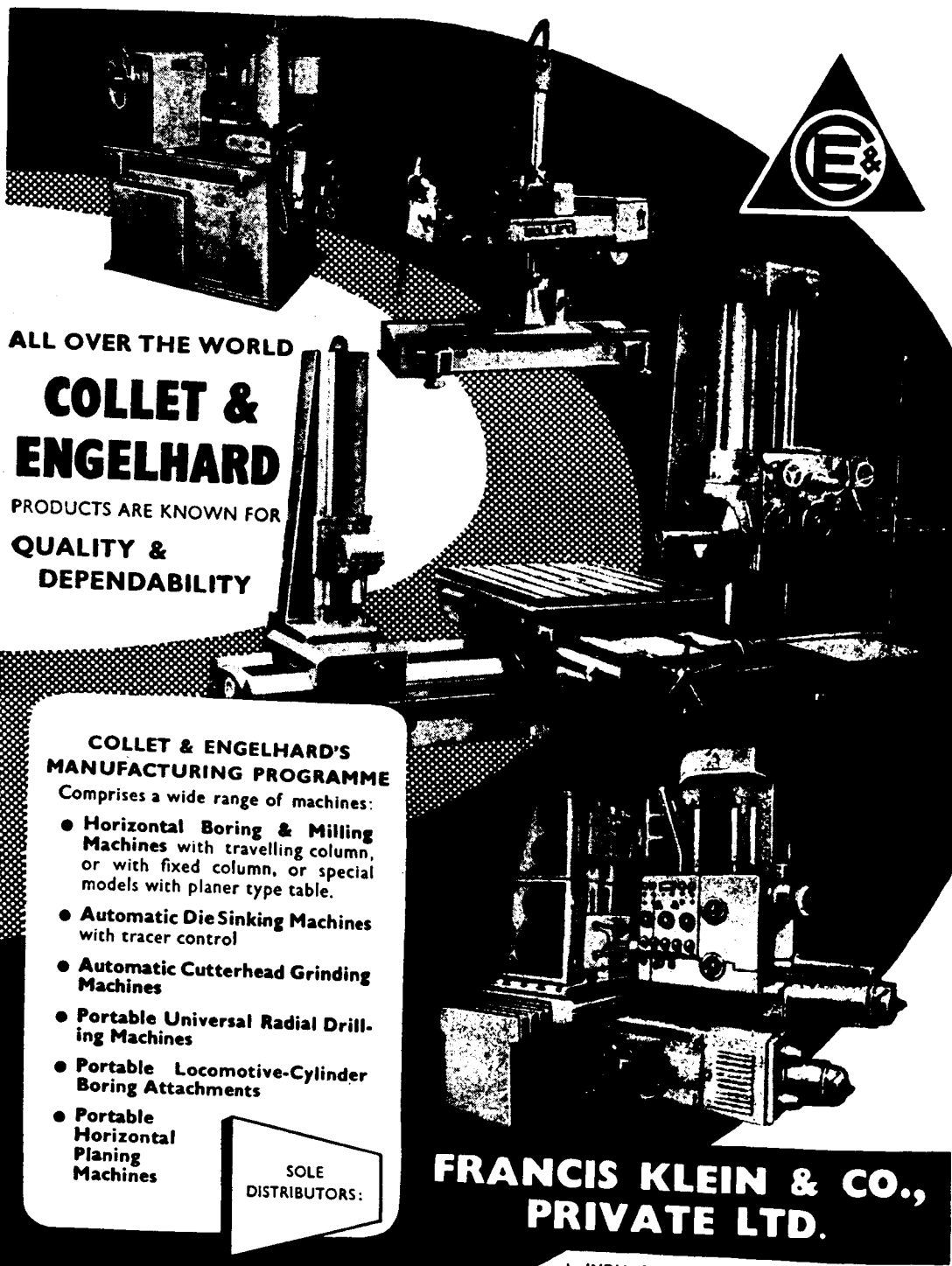
In this arrangement, the cars will be suspended below rubber tyred wheels running on a girder track. Each car would seat about 150 passengers and travel at 150 miles per hour.

HANDLING OF GOODS TRAFFIC :

A large degree of mechanization has been introduced in important goods sheds in England and other countries in order to speed up loading and unloading and sorting of traffic. For loading and unloading, a series of conveyor belts are used for conveying packages alongside platforms so that the packages could be taken to the actual wagons. Mobile electric cranes are also used for carrying packages from wagon to platform and *vice versa*. Wagons may also be unloaded by a portable conveyor, the ends of which can be projected above the doors of wagons so that packages can be placed on the moving belt from inside. Outside the wagon the goods are sorted out in platforms and are picked up by electric trucks.

For movement of wagons inside goods sheds on sidings, etc., a motor-driven pusher with a wheel which rides along one rail is used. The shunter can guide the unit by means of a handle bar. More powerful tractors in which shunting staff can drive and steer in the ordinary way are also used. This can also move from track to track by crossing the rails.

Another development is the Container Service in England. A similar service is called "piggy-back" in America. The container is loaded at the sender's premises taken by road to a goods depot or station where it is put on a flat wagon and at



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the destination end the container is transferred to another road vehicle and delivered at the door of the consignee. There are numerous types of containers with special fittings and arrangements for conveying traffic such as bicycles, furniture, clothing and confectionary and insulated containers for carrying perishables, food stuffs, etc.

In yard shunting, more and more use is being made of the hump yard with points being operated from a central place by means of push-buttons. Arrangements now exist in the up-to-date yards for controlling the speed of the wagons when they are shunted from the hump. A further improvement in technique in marshalling yards is the automatic application of rail-track pressures according to the speed of wagons going off the hump. The radar system is used in one yard in the U.S. which measures the speed by timing the echoes received from electrical pulses transmitted towards the approaching set of wagons and adjusts the rail brake pressure accordingly. Television is also being used in America for assisting marshalling yard operations.

Use is also being made of high frequency radio for communicating messages between the Yard Foreman and the Drivers of shunting locomotives. It is also used for communications between the staff in different parts of the Yard.

SIGNALLING

We are already familiar on our railways with the various standards

of Signalling like Standard I, II & III. Double-wire upper quadrant signalling and colour-light signalling are improvements in technique. The modern tendency is to have track circuiting of yards and to have colour-light signalling. Points are worked also by power or compressed air by electrically operated valves. We have already such signalling at yards like Madura and Erode and on the suburban sections of Madras—Egmore—Tambaram section and at stations in the Bombay area. The next step in power signalling is route relay interlocking. Here locking of points, etc., is done by relay contacts which are inter-connected in such a way that the circuits for operating signals and points are completed only when all conditions are safe. One switch can control one or more signal and points necessary to signal a complete route. If a switch is operated to signal a route before conditions are correct the points and signal changes will not take place until it is safe for them to do so. In Kurla station on the Central Railway Route Relay Interlocking is being introduced and one single cabin is going to replace the several cabins now in use and when completed, it will be the first of its kind in India.

While modern systems reduce the human element to a considerable extent, none of the safety measures will be effective if a Driver cannot see and avail of the signals. As a final protection, therefore, some important lines in America and England are equipped with automatic train control which gives a bell or siren warning in the locomotive cab when passing a distant signal and if the signal is at caution, applies the brakes of the locomotive

automatically unless the Driver takes steps to do so himself. There are many different methods of transmitting signals from the line side to a moving train. One system is the magnetic system. Before each distant signal, two magnets are laid in the track. The first is a permanent magnet and the second an electric magnet. A magnetic receiver is mounted under the locomotive and on passing over the first magnet a pivoted arm carrying electrical contacts is caused to move by the lines of magnetic force. This starts the warning in the cab. If the signal is off, the electro-magnet is made alive and it deflects the arms to its normal position so that the alarm signal stops and nothing further happens. If the signal is "on" the electro-magnet remains inactive so that the cab warning continues and after a short delay the brakes are applied. The delay allows time for the Driver to cancel the automatic connection and keep control of the train himself. In the U.S., more elaborate forms of ATC are used. Under this arrangement miniature colour lights in the cab continuously show the state of the line ahead and change immediately if there is any alteration. This arrangement is called "continuous cab signalling" and is operated by coded electric current plying on the track.

Another well-known modern development is Centralized Traffic Control which is a system for remote control of signals and points from one office over distances upto 120 miles. In the Control office, a diagram shows by means of lights the whereabouts of all trains at any moment throughout the section controlled as also the

position of all points and signals. By movement of small key switches the CTC operator can signal trains on the section.

PERMANENT WAY :

Technical improvements have been taking place in regard to the permanent way also. The old type of bull-head rail has given place to flat bottom rails. Rails are classified according to the weight per yard. Rails in our country are usually 42' lengths and rails are joined by fish-plates. In many countries rails have been welded into continuous lengths to reduce the number of joints. France has welded rails as long as 945 yards and in U.S.A. railways welding is used everywhere except where points and crossings or track circuits require break in the rails. The London Tube Railways have adopted welded lengths of 300 feet as standard.

Permanent way maintenance has also been speeded up in many countries by mechanisation. Ballast may be packed under sleepers by tamping machines which can travel under its own power to the site of work. At the site, tamping tools are brought into action in the space between sleepers and enable ballast to be packed under each sleeper in turn. A development in laying new track is the machine for taking out old rails and lowering new pre-assembled sections in its place. It comprises of two horizontal crane jibs with a loading capacity of 5 or 6 tons. Various other mechanical devices have been brought into use, for example, for keeping the track free from weeds and for making proper drainage arrangements.

ADVENT OF ATOMIC POWER

In future, attempts will be made to use atomic power for industrial use and therefore, for use in railway transport also. Nuclear energy can be used for Electrical generation in power stations and electricity from these Nuclear power stations may be used for electrifications of lines. The essential principle of the nuclear power station is that the enormous energy produced by nuclear fission in nuclear reactors will be transferred to some gas which will be circulated around the reactor. The heat generated from the reactor will be carried by the gas and transferred to water in huge Tower-like structures called "heat exchangers." From the exchangers, the steam will be led away to turbines which would drive the electric generators.

Where the atomic energy is to be directly used for driving a locomotive, suitable devices will have to be made for converting the heat energy of the reactor into mechanical force in the

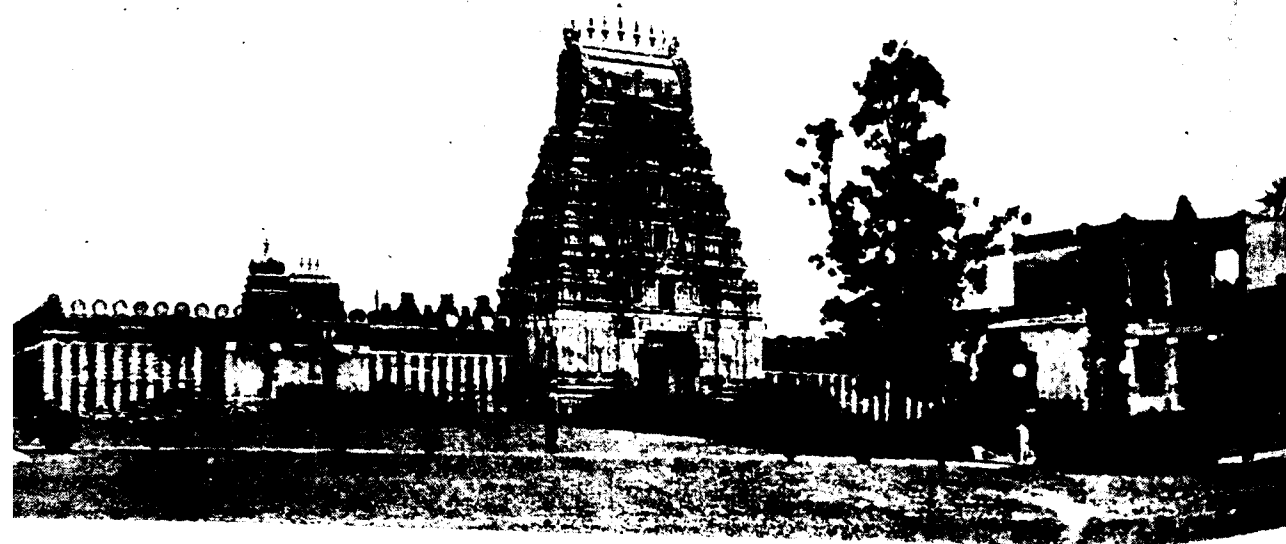
locomotive itself. One proposal that is still being experimented in America is to use the heat directly for driving the gas turbine. The turbine will be coupled to electrical generators which will supply current to traction motors. Many problems of maintenance, control of speed, etc. still remain to be solved but there is little doubt that solutions will be found in the not too distant future for making the atomic locomotives a practicable proposition.

OTHER MODERN DEVELOPMENTS :

Trains controlled by electronic methods lead to the possibility of driverless trains. In a French experiment, a train hauled by a 4,000 horsepower high speed electric locomotive, ran a distance of 11 miles under the control of a radio station at a mid-way point on the line. In America, similar tests have been made with motor coaches with control signal transmitted at low frequency over telephone wires alongside the track and picked up by receiving points in the coach.

A CORRECTION

In the August 1958 issue of 'SOUTHRAILNEWS' it is mentioned in page 51, para 2, line 12 that the export of Iron Ore was 2 million tons. This error is regretted. It was 2 lakhs of tons and the final target was about a million tons.



Sri Ranganatha's Temple

SERINGAPATAM

WHERE HYDER AND TIPPU REIGNED

N. V. R. SWAMY

THERE are many places in India which attract every one, either for their historical beauty, or for their holiness, or for the architectural beauty of the monuments, tombs and forts. But there are only a very few places in India which possess all these and attract everybody, whether he be a pilgrim, a tourist or one interested in archæology.

Seringapatam in Mysore, which was the capital of that State from 1610 to 1799 A.D., and which was the scene of the Mysore Wars, is one among them. The crumbling fort walls, bastions, dungeons, the pleasure Palace and the tomb of the once mighty Tippu are of particular interest to the visitors. Added to this, for pilgrims, there is the temple of Sri Ranganatha, which is the largest temple and the most celebrated one in the State.

Seringapatam is an island formed by the sacred river Cauveri, similar to the island formed by the very same river at Srirangam (near Tiruchirappalli).

The history goes back to the year 1133, when Ramanujachari, the Vaishnava reformer, fled to Mysore from the Chola Rajah, and converted from the Jain faith Vishnu Vardhana of the Hoysala Ballala dynasty. The Royal convert gave him the province of Ashtagrama, including Seringapatam, over which he appointed officers called Prabhus and Hebbars. In 1454, the Hebbar Thimmiana obtained from Sri Krishna Devaraya of Vijayanagar, the government of Seringapatam, with permission to build a fort there. His descendants governed till Sri Ranganaya of Vijayanagar appointed a Viceroy, the late of whom was Thirumal

September 1958

SERINGAPATAM

25

Raja, who, in 1610 surrendered his power to Raja Wadiyar : Seringapatam then became the capital of Mysore Rajahs and of Hyder and Tippu, till the fort was stormed by a British army in 1799 A.D.

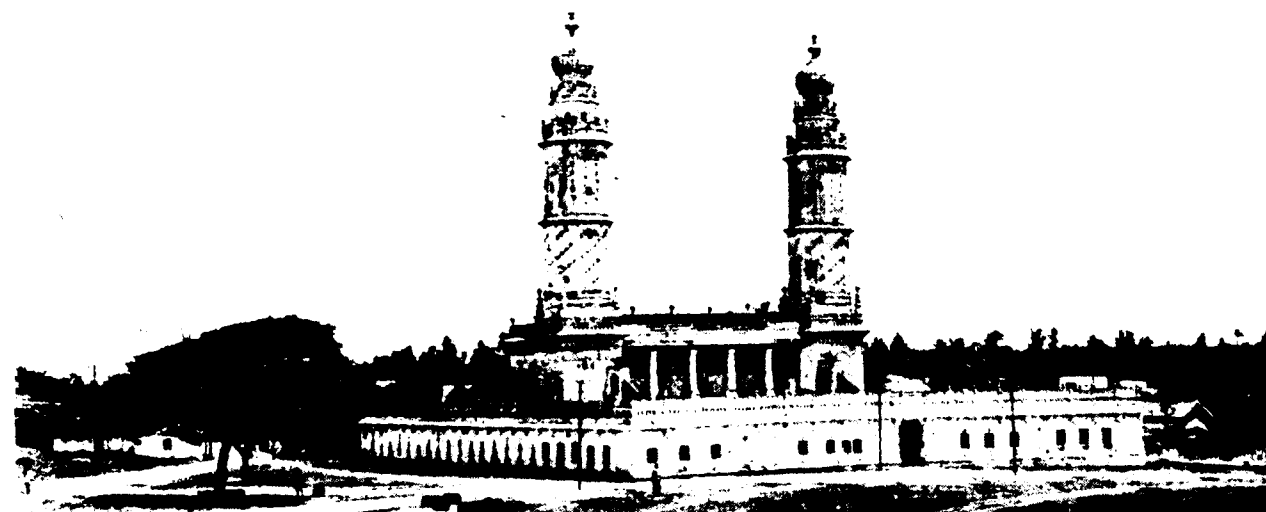
According to an inscription found in a temple at Hampi, it is known that King Narasa, father of Krishna Deva Maharaja of Vijayanagar bridged the Cauveri though it consisted of a rapid current (of copious water) crossed over it, straightaway captured alive in battle with the strength of his arm—the enemy, brought his kingdom and the city of Seringapatam under his power.

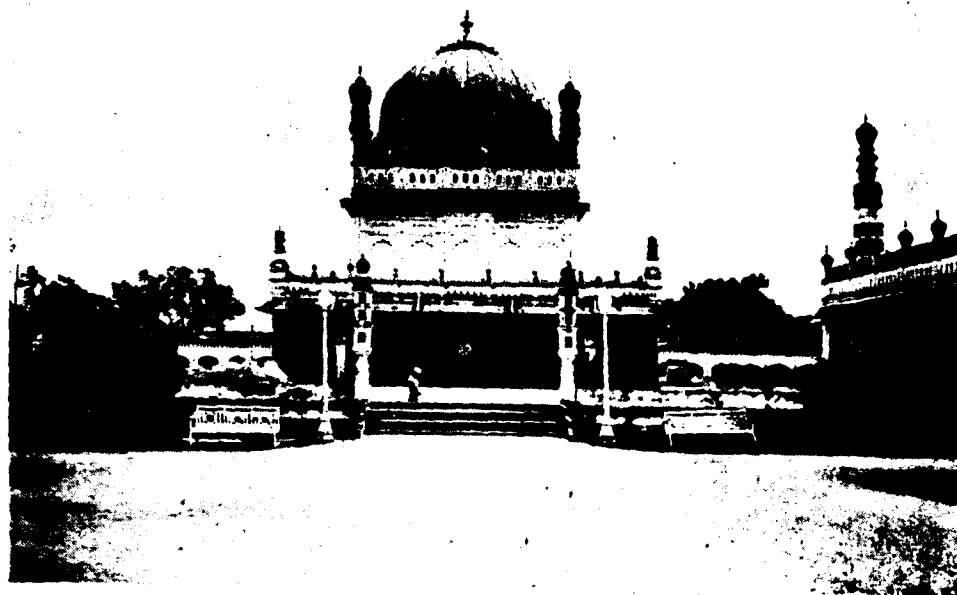
Tippu was the son of Hyder Ali who was only an adventurer in the Mysore army in 1749 A.D. However, Hyder made good so effectually under Mysore Rajahs, that he became the power behind the throne and never rested until the reins of government were in his hands. After founding an empire in 1782, Hyder Ali died suddenly, and his son Tippu Sultan

succeeded him. From the outset, Tippu was up against the British and after his defeat by Lord Cornwallis at Seringapatam in 1792, he strained every nerve to form a coalition by means of which the English could be expelled. To this end, Tippu carried favour with the French. Again during the second siege of the fort which lasted from 17th April to 4th May 1799, Tippu had a sudden attack and though he fought courageously, he was forced to retreat and atlast fell mortally wounded near the northern locality of the fort, which is now known as the Water Gate. On the next day, Tippu was laid to rest in the Lalbagh Mausoleum, which he had erected for his father Hyder Ali and his mother Fakhrun-Nissa. Thus, the reign of Tippu came to an end. And again, the Wadiyar family, which had been overpowered by Hyder and Tippu, was reinstated on the throne of Mysore.

One inside the town of Seringapatam, with the crumbling fort walls around the town, the bastions,

"Jumma Masjid", Seringapatam





"Golumbaz" containing the tombs of Hyder, his wife and his son Tippu

Besides this temple, there are also temples to Gangadareswara and Narasimha here. The Utsavar (the metallic image for taking out in procession) of the Gangadhareswara temple is a very handsome figure of Dakshinamurthy. In the Shiva temple, there are the figures of some of the Saiva devotees.

It is said that Hyder and Tippu actually worshipped Sri Ranganatha in this temple and Tippu is said to have made several gifts to this temple. Had it not been for the great reverence

he had towards it, Tippu who had demolished so many Hindu temples, would not have spared the temple in his own town! It is a fact that this temple did not receive the even slightest damage from Tippu, who perhaps was averse to become an iconoclast.

From Mysore, a mile from Seringapatam, is Paschimavahini. The place derives its name from the fact that the Cauveri river which runs in an easterly direction here flows to the west, for which reason this is considered sacred.



A RAILWAY STORY

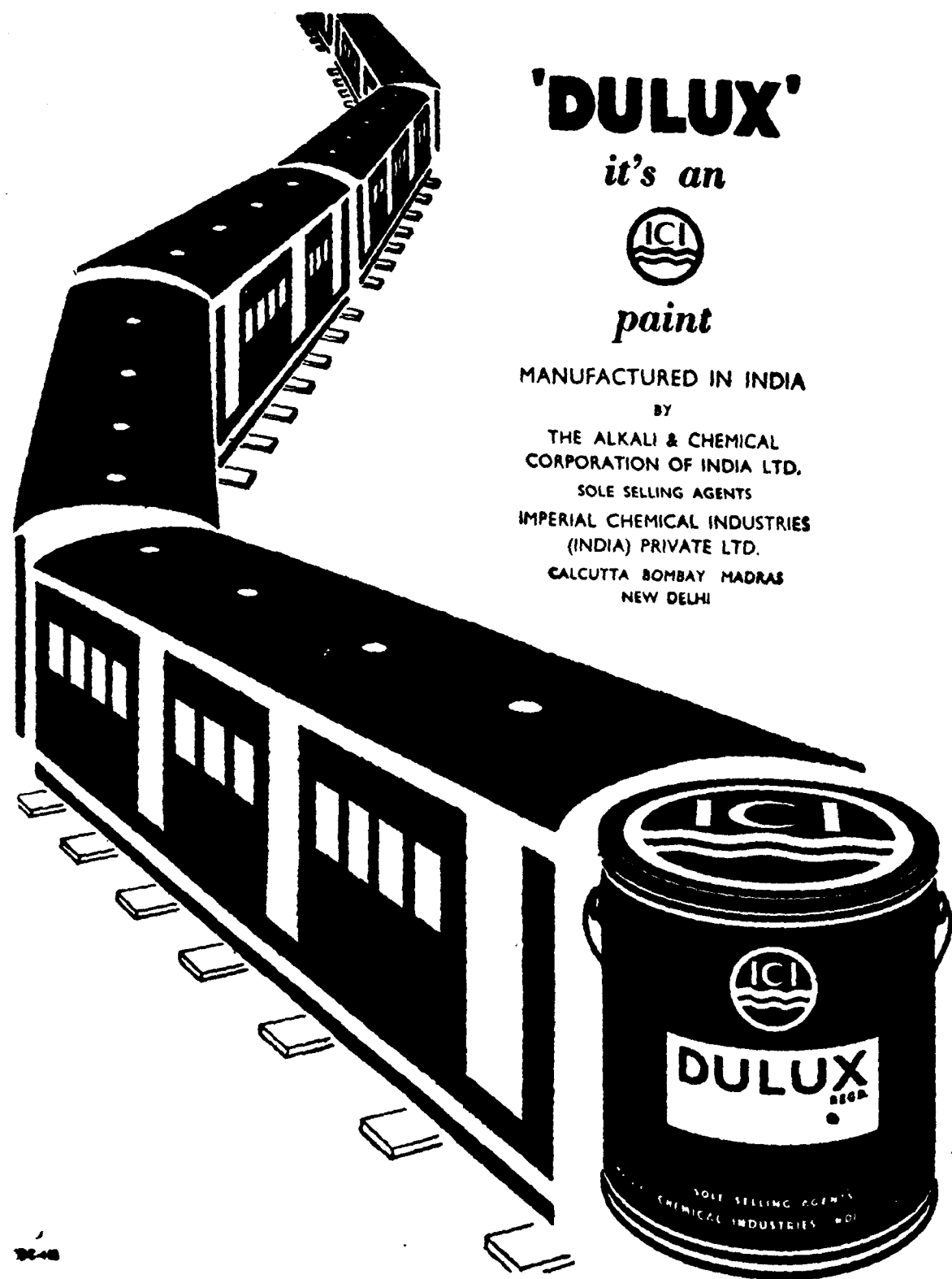
(Contributed)

ONE Railway Officer received an application with 40 signatures which he passed on to his immediate boss saying that it is serious and a Police enquiry should be held. The application pertains to the transfer near the headquarters station of second Assistant Station Master whom the first ASM did not like. His grievance was that the person with whom he was not friendly had been posted comfortably at a station near the headquarters as A.S.M. (without considering that he himself was comfortable). He lost his balance and wrote that complaint. The complaint was that the newly posted A.S.M. was favoured by the officer and he was brought to the station. The Assistant Officer who dealt with that case wrote that it was a serious matter and a Police enquiry should be held and when he went to the Divisional Officer, he wrote that he wanted a note about it. Divisional Officer was a very cautious officer. But the Personnel Officer who dealt with it considered it not a fit case for Police enquiry. With all his practical experience, he enquired at the Headquarters office which of the line staff have quarrelled among themselves and there were only two quarrels and called for the personal files of four A.S.Ms. who were involved in some quarrels. The signatures on the application were compared with the signatures in the personal files and found that one of these handwritings tallied with the handwriting in the application. The suspected person was sent for from line by the Personnel Officer and wrote that the case was neither so

serious nor did it call for a Police enquiry. This was going to prove a simple affair. The concerned staff appeared before the Officer. When the officer showed his signature as is written in the application, the complainant who was an ASM fell down at the feet of the officer and when the officer questioned him "Did you sign for all the 40 people?" he said "Yes". As a mark of moral punishment, (following the principle of Karthaveerarjuna in Krita Yuga), to get in to the mind of subject who resorts to confession the officer let him off with a milder punishment than originally designed, with a warning for the future. A man who openly confessed his mistake, stands a chance of improving in the future. This is founded on the principle of auricular confession to the priest by the Catholic. Tolstoy when he speaks about the Christian doctrine, says that from the rational point of view, the confession makes you wiser and more conscious about preventing such occurrences. If confessions in administration receive due consideration, more staff will come forward to confess and commit less offence and there is a chance of improving the morale of the staff.

Though this is not an ostentatious way of dealing with a case, this is more effective than handing over the case to the police and dealing with the case in a flash manner. He who conquers by force hath overcome half his foe. "Love is more precious than gold."

[The characters in this story are entirely imaginary and have no reference to persons living or dead.]



"A FEW MINUTES HERE AND THERE"

OPRAIL

THE Janata express was speeding along the tracks at a steady forty miles an hour. Guard Easigo in the brakevan at the rear of the train, had made himself comfortable, as he knew the next stop was a good twenty miles away. He had completed the entries in his train papers, and decided to ease up for a spell. Lighting a cigarette, he let his thoughts wander in realms of pleasing reverie. The rhythmic clicking of the wheels over the rail joints sang a soothing lullaby, and presently he passed into a doze.

The express service link to which he had recently been promoted was not at all bad, he thought. The tempo of work was somewhat more brisk, but it had its compensations, as his hours in the brakevan were more or less fixed, and not nearly as long as those he had spent jogging along in a bone-rattling brakevan at the tail end of a seventy-wagon goods train.

His mind traced back those easy-going days of work on the goods services. Not much work, and more than enough time in which to do it. He recalled many occasions when after a good run-through of 20 or 30 miles, he would find his train being side-tracked to a passing loop of a little wayside station, and there come to a halt. He would then amble over to the station master's office to ascertain how long he was likely to be forgotten at this lonely spot. Ringing up Control, he would be told that his train was being held to give precedence to a mail or fast express train, and he

would have to wait for at least an hour.

After a friendly chat with the station master, he would return to his brakevan for a nap, but on the way he would tell the driver of his train to give him a couple of toots on the loco whistle to wake him up in case he slept too sound. Eventually his goods train would move and stop, move and stop and complete the run of a hundred odd miles within 15 to 20 hours, after which he would get home.

Those were the leisurely days when time hardly mattered, but when Guard Easigo stepped into a passenger train brakevan, he felt after the first few trips, that from a gentle soothing breeze, he had been caught up almost in a whirlwind. It was start, stop, load and unload packages, check guidances and waybills, make over to his relief at the end of the trip, and in between all this the friendly and sometimes unfriendly small-talk with A.S.Ms, parcel clerks and passengers. Phew! quite often he would feel a yearning for the slow-moving goods train days.

But as he learned to conquer the hurry and scurry, he soon acquired the old dog's tricks of sneaking in his odd moments of easing off, and time-stealing dodges. On the goods services each hour seemed to offer more than 60 minutes to get work done, but on the express services time was tight. But with all that he soon found that running time allowed was generous, and a few minutes lost here and there could always be made up by his driver,

who would put on a spurt of extra speed to recover the time lost.

But to return to his journey. The Janata express suddenly lurched over the facing points of the track in a station yard. This shook him out of his reverie. A glance at his watch told him that the next stop was due in a couple of minutes, but his train was running five minutes late. Why worry, five minutes was not so much. He would try and cut down the scheduled stop of 15 minutes to 10 and thus make up the lost 5. But as the train came to a stop at the platform an alarming sight met his gaze. The rear of the platform was stacked with a large number of packages of all shapes and sizes, to be loaded into his luggage van. And there was the parcel clerk with a grin on his face, a bunch of waybills in his hand, and the words on his lips, saying "about one hundred packages for loading, Guard saheb!"

Guard Easigo was not in the least perturbed. He had 15 minutes and told the parcel clerk to get the porters to start loading. Then yelling to another porter he said, "Tell the chawalla to send along a cup of tea."

The loading started. Guard Easigo kept eyes and ears alert for the ASM's starting signal, and his cup of tea. Time crept on. The starter signal arm dropped, the ASM gave his O.K. and the driver looked back from his cab for the Guard's signal. The scheduled stop was up, but the packages were not yet all loaded, and that lovely cup of tea had not yet arrived. Well, another 5 minutes detention wouldn't do any harm: as this could be explained away as loading packages. At last the packages were all in,

documents checked, and the hot cup of tea consumed. Guard Easigo now had the energy to give a real shrill blast on his whistle, waved his green flag vigorously, and the train was on the way again. But 5 more minutes had been added to the score of late running.

By the end of the trip more detentions had been added and instead of time being made up, the entries in the train papers disclosed that the train was running 30 minutes late.

Guard Easigo soon acquired a reputation for almost guaranteeing late running of whatever train he happened to work. Some how this did not worry him much until one day he was summoned before the District Operating Superintendent. The latter officer calmly but firmly acquainted Guard Easigo of certain facts and figures of the loss caused to the Administration by his casual attitude to train punctuality. The outcome was that Guard Easigo found that his indifferent working had actually placed him in debt to the Administration, as he had caused more financial loss than the amount he had received in pay over several months.

Now Guard Easigo was not a bad fellow, and when he had been confronted with the facts, he was deeply impressed. After all he was being paid to work and not to cause losses to his Railway. It was about time he woke up and shrugged off the enemy sloth.

A few days later Guard Easigo reported to the ASM's office an hour before arrival of the express train by which he was booked. The train rolled in 15 minutes late, and to the

(Continued on page 41)

VANA MAHOTSAVA

T. P. S. KENT

*"He that planteth a tree is the servant of God,
He provideth a kindness for many generations; and
Faces that he hath not seen shall bless him."*

GOLDEN are the words contained in this verse written by a 19th century poet. Trees are natural landmarks and memorials; because they have more than the allotted life span of man, they carry their associations through generation after generation. They provide not only a shelter, but also a belt which prevents deserts from extending their way over cultivated land. They also hold the soil together and prevent or at any rate minimise soil erosion and moderate the climate of a place.

In India, the two evils of unplanned land use and soil erosion have caused great damage. The most devastating effects are seen on the friable soils of Hoshiarpur and Kangra Siwaliks in the Punjab. It is said that when Emperor Jehangir built the castle of Nagpur for Nur Jehan, the forest was so thick that a bird could hardly spread its wings. Today it is a denuded hilly track with nothing more than tufts of grass and bushes. This regression has happened in less than 300 years. The same has happened also in Etawah and Agra, Chota Nagpur plateau in Bihar, and Nilgiris in the South. Mesopotamia was once a fertile and prosperous land—it is now virtually a desert. Palestine and Syria have suffered the same fate. The wrath of man has been very aptly expressed in the famous French proverb, "Forests precede civilisation but desert succeed them."

3

Trees, have for decades played an important part in the home of the ancient Hindus. No home was complete without the amla or bael. The pipal is the Bodhi tree, the tree of enlightenment under whose cool shade Gautama became the Buddha. The pipal tree besides a pond is the village "club." Why is the pipal so sacred? On a moon-lit night the pipal leaf shines like golden lamps, the coppery leaves transformed by moon light into myriads of fairy lamps. In the morning the blazing sun turns copper into molten gold. Thus the ancient Hindu poet was no exaggerating when he said that in the roots of the pipal is Brahma and in its stem Vishnu, and on every leaf sits a God.

Amongst the fruit trees, for time immemorial, the Mango tree has been grown. Its fruit, flower, leaf and wood are connected inextricably with religious ceremonies of the ancient Hindus. Buddhists held the mango with an equal esteem. The mango has been known for ages for the temples at Bharhut which date back to 100 B.C. have sculptures of mango branches. Yuan Chwang, the Chinese traveller who visited India in 632 A.D. referred to mangoes in his prose.

The most popular flowering trees are the orange blossoms of gul-mohar, the glamorous yellow amaltas, the purple lagerstroemia the blue jacaranda, the neem, magnolia and a host of others. —Of course, the babul will grow

almost anywhere and everywhere. It is a very valuable tree, for it enriches the soil in nitrogen, besides providing firewood. If the babul was available in plenty, thousands of tons of cow-dung could be used as manure instead of being put to the present use of fuel. It has been estimated that the fuel value of a ton of fresh dung is equal to about one-fifth ton of firewood, which is worth about Rs. 4. The manurial value of a ton of fresh dung is approximately Rs. 9. Thus the loss involved in utilising 50 million tons of manure as fuel in U.P. alone, amounts Rs. 250 million.

According to International standards 25% of the total area of a country should be forests, but in India even in Assam which is the most thickly wooded area, we have only 12% forest. In order to inculcate a spirit of tree growing and to make our multitudes tree-conscious, the first week of July each year is celebrated by planting trees. The festival of Vana Mahotsava spells green glory. To foster speed of tree-planting, four all-India Shields have been introduced :

(i) *Rajindra Shield*—Awarded to the village which has done the best work.

(ii) *Jawahar Shield*—Awarded to the village which has done the best work.

(iii) *Sardar Patel Shield*—Awarded to the Institution which has done the best work.

(iv) *Munshi Shield*—Awarded to the University which has done the best work

The festival of Vana Mahotsava was first inaugurated as a national



A giant Teak tree in Tanjore District

function in the country in July 1950. Since the inception of the function about 2,632 million trees have been planted, out of which about 53% of them have survived. The Indian Railways have planted about 11,25,000 trees since July 1952 and about 51% of them have survived. Of the individual railways, the Southern Railway has planted the maximum number of trees, the figure being about 3 lakhs.

IMPORTANCE OF RAILWAYS' TASK

(Contributed)

THE total route mileage of the Indian Railways is now about 35,000 miles. The railways constitute India's principal means of transport and carry about 80 per cent of the goods traffic and 70 per cent of the passenger traffic. Asia's largest and the world's fourth largest railway system, the Indian Railways have since independence added 1016.76 miles of new lines. By rail alone, one per cent of India's population travels daily approximately 38,00,000 passengers. The journeys which these

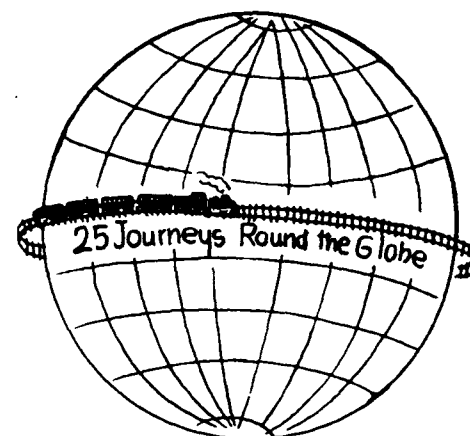
is as under while in 1941-42, 4,390 persons per million of India's population used to travel daily by rail. This has increased in 1956-57 to 10,650 persons per million of the population daily-nearly two and a half times.

During 1956-57, passenger trains covered distances aggregating 325,000 miles daily, while goods trains put in another 237,000 miles daily. Altogether, trains in India did the equivalent of 25 journeys round the globe at equator, every single day, all through the year.

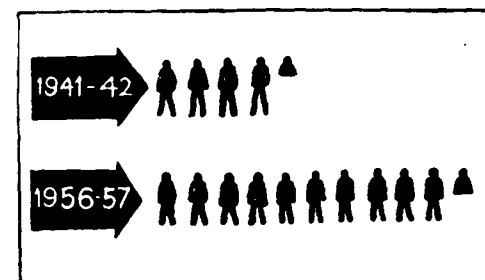
Over 1,382 million passengers who travelled by rail in 1956-57 contributed only one-third of the total earnings during that year, goods traffic being the chief earner, contributing 57.37 per cent of the total.

During the year, Passenger trains were hauled over distances aggregating 119 million miles, as against only 87 million miles for Goods trains. Yet, Goods trains brought into railway Rs. 84 crores more than did trains carrying passengers.

About 7,000 Passenger and Goods trains run daily in India, traversing distances aggregating an average of 562,000 miles per day or equivalent to more than 400 rail journeys between Delhi and Madras. The trains worked harder during 1956-57 (the latest year for which figures are available) than in any previous year in their history. Thus, year after year, the quality as well as the output on the Railways is improving. The Railways are rising to the occasion. During the Second Plan period, it is clear that the railways are delivering the goods.



passengers undertook during 1956-57 aggregated to an average of 120,000,000 miles, i.e., 12 crores miles every day, the equivalent of 4,800 trips round the world at the equator. Compared to 1941, the peak war year, the position



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LIVING IT UP

Miss S. MULLATH

I LIKE to travel by train, though not in a crowded third class. First is something, I could never afford. Well, I don't think there is any difference between Second and Third, as the accommodation you get in both are the same, except for the hard cushion and their parasites in the Second. So, every time I travel it is invariably by the packed third.

I never had any hopes of travelling by first till that fine summer morning when I was summoned by the Assistant Manager and asked to join my boss at Ooty, where he had gone on a business tour. It is true that Railway Employees are given free duty passes, while they go out "on line." But money for wayside expenses they have to find themselves. Of course, they claim it as soon as the journey is over. This they are paid after a long time. Thanks to private employers, we are luckier. The Assistant Manager handed me an envelope in which was a first class reservation by B.M.E. and cash for my expenses. I was very excited and did not know what to do. I somehow managed to finish the work for the day. I was relieved at 2 p.m. All I had to do was to pack a few things and leave station.

I got into the train very much elated. I was proud; I was going to have a pleasant time. I made friends with the other three passengers—a young couple and an elderly man. They were all nice to me. They thought that I was a rich Chettiar's daughter, as they told me later on. The truth was, I was only a third-rate Secretary, which I revealed without hesitation. In the competition:

Cost of living *versus* salary, it is always the former that wins—at least as far as I am concerned. I was too much excited to think about my position or my pay. For the moment I was somebody great.

The train steamed out of the station as usual with the friends and relatives on the platform and passengers exchanging farewells. I did not even notice that the train had already started as I was too much excited to find myself a traveller by first class. I stretched on the berth which I had for myself and fell asleep soon afterwards.

The train arrived at a beautiful station. I never knew that there were such beautiful stations on the Indian Railways. I was glad that the Railways were improving rapidly. Let alone my thoughts. I had my eyes on a pair. I blinked not long enough, for I had to screw up my eyes to believe that the pair I saw was coming to the same compartment. My fellow passengers protested. No use. I had already made room for the two. Any one in my situation would have done the same thing, because we people who travel third, just are not used to refusing accommodation for any one. The distinguished pair were none other than the beautiful Ava Gardner and William Holden—two of the Hollywood most celebrated "stars." They thanked me for taking the trouble to accommodate them.

Miss Gardner and Mr. Holden had come to see India. They had been touring the north for over a week. Then they had come to the south.

What a coincidence? Only a few days back I had been thinking what luck it would be to meet the famous artistes of the screen. And here I was with them chatting away as if we had been friends for a long time. They never stood on formalities and never hesitated to answer my questions. But what answers I got were only those I had already read in the movie magazines. I was not disappointed. For me their presence was more important. We talked about Hollywood, the pictures under production, and the difficulties the "stars" are put to. All the time I was expressing my wish "to see Hollywood and die." They laughed over it as if it was something very simple.

I never felt time pass by. The train pulled in at another station. It was one of the ordinary stations. But it was decorated as if some V.V.I.P. was expected. Well I was not wrong in my conclusions. The big shots were there. These were the team of "Raintree County," Liz Taylor and Monty Clift. I was not sure that I was seeing them with my own eyes till I was introduced to them by Miss. Gardner. We could exchange only a few words before the signals were down. They had given a parcel to Miss Gardner to be handed over to the popular producer, Director Cecil B. De Mille who was holidaying at Ooty. It was a beautiful ship, made of silver and ivory.

Miss Gardner told me that the Indian Railways had helped them to see all the places and that travel by train in India is cheaper and more comfortable. I told her about my first journey in a first class. She was not surprised. "It is like acting in your first picture" she said, "I can

feel it even now." The topic had strayed once again to Hollywood. They were moved by my eagerness to see their country. They both promised to take me with them when they go back. I was non-plussed. I could not speak. This was something more than I could have ever dreamed for. May be they understood. They gave me time to think over it. I was to meet them at the "Lawley Institute," Ooty, during the week-end. But they asked me not to disappoint them. They said that they would be only too glad to take a friend from India to show their home town. "A friend!", could it be possible that these two considered me as their friend. Me, who was only a Secretary to an ordinary Managing Director. Good heavens! This is some treat! My thoughts were all confused. But there was no time to get confused. The train had pulled in at Coimbatore and they were to proceed by car. I was sad they were leaving. They reminded me to meet them at Lawley's and started towards the entrance. "Good-bye Nina" Ava said. She shook my hands.

My eyes were wide open only to realise that it was Mrs. Mallick and not the beautiful Ava Gardner who shook my hands. The young couple were getting off at Mettupalaiyam. They woke me up as I had to get into the hill train which was waiting on the other track. I wished them good-bye. I felt that these people had taken away the two good friends from me. I could not believe that I was living it up only in my dreams, in a first class compartment. I wonder whether the sweet dreams I had were part of the treat one gets while travelling first class!

COLOMBO PLAN AND ASSISTANCE TO RAILWAYS

K. S.

THE Colombo Plan is primarily an off-shoot of the economic relation of the Commonwealth countries. The Plan had its origin in the deliberations of the meeting of the Commonwealth Foreign Ministers held at Colombo in January 1950 for an exchange of views on world problems and, in particular to consider the vital needs of the countries of South and South-East Asia. The meeting set up a Consultative to survey the needs to assess the resources available and required, and to focus world attention on the development programmes of this area, and to provide frame work within which an international co-operative effort could be promoted to assist the countries in the region to raise their living standards. India has both been receiving as well as giving assistance under the Plan. This country has received assistance for the rehabilitation of the railways from Australia. Although the economic relationship between India and Australia is strong, and since they belong to the sterling area, complimentary, technical co-operation is primarily at Government level and does not extend to large-scale Australian capital investment in Indian industry. But Australian private enterprise does play a vital part in Colombo Plan technical co-operation with India by supplying equipment, opening its factories, workshops and offices for the training of Indians and releasing senior technical officers for short-term assignments in India.

Australia's contributions to India under the Colombo Plan, though less

spectacular than those of some other countries, are varied and, in some cases, distinctive.

The biggest single project is the supply of 2,000 rail wagon for India's metre gauge lines and 24 diesel rail cars, worth altogether approximately Rs. 5 crores. The first batch of 12 diesel rail cars were delivered in January this year and are now in service with the Southern Railway (Cocanada-Samalkot-Rajahmundry line). Twelve more diesel rail cars—the second batch promised by Australia, valued at Rs. 72,00,000 along with components for 660 rail wagons arrived Madras on 7th August 1958 on board the freighter "Christen Smith." The 12 rail cars now being delivered will be put into service with Northern Railways. The rail car, 73 feet long, weighing 47 tons, has double-end drivers' controls, seating for 82 passengers and a maximum speed of 80 miles per hour. Each is valued at approximately Rs. 6,00,000. The cars capable of high speed are fitted with 2 diesel engines, each 200 h.p. and consumes one gallon for every 4½ miles run.

Australia's Technical co-operation with India is the more logical and mutually valuable in view of a number of similar problems of development in India and Australia which cannot be solved without a high level of scientific and technical skill. Besides the intangibles of goodwill and friendship that emerge from these human relationships, Indian Colombo Plan scholars have contributed to Australian technical and scientific knowledge,

so that the practical benefits of these exchanges are mutual. This kind of Colombo Plan technical co-operation is producing not only human skill but also, through a two-way traffic in people and ideas, a valuable fund of human understanding the effects of which should be enduring.

ORIGIN OF T.C.M. AND COLOMBO PLAN

Large scale development of industry took place during the 19th century and this process has continued in the 20th century. Large scale development of industry took place in U.S.A. in the 19th and 20th century. Remarkable scientific and industrial progress has also been made by Russia and Japan during the 20th century. Europe developed science and technology earlier than other parts of the world. Europe was divided into a number of small countries which while competing with each other were also able to co-operate in scientific and technical matters except during the times of war. There has always been a free exchange of views and ideas on scientific and technical matters among the nations of Europe.

Let us now examine the need for technical co-operation. It should be possible for under-developed countries to develop industrially without outside help. It is possible to do so only by a long drawn process of trial and error and especially if one is willing to overlook the importance of business contacts, patent protection, etc. This may not be a satisfactory method to follow. In the case of a motor-car or an aeronaut with a complicated machine, a great deal of development and testing will go on before the design is perfected. Even when an industrial

national designs and manufactures cars, it requires years of experience to back it and it is therefore not profitable for an inexperienced nation or an individual to try to turn out a successful or satisfactory design of a machinery or a technical content, etc. The organisation has to be kept going while the design is being developed. In the case of such machinery, customers do not like to take a chance with inexperienced new comers in favour of established designs.

For an under-developed country, technical know-how will have to be imported from experienced countries. In the unceasing struggle to improve the standards of living of the people in the countries of South, South-East Asia have made and are making strenuous efforts through taxation, small savings and internal loans to raise the standards of living. External co-operation has supplemented these efforts not only directly by supply of capital goods and technical training but also indirectly by making it possible for domestic resources to be devoted to development rather than to the purchase of needed commodities.

Wherever the foreign expert works, he works at the invitation of the host country to fulfil a technical need to bridge a particular gap in the over-all development of the host country as the composite of the agriculturist, the doctor, the educator, the industrialist, the rail-road engineer, the chemist, the nurse and the social welfare worker. He may be in India at the request of the Government of India or under a direct Government of India contract. Whatever the nature of work, the foreign expert may have in India, one common bond unites the Canadian, American, Australian, with his Indian

counterpart, the exchange of ideas and the pursuit of the answers to the problems faced in India's economic development.

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

The first large co-operative undertaking on an international scale in this area was the Colombo Plan which is now in its 8th year. India and Canada, both members of the Commonwealth, have co-operated in it from the beginning. Since the Plan began, the parliament of Canada has voted about 2 million dollars for projects

under its auspices and the amount annually allotted has recently been increased. The first capital assistance programme commenced in 1951-52 and since that time approximately 108 million dollars have been spent for projects in India. This is an indication of the recognition which exists in Canada and the great efforts India itself is making and also the importance which Canadians attach to the success of these efforts.

India has both been receiving as well as giving assistance under the Colombo Plan. The country has received assistance for the rehabilitation of the railways and the expansion of All-India Radio from Australia; for the Mayurakshi and Kundah projects from Canada; for the All-India Institute of Medical Sciences and the Delhi Milk Supply Scheme from New Zealand, and for the Durgapur Steel Plant from the United Kingdom.

A Few Minutes Here and There

(Continued from page 32)

Guard he was relieving he remarked briskly, "you're running 15 minutes late, what's happened to you?" The other guard was non-plussed. Surely this was not Guard Easigo, famous for his late running, taking him to task.

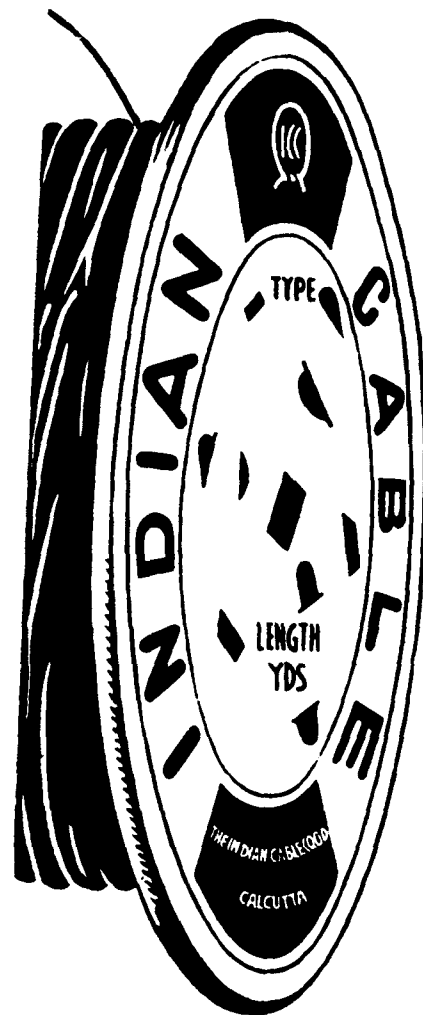
But Guard Easigo was impatient and said, "well, let's not waste precious minutes talking over past history, but get going on the job to be done."

From that day forward Guard Easigo earned himself a new and

enviable reputation. In fact, his fellow guards called him the "Time-keeping Terror." ASM's and parcel clerks and porters always seemed to put on extra spurts of energy when they saw Guard Easigo step out of his brake-van, as he was always at them to load up and hand over papers without even causing a minutes delay.

For Guard Easigo it was now almost a case of "Before Time" and not "On Time" for every train he worked.





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"THE CAT KILLERS"

SPIK and Span were two fox terriers who belonged to Mr. Rex. From the time they were small puppies they had been taught by their mother to hate cats, and to go after them and get their sharp teeth into their furry necks as soon as they could.

As they grew from puppyhood to full-grown doghood, they became the terror of every cat in the neighbourhood. They had many battle scars on their ears and snouts of the fights they had with cats, but few cats had got away alive, once Spik and Span had pounced on them. Many a strange cat, keen on raiding Mr. Rex's pantry, would sneak in at night, thinking he would find a tasty bit of fish, or have a good lick at some milk or cheese, never knew what was waiting for him inside. The cat would hardly be in through the window and into the room, when the two terriers would be there waiting for him, and would make a joint tackle. Even if the cat was a brave fighter, he did not have much of a chance. The next morning, when Mr. Rex awoke, he would be shown what Spik and Span had done to the night-prowling cat.

Now Mr. Rex had been a bachelor when Spik and Span were puppies. But a few months after they were full grown dogs, Mr. Rex got married and brought home a young wife. Spik and Span did not mind this at all, as they soon found that Mrs. Rex was a delightful person, and just as

good as their master. But Mrs. Rex did not know of their cat-killing sport, as for sometime after she had come the two dogs had done all their cat-killing outside the home. Some how too, the cats who lived around had been warned of the two cat-murdering dogs, and so they kept away from them.

So the lives of Spik and Span went on merrily, till one day, while they were dozing on the carpet, and Mr. and Mrs. Rex were spending a quiet evening at home, they overheard Mrs. Rex say: "You know, dear, I do love cats and would like to keep one if you don't mind. There's a beautiful blue persian kitten just waiting for me to take her in." Mrs. Rex had barely spoken when her husband shouted, "What! you want to keep a cat in this house. Why, she wouldn't last even a half-hour with Spik and Span around." Mrs. Rex then asked quietly, "Are they such terrors?" Mr. Rex replied. "Don't ask me, but get hold of a cat and ask him."

But Mrs. Rex was determined to keep a cat, so she decided to try and coax Spik and Span to let her do so. Turning to the two dogs sitting near her feet she said soothingly, "Well, Spik and Span, won't you behave like good doggy gentlemen and let me keep a lovely cat. The three of you could have such good fun."

Spik and Span both cocked up their ears and looked puzzled. They did not want to make friends with any cat, yet they did want to please

their mistress, who was so kind to them and such a sport. Then they wagged their tails as if to say, "We'll try, but give us a little time to think it over." Mrs. Rex seemed to guess their thoughts and said, "We'll talk about it after a week or so."

Throughout that night the two dogs thought over the matter, and next morning they talked it over. Said Spik to Span, "Let's go and see Giant, the big black tomcat. He's about our worst enemy, and we've never yet been able to get at his throat." Said Span to Spik, "that's an idea, but first we'll have to tell him we haven't come to fight, but to have a chat. This will give him time to scoot up his favourite tree where we can't get at him."

Spik and Span trotted off on their new quest. On the way they saw one or two cats, and wanted to give chase, but looked the other way. But these cats did not know what their dog-enemies were after, so they quickly got out of reach. Eventually, they found Giant, who on spotting the two dogs, let out a terrible spit and snarl, and shot up his tree well out of reach. Spik and Span wagged their tails, as if to show they were smiling and saying, "Just look at that brute running even before we have got within a yard of him."

The two dogs stopped under the tree and looked up saying: "Hello, Giant, what are you so scared about? We haven't come to fight but to have a chat." Giant thought this was a trick to get him to come down, so he snarled back, "Get to hell out of here, you cat-killers. One day I'm going to get together a gang of hefty tomcats and then we'll give you two rascals

such a fight, that we'll tear your eyes out, and rip up your guts."

But to this threat, Spik and Span merely wagged their tails. "Now, now don't use such nasty words, Giant old boy. We've told you we haven't come to fight, but to try and make friends."

A queer sound tore out of Giant's throat, which tried to be a loud snarl and sneer at the same time. "You want to make friends with us cats. What do you think I am? A simple, newborn kitten?"

Spik and Span replied, "Honestly, Giant, we do want to be friends. You see, our mistress loves cats and wants to bring one into the house, and we do love our mistress, so we must try and love cats. You have been our worst, but bravest enemy, so if we can like you, well, it will be easy to like the new cat. So what about it?"

Giant thought carefully over this, but still felt that it may be a trick to get him within their reach so that they could pounce on him. He glared at them, and after a while climbed down slowly, till he was about a yard above their heads. Spik and Span felt a queer thrill running through them, and itched to make a jump. Giant waited and then came closer and closer, but always ready to shoot up the tree again if the dogs made any move to go for him. But they stood still, so Giant came down. Spik and Span stood and watched. They wanted to attack, but instead gave him a friendly tail wag.

"Well, Giant, how about it? Do we become pals, or remain enemies?"

Giant replied, "I'd prefer to be your friend, but you must promise

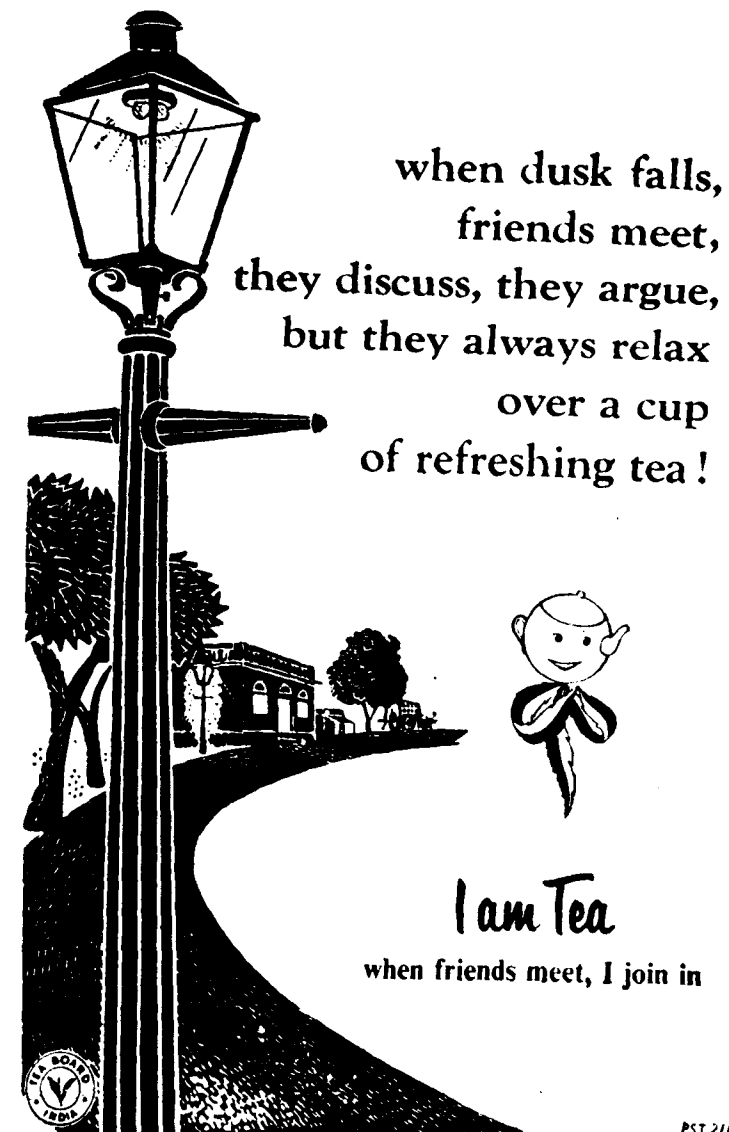
to be friendly with all cats, except those who are thieving rascals. After all, we cats do kill those nasty dirty rats who eat up and spoil food."

So, the next few days, Spik and Span, whenever they saw a cat, just walked past, and once when they came across a stranger cat who did not know them, they merely wagged their tails and did nothing. This was the

great test. They could now go and tell their mistress to bring in her pet cat.

The blue persian cat came one day, and Spik and Span and the newcomer soon became great pals. A time also came when they found there was more fun in romping with cats, rather than killing them.

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MADRAS INFORMATION

*Published by the Director of
Information and Publicity,
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The August issue of the "Madras Information" contains as usual many useful interesting features well-written on varied topics by eminent personalities. In his article "Madras in the Path of Planned Progress" Sri C. Subramaniam, Minister for Finance, Government of Madras, brilliantly portrays some of the salient features of the Second Five-Year Plan. It is interesting to note from his article that the Second Five-Year Plan as drawn up for Madras State envisages a total five-year outlay of Rs. 152·27 crores. A target of 12·79 lakhs tons of additional food-grains by the end of the Second Five-Year Plan has been fixed: the results of the first two years' production indicate that this target is capable of achievement. Various schemes of the Second Plan are responsible for this satisfactory situation. The emphasis was laid on introducing better methods of agricultural production and in extending such methods, the irrigation schemes of the State call for an investment of Rs. 1,222 lakhs to bring under irrigation 190,279 acres and also stabilise the irrigation facilities for 130,000 acres. When the electricity schemes in the Second Plan are completed, the installed capacity, the aggregate demand, units generated and the lengths of the transmission lines in the State will

all be more than doubled. The outlook for the industrial expansion of the State has taken a distinct turn for the better with the inauguration of the Integrated Lignite Project at Neiveli. Sri Subramaniam concludes his article with a stress that this allround achievement has been possible only because, the constructive plans of the Government had behind them the intelligent and active support of the people. The increasing participation of the people in the implementation of the schemes drawn up for their common good is the surest guarantee for democratic progress.

Tiruchirapalli district forms part of the Granary of South India. This is one of the few districts in Tamil Nad which present an evergreen and cool appearance year in, year out. By going through the article Tiruchirapalli under the series Know Your District, one will have a complete picture of this district. The commonest articles of interest on a sea beach are shells. These shells are mostly the outward skeletons of soft-bodied group of animals called in science as Mollusca and popularly known among the lay people as shell-fish. Sri V. D. Spurgeon, Deputy Director of Fisheries, Madras, brilliantly explains the in-and-out of these shells and their use for the mankind. After going through this article one would like to ask Why not villagers along the Coromandel Coast, especially women do this and make a decent and profitable living?

In Florida State in the America, hundreds of toys are manufactured by shells alone.

The Industrial Estate at Madras is another achievement in the rapid industrial development of the country. Industries manufacturing articles such as air-break switches, switch-gears, electrical equipments and accessories, railway and automobile parts, mathematical instruments, spectacle frames, radio parts hand-tools, galvanized and die cast parts, brass castings, tin containers, industrial leather belting and washers, etc., are now housed in this Estate. A special article on this estate together with illustrations is specially illuminating the magazine.

In the article "Vocational Guidance and Adult Counselling" Shri M. A. Krishnamoorthy portrays the various activities of the Vocational Guidance Unit of the Madras State. Shri V. S. Krishnaswamy, Chief Conservator of Forests in his article Planting for Prosperity emphasises the necessity and importance of Vanamahotsava. The article "Malaria Organization in the Madras State" by Dr. N. Parthasarathy is also interesting.

In short, the magazine under review is well got up with plenty of illustrations and sets up a standard for official organs of this type.

CARAVAN

Special Issue on Bengal

The "Caravan" which is aiming to promote unity and good will amongst the peoples of the various regions by bringing out special Numbers on individual states, has brought out a Bengal Number which serves to highlight the various aspects of life

in this eastern State and its contributions towards the artistic, cultural and political life of the country. "Perspective of Politics" is an interesting article for those who are interested in Politics. "Art and Architecture" is an informative article. In the article "Some Trends in Recent Bengal Literature" Prof. Hiran Mukerjee says that the modern period in Bengali literature was heralded nearly a hundred years ago by Bankim Chandra Chatterjee, in the realm of fiction and its peak was reached when the stupendous genius of Rabindranath Tagore, spanning as it were several epochs of achievement gave Bengali, perhaps alone among modern Indian languages, a status, modest no doubt but assured, alongside the literatures of the world. "The Stage and Drama" is another interesting article which narrates the tradition of Bengali operas nurtured by great stalwarts. "A Bengali looks at Himself" is another interesting article. "Ordinary men and women form an impression of Bengal by meeting the average Bengali in everyday life, and the picture they get is not very flattering of Bengal." A frank and objective review. The Jute Industry in India owes its origin to the European ventures, to drive the greatest relative advantages from exploiting the country's vast resources and cheap man-power at their places of origin. When it was started about ninety years ago, nobody knew that Bengal's jute industry would one day become India's major foreign-exchange earner. The article "Economics of the Indian Jute Industry" is very informative which portrays the important role of this major industry in India and its role in the national

economy. The articles "Touring West-Bengal" and "Handicrafts" are also informative. The poems "The Rebel," "Village Song" and "Love's Garland" are enjoyable reading. The cover page is dedicated to Sri Tagore. There are plenty of photo and line-drawing illustrations and the Number under review is very nicely got up and it is worth preserving, if one wants better acquaintance with Bengal.

STATE TRANSPORT REVIEW

(August Number)

The August Number of this journal contains articles on recent developments in the field of Transport. Apart from specialised articles whose appeal will be only for those in the profession, there are contributions that will interest the lay reader. "Efficiency versus Cost in Public Transport" and "U.S. Auto Industry" are two

specialised articles in this number. Toran Mahal is an informative article. The article Nandi Hill at Mysore is very interesting. This article takes the reader 35 miles from Bangalore where there is a health resort possessing wonderful scenery with its lofty rocky mountains rising in a precipitous manner, 4,850 feet above the sea-level. The features Staff Social, "S.T. to the Rescue," Divisional News-reel are purely departmental. "Jhansi Ki Rani" is very interesting. The new feature of introducing reproductions of original paintings by talented artists makes one to look forward eagerly for the subsequent issues. The other fare supplied throughout the magazine are also interestingly delicious. Printed on art paper, the magazine is well got up and forms a presentation of many good things.

S. VEDANTAM.

"Joy of Nature"



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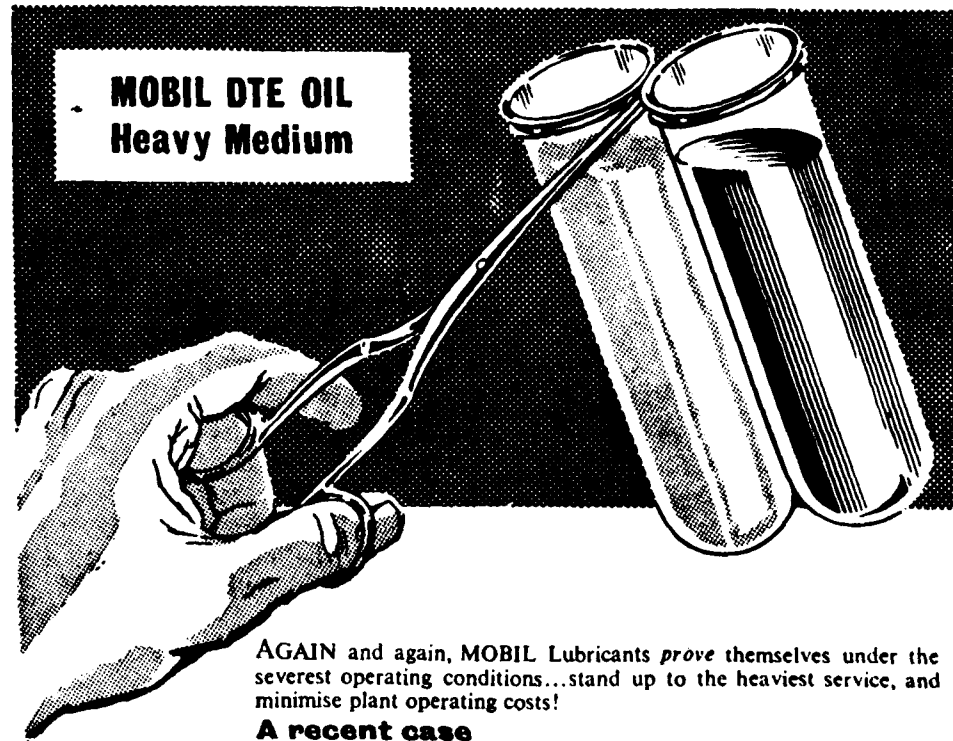
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"THE WORLD"

MAURICE RODRIGUES

This World is such, you never know ;
In this World you're made to grow
From innocence to hard manhood,
And learn quite soon, the bad from good.

Men, in this World at an early age,
Learn the hard way to gauge,
The good, the bad, the indifferent,
The poison wrapped in sweet scent.

Now I ask my friends to sip,
From my knowledge of idle gossip,
A man judges another in this day,
By his own standards of foul play.

Jealousy and malice are foremost,
And haunt the idle like a ghost :
For when this world starts its talk,
You'll hear it talk a 'World' of 'rot'!

To a gossip I now must say,
In his own, his native way,
Look pal, at your own back,
And wipe it clean of all its 'black'.

When you know you're free from sin,
Then all your gossip you may begin.
Your scandal you may blast galore,
And count your blessings by the score.

If you do this with 'black dirt'
On the 'back' of your shirt,
To the wise you'd appear as clown,
And with them find no renown.

To the rational folk I must say,
Encourage no gossip lest you may
Find you're as guilty of the same
And you're equally to blame.

Talk not of an absentee,
Let your 'chats' be scandal free :
Be straight in the words you utter,
Look up the road, not down the gutter.

Look not for favour by falsehood,
For favour got thus brings no good.
Truth may cost you your pride,
But in life's way, you'll find it a guide.

Lies fail always and some day will out
Truth wins the day, though it loses the bout :
Stick by and always say the truth
Then rest awhile and await its fruit.

What I write may die in the dust,
But to write now I feel I must,
With hopes that those who read this verse,
Will find a help in this Universe.



S. R. NEWS

FAREWELL PARTY TO SRI S. K. MUKERJI



Sri S. K. Mukerji thanked the officers for their kindness in inviting him to the pleasant function and said that he had gone to a job in which the duties were different from those of a Chief Commercial Superintendent but were equally congenial. He said that his work in Madras and his association with the officers here gave him a loving faith in humanity.

The following is the speech delivered by Sri Inayat Hussain on the occasion.

Sri J. B. Rao, CCS, Speaking. Sri S. K. Mukerji, Member, Rates Tribunal is on his right

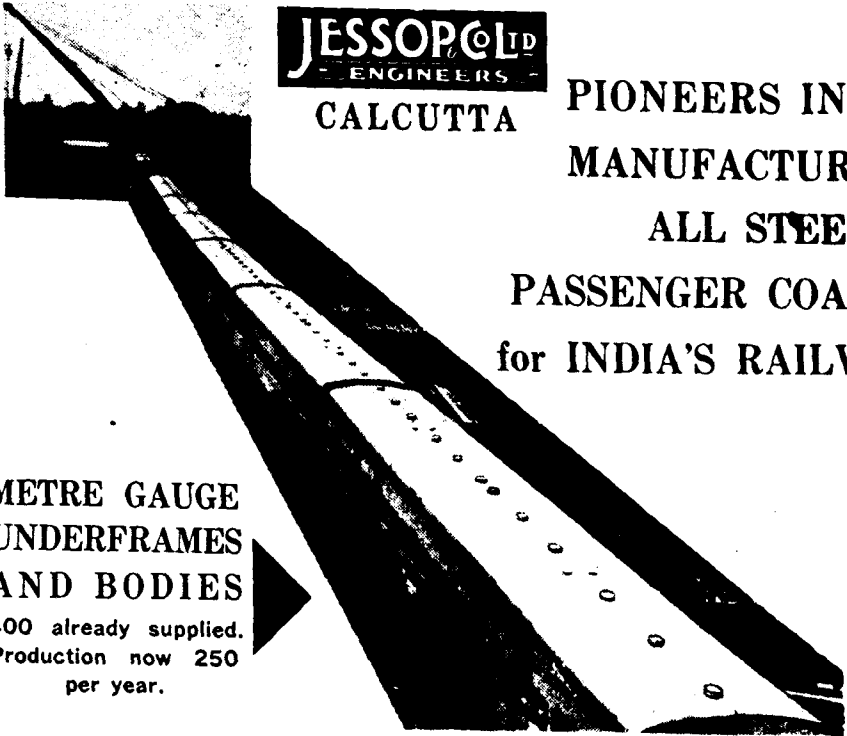
Speaking at the farewell party, at Hotel Connemara on 13th August, arranged in honour of Sri S. K. Mukerji, the outgoing C.C.S., Sri J. B. Rao, our present C.C.S. spoke appreciatingly of his long acquaintance for over years with Sri Mukerji on the ex-G.I.P. Railway and of his methodical approach to all problems.

Sri S. K. Mukerji replying



I am not an adept at speech-making, but I have to say a few words on this occasion, as I have been associated with him the longest amongst those present here.

The role of delivering farewell speeches, as most of you on this Railway are aware, was always assigned to Mr. Mukerji and those that gathered on such occasions looked forward not so much for the fare served as to hear him speak. His extempore deliveries were interesting to hear,

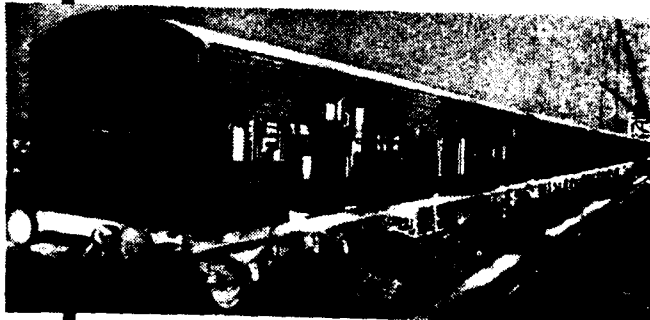


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AND BODIES**

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for the first time in India.



Sri Mir Inayat Hussain, Dy. CCS (Claims) speaking

humorous and apt for the occasion. Needless to mention that his leave-taking speech this evening would also be befitting the occasion. Though he is severing his direct contact with day-to-day administrative work of the Railway, we are happy to note that he will continue to reside in Madras for some time more, holding the position of a Member of the Railway Rates Tribunal.

Sri Mukerji assumed as C.C.S. of this Railway on 4th November 1954. He had a brilliant academic career and matriculated 1st Class in 1920 from the Allahabad University, topping the list of successful candidates. In 1926, he took the M.Sc. Degree in Mathematics, standing first among the 1st Classes, breaking the previous record of marks in the subject. He then worked for 3 years in the U.P. Educational Service. In 1929, he was selected for State Scholarship by the U.P. Government to go to England for studying Western Methods of teaching, but as he was offered an appointment in the Superior Railway Service, he accepted the latter offer

and joined the ex-G.I.P. Railway on 1st June 1929.

After having held several posts in the Transportation and Commercial Departments, he was promoted as Dy. C. C. S. in 1947. In 1948 he went on deputation with the Ministry of Transport as Regional Controller of Railway Priorities. He returned back to the G.I.P. Railway in 1949 and worked as Divisional Superintendent until his promotion as C.C.S. of this Railway with effect from 4th November, 1954, which post he held till 26th July 1958.

During his tenure as C.C.S. many useful and noteworthy changes have taken place in the administration of this Railway. The introduction of the Divisional pattern in replacement of the Regional pattern of working, the running of Dining Car Services between Delhi and Madras by Janata and G. T. Express trains in replacement of the Contract System are worthy of mention. The steady increase in the earnings both Coaching and Goods of this Railway, the high

A section of the gathering consisting of heads of Depts. and other officers



position with the lowest outstandings of Claims and Refunds cases over this Railway in comparison with all other Indian Railways and a good record of Claims Prevention Work, called for considerable amount of forethought, and correct planning to ensure that the work went apace without a hitch. In every respect Mr. Mukerji has driven the machinery in a methodical and efficient manner and secured the best output not by brow-beating his colleagues and subordinates but by an inexpressible and inimitable calmness of outlook and an alertness of mind which is Mr. Mukerji's trait of character. There were other various literary activities in which Mr. Mukerji took an active interest and was in constant demand to preside over literary functions.

Some time back, at a farewell function to one of the Commercial Officers, Mr. Mukerji expressed the desire of the present G.M. who was the Principal of the Baroda Staff College (who is unavoidably prevented from presiding over today's function) that he should write a useful book on the Commercial aspect of Railway working. We hope and look forward that with the comparative leisure at his disposal in his new job, he will with his vast experience of both the Transportation and Commercial Working of Railways, produce useful treatise for the guidance of the Commercial Officers.

In conclusion, on behalf of every one of us I wish him all success, in his new assignment and welcome to our midst his successor from the Railway Board Mr. J. B. Rao, who is not new to us.

I thank you all for having responded to the invitation.

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INDIAN OXYGEN LTD

SOUTHERN RAILWAY

TENDER NOTICE

The Deputy Chief Engineer, Construction, Egmore, Madras-8 invites SEPARATE sealed tenders for the following works upto 13 hours on 1st October, 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 in North - East Line.</i>				
(1) Earthwork for formation Service Roads, etc., between Uppugundur and Chinnaganjam Miles 194½ to 198½	4,92,000	14,760	Nine Months	10
(2) Supply of stone jelly sand and rubble, etc., required for the construction of bridges between Rajahmundry and Dwarapudi miles 359½ to 371½.	1,60,200	4,800	Nine Months	10

Earnest money as detailed above should be paid *in advance* to the Chief Cashier, Park Town, Madras-3 within 12 hours on Monday the 29th September 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 Monday the 29th September, 1958.



Sri J. B. Rao, our present Chief Commercial Superintendent

Sri J. B. Rao is the second son of Divisional Traffic Manager, Survey Sri J. Narayanamurti of Duggirala Officer, Superintendent Rates, Superin- (Guntur District), a well-known tendent Watch & Ward, Superinten- Engineer of the older generation in dent Claims, etc., he was posted as Madras. Sri Rao had his early education at the Board High School, Tribunal at Madras in 1952. In 1956, Duggirala and subsequent education he was transferred to the Railway at Agra, Delhi, Hyderabad and Board as Joint Director, Traffic (Rates) Calcutta, where he took his Master's degree in Science.

After a brilliant academic career, Sri Rao topped the list of successful candidates in the All-India examination for recruitment to the Railway traffic department in 1935.

Sri Rao was posted to the ex-G.I.P. Bank for a loan for the Indian Railway. After working on that Railways under Second Five-Year Railway in various capacities as Plan.



SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S/236/I/GB10/422/NGT/4.

Sealed tenders are invited for the supply of 260 cwts. of Soap Soft to ISD specification G/OP/61D and will be received by the Controller of Stores, Southern Railway, Ayanavaram P. O., Madras-23, before 3 p.m. on 23-9-1958 and will be opened by him at 3 p.m. on 24-9-1958.

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 22-9-1958 before 3 p.m.

Tender forms will not be issued after 3 p.m. on 18-9-1958.

The Stenographers of the headquarters office were at home to Sri V. S. Rajagopal (Steno to CME) Secretary of the Stenographers' Association on the eve of his transfer as Office Superintendent, Divisional Superintendent's Office, Madurai on 2nd August



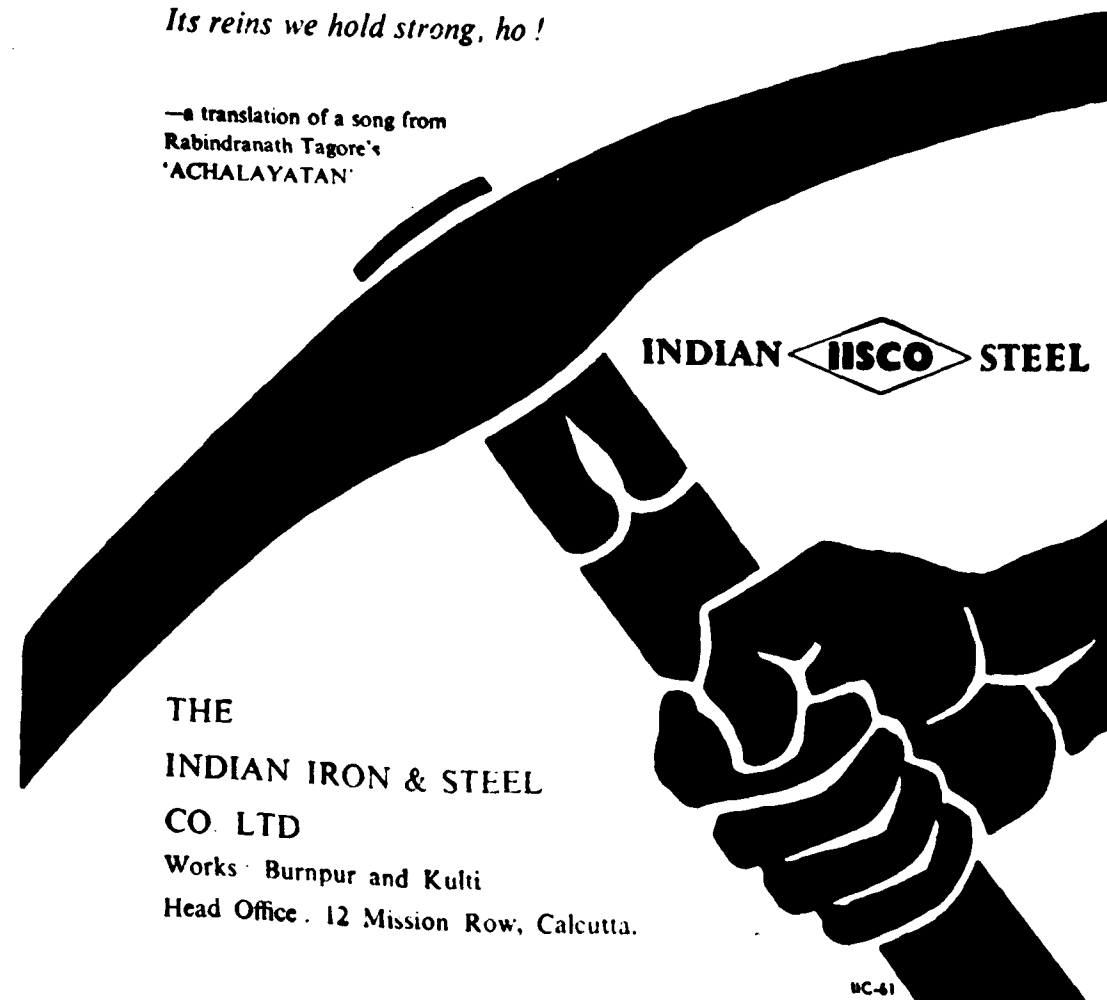
"Perambur North Dispensary" in Bisset Road, Perambur, opened on 1st August 1958 to cater to the needs of the employees and their families in the surrounding area

Photograph of the Southern Railway Football Team, joint holders of the Inter-Railway Football Championship 1957, which left Madras for Karagpur on 19th August to participate in the 1958 Inter-Railway Football Tournament



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

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



September 1958

S. R. NEWS

63



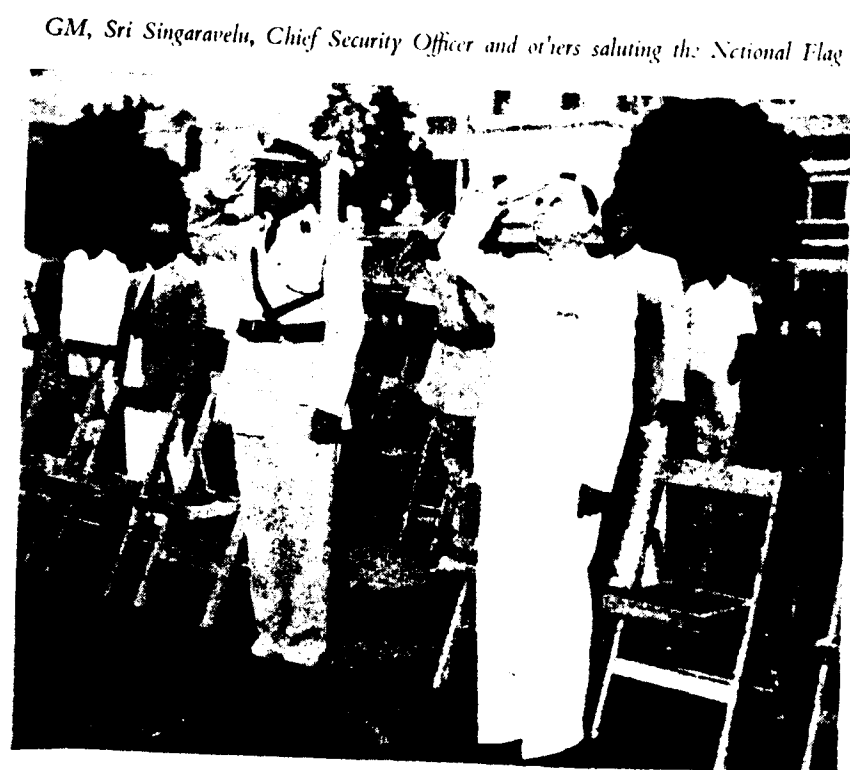
Sri Jagjivan Ram, Railway Minister held a Press Conference at Madras on 4th August 1958. Photos show the Conference in progress





INDEPENDENCE DAY AT HEADQUARTERS

Sri A. C. Mukerji, GM, hoisting the National Flag



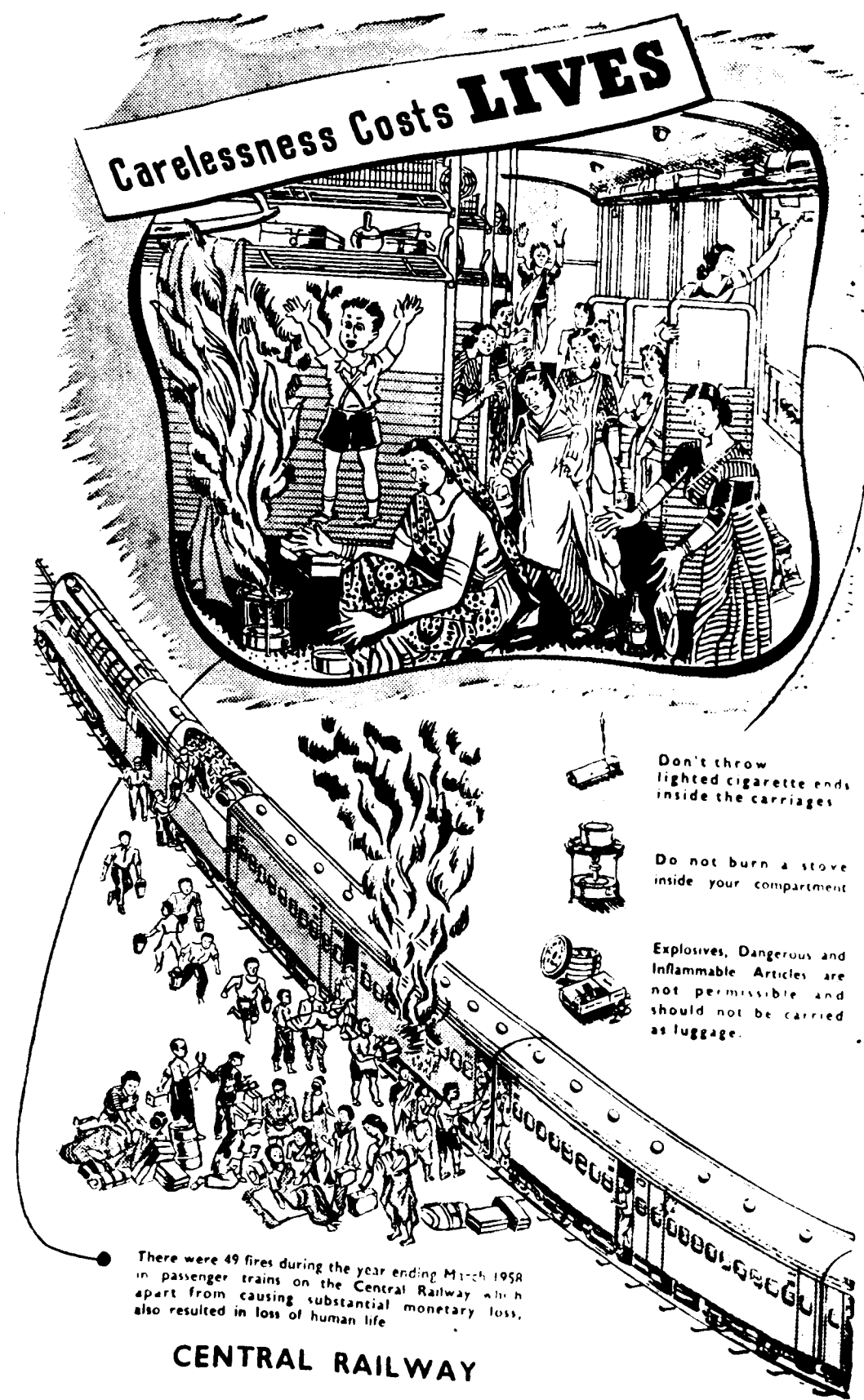
GM, Sri Singaravelu, Chief Security Officer and others saluting the National Flag



ASM Trainees (Batch No. 4) of C. T. School, TPJ were taken recently for observation of Manually operated Multiple Aspect Signals at Vandalur and Colour Light Signals on the Suburban section between Madras Beach and Tambaram. Photos show Instructors and Trainees on the Madras Beach-Tambaram section

Sri D. B. Patel, DS/Madras Division, inaugurating the newly doubled Arkonam-Chitteri track on the Arkonam-Jalarpet section, on 15th August





SOUTHERN RAILWAY

TENDER NOTICE

The Deputy Chief Engineer (Construction), Southern Railway, Egmore, Madras 8, invites sealed tenders for the following work upto 13-00 hours on 18-9-1958 :—

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 Ponpadi and Vepagunta in North-West Line.</i>				
Earthwork in formation, Service Roads, etc., between PONPADI AND NAGARI	9,63,000	28,890	Nine months.	10

Last date of deposit of earnest money with the Chief Cashier, Southern Railway, Park Town, Madras-3. } 12-00 hours on 15-9-1958
(Receipt should be attached to the tender *without fail*).

Last date of ISSUE of Tender Forms .. 12-00 hours on 15-9-1958.

Time and date of OPENING of Tenders .. 15-00 hours on 18-9-1958.

Further particulars and the tender forms can be had from the Deputy Chief Engineer's Office at Egmore on production of a receipt for the sum of Rs. 10 towards the cost of tender forms paid to the Chief Cashier, Southern Railway, Park Town, Madras-3, or any STATION MASTER on the Southern Railway before 12-00 hours on 15-9-1958.

SOUTHERN RAILWAY

TENDER NOTICE

The Deputy Chief Engineer/Construction/Egmore, Madras-8, invites sealed tenders for the following work upto 13-00 hours on Thursday, the 25th September 1958:—

NAME OF WORK	Approximate cash value of the work	Earnest money	Period of completion	Cost of tender form
	Rs.	Rs.		Rs.
Doubling of track between Gudur and Manubolu in North-East Line.				
Construction of major bridges in Reach II-Miles 86/9 to 89/13.	8,73,500	26,200	Twelve months	10

Earnest money as detailed above should be paid *in advance* to the Chief Cashier, Park Town, Madras-3, within 12-00 hours on Monday, the 22nd September 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 tender form paid to the Chief Cashier, Park Town, Madras-3, or any Station Master on the Southern Railway within 12-00 hours on Monday, the 22nd September 1958.

SOUTHERN RAILWAY

TENDER NOTICE

Separate sealed tenders will be received by the Divisional Superintendent (Works Branch), Southern Railway, Hubli, in the prescribed forms for the following works:—

Sl. No.	Name of work	Approximate value of contractor's portion of the work	Earnest money to be deposited with the Divisional Pay Master, Hubli	Cost of tender form	Last date of issue of tender form	Tenders will be received upto 16-00 hrs. on
		Rs.	Rs.	Rs.		
1	Zonal contract for the collection and training out of stone ballast on various zones on the Hubli Division (including collection all along the Railway lines) from 1-10-58 for one year, two years, and three years.	...	1,000 (for one or all the zones) before 15-00 hrs. on 17-9-58	5 (for one or all the zones)	13-00 hrs. on 13-9-58	19-9-58
2	Through renewals of existing steel sleepers and wooden blocks (N plus 1) with CST/9 sleepers (N plus 3) 3 miles in Karad section from miles 186/0 to 187/1, 188/6 to 189/0 and 190/18 to 192/0 and providing (N plus 5) wooden sleepers on weak spots where black cotton soil exists from miles 187/1 to 188/6 and 189/0 to 190/18 in Karad section, and from mile 196/0 to 202 in Wathar section.	1,25,000	3,750 before 15-00 hrs. on 23-9-58	10	13-00 hrs. on 20-9-58	25-9-58
3	Koregaon—Construction of a new health unit—grade II and staff quarters.	97,000	2,910 before 15-00 hrs. on 17-9-58	10	13-00 hrs. on 13-9-58	19-9-58
4	Gadag—Construction of quarters type I-25 unit with Cuddapah slab roofing.	57,800	1,734 before 15-00 hrs. on 17-9-58	10	13-00 hrs. on 13-9-58	19-9-58
5	Gadag—Proposed dispensary type I A and quarters 3 units, type I and one unit, type IV.	1,40,900	4,227 before 15-00 hrs. on 23-9-58	10	13-00 hrs. on 20-9-58	25-9-58

- (a) Last date of deposit on Earnest Money with the Divisional Pay Master, Southern Railway, Hubli, is noted against each work.
- (b) Cost of tender forms to be remitted at any Railway Station on the Southern Railway and the receipt granted to be produced along with an application for tender form.
- (c) Tenders received upto 16-00 hours on the dates specified against each will be opened at 16-30 hours on the same date.

Divisional Superintendent
SOUTHERN RAILWAY, HUBLI.

SOUTHERN RAILWAY

TENDER NOTICE

Sealed tenders are invited for the provision of Power Signalling at Basin Bridge, Vyasarpady, Korukkuppettai and Washermenpet.

The Tenders may be submitted in the Tenderer's own form, but must comply with the conditions of Tender and Contract and specifications for the work which are obtainable from the Chief Signal & Telecommunication Engineer, Southern Railway, Park Town, Madras-3, on payment of Rs. 10 (Rupees Ten only) or on production of a receipt for the said amount from the Chief Cashier, Southern Railway, Park Town, Madras-3. The amount of Rs. 10 is not refundable.

The last date for the receipt of Tenders is 15th December 1958. Tenders will be opened on the 18th December 1958 at 10.30 hours in the office of the Chief Signal & Telecommunication Engineer, Southern Railway, Park Town, Madras-3.

The Tenderer should submit along with the Tender, the Income-tax Clearance Certificate in original or an authorised copy thereof or if he has no taxable income, a sworn affidavit duly countersigned by the Income-tax Officer to that effect.

A sum of Rs. 2,000 (Rupees Two Thousand only) should be deposited as Earnest Money along with the tender. No interest will accrue on this Earnest Money. This amount may be paid in cash or in any one of the following forms and the official receipt therefor should be attached with the tender, failing which the tender will not be considered valid.

- (i) Deposit Receipts, Pay Orders, Demand Drafts or Guarantee Bonds of the State Bank of India.
- (ii) Guarantee Bonds executed by the Scheduled banks.
- (iii) Fixed Deposit Receipts from Scheduled banks.
- (iv) Treasury Saving Deposit Certificates.
- (v) National Plan Certificates.

Note.—Cheques, Govt. Securities (Stock Certificates, Bearer Bonds, Promissory Notes, Cash Certificates, etc.) will not be accepted.

The deposit will be refunded to the Tenderer if his Tender is not accepted and to the successful Tenderer after the amount of Security Deposit referred to in Clause 14—Page 14 of the conditions of General Contract has been paid. In the event of the successful Tenderer failing to comply with the rules referred to in the above Clause, the said Earnest Money will be forfeited by the Railway without prejudice to the rights or remedies of the Railway by reason of such a failure.

MADRAS }
Dated 1.9.1958 }

W. C. LIEBENHALS
Chief Signal & Telecommunication Engineer.

SOUTHERN RAILWAY

TENDER NOTICE

The Deputy Chief Engineer Construction Egmore, Madras-8, invites *separate* sealed tenders for the following works upto 13 hours on Tuesday, the 7th October 1958:

NAME OF WORK	Approximate cash value of the works	Earnest money	Period of completion	Cost of Tender Form
	Rs.	Rs.		Rs.
I. <i>Proc. Regading and Realignment of track between McDonald's Choultry and Marthipalayam, West Coast Line.</i>				
Earthwork in formation, Service Roads, etc., between proposed crossing station at Chainage 27,000 and Ch. 36,000	13,60,000	40,800	Fifteen months	10
II. <i>Doubling of track between Pattur and Padi in North-West Line.</i>				
Construction of Staff Quarters at Arkonam and Pattur	1,08,500	3,255	Six months	10

Earnest money as mentioned above *should* be paid *in advance* to the Chief Cashier, Park Town, Madras-3, within 12 hours on Friday, the 3rd October 1958 and the *receipt* thereof attached to the tender *without fail*.

The tenders will be opened at 15 hours on Tuesday, the 7th October 1958.

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 Friday, the 3rd October 1958.

"SOUTHRAILNEWS"

NOTICE

October Number of the 'Southrailnews' to be published
on 2nd October 1958, Mahatma Gandhi's Birthday

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

This Special Number bought and preserved, read and referred to, offers unique value to Advertisers. The advertisements are a constant reminder of the products and their utility. You will be interested in this October Number under preparation and would like to advertise in it. We shall thank you to send your advertisement material by 20th September 1958. Kindly advise your space requirements early, so that we may reserve the space and ensure the best possible position for you.

The Mechanical details and rules are given below for your ready reference :

RATES FOR ADVERTISING						Per insertion
ORDINARY :						Rs.
Full Page	..	..	..	..	..	100
Half Page	..	..	..	..	..	55
Quarter Page	..	..	..	..	..	30
COVER :						
Front	..	..	..	..	..	Not available
Back	..	..	..	..	..	250
Inside Front	..	..	..	..	..	200
Inside Back	..	..	..	..	..	200
SPECIAL POSITIONS :						
Facing—						
(i) Front Inner Cover	..	..	..	..	..	150
(ii) Back Inner Cover	..	..	..	..	..	125
Facing Editorial—						
(i) Full Page	..	..	..	..	..	125
(ii) Half Page	..	..	..	..	..	70
By the side of Contents and Editorial Notice—Half Page						70
Facing Contents—						
(i) Full Page	..	..	..	..	..	125
(ii) Half Page	..	..	..	..	..	70

MECHANICAL DATA						
Blocks	..	..	..	..	..	Screen 100
Full Page	..	..	..	..	..	8" x 5 1/4"
Half Page	..	..	..	..	..	4" x 5 1/4"
Quarter Page	..	..	..	..	..	4" x 2 1/4"
Cover Page	..	..	..	..	..	Art paper two colours.
Inside Pages	..	..	..	..	..	Imitation art paper.

CIRCULATION

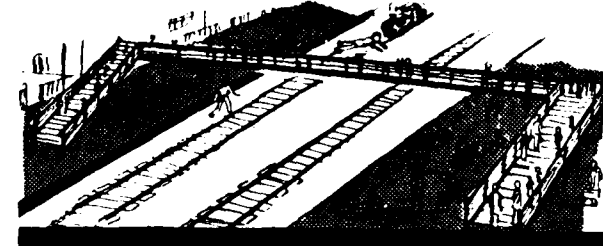
The 'Southrailnews' circulates over the entire area covered by the Southern Railway which includes the States of Madras, Andhra, Kerala, Mysore and Bombay. The Minister and Deputy Ministers for Railways and Transport, the Chairman, Members and Directors of Railway Board, General Managers, Controllers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

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

18-A, Mount Road,
MADRAS-2.

EDITOR,
'Southrailnews'

..... IT IS FOR YOUR GOOD!



It is not safe to walk across the rails as a short-cut. It may cost your life. Make use of over-bridges to get across.

If you travel light you will feel comfortable and make your fellow passengers also feel the same.



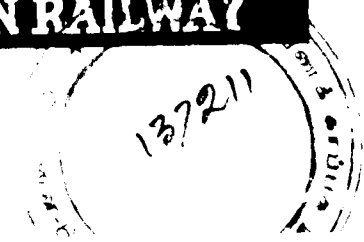
Station surroundings will remain clean if all unwanted things are thrown into rubbish bins provided for the purpose.

Do not risk your life by travelling on the foot-boards. It is not only dangerous but also an offence under the Indian Railways Act.



Beggars and hawkers besides indulging in ticketless travel add to overcrowding. Discourage them as best you can.

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- the right to receive prompt and courteous service.
- the right to get correct information.
- the right to a little extra attention in the case of a woman or a child, or an infirm or illiterate person.



Issued by SOUTHERN RAILWAY