

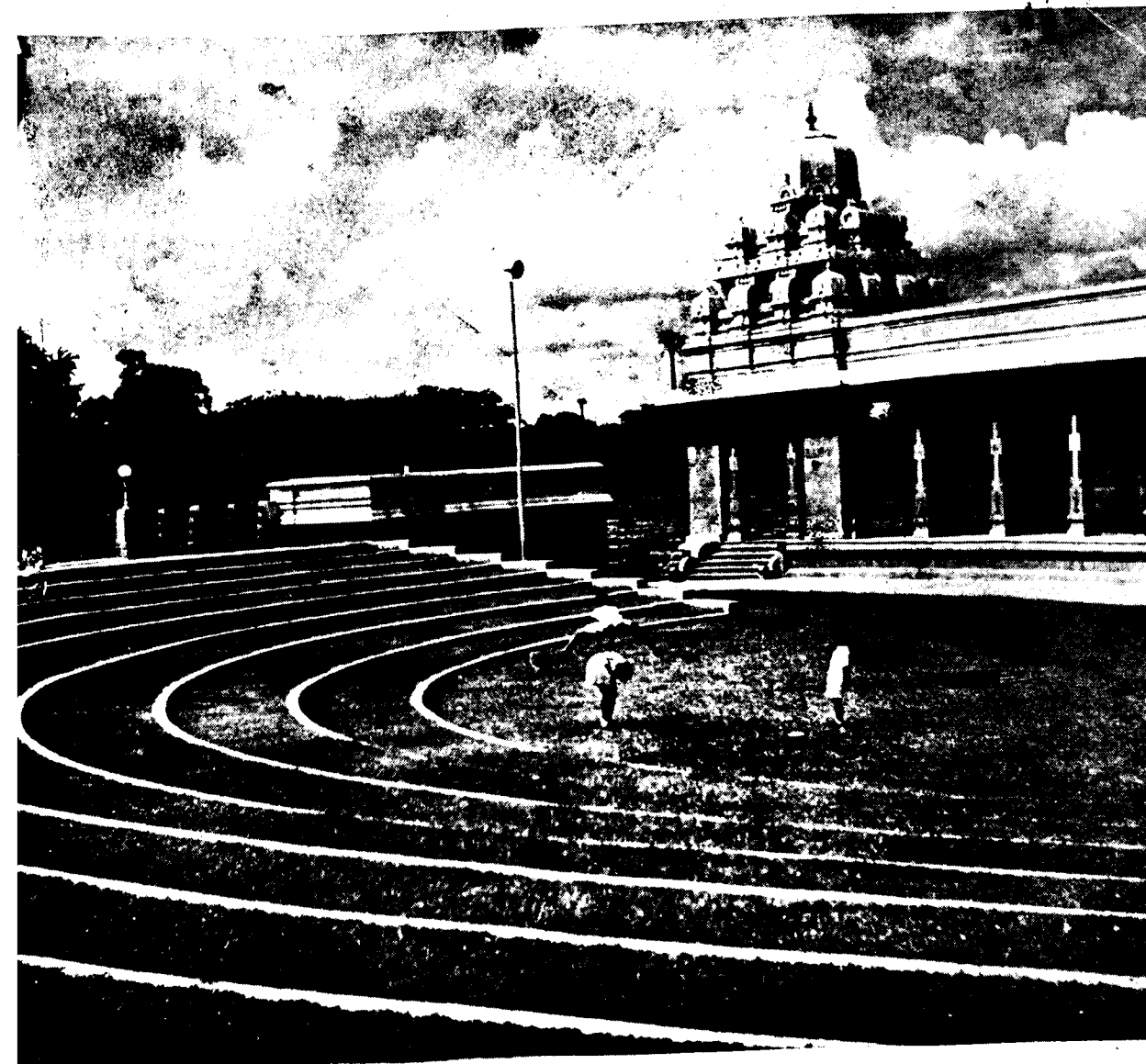
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SOUTH RAIL NEWS
V no. 7
October, 1958

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GANDHI JAYANTHI

NUMBER



37 Naye Paise



Southrailnews

PUBLISHED BY THE SOUTHERN RAILWAY

VOL. V

OCTOBER 1958

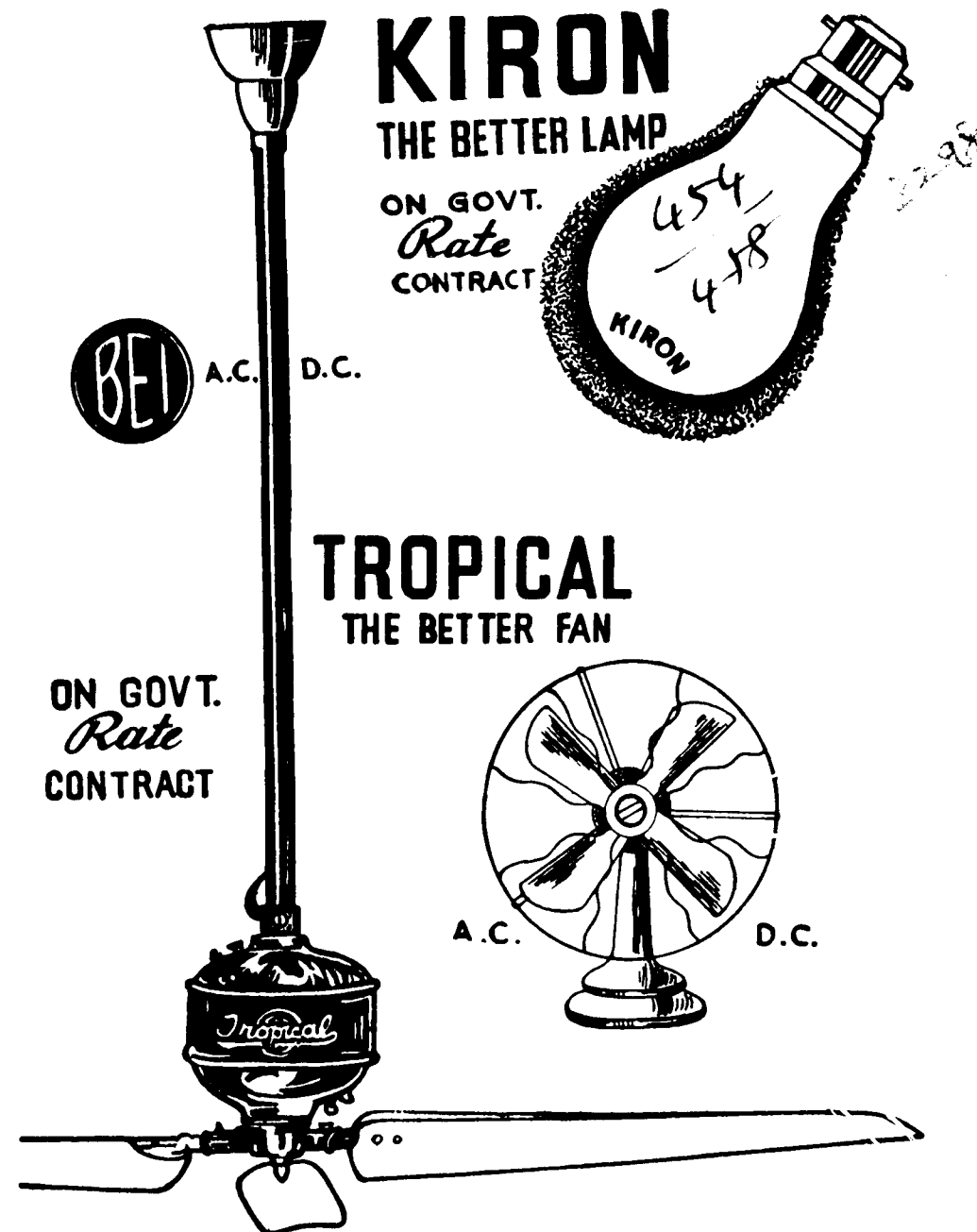
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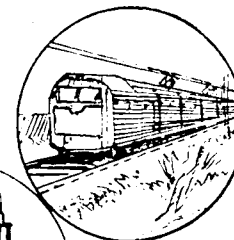
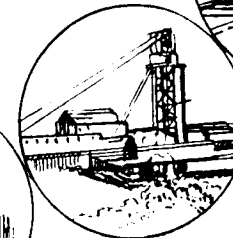
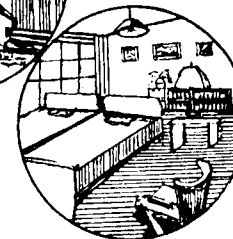
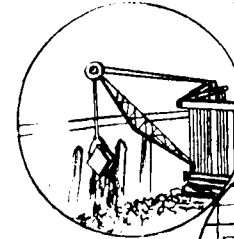
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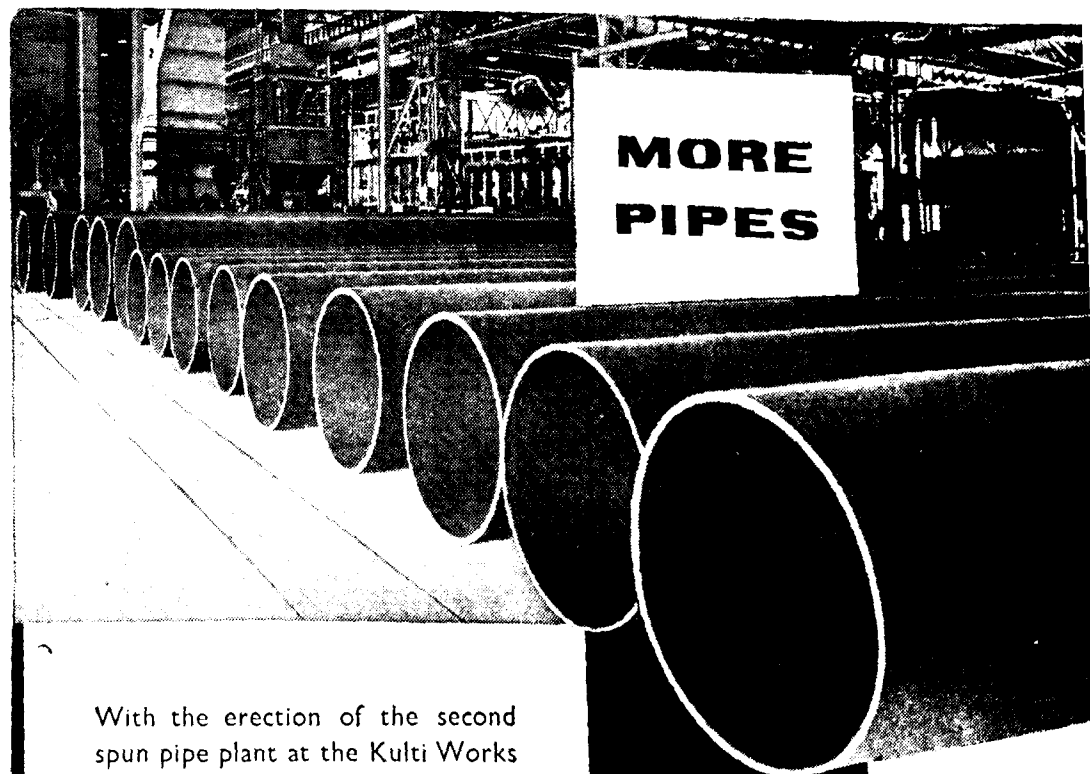
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MINISTER FOR RAILWAYS

MINISTER FOR RAILWAYS, INDIA

NEW DELHI

August 30, 1958

On the occasion of the birth anniversary of Gandhiji it is very natural for us to think once again of the ideals he placed before us and assess how far we have succeeded in achieving them.

Gandhiji stood for the common man. He wanted to raise his standard of living. For this purpose, the nation has embarked upon various development schemes and in the implementation of these, the Indian Railways are playing a very vital role indeed. In fact, as India's principal means of transport, they are literally providing a reliable pair of wheels for the Second Plan, wheels which will carry the country to comparative prosperity.

Mahatma Gandhi's experience of rail travel in class III coaches was somewhat unpleasant. He felt that adequate attention was not being paid to class III passengers. While, as yet, we have not been able to provide all those facilities that we would like to provide, the railways are already giving many of them like reservation of class III seats for long distance passengers, improved catering arrangements, better waiting rooms, installation of fans, night lights and sanitary fittings in class III coaches, etc.

I wish you all success.



MINISTER FOR PLANNING

PLANNING COMMISSION
NEW DELHI

September 10, 1958

Indian Railways employing the largest number of persons and representing huge capital investment constitute a valuable national undertaking. The progress of national economy depends in no uncertain measure on the efficient management and operation of the railways. They should therefore provide services which must be safe as well as economical. The railways must always keep abreast of modern scientific and technological developments. Diesel and electric motive power, improved designs of wagons and coaches and improved signalling and tele-communication equipment have to be employed to an increasing extent in order to secure these goals. It should be our objective to undertake, over a period the necessary improvements for the operation of longer, heavier and faster trains, thus ensuring fuller use of line capacity and rolling-stock. Also it will be necessary to open up several undeveloped parts of the country which are today without adequate means of communication.

The extent to which the railways can implement development plans will depend, among other things, on the efforts of railwaymen themselves. They are partners in a great national undertaking and a significant part of the burden of development rests on them. This renders necessary the maintenance of harmonious relations between the railway management and the workers.

I look forward to reading the Gandhi Jayanti number of "Southrailnews" and send all my good wishes for its success.

G. L. NANDA



GOVERNOR OF MADRAS

RAJ BHAVAN
GUINDY, MADRAS-22
August 24, 1958

I am happy to know that a Gandhiji Birthday Number of the 'Southrailnews' will be brought out on the 2nd October 1958. I would like to congratulate the authorities on their decision to commemorate Mahatmaji's birthday by publishing a special number. Mahatmaji was instrumental in attaining Independence for our country in a novel method hitherto unknown to history. His twin principle of truth and non-violence revolutionised the technique of our national resistance to foreign rule.

I am informed that this magazine besides bringing home to the public the good work done by the Railway staff, will also contain interesting articles like Children's Corner, Sports, Book Review, Women's Page, Commercial Newsletter, etc. The authorities have also arranged to publish a number of pictorial illustrations of Mahatma Gandhi.

I send my best wishes for the success of the magazine.

Ramkrishna



GOVERNOR OF KERALA

RAJ BHAVAN
TRIVANDRUM

September 3, 1958

I am happy to learn that a Special Number of the 'Southrailnews' is proposed to be published on the birthday of the Father of the Nation. I send my best wishes.

Manakish



DEPUTY MINISTER, RAILWAYS, INDIA

NEW DELHI

August 21, 1958

DY. MINISTER FOR RAILWAYS

I am happy to know that a special Number of SOUTHRAILNEWS is being issued on 2nd October 1958, the birthday of Mahatma Gandhi, the Father of the Nation. I have been reading SOUTHRAILNEWS regularly, particularly since I have taken over as Deputy Minister for Railways. It is rendering good service to its readers and I wish it all success.

S. V. RAMASWAMY

SOUTHRAILNEWS

(Published by the Southern Railway)

EDITORIAL NOTICE

VOL. V

No. 7

Editor :

K. SRINIVASAN

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

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

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

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

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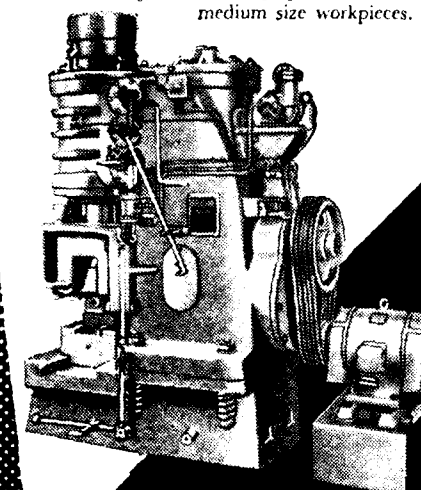
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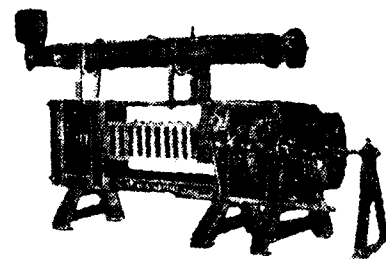
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Cover : Gandhi Mandap—Guindy, Madras

SOUTHRAILNEWS

VOL. V

OCTOBER 1958

No. 7

GANDHIJI'S ADVICE TO RAILWAYMEN

MAHATMA Gandhi has advised railwaymen on how to prevent ticketless travel and how to keep premises, carriages, etc., clean. He has also given advice to the public on these matters.

In his post prayer speech at New Delhi on 28th October 1947, Mahatma Gandhi spoke the following words about ticketless travel:

"If the Railway earnings ran into crores, it was equally true that the expenses of running trains were no less heavy...."

Gandhiji impressed on the audience the necessity for observing laws of sanitation in railway compartments. Spitting within compartments was an instance in point. He also deprecated disregard of railway rules like pulling the alarm signals without sufficient cause.

If he were at the head of the Railway administration, Gandhiji said he would advise the railway management to tell the public that unless they purchased tickets, trains would be stopped and they would resume journey only if the passengers willingly paid the fares due.

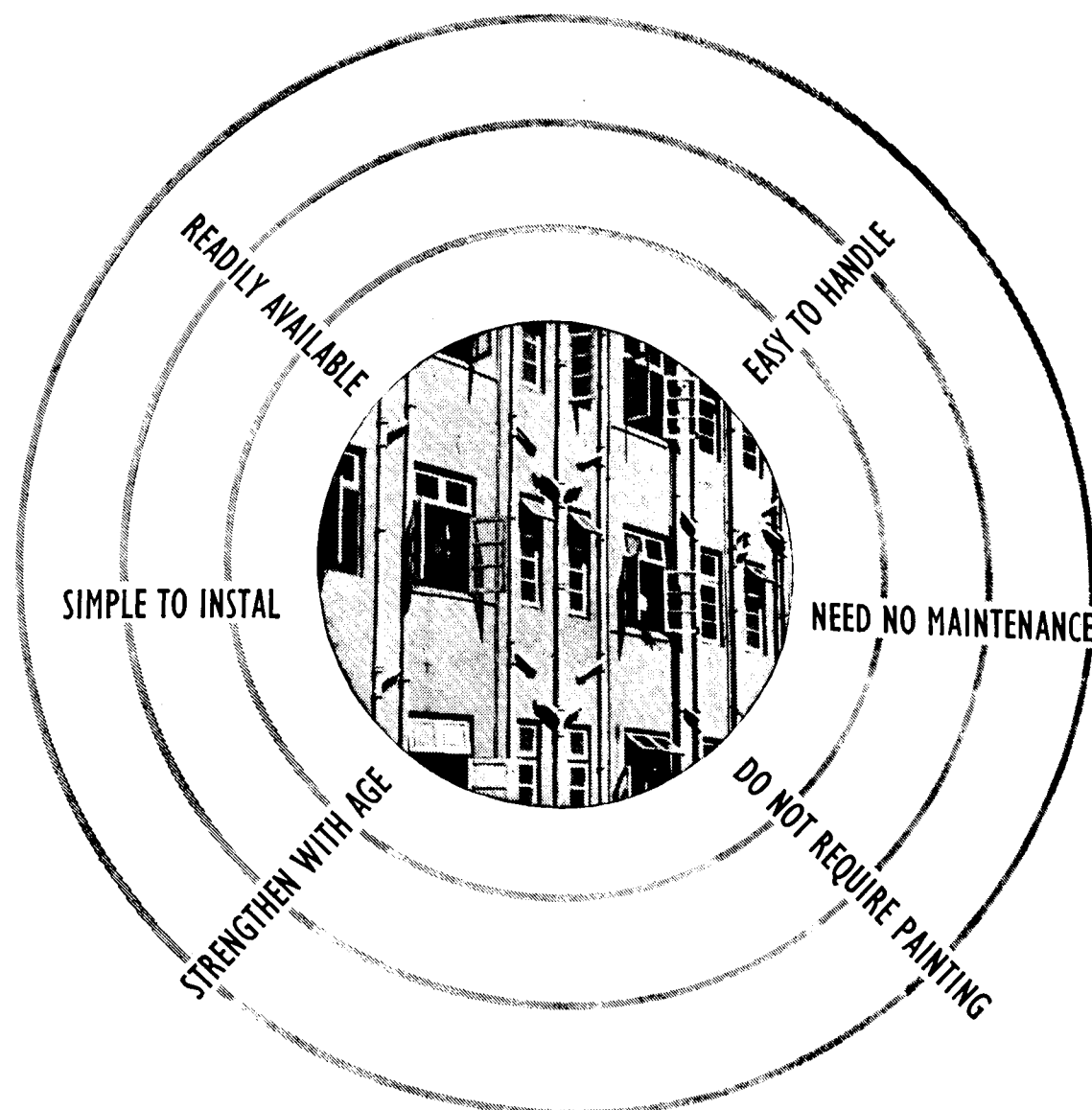
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we have not been able to provide all those facilities that we would like to provide, the railways are already giving many of them like reservation of class III seats for long distance passengers, improved catering arrangements, better waiting rooms, installation of fans, night lights and sanitary fittings in class III coaches, etc.

Gandhiji was very courteous. A kind and considerate heart is necessary to produce courtesy. A clean tongue and honest hand will carry a man through any land. It is necessary for anybody to be courteous to anybody else.

He was teaching about courteous behaviour in so many words, which imply: courtesy is promptness. Nothing shows your lack of interest in people more quickly than tardiness. Courtesy is impartially treating the small customer as well as the large customer—treating a person in a high position and also a person in a low position with courtesy. COURTESY does not offend good taste nor sense of neatness or cleanliness. Good grooming gives poise, sureness and assures success.

COURTESY is discreet. Be frank, yet reserved. Don't talk too much about yourself—be a good listener. Never intrude where you are not wanted. There is plenty of room elsewhere.

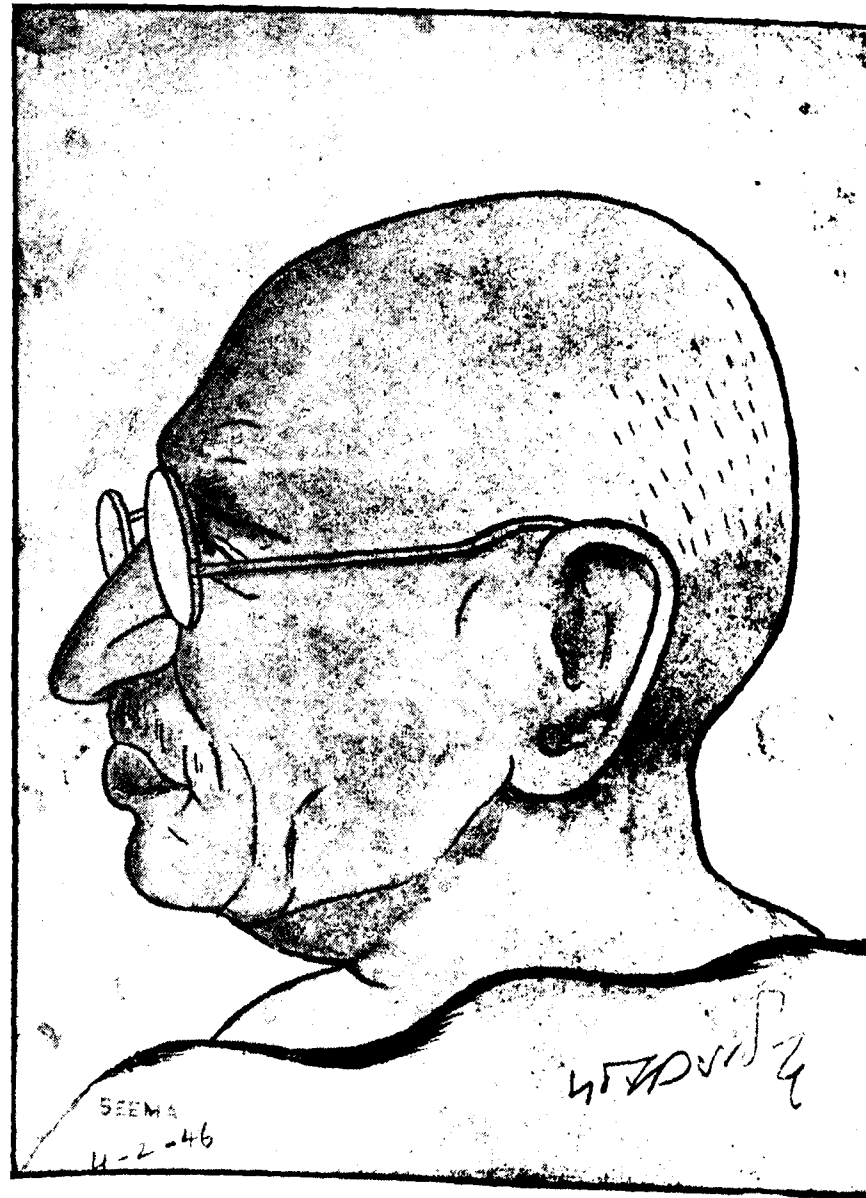


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COURTESY is simply considerate behaviour towards others. Practice it and you personally can do as much for the efficiency of our railways as the most modern piece of equipment can do.

COURTESY demands level heads. Remember "A soft answer turneth away wrath." Gandhiji was very

courteous and polite from the prince down to a peasant. He was very careful about the words he uttered and never offended anybody by his harsh words or offensive words. He has advised railwaymen to be courteous and to be honest and wanted railwaymen to cleanse their hearts of all dirt. He advised all to have a charter of duties.



Gandhiji at the wheel



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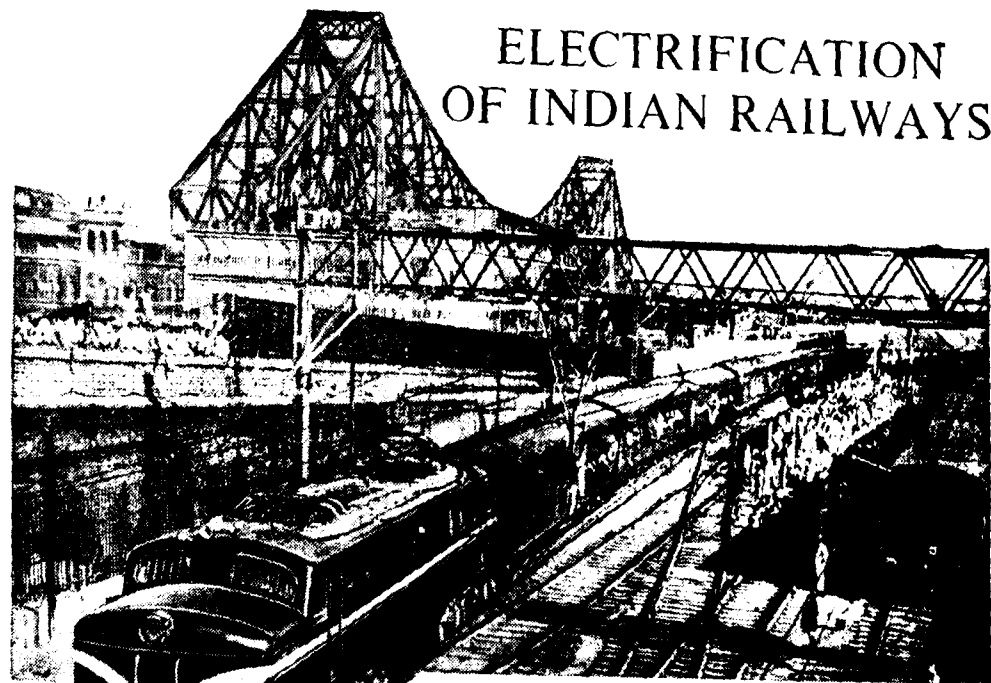
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PASSENGER X looks at his wrist-watch for the fourth time in as many minutes, and then pokes his head out of the carriage window, draws it in and exclaims irritably, "the train starts off from the station, moves about a hundred yards and then comes to a stop. Whatever for!"

Passenger Y, an inmate of the same compartment, answers the question with a shrug of his shoulders, "Only the railwayman knows."

Passenger X continues his grouse, "Here, I've been in this so-called mail train since seven last evening, and I'm expected to reach my destination at ten this morning. It is now mid-day and this confounded train seems to be enjoying a game of start and stop every few miles."

Passenger Y adds, "And to think we have to pay mail fares. Why call it a mail train when it ambles along almost like a goods train."

Passenger X takes comfort that his fellow passenger is a critic who thinks like him, and now enlarges his grievance. "This slow travel is most annoying. I had an important business engagement at 11 and now there's not a hope of my being in time. Being late may mean my standing to lose quite a bit of money."

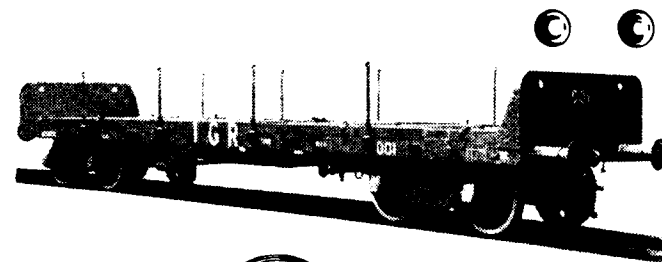
Passenger Y who has a more philosophic outlook, replies, "My dear chap, you should always allow a twenty-four hour margin for money-making appointments. Don't cut things too fine in these days of rail

travel, and it looks to me that it is a question of not getting there on time, but some time. Of course, the stress is on the word 'some' which includes considerable elasticity."

But passenger X was not to be soothed with such advice. He was much too agitated. Suddenly, he felt the train move, and said with some little satisfaction, "Ah, at last we get going, but let's hope it will be as a mail and not a snail train."

Passenger Y added, "Don't be too optimistic. The 'start and stop' performance may recur, so I'll reserve my applause until we reach destination. By the way, we do have about an hour spare before we get out of this fast train, so let us talk about some pleasant bygone days."

He continued, "those were the days when you could send a wire to a friend, relative, or business associate, saying, expect me ten sharp, and on the knock of ten you would be there. But now, all you can hope for is to get to destination some time or other. So much for punctuality. Then there was the question of comfort. Hardly any overcrowding, with swarms of people barging into your compartment, stepping on your feet, pushing and shoving, and having the nerve to look at you as if you had no business being there. To crown it all a large number of these individuals are sneaking a free train ride. Next we regard the interior decorations and fittings of carriages. I step into the lavatory to have a wash and find the confounded tap won't disgorge any water, or



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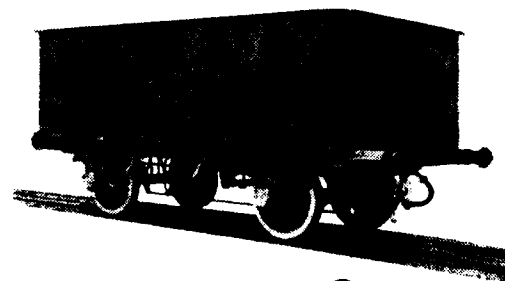


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there's no mirror, or the shower is either absent, or working more like a waterfall. And as for bulbs and light switches, well sometimes I don't even bother to look, as they aren't there. If you happen to be travelling during the summer months, you will probably get yourself a compartment where the fans don't work. Need I continue with the defects and deficiencies?"

Passenger X took in this condemnation in a state almost bordering on rapture. His fellow traveller had taken the words right out of his mouth; only, he would not have put it so mildly.

Passenger X was about to continue exploring his field of grievance further, when a third passenger in the compartment quietly interrupted.

"By the way gentlemen, you have complained rather caustically and bitterly about the defects and deficiencies of rail travel. Do you happen to know what causes some of these things, for instance the starting and stopping antics of this mail train?"

The third passenger continued. "Let me explain. A common cause for such delays is that passengers reach for and pull the alarm chain on the slightest pretext. When the guard comes along to investigate, does he get the eager co-operation of the passengers? Rarely. What he does get is hostility naked and unashamed. Now if passengers in a compartment saw by whom the alarm chain was pulled, and promptly pointed out the culprit, well, proper action could be taken and it would not be long before such instances would be rare, and

reduce one of the causes for late running of trains."

He continued, "There's something else the travelling public don't know. Railwaymen responsible for train operation do not deliberately pile up detentions, as every minute of the journey has to be recorded both by the driver and guard in their journals and they have to answer for every minute of detention. If they are found responsible, they get punished."

"Next, there's this problem of ticketless travel which is one of the causes for overcrowding of trains. The railwayman responsible for the prevention of this is always on his toes, but rarely does he get any co-operation from the public. If he catches a ticketless traveller and tries to recover the legitimate dues, it is not unknown for him to be reviled and even assaulted, or at least have a complaint filed against him for various things that did not occur."

"To go on, there's your criticisms of the defects found in passenger coaches. No one is denying they are not so, but who does the removal or destruction of railway property? The railwayman or the unsocial elements of the public? In spite of all the precautions taken it goes on."

Passenger Y took all this in with smiling toleration and said, "You don't need to tell me that you're a railwayman, pleading his own case. But surely, you don't expect the man who pays for his transport, to work for it also."

(Continued on page 26)



Entrance Facade to the Avathara Mandapam

SRIPERUMBUDUR

Birth-place of Sri Ramanuja—the Gandhi of Mediæval age

T. N. SRINIVASAN

WHAT Gandhiji did in the present era for the eradication of that scourge in Hindu Society—Untouchability, was done even as early as the 11th century, a time when Hindu society was very rigid in its observance of caste system, even to a degree of religious fanaticism. It was so then, because South India was under the sway of Hindu monarchs who, besides being wise rulers, were also religiously strong-viewed; and they associated themselves actively with the religious heads of the day in keeping the canons of Hinduism in tact. The 'fifth' caste, as the Harijans were then called, had no privileges

that the other four castes enjoyed and were in general prevented from even observing the rituals prescribed to the higher castes. They were not worshipping the deities that the upper classes adored and moreover were prevented from entering the temples of these divinities. Just in the same way as Gandhiji broke this time-honoured tradition by his famous "Temple-entry" scheme, even so in that dim past, Sri Ramanuja, the founder of the Vishistadwaithic school of Hindu philosophy and progenitor of the Sri Vaishnava sect in South India, allowed these Harijans enter into one of the most orthodox temples

October 1958

SRIPERUMBUDUR

21

in South India—the temple of Sri Narayana at Tirunarayanapuram (Melkote), situated in the Mysore state.

This great saint Sri Ramanuja, who forms one of the triad of South Indian religious reformers, the other two being Sri Sankara of the Advaitic school and Sri Madhwa of the Dwaitic school, was born in a family of pious devotees at Sriperumbudur in the year 1017 A.D., and from that day this place attained unique importance for the Sri Vaishnavites, as the *avatara sthalam* of their reputed *loka-charya*. This sacred place is situated about 25 miles west of the city of Madras and the nearest station is Trivellore on the main broad-gauge line between Madras Central and Arkonam. From there, buses cover the short distance of about 14 miles to Sriperumbudur. The alternate route is to take the trunk road from Madras *via* Poonamalle, and this

place can be reached by covering 25 miles of this very finely maintained road in an hour's time. Thus this place of high religious importance can be seen in a week-end trip and the visitor will be well compensated for visiting this place, as the natural situation of this neat but little village amidst rural surroundings with the temple in the centre will no doubt captivate the minds and why not, the hearts too of the visitors.

Even before the advent of Sri Ramanuja here, this place was one of religious importance, for here stood even then the ancient temple of Sri Adikesava perumal. According to the *sthala puranam* of this place, which is culled out from the famous *Skandha puranam*, the origin of this sacred site goes back to the puranic age. The story narrates that once Siva, smearing himself with *ribhuti*—the sacred ash, and adorning himself with

The sacred tank—Ananthasaras behind the temple



garlands of skulls and serpents, began to dance intensely. Seeing the queer behaviour of the greatest of the divinities, some of the demon attendants of Siva known as *Bhuthaganas* laughed sarcastically. This infuriated the Lord, who immediately ordered them to be expelled from his abode at Kailas. Sorrow-stricken the *Bhuthas* sought the help of Brahma, who directed them to seek protection from Vishnu, the great Protector of the Universe. Vishnu, who heard their curse, directed them to proceed to the Earth and settle down in the forest known then as "*Arunaranyam*" near the reputed *Satyavratha kshetram*—another name for the modern Kanchee—and do penance. Accordingly, the *Bhuthas* came to this sacred spot and after years of deep austerities, they were given the vision of Vishnu in the form of Sri Adikesava. This deity called Siva to his presence and requested him to withdraw his curse and save the penitent divinities. Siva did so and the *ganas* were restored to their original form. Out of gratitude to this act of mercy, they built a shrine for Vishnu here and dedicated the same to Sri Adikesava and prayed that this sacred place should be known after them as *Bhutapuri*. This is the origin of this place and in Tamil literature it came to be called as "Sriperumbudur".

To absolve themselves from the sin that they had acquired due to the wrath of Siva, Vishnu ordered the *Bhuthaganas* to take a purificatory bath in that holy place and for this purpose he commanded his servant, *Adishesha* to create a sacred tank just at the spot where he appeared to the *Bhuthaganas*. This tank still remains and is known as *Anantha*

saras as it was dug by Anantha the serpent. Later on, King Ambharisha of the Solar dynasty was directed to take bath in this sacred tank when he was infested with the incogitable sin of slaying an innocent cow, which he desired to protect from the strong clasp of a tiger. When the monarch took his bath in this tank, he was freed from that sin and at the command of the sages here, he rebuilt the temple of Sri Adikesava, which had, by then, fallen into ruins.

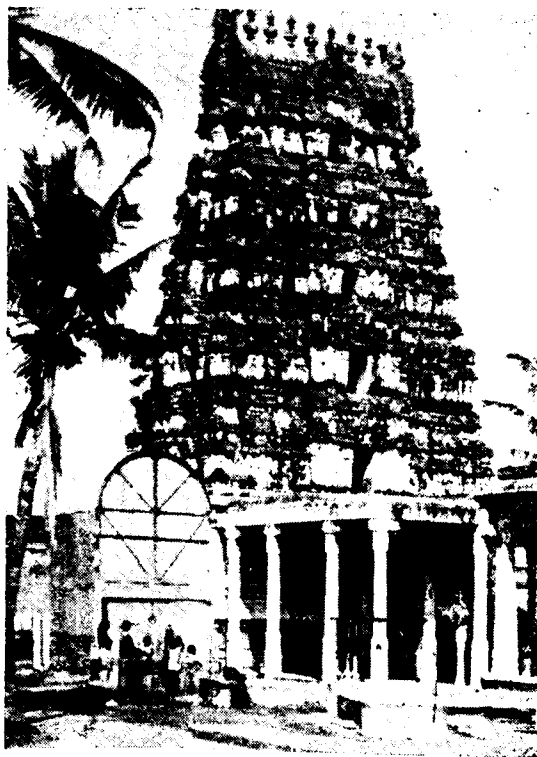
It was in this ancient and religiously important place that Adishesha was born in this age of Kali in the year 1017 A.D. as the son of the pious Asuri Kesava Somayaji and his devout wife Kanthimathi, as the future Apostle of Sri Vaishnavism—in the form of a male child whom they named first as *Lakshmana*. This prodigious child spent the early part of its long life here and it was only after the death of Somayaji that Lakshmana went to Kanchee for his education. Still later, when he became the religious head of Sri Vaishnavas, he shifted to Srirangam and for sometime lived in Melnad—as Mysore was then known—till his passing away at the ripe age of 120 years at Srirangam in 1137 A.D. During his life-time, his devout disciples like Kandadai Annan and Mudaliandan wished much to instal an image of this great saint at his birth place. Though Ramanuja was at first reluctant to allow this to be done, he later agreed to meet their pious wishes. Arrangements were then made to cast an image of the great preceptor, so that it was true to life and reflected the glorious physical form of the saint. This done, the devotees went over to Srirangam and prayed to Sri Ramanuja to have a look at the image and approve

its correctness. On his tour to the north the saint came to Sriperumbudur and was astonished to see the image which was an exact replica of his own self. In his admiration for the skillful representation thus made, he is said to have embraced the image and passed his own *sakthi* into the same. He congratulated his disciples and himself fixed a suitable day for the consecration of the image. Then he proceeded on his religious tour and returned to Srirangam. On the appointed day—the day in the month of *Thai*, when the star *Pushyam* is ascendent, the installation ceremony of this reputed image was being done at Sriperumbudur, as ordained by the saint himself. At the appointed hour, Sri Ramanuja was in the midst of his Kalakshepam classes to his vast concourse of disciples at Srirangam temple. All of a sudden, the pupils of the saint saw him fainting and drops of blood coming out of his two eyes. Grief-stricken, they fanned him and after a while Sri Ramanuja regained consciousness, when he explained to his anxious disciples the significance of this strange occurrence. He detailed to them that though physically present there, he had to proceed to his birthplace, to bless the installation of his image there, into which his soul had permeated. This infusion of the cosmic energy of this great saint is responsible for attracting all the adherants of the Sri Vaishnava school of thought to this place and adore this charming image of the saint.

The temple of Sri Adikesava and Sri Ramanuja here, though a small one, is well-built and like most of the temples in South India has all the characteristic features of a Dravidian temple. Entering the place from the sannidhi street, the first structure to

be seen is the small shrine of *Siria Tiruvadi*—Sri Anjaneya, which stands at the forking point of the street. Passing westward, one sees a huge mandapam called the Hundred-pillared mandapam on the left side of the street. It has a fine *Mukha mandapam* in front and at its back stands on an elevated platform the *avathara mandapam* of Sri Ramanuja. Inside this mandapam at its eastern side, it is said that Sri Ramanuja was actually born and to mark this sacred site, an image of the saint with his 72 *simhasanadhi-pathis* are carved and installed. Daily worship is being offered to these images and on the occasion of the birthday of the saint, his image is brought here and the *avathara utsavam* is being celebrated on a grand scale. On that occasion, the image is rocked in a silver cradle and to mark the birth festival, he is offered fresh milk in a conch-like vessel, just as babies are fed.

Passing westward from this memorable mandapam, the portals of the main temple is reached. The entrance to the temple is crowned by a finely constructed gopuram and in front of the same is the sixteen-pillared mandapam. Here during festivals, *Unjal sevai*—rocking the image in a swing—is being done, which is worth-seeing. Going inside, the first objects to be seen are the slender *Dhrajasthambam* and the *Balipectam*, both of which are covered with gold gilded metal casings. On the south of this, ascending a flight of steps, the famous *Kuthirai-kal-mandapam* is reached, named thus for the mandapam is supported on huge pillars in which gigantic images of horses in a galloping pose with riders on are carved. At the southern side of this mandapam



The Front gopuram of the temple of Sri Ramanuja

in a protected enclosure, stands the costly golden vimanam called *Ponnan-kuradu*. It is a finely worked four-pillared mandapam with intricate designs completely covered with golden plates. It is here that the image of Sri Ramanuja is brought on occasions of festival when a grand *asthanam* is conducted. Passing through the entrance on the northern side of *kuthirai-kal-mandapam*, the main shrines of the temple are now reached. Facing east, stands the shrine of Sri Adikesava, the presiding deity of this temple. He is represented as a standing figure of imposing appearance having four hands carrying the characteristic

weapons of Vishnu—the *Chakram* and the *Shankam* in the upper hands.

Coming out of this main shrine in the same prakaram facing south, one sees the shrine of Sri Ramanuja. The hall in front of this shrine is called *Chathus-sthambha mandapam*, as the four pillars that form the cone of this pavilion are of gigantic size and shape. It is said that the masons who built this mandapam found it difficult to raise these four pillars to position and hence prayed to the *Bhutaganas* to help them. It is said that at night the four pillars were mysteriously raised and put into position overnight, which got the name for this mandapam. The shrine of Sri Ramanuja is small and the image of the moolavar who is known by the special name *Elayazhwar* is set facing south—in prayers to the Lord of Srirangam—for the hands of the image are folded in *anjali* pose. In front of this, is installed the reputed *utsava* image of Sri Ramanuja, whom the local people address by the reverential name *Sri Bhashyakar*. This is the well-known contemporary image of the saint which was blessed by him. A close observation of this image will reveal even to the ordinary looker, the magnanimity of its composition, the grace and benevolent charm of its face and the majestic sitting pose of the image. The devotees of Sri Ramanuja have showered this image with costly jewels that glitter in the dim light that illumines this place. In front of him is his *satari*, which has a special name also—for it is known as *Mudaliyandan*—so named after that devout disciple of the great teacher.

Within this enclosure are the shrines of Sri Nammazhwar, Sri Andal and

the other Azhwars and Acharyas of the Sri Vaishnavite hierarchy. Coming out of this enclosure the shrine of the goddess, enshrined in a separate place, is reached. The name of the goddess is *Sri Yathirajavalli*, perhaps named subsequently to link up her association with the great son of that place—Sri Yathiraja. On the northern side of the temple is a separate temple dedicated to *Sri Rama*. In front of this shrine is a low but long corridor which has been made famous by the particularly majestic *Vuyyara nadai* that is celebrated here at the time of the festival of Sri Ramanuja. The mythical significance of this is attributed to the similar function that is done at Srirangam for *Sri Alagiya manavalan*—the utsavar image of Sri Ranganatha. It is said in the *Acharya guruparamparaai* that in the time when this image of Sri Ranganatha was in the royal household of the Ikshwaku rulers of Ayodhya, King Dasaratha celebrated the *aradhana* of this image by asking his divine boys, Sri Rama, Bharatha, Lakshmana and Satruguna to carry the sacred image in their hands every day in majestic walk to the place of worship. But when the image came to Srirangam, having been brought there by Vibhishana, this practice had ceased till it was restored by Sri Ramanuja. To commemorate this great revival, Sri Embar Jeeyar introduced this peculiar slow movement of carrying of the image of Sri Ramanuja in this Ramar mandapam recently. It is a unique sight to see, as similar ones are not done elsewhere in this part of the country.

Coming round to the entrance gopuram, the *Rama Nayakkan Mandapam* on the left side is worth-seeing. Inside

this is situated the famous *Kannadi arai*—the room with mirrors in which the images of Sri Adikesava and Sri Ramanuja are installed on important days of festivals. This room, which was recently renovated, is fitted with huge mirrors on all the five sides of the place except the floor which is fixed with very highly polished Italian marble slabs. So much so, when the image of the deity is kept in the centre of this room, the visitor will see numerous images—the reflection of the one in the centre, in various angles in the several mirrors set on the four sides of the wall and on the ceiling of this chamber. Such a sight is rather unique, and is bound to linger

The Utsava Image of Sri Ramanuja



long in the memory of those who are privileged to have an opportunity.

Behind the temple is the temple tank called *Ananthasaras*. Being rich, there are many festivals done here all the year round but the one which attracts the largest crowd is the famous *Udayavar utsavam*. It is celebrated for ten days in the month of Chitrai (April-May) to commemorate the birthday festivities of Sri Ramanuja. On the last day of the festival called the *Udayavar Sathumurai*, a record crowd of devotees gather here to witness the grand procession and the final conclusion—for it was on this day in the year 1017 A.D. that this great and renowned saint was given to this world by Divine Grace.

Only the Railwayman knows (Continued from page 19)

The railwayman replied, "Please don't misunderstand me. What we are aiming for is a more pleasant relationship between the railwaymen and the public whom he serves. After all, most of those who do the travelling see things from the outside and not from the inside and don't know all the facts, so obviously their criticism is one-sided."

Passenger Y replied, "There's something in what you say, and thanks for the inside information too."

The train comes to a stop. Destination is reached and the critics and criticised part with a mutual, "Here's hoping for a better future all round."

SIGNIFICANCE OF THE NATIONAL FLAG

K. S.

GANDHIJI'S ideas are expressed in the colours of our National Flag. A flag is a sign or a symbol, or an emblem, signifying some predominant features of what it represents. Flags may represent clubs, associations, peoples' groups, parties, countries, nations, etc. Our National Flag is a horizontal tricolour of deep saffron on the top, white in the middle and dark green at the bottom, in equal proportions. The proportion of the width to the length of the Flag is two to three. In the centre of the white band there is a wheel in navy blue to represent the Charkha. Its design is that of the wheel (Chakra) which appears on the abacus of the Saranath Lion Capital. Its diameter approximates to the width of the white band and it has 24 spokes. The National Flag was adopted by the Constituent Assembly of India on July 22, 1947, and was presented to the nation at the midnight session of the Assembly on August 14, 1947.

The significance of the three colours used in the National Flag is described below: At the top of the flag is saffron. It is a colour used by Sadhus or Sanyasis. Buddhist Sanyasis are also clothed in that colour. This represents fortitude and perseverance among Hindus, Buddhists and Sikhs. In South India, this is called Kasaya colour. Great gurus like Sankaracharya, Ahobila Mutt Jeeyar and Madhwa Saints wear cloth in that colour. This means peace, non-attachment and purity. These Saints are trying to attain truth and adhere to truth in all the difficulties and hardships. It also

means love, kindness and affection for all. In the Ishawasya Upanishad the first stanza starts with saying:

ईशावास्यमिदं सर्वं यत्किंच जगत्यां जगत्
तेन त्यक्तेन भुञ्जीथा मा गृधः कस्यस्विद्धनम् ।

—that everything is created by God. Renounce and enjoy. Do not covet the wealth of another man, etc., etc.

As for White, it represents the central band of our Tricolour National Flag. The significance of this colour is well-known. The colour white stands for purity, truth and peace. In this connection we may also refer to the seven colours of the Rainbow, the VIBGYOR, which if rolled in a spectrum will appear as white. Here we are discussing about Mahatma Gandhi. How by practising the various virtues, Mahatma Gandhi attained purity. Virtues can be illustrated by comparing them to the VIBGYOR colours—to the colours in the spectrum. Purity is attained by the practice of various virtues. So far regarding the significance of white colour the flag.

As for green colour in the National Flag which is the third colour and also at the bottom of the Flag, we think of the trees, the plants, the crops around us. This represents freshness and greenness, that means vegetation necessary for life, and the land of plenty removes starvation by more production of food and enables the country to become rich and powerful. Green represents faith on account of freshness of the green, prosperity on account of the green appearance and power on account of the growth.

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THE DOG THAT TALKS

Mrs. TRUESTORY

IN our house, there has always existed an unacknowledged but nevertheless forceful tussle, as to how fast I could get rid of the pets which my husband and children acquired with alarming speed. Our pets range from dogs, cats, rabbits, squirrels, mice to parrots, budgerigars, goldfish, hens and ducks. My eagerness to drive them out arises from a natural distaste for all pets as well as from the fact that I am left with the unpleasant duty of feeding and caring for them. At times, I am hard put to it, to understand whether I am the mistress of a home or the manageress of a Zoo.

I can understand the usefulness of one dog as a pet and a watchdog, but the necessity of having two dogs has always escaped me. But two dogs have been the rule in our house. Under the circumstances I was privately overjoyed though outwardly sympathetic when one of our dogs died of old age. Thereafter I put up a stiff opposition whenever the subject of getting another puppy was mentioned. Imagine my discomfiture then, when one evening a month old alsatian pup was sneaked in, as a present from one of my husband's friends! The children were delighted and my husband was voluble in detailed advice about its diet, its sleeping quarters, the way to keep up its condition, etc. Many of our neighbours had pure alsatian dogs, the locality where we lived being far from the town, and police protection. And our remaining old dog being a friendly one, to all and sundry, I was finally

persuaded to see what a valuable acquisition this puppy was.

My son had come across the name of Rinty in a comic, on the other hand, I had been impressed by the name Laddy in a novel, so we finally settled for Laddy. In the end, it was called by neither, but by the queer name "Habre." This was how it came about. On return from school, the children used to play with it, tickling it under its chin, pulling its tail, counting its teeth, and even trying to strangle it. Under this affectionate treatment, it used to growl "haa.....am," and haa.....ab" so they started addressing it "Habre" and Habre it is, till to day. When this bullying reached its peak, the dog would growl "gurrurr" so that his early impressionable years have been a round of peaceful intervals when the children are out of the house and hectic encounters with them during which he used to utter growls in varying tunes. Today when I hear Habre emitting sounds like "gurrurr," haa.....a-a "ohhhh..." I know the children have come home from school. This early training was so intensive, that it is now quite natural for Habre to make sounds suited to varied occasions. When he feels sleepy he actually yawns "aaavum." The minute any child comes near it, it welcomes it with a "gurrurr" so that strangers who are not acquainted with the talking habit of Habre are terrified, expecting a fierce onslaught, when actually the dog is only saying "hello." We have all heard of birds that talk, and even of Balaam's ass which talked,

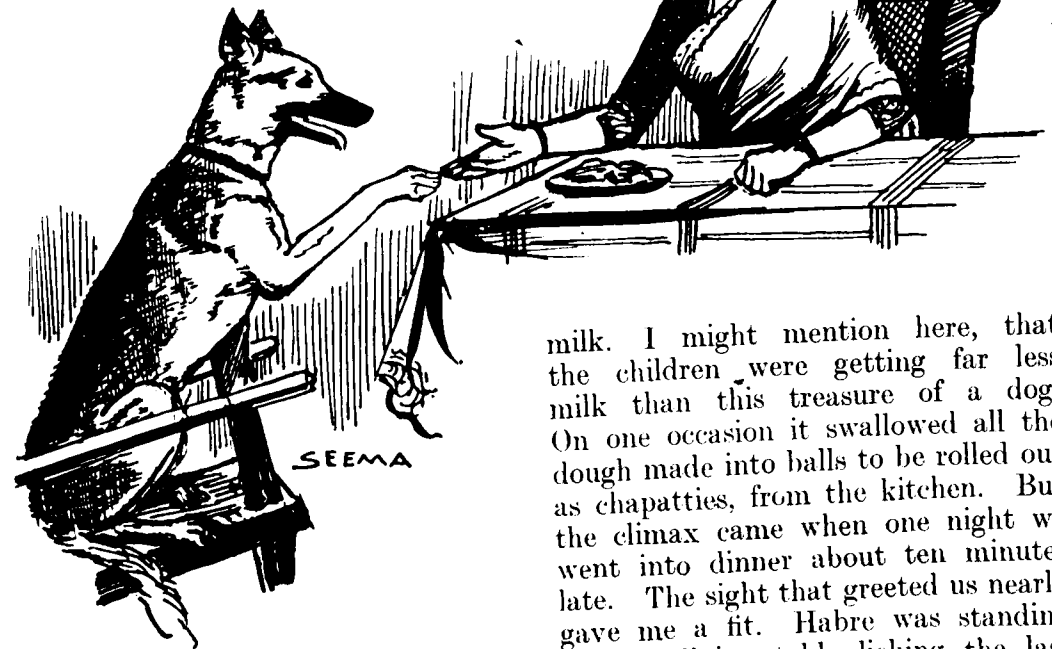
October 1958

THE DOG THAT TALKS

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but I have never heard of a dog that talked, and the unique distinction, of owning one, has fallen to us.

For two months after Habre came to us, I used to give it, porridge, soup and milk four times a day reinforced by shark liver oil, vitamin



pills, calcium tablets, etc. But in spite of this expensive and balanced diet, a more voracious dog could hardly be seen. I used to be non-plussed by its habit of running to the other dog's heaped plate of rice and beef and wolfing it down, and this in its early months when it was very bad for an alsatian pup to have meat! Or it could be found to chew up and eat paper, bits of wood, pencils, pens, balloons, in short, anything within its sight and reach. Informed of this freakish nature, my husband only blamed me for not giving it sufficient

milk. I might mention here, that the children were getting far less milk than this treasure of a dog. On one occasion it swallowed all the dough made into balls to be rolled out as chapatties, from the kitchen. But the climax came when one night we went into dinner about ten minutes late. The sight that greeted us nearly gave me a fit. Habre was standing on the dining table licking the last plate, after having polished off all the food. They say starving is good for the soul, but, believe me, it can play havoc with one's temper!!

The mounting bills, the ceaseless round of feeding it *plus* its habit of dirtying the house were driving me to despair, tempered only by the thought that I was at last raising a highly pedigreed alsatian dog. This bubble was burst when a friend informed me that its father was a pure alsatian, but its mother was only a half bred one. Forthwith ceased

all my interest in Habre. I put it on exactly the same diet as my old dog—rice and beef twice a day. As a concession to my husband who was loud about my heartlessness, I added a breakfast of milk and chappaties. Evidently this was the diet it needed, and not my discarded high class one, for it started growing at a terrific rate, so that it soon outgrew the old dog and reached a magnificent size. That it was not pure was of no concern for my husband and children who treated it as if it were a gift from the gods, allowing it to play on the beds, fondling it and feeding it with choice tid bits from the table while I had to look helplessly on choking with rage! About this time my son took it into his head to train Habre. After hours of strenuous training he called us to

witness the results. When he ordered Habre "come here," it ran off. When he told him to sit down, it said "gurr." When he asked him to shake hands, Habre sprang to bite him. Undaunted he threw a ball and asked him to bring it back. Habre ran, caught the ball, chewed it and ate it up and slunk off. In view of this success, my children and husband never disciplined Habre for the amount of clothes he tore to pieces, the number of plants he uprooted, passing them all off as vagaries of teething! However it is only fair to mention that this affectionate indulgence has borne some fruits—Habre at the age of one and a half is a fierce watch dog and has numbered among his victims cats, huge bandicoots, birds.

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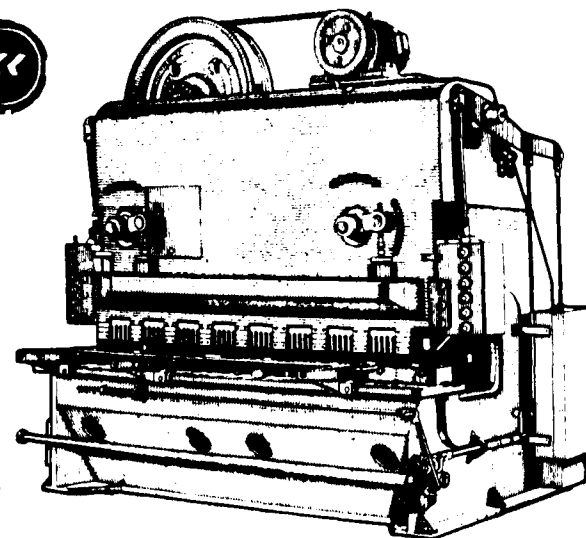
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As befits a dog that talks, Habre has other strange traits. It is a revengeful dog. Once my son and his friends were climbing a tree when Habre ran up to bite the boys. One of them hit it with a catapult and hurt its leg. The next day, the same boy happened to come to the house again when Habre ran up quietly from behind and gave him a real good bite.

I am told that dogs normally abhor water, but not so Habre. It is a treat to watch him swim with great zest and enjoyment and expertly fish out the stones thrown into the water by the children.

Horses and dogs are generally supposed to be great friends. On this assumption, when we were trying out a horse with a view to buying it, we brought Habre near it and tried to make him understand that the horse would be a part of the household and therefore should have his friendship. But the minute our backs were turned he chased it far out and it took all of a morning to locate the horse finally.

Our Habre is a devout churchman so much so that my husband calls him a priest. He never misses going to church either with the ayah or with me. Recently he went to the Catholic Church with our ayah, and ensconced himself next to her in the middle of the church. Matters might have gone smoothly if another dog also had not come in with his master.

Then pandemonium broke loose, with both the dogs springing at each other's throats. The priest, right in the middle of his sermon, charged on them with a stick, the other dog took to his heels, but Habre growled at the priest and sprang to bite him. At this, the priest berated the ayah soundly in English which fortunately she could not understand. All the congregation sided with the priest, so that the ayah had to leave with Habre and by the time she chained Habre at home and went back, the service was over. He comes with me to church and Sunday school too. But his "gurr" frightens children as well as grown-ups so much that I have had to curb his religious fervour and keep him chained at home.

As a compensation for having driven off the horse, Habre serves as a horse too. We have an old tricycle. On return from school, my son sits on it and Habre is tied to it by a chain. A chokra runs in front shouting "Habre, Habre," and Habre starts running with all his might and the tricycle speeds along like a 40 Horse Power car. On other days, the baby sits in the pram and Habre is tied to the handle of the pram. The chokra runs in front giving the same clarion call, Habre starts his winged flight, and my other two children bring up the rear, shouting and laughing. A ludicrous procession! Oh! No! to our fond eyes, even the Horse Guards Parade cannot have been a gayer sight!!

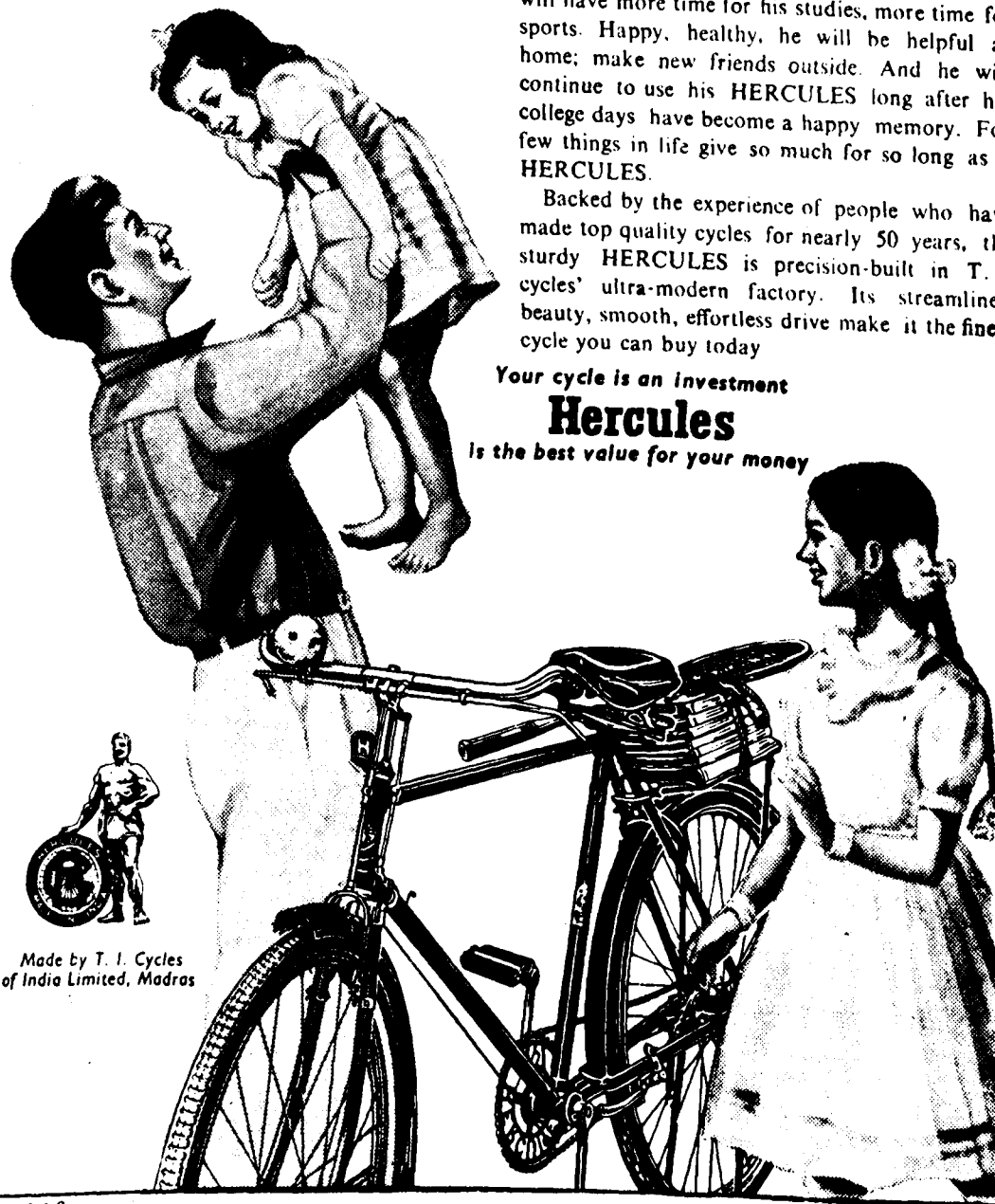


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RAILWAYS PROVIDE THE SINEWS FOR INDUSTRIAL GROWTH IN SOUTH

T. S. PARTHASARATHY

Deputy Chief Operating Superintendent (Goods)

PERHAPS the most noticeable feature of industrial expansion in South India is the halting manner in which industrial development was taking place till about three decades ago while great strides had been taken in this direction in the North. It is true that the States constituting South India are mostly agricultural areas and were therefore, till recently, looked upon as largely lacking in raw material resources, large markets and other conditions which are a *sine quo non* for large-scale industrial undertakings.

The constantly increasing population and the growing pressure upon the available land, however, rendered the development of organized industry an imperative necessity to the economic future of the South and the advisability of encouraging, in every possible way, the expansion of existing industries and the development of new industries of basic importance in order to increase the sum-total of production and the national dividend of the area, was soon realized.

It was also generally recognized that the first step in this direction was to take stock of the material resources and conduct enquiries as to what industries of economic importance offered scope for development in South India.

Investigations made into the economic potential of the South and the possibilities of its development have shown that this part of India did not lag behind either in her wealth

of resources or in other facilities for industrial development such as the availability of technical staff, trained labour and suitable locations well served with railway sidings. This realization has, of late, been responsible for a widespread interest in industrial enterprise in the South and release of capital which had hitherto remained somewhat shy.

FUEL DIFFICULTIES HINDER PROGRESS:

Certain difficulties had in the past tended to restrict the development of large-scale industries in the South, chief among them being the question of obtaining a cheap form of fuel. An ample supply of coal is essential for any real progress in the industrial development of a country; and this again is bound up in the question of railway transport on the long lead from the collieries and the consuming market. Owing to the fact that nowhere South of Hyderabad have coal deposits been found to exist (with the exception of lignite near Neyveli which will be dealt with later) fuel had been both scarce and costly.

The railway itself is the largest consumer of coal in this area and the procurement of coal for locomotives is one of the most difficult problems the Southern Railway has to face in view of the considerable distances at which coal fields are situated.

With a view, however, to assisting trade and industry and the general economy of the South, which has

necessarily to import large quantities of various commodities from the North, the Railway has been progressively diverting railway coal from the all-rail route to the sea route. Coal carried by sea costs much more than by rail but the Railway decided to incur the extra expenditure to enable more general merchandise and coal for industrial purposes to be moved. This act of self-denial on the part of the Railway has, naturally, inflated its coal bill which now represents nearly 21 per cent of its total working expenses.

INDUSTRY'S DEPENDENCE ON RAIL TRANSPORT:

In any modern country, it is impossible to conceive of a system of life which does not involve the railway carrying the raw materials required by industry and taking away the finished products. A railway while benefiting the country generally, benefits the area lying within its sphere in particular and therefore it is by the endeavour of each railway to serve the interests of the districts and of the community it is directly concerned in, that the whole country can be best served by the entire railway system.

The growth of the various railway systems in South India, which were ultimately integrated as the Southern Railway in 1951, was so closely inter-linked with the growth of the industries in the regions that an account of railway construction in the South will show how vitally the industries depend on rail transport today. Such an account will be attempted in this article, which will also refer to the role which the Southern Railway will be called upon to play *vis-a-vis*

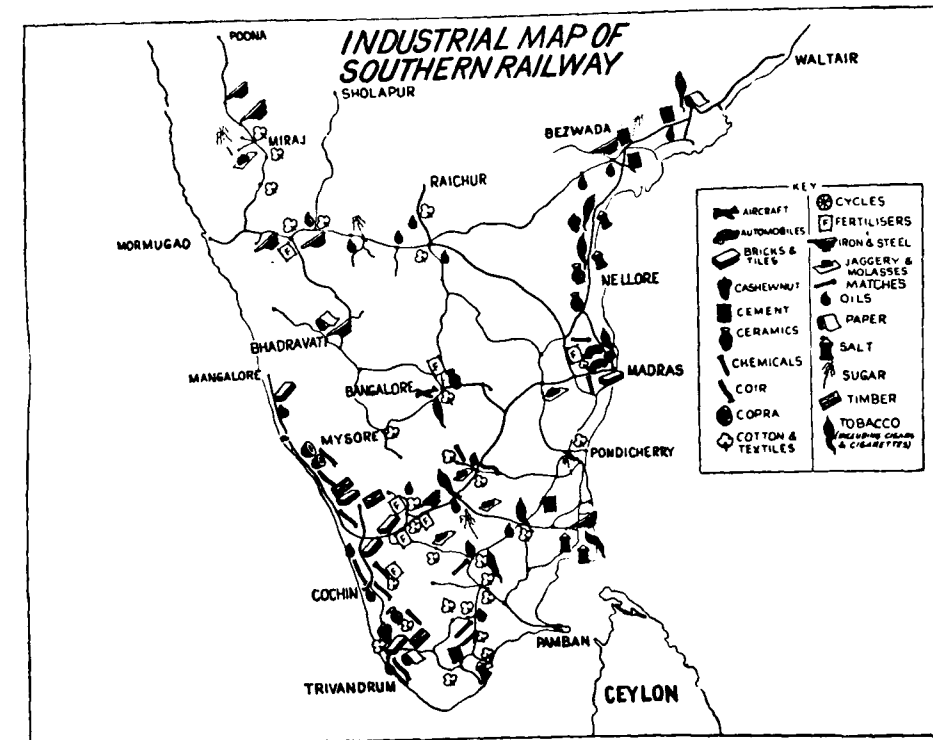
industrialization during the Second Five-Year Plan and the subsequent plans.

HISTORY OF RAILWAY CONSTRUCTION IN SOUTH:

The history of railway construction in South India began with the opening of the 66 miles line from Rayapuram to Arcot (now Walajah Road) on 1st July 1856. Actually the first sod for this section had been turned by the then Governor of Madras on 9th June 1853 and if the Madras Engineers were content with a bare twenty miles as in Bombay, they probably could have opened the first railway line in South India in 1854. By 1861, the Madras Railway had gone up to Kadalundi on the West Coast and in 1888 it was extended to Calicut. The Jalarpet-Bangalore Cantonment section was opened in 1864 and was extended up to Bangalore City in 1882.

The North-West line section was built up to Renigunta in 1862 and extended in stages up to Raichur in 1871. The 1873 Railway map of India shows that the Madras Railway operated 657 miles and the South Indian Railway 168 miles thus making a total of 825 miles. In 1901, the Madras Railway took over the East Coast State Railway which had opened a line from Rajahmundry to Waltair and from Bezwada to Kovvur in 1893 and then filled up the gaps before the end of the century except for the bridging of the Krishna river in 1892 and the Godavari in 1900.

The Southern Mahratta Railway, working under a first contract entered into in 1882, constructed and worked most of the Metre Gauge portions in



the Hubli area and the still later Mysore State Railway in addition to the working, for the West of India Portuguese Railway, the section up to Mormugao Harbour which was opened in 1888. This Company constructed the Hospet-Bellary and Gadag-Hotgi sections in 1884 and the Hospet-Dharwar line in 1885 and had, by the end of 1890, extended from Poona to Mysore *via* Bangalore and from Bezwada to Mormugao.

Down south, the South Indian Railway succeeded in 1874 the earlier Great Southern India and Carnatic Railway systems and had acquired lines which extended from Negapatam to Erode *via* Trichinopoly. This newly-formed railway progressed rapidly and had, by 1878, opened the Metre Gauge line from Madras to

Tuticorin *via* Tanjore and Madura with some gaps which were filled up later.

When the present Southern Railway was formed in 1951 with a route mileage of 5,999, there were only three major railway systems functioning in South India and these were the Madras and Southern Mahratta Railway, the South Indian Railway and the Mysore State Railway.

PHENOMENAL EXPANSION OF TEXTILE INDUSTRY:

This progressive expansion of the railway system in the Southern Peninsula, comprising, for the purposes of this article, the States of Andhra Pradesh, Madras, Mysore, Kerala and

the southern part of Bombay, synchronised with the general development of industries in the areas mentioned above. Although, for a quite a long time, there was a disposition to believe that Mysore, Madras and Kerala were interested only in the plantation industry, entrepreneurs were prompt to take advantage of the rapidly expanding railway system and the area's manpower, which is hard-working, intelligent and skilled.

One of the earliest industries to be started in South India, the phenomenal expansion of which later secured for Coimbatore the name "Manchester of the South," was the textile industry. This industry took advantage of the fact that a considerable amount of cotton of good quality was available in the surrounding area and ready markets for their output in the shape of yarn and piecegoods were available near at hand.

IRON, STEEL AND OTHER INDUSTRIES:

Spinning mills were started at Ambasamudram, Tuticorin and Madura in 1885, 1889 and 1892 respectively, and the Gokak Mills near Belgaum started functioning in 1887. The entire machinery for the construction of these mills was transported by rail as also their finished product. With the passage of time, the newly-developing railway line in the South was studded with textile mills, iron and steel works and factories for producing agricultural implements and tools, pumps and oil engines.

The vast manufacturing firm of Kirloskar's was built up from humble beginnings near a railway station north of Miraj in 1888, the major considera-

tion for its location being the existence of a railway line adjacent to the proposed site. A similar consideration led to the starting of the Ogale Glass Works near Karad railway station in 1916 and the Cooper Engineering Works at Satara Road in 1922.

SUGAR, CEMENT AND SMALL-SCALE INDUSTRIES:

The next industry which exploited the availability of improved rail transport facilities in South India was the sugar industry. In spite of the fact that the yield of sugarcane per acre is much higher in the tropical climate of the South, the industry was concentrated in the earlier stages of its development in Uttar Pradesh and Bihar. The desirability of exploiting the natural advantages of each region with a view to making it self-sufficient in sugar was soon realised and mills were set up in the various parts of the Peninsula. The sugar factories were provided with railway sidings and arrangements were made for transporting sugarcane by special trains during the crushing season while the output of sugar and its by-products was cleared in accordance with the factories' requirements.

The discovery of adequate deposits of limestone and gypsum in the areas served by Southern Railway led to the gradual establishment of Cement Factories within easy reach of limestone quarries and the earliest factories were established near Bezwada. The availability of adequate rail transport for coal, limestone and gypsum was, however, the factor which ranked next only to the availability of limestone for the establishment of this industry.

Mention has been made in the above paragraphs only of the major industries, the establishment of which was rendered possible by an expanding railway system. The numerous light industries like groundnut oil, mica, hides and skins, silk and miscellaneous goods have not been taken into account. Nor do they cover the transport, by rail, of millions of tons of agricultural produce like rice, paddy, tobacco, groundnuts, fruits, vegetables, betel leaves, tea and coffee grown in the four South Indian States.

RAPID INDUSTRIALIZATION CHANGES ECONOMIC SCENE:

The economic scene in the South is now rapidly changing—thanks to the Railways. The rich mineral, agricultural and forest resources, coupled with the availability of cheap electric power and ample labour and a fast-expanding railway network, have afforded sufficient scope for the rapid industrialization of its component areas. A new pattern of development is in the process of evolution and within a short period will be witnessed the vigorous growth of large, medium and small-scale industries in the South. This development hinges on its "core" which comprises "steel, coal, railway transport and ancillary power" and the vital role played by the Southern Railway *vis-a-vis* the development of each industry will be sketched in the following paragraphs.

ONE-LAKH TON PIECEGOODS MOVED:

There are over a hundred cotton and textile centres in the areas served by the Southern Railway, the most important of them being at Madura,

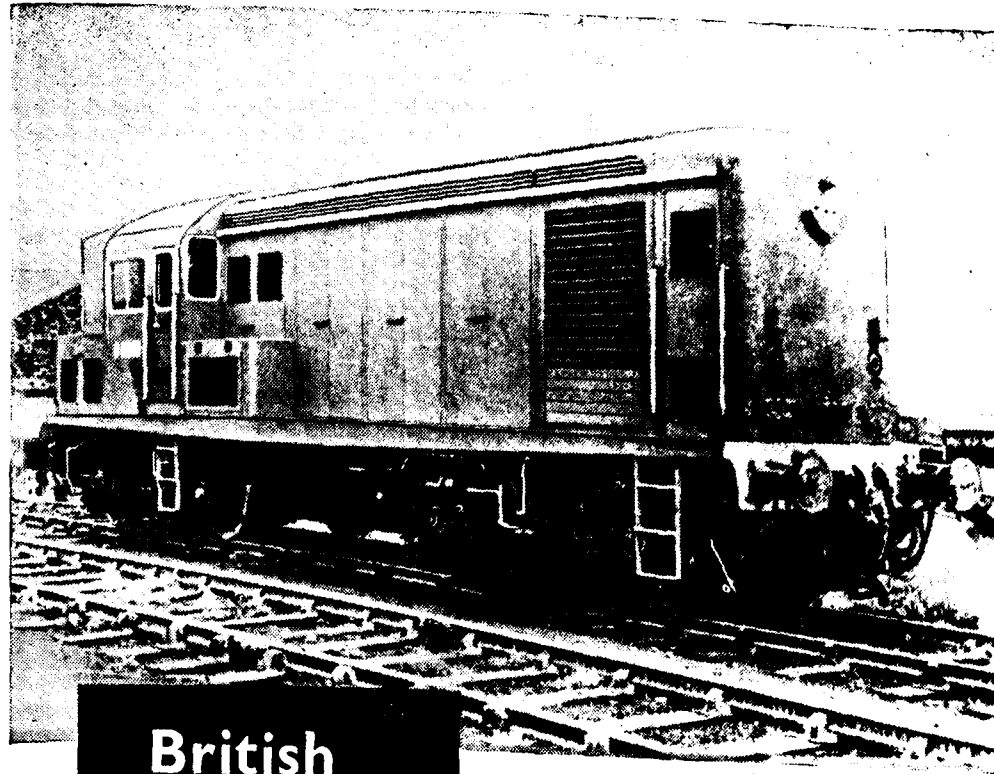
Madras, Coimbatore, Travancore-Cochin, Mysore, Pondicherry and Gokak. Most of the mills have railway sidings leading into their compound where wagons loaded with raw materials are released and re-loaded with yarn or piecegoods. South India's spinning capacity accounts for nearly 25 per cent of India's total output and the cotton textile industry in this region ranks next in importance only to Bombay.

The biggest increase in spindleage during the period of the First Five-Year Plan took place in Madras and Hyderabad and the Second Plan envisages four new mills in Andhra Pradesh, one in Cannanore and another in Trivandrum. The yarn and cloth produced in South India are distributed to places within the region but appreciable quantities are also exported outside India. About 1,00,000 tons of piecegoods are moved by rail from the region.

RAILWAY SERVES SEVEN CEMENT FACTORIES:

The beginnings of a well-organised cement industry date back to the early thirties with the erection of the Associated Cement Company's Factory at Madukkarai in the Coimbatore District. There are seven cement factories in the region of which three are situated in the Madras State, two in Andhra and two in Mysore. Almost the entire output amounting to about 9,00,000 tons per annum is transported by rail. Most of the coal required by these factories and raw materials like limestone (where the quarries are not adjacent to the factories) and gypsum are also lifted by rail.

October 1958



Photograph by courtesy of
British Thomson-Houston Co., Ltd.

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electric locomotives
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Illustrated above is one of ten 800 h.p. Bo-Bo diesel electric locomotives ordered from The British Thomson-Houston Co., Ltd., by the British Transport Commission and intended for main line freight duty on the London Midland Region of British Railways. These locomotives, which are now coming into service, are all equipped with SKF self-aligning spherical roller bearing axleboxes.

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Some of the factories are in the process of doubling their production of cement and plans for correspondingly augmenting the rail transport capacity are in hand. Two new factories in Andhra, one at Macherla and the other at Panyam, are in the process of being erected and are expected to go into production in the near future.

INCREASE IN SUGAR PRODUCTION DURING SECOND PLAN :

Sugar is manufactured at sixteen centres in the Southern Peninsula of which six are located in Andhra State, four in Mysore, five in Madras and one in Bombay. The quantity of sugar transported by rail approximates to 1½ lakhs of tons per annum. The installed capacity of the industry as a whole will be increased during the period of the Second Five-Year Plan to 2.5 million tons of sugar from over 1.8 million tons at the end of the First Plan.

Andhra will have six new factories while four existing factories will effect substantial expansion for an additional capacity of 71,000 tons per annum. Madras will have seven new factories having an installed capacity of 73,000 tons while Mysore will have four new factories with one existing factory expanding its capacity. The total capacity for production in the four States at the end of the Second Five-Year Plan will be nearly 5 lakh tons out of the installed capacity of 25 lakh tons. With the continued rise in sugar consumption and the advantages possessed by the South Indian Sugar Mills, the prospects of further large-scale development are assured

and this will, no doubt, be closely interlinked with the augmentation of rail transport capacity.

SUBSTANTIAL TONNAGE OF IRON MOVED :

Iron and Steel works are situated at Bhadravati in Mysore State and their output is distributed by rail mostly within the State itself. Coal for the industry is moved from North India by rail and steel billets from Tatanagar or Madras Port. There are also other centres for the manufacture of various iron and steel articles like agricultural implements, tools, pumps, oil engines, etc., at Negapatam, Coimbatore, Bangalore, Bezwada, Kirloskarwadi and Satara Road where requirements of iron and steel are moved by rail from Tatanagar and Bhadravati and finished products distributed to various centres. The total tonnage of wrought iron and steel carried by the Southern Railway per annum is about 6½ lakh tons.

In Madras proper, the progress of engineering industries in recent years is worthy of mention. The automobile industry is growing and a number of ancillary industries have also sprung up. The Integral Coach Factory, the largest coach-building works east of Suez, is situated near Madras as also an assembly plant for Metre Gauge railway wagons. A factory for the manufacture of motor-car tyres will be erected shortly by Dunlop Rubber Company, in a suburb of Madras and the output of cycles has been stepped up considerably in a large-sized factory at Ambattur. The rail transport needs of these growing industries have been taken into account by the Southern

Railway while drawing up their Second Plan framework for line capacity works.

MOVEMENT OF IRON ORE TO PORTS :

A detailed reference will be necessary to the phenomenal development of the mining industry which, in addition to exploiting the vast ore potential from the natural resources in the areas served by the Southern Railway, has the additional significance of being a dollar-earning asset.

With the trade agreements recently entered into by India with ore-purchasing countries like Japan for large-scale exports of iron ore, the traffic in ores is bound to assume even greater importance in the future. The Southern Railway, has, naturally,

worked out schemes for augmenting rail facilities to cope with the future increase in the export of iron ore and to ensure its free and unrestricted movement to the various ports situated in its area for export.

Prior to the second world war, traffic in ores from the areas served by the present Southern Railway was negligible and did not figure prominently among the major items of goods traffic carried in bulk. Mining operations in areas where deposits had been discovered were sporadic although quite a lot of prospecting was being done, mainly for manganese ore.

It was not until 1950 when enquiries for Indian iron ore were being made not only by European countries like

Belgium, Holland and Denmark but also by Japan which had, by then, commenced stock-piling iron ore with a view to resuscitating its iron and steel industry. By 1951, the demand for this ore was so heavy and the prices so attractive that extensive mining operations were started practically in every area on the Southern Railway where this ore could be found. As only limited quantities of high grade ore were available, even low grade ore was found a market overseas.

The most important area in which extensive and profitable mining operations were undertaken from 1951 onwards was the Bellary-Hospet area. Manganese ore was concentrated in the Londa area which included Dandeli, and in the Mysore area, while both ores were produced in appreciable quantities in the Sandur area.

TRANSPORT CAPACITY AUGMENTED FOR ORE TRAFFIC :

The Southern Railway lost no time in taking note of the vast potentialities of this traffic and in taking suitable measures to augment its transport capacity to meet the increasing demand for this traffic, so vital to the economy of the nation at this juncture. Prompt action was taken to increase the line capacity of the various sections on which the ore would move to ports, expand yards and terminals, provide sidings and augment the power capacity.

The original capacity of 14.72 lakh tons to the five ports of Madras, Masulipatam, Cocanada, Vizagapatam and Bombay, which by itself was considerable, was revised and increased to 16.5 lakh tons. The Southern

Railway is now in a position to load as much ore as these ports can handle.

REQUIREMENTS OF LIGNITE PROJECT TO BE MET :

The exploitation of the lignite resources in the Neyveli area promises to change the face of the economy of the South beyond recognition in the coming years. The reserves of "brown coal" in this area are being harnessed under a Rs. 68 crores multi-purpose project to produce much needed electricity for industrial development in the south to manufacture fertilisers for agricultural purposes and lignite briquettes for use as domestic and industrial fuel. The total quantity of coal needed at present for various industries and other purposes in the Madras State is approximately three million tons per annum but imports into the State from collieries (mostly by rail) amount only to about two million tons per annum.

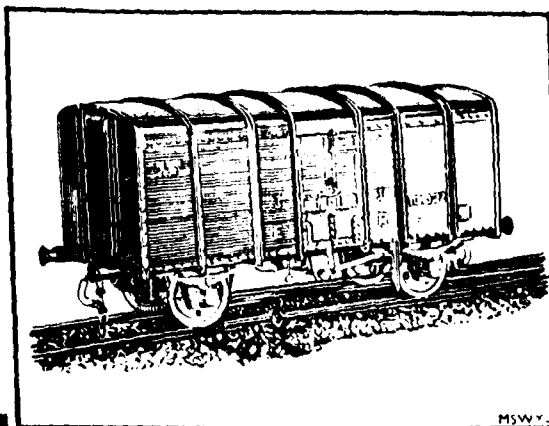
As already mentioned, this quantity is being imported on industrial account at considerable sacrifice on the part of the Southern Railway and the continued transport of lower grade coal by rail would be wasteful and thoroughly indefensible.

A test of Neyveli lignite by well-known laboratories abroad has shown that the lignite is of very good quality capable of being briquetted and carbonised to yield smokeless domestic fuel of excellent quality. With the help of the U.S. Technical Co-operation Mission, a pilot plant was inaugurated at Neyveli on 14th May 1958 and it is expected that if the pilot scheme proved a success, the Mission would come forward with the commercial plant and also a fertiliser plant.

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The scheme, when completed, will be of such a magnitude that in addition to providing extensive railway sidings in and around Neyveli, it will be necessary for the Southern Railway to go in for various line capacity works suitably to augment rail transport capacity to carry the finished product to the points of consumption. A blue-print for railway development in connection with the Neyveli scheme has already been prepared by the planning cell of the Railway. Work in connection with the laying of a railway siding at Uttangalmangalam, a station adjacent to Neyveli, was inaugurated in July 1957 and has made considerable headway.

TWO IMPORTANT PROJECTS COMPLETED:

The 96½ miles long Quilon-Ernakulam Metre Gauge link, which was opened for traffic in January 1958, connects Cochin, the industrial capital of Kerala, with Quilon and the capital city of Trivandrum. It is one of the most important projects undertaken by the Southern Railway during the latter half of the First Plan period as a means of developing the internal trade and communication of a hitherto under-developed region.

This through-linking of Cochin Harbour and Ernakulam with the rest of Kerala will act as a fillip to commerce and industry in this area and fulfil a long-felt need for an arterial link for the flow of oil, foodstuffs and the produce of numerous plantations. The gap between the Mangalore-Ernakulam line and the Shencottah-Trivandrum section has been bridged and the new link will serve as a life-line

to bring Malabar, Cochin and Travancore closer to one another and to open an era of infinite industrial possibilities and prosperity.

Another such project was the conversion of the Gudur-Renigunta section into Broad Gauge. The project, which was completed at a cost of Rs. 2.24 crores, was opened for traffic in August 1957. This conversion has enabled traffic from the Bezwada direction destined for stations west of Arkonam being diverted by the new Broad Gauge without touching Madras thereby relieving, to a great extent, the strain on the Tondiarpet Marshalling Yard near Madras and incidentally reducing the length of traffic haul by 30.5 miles. The conversion to Broad Gauge will have the additional advantage of bigger loads being hauled and higher speeds being attained by goods trains, thus achieving the dual object of transporting more goods at increased speeds.

RAILWAY'S SECOND PLAN TASKS:

Since the attainment of independence, the Railways have been keenly alive to the varied problems confronting them at present and which are likely to arise in the future. They are well set for realising their ever-broadening objectives. Their vast machinery is being geared for the formidable task of carrying the targetted 180.8 million tons of goods traffic at the end of the Second Plan period. The Second Five-Year Plan framework of the Southern Railway alone envisages developmental expenditure of Rs. 134 crores of which the procurement of additional rolling-stock would cost Rs. 28 crores. The balance of Rs. 106

crores will be spent on various works. The execution of a programme of such magnitude within five years is bound to be a herculean task, especially with persisting shortages of critical materials like steel, timber and cement. The Railway, however, has got down to this task with determination.

The Southern Railway's blueprint for the Second Plan includes the doubling of nearly 300 miles of track on the heavily-worked sections, the conversion of 111 miles of track from Metre Gauge to Broad Gauge and the remodelling of yards at the following important stations:—

Vijayawada	Guntakal	Chingleput
Jalarpet	Hubli	Villupuram
Erode	Gadag	Virudhunagar

The other line capacity works included in the plan frame are:—

(i) Extension of loop lines to enable longer trains being run on certain sections where more powerful locomotives will be put into service.

(ii) Additional loops to facilitate crossing of trains.

(iii) Opening of additional crossing stations.

(iv) Regrading of steep gradient sections which act as a limiting factor for the haulage of better loads.

In addition, it contains a number of works to improve operation by the provision of improved signalling appliances, electrification, strengthening of track and bridge rehabilitation. The goods sheds, transshipment sheds and terminal goods depots will be expanded.

The Southern Railway expects that when these works are completed, it will be in a position to meet all the demands for transport placed on it by trade and industry at the end of the Plan period. The removal of transport bottlenecks will usher in an era not only of unrestricted movement of goods but also one of prosperity in the areas served by the Railway but in the final analysis, performance is not measurable by statistical slide rules or nicely calculated formulae. To the Southern Railway "it is the spirit within us that keeps us alive": *Spiritus intus alit.*

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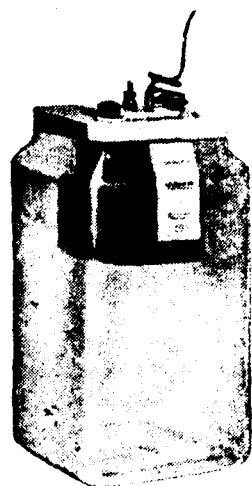
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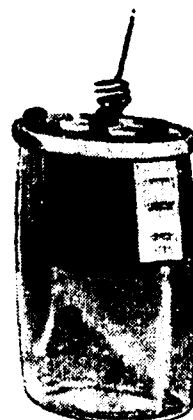
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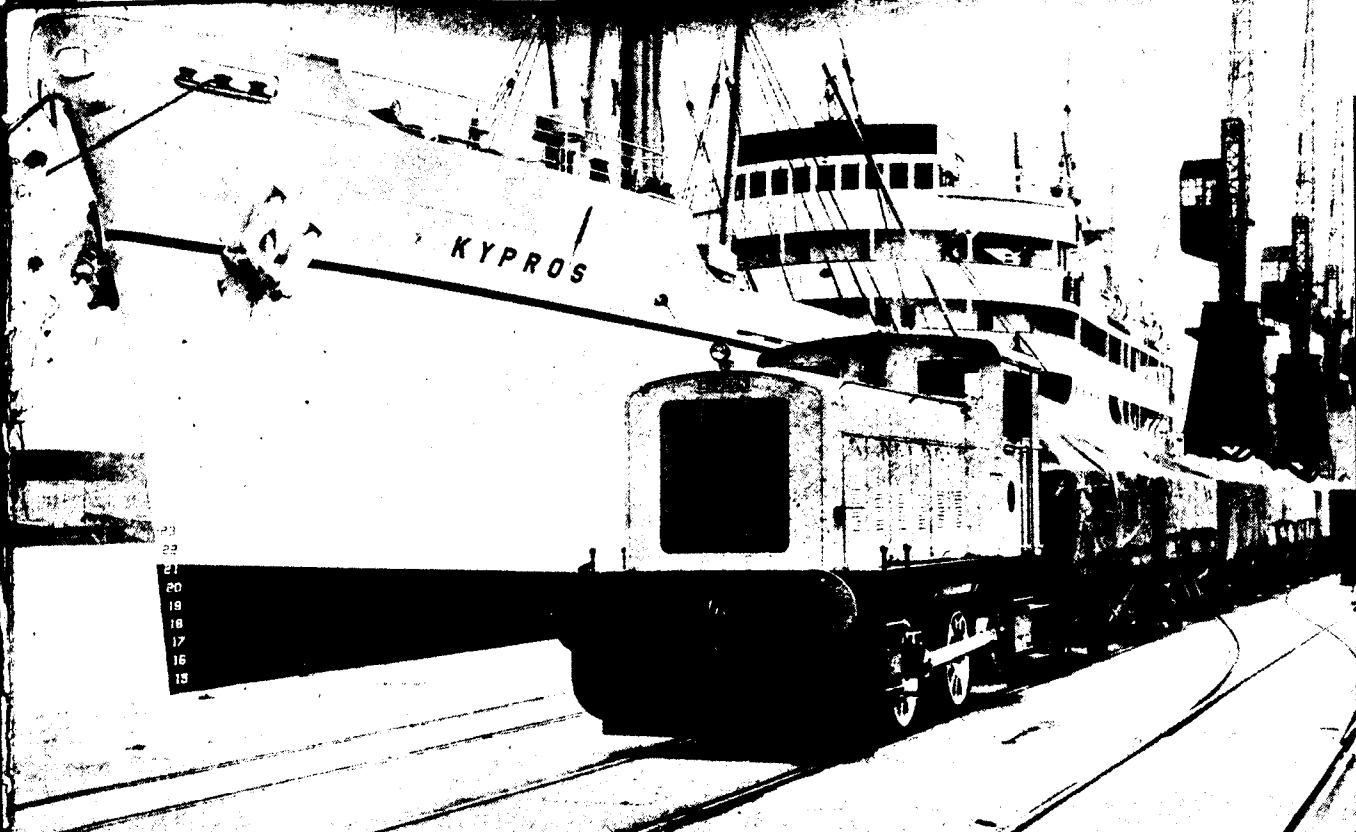
(Photos by courtesy, British Information Services, Madras-1)

(More photos overleaf)



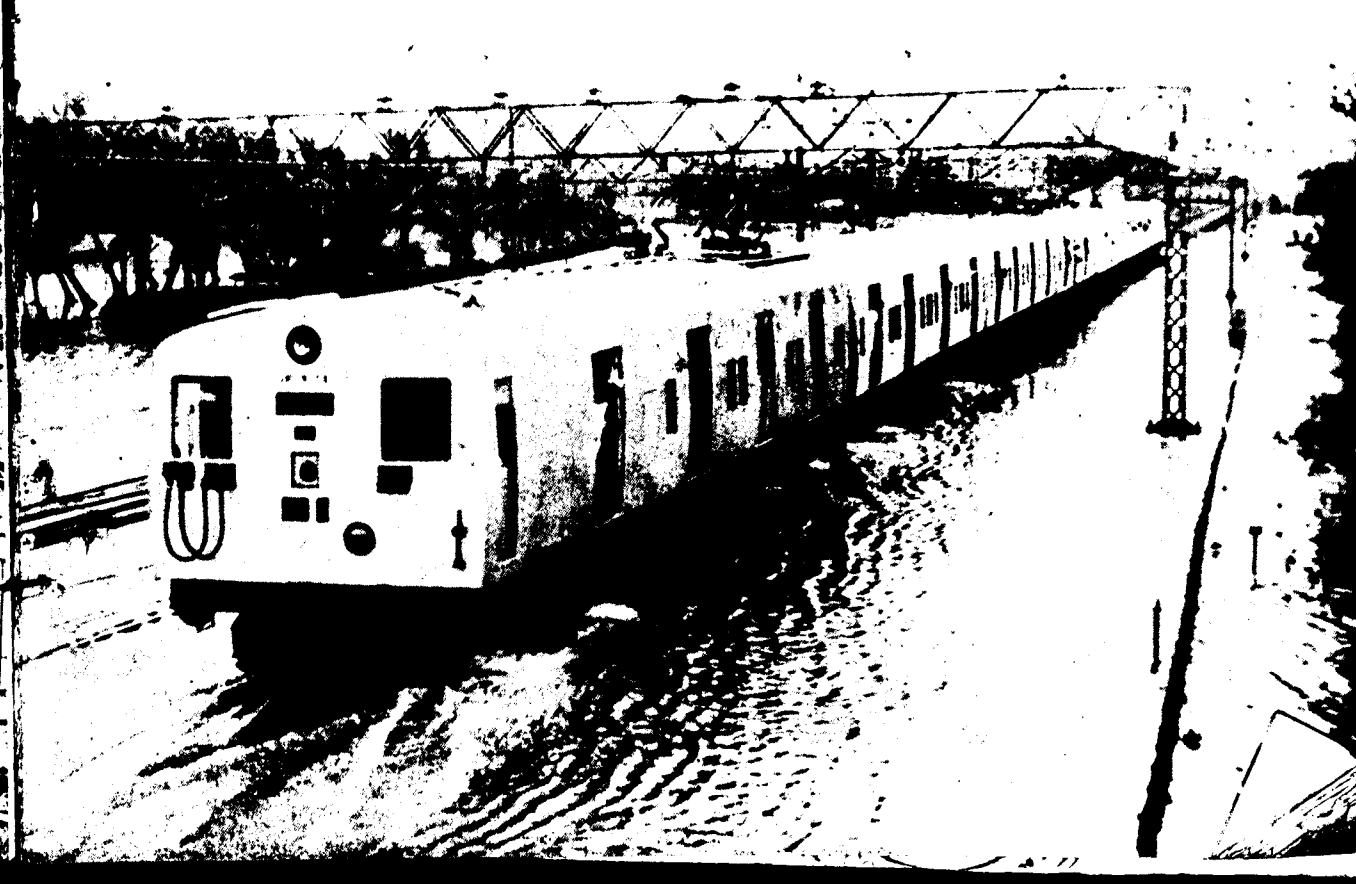
Two locomotives powered by diesel electric equipment from Britain hauling a train in South Australia

South Africa's Blue Train leaves Johannesburg its electric locomotive is British made



A diesel-mechanical locomotive hauling goods wagons on the docks

One of the electric trains specially designed and built in Britain for Bombay suburban services

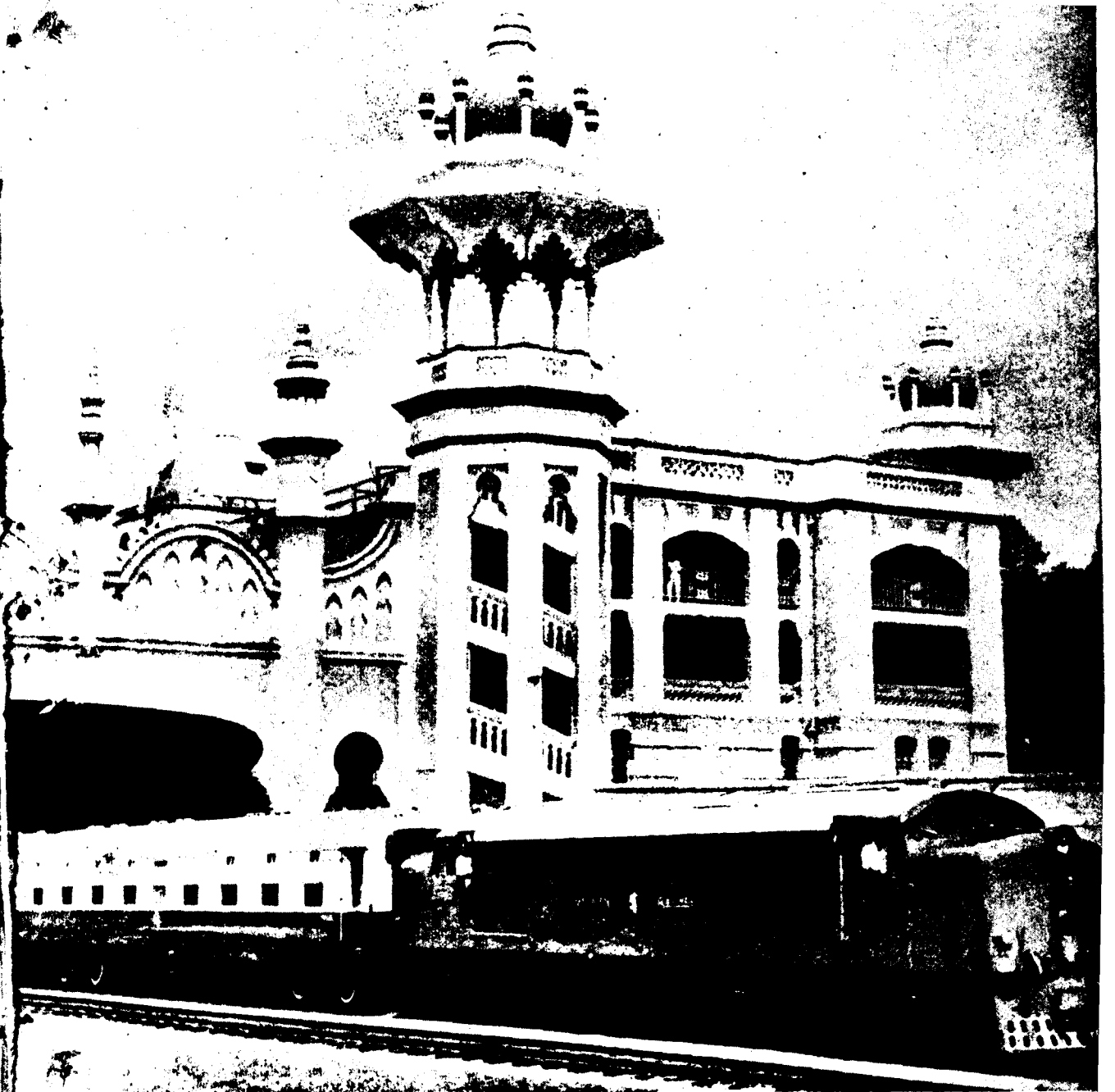
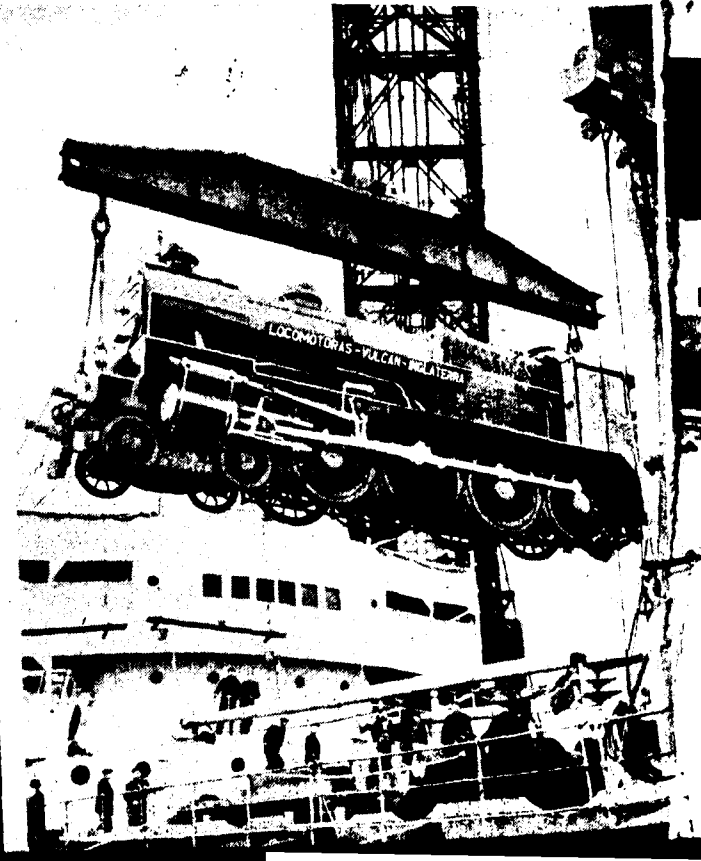
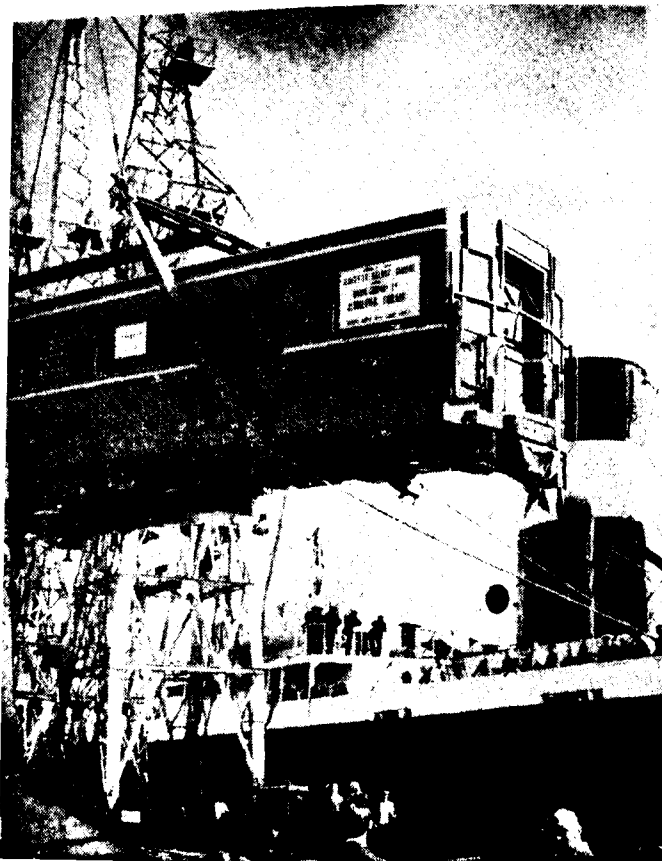




Electric locomotives for South Africa being assembled in England

Underground trains for Canada shipped from Bristol

Steam locomotives for South America—loading at Liverpool

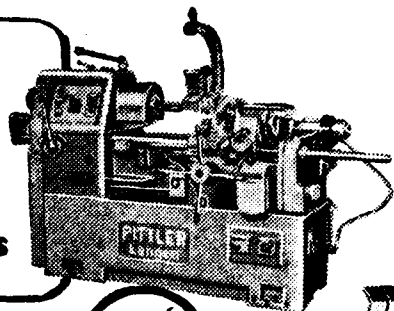


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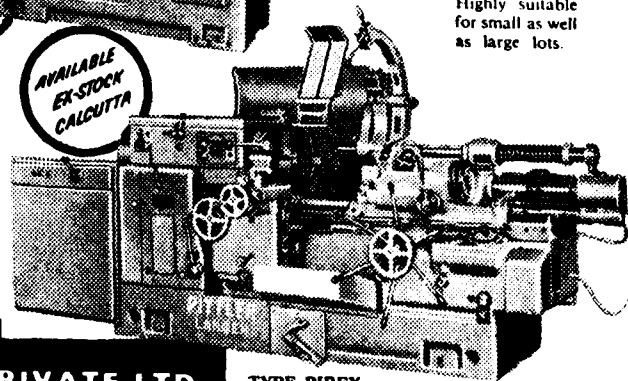
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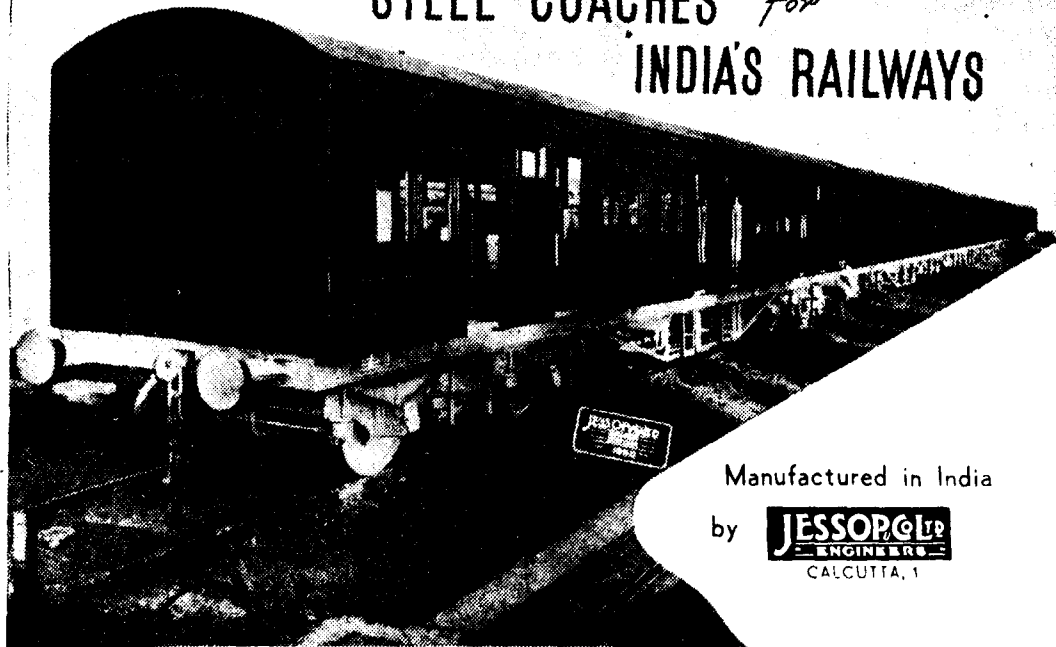
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GOD HAS A GOOD MAN IN HIM

Miss S. MULLATH

A look at the house was enough for anyone to say that peace and happiness were two of the members that resided there. It was situated not in the heart of the City but not very far away; a cosy little house with a garden in front. There were almost every kind of flower in that garden. The two pillars that supported the porch were decoratively covered with creepers, pots of Sweet Williams hung from chains off the ceiling.

The porch led to a nice front room, which was also the sitting-room, well furnished with settees and chairs. It could accommodate at least ten members. A fine rug was spread lengthwise and the settees and teapoy rested on it. The doors and windows boasted curtains that went with the covers of the chairs and the settees and the cushions. In one corner of this room were a number of toys undoubtedly a child's possession. Doors on either sides of this room led to bedrooms and the door facing you as you entered the sitting-room took you to the dining-room. Then came the store and the kitchen. Though small it was a very well decorated and neatly kept house. The housekeeper must have been an artist.

The lucky occupants of this cottage were home that evening. They were seated in the front room. Mrs. and Mr. Jeyendran and their little son, Anup. The elders occupied the settee, the little one was playing on the rug. Jeyendran was a travelling ticket examiner. He had been serving the

Railway for the past five years. Soon after graduation he got the job—two years later he married a beautiful girl—Nina. They were a perfect match. Their ways of life was something anyone could appreciate and even feel jealous of. Their little son was only two years. Theirs was a happiness born of understanding and love, every one dreams of but few find.

Both husband and wife loved to travel. They spent their honey-moon touring India. From each place they had brought a little souvenir. These collections were kept in a glass case in the front room. Nina was a good housekeeper. It looked as if she had undergone training in house-keeping. Spick and span it could be called and they were proud of their home. Nina, the only daughter of a wealthy merchant found life pleasant, she had a husband who loved her more than anything in his life and a darling child. Her father saw to it that money did not help grey the hairs of his pet child.

They had been sitting in the front room for sometime. Nina had launched into the usual words of caution. Asking her husband to be careful, not to get into or out of the train while in motion. Not to smoke too much or drink too many cups of tea. All the very same words which the husband has listened to, everyday he left sweet home for duty. Jeyendran got up. He was in uniform—Spotless white, knife edge trousers and green well knotted tie. His badge was glittering in the evening light.

"Everything ready darling?" he asked his wife.

"Suit-case, hold-all and flask" she counted and pointed to them kept neatly in a corner. "And when will you be back dear?" A question for which the answer she already knew. Jeyendran was working the Madras-Bangalore Express.

"Day after tomorrow, i.e., Sunday morning" he replied "and that will give you enough time to guess what I shall bring you from Bangalore, my pet".

"Daddy, pistol for Anup". Anup reminded him.

"Of course Son daddy hasn't forgotten."

Jeyendran had a funny feeling deep inside him; he had never felt that way before, he could not find any logical reason for it, but he wanted to stay home. It was not in him to stay away like that unless he was taken ill. He kissed his wife and child good-bye and got into the rickshaw. He turned back and looked at mother and son waving to him and waved back. He was thinking about his beloved wife and son all the time. At the station he signed, took over charge and went to his train. He read the names in his list and waited. His duty was to see that people not entitled did not get into the reserved compartment. It was while he was waiting that, Kumar, his friend came along and handed over a parcel to him.

"How's the Missus and Junior?"

"Fine, thank you."

"And please give the parcel to the S.M. at Katpadi—Jey," Kumar said. "He'll give it to Babu."

"Don't worry about it." Kumar took leave. By that time a fruit vendor had got into the compartment. The other passengers were protesting. That man would not be told off so easily. Jeyendran moved over to him.

"Mister this is a reserved compartment" he said.

"So what" the man asked, "I paid money and bought the ticket, here it is." He produced the ticket.

Jeyendran took it and saw it was for Arkonam and told him that only long distance passengers could be accommodated in that compartment. The man was hesitating.

"Look," Jeyendran said "You have to travel only a short distance. And these people here have to spend the whole night in the train. Have a heart and let them have what comfort they can't get."

His words always had a strange effect on passengers. The vendor said he was sorry, he didn't know and started towards the next carriage.

Hardly five minutes passed before a young lady appeared. She was having some trouble with the porters. They had misplaced her luggage. Jeyen saw that she was upset. He went to her aid, helped her to collect her things and get into the train. The reward was a beaming smile of satisfaction and thankfulness. "Thank you" she said.

"You are welcome" said Jeyen. He did not show any irritation when asked for help. A look at him was enough for anyone to say that he was very obliging and that he would do anything he could to help anyone.

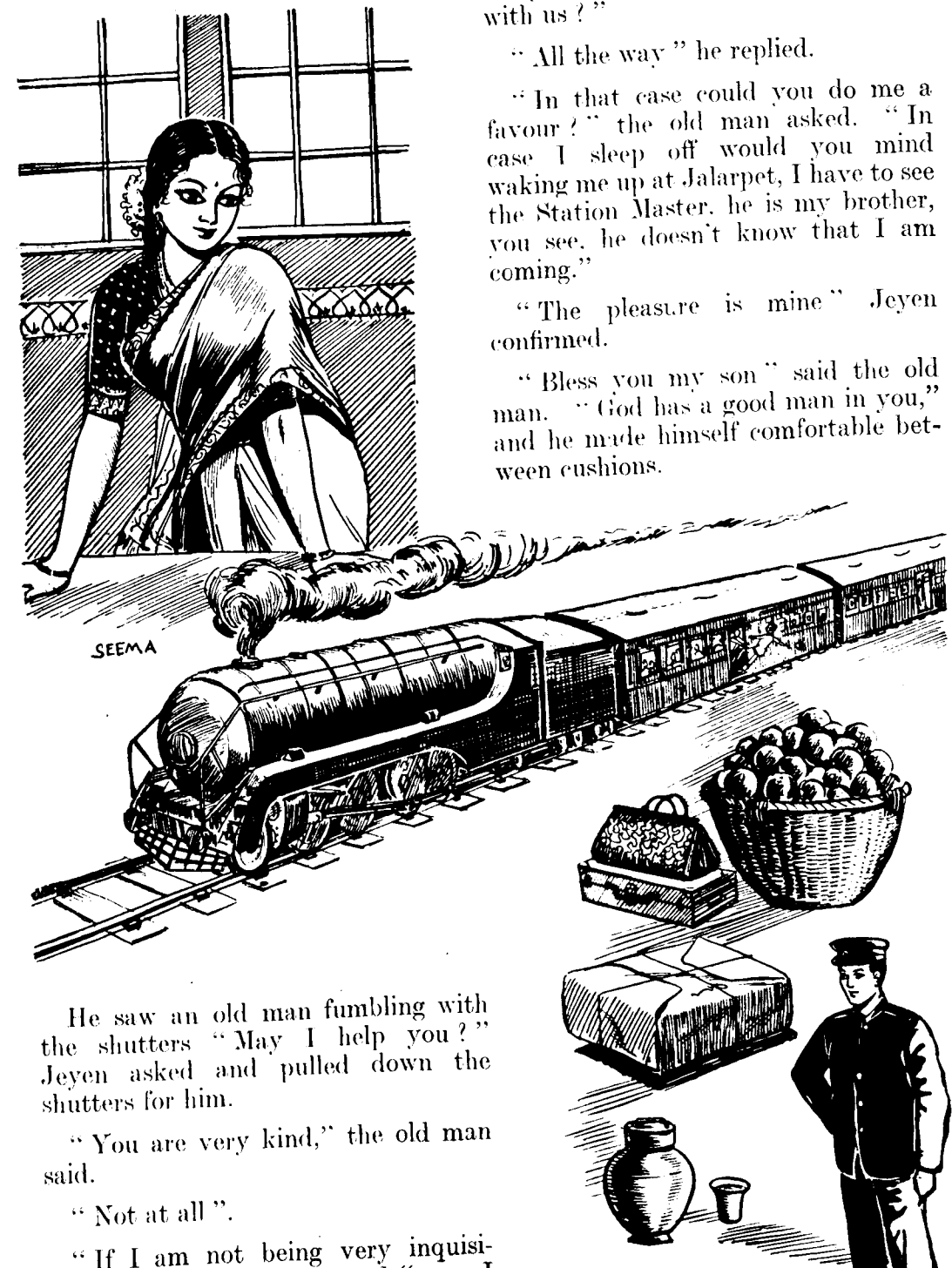
ask you how far you will be travelling with us?"

"All the way" he replied.

"In that case could you do me a favour?" the old man asked. "In case I sleep off would you mind waking me up at Jalarpet, I have to see the Station Master, he is my brother, you see, he doesn't know that I am coming."

"The pleasure is mine" Jeyen confirmed.

"Bless you my son" said the old man. "God has a good man in you," and he made himself comfortable between cushions.



He saw an old man fumbling with the shutters "May I help you?" Jeyen asked and pulled down the shutters for him.

"You are very kind," the old man said.

"Not at all".

"If I am not being very inquisitive," the old man continued "may I

Only five more minutes to go, Jeyen got into his compartment. He asked the occupants for their tickets, checked, initialled and gave them back. A little man was nervous and searching for the ticket.

"Take your time, there is no hurry. You may show it to me later," Jeyen said. The guard was giving the whistle and showing the 'Green lamp' to the driver who acknowledged it with a long thin whistle. The engine puffed and began the familiar 'Chuck Chuck' laboriously and pretty soon it gathered speed.

The train pulled in at Arkonam, the old man wanted hot water to drink. Jeyen was there to help him to get it. He was very tactful and made sure that no one got into the compartment. The train pulled out again. It was nearing eleven. He sat in his corner and started reading the book he had bought at the Higginbothams Stall. It was passed mid-night. They were nearing Katpadi. Jeyen was fighting off sleep, when he saw the lights of Katpadi station. People were getting out and getting in. Jeyen opened the door, went to the Station Master's room and handed over the parcel. The train was leaving the junction, it was just gaining speed when two rugged looking people came running. They jumped on to the foot board of Jeyen's compartment. Jeyen helped them in even though they were not entitled to get into the Reserved Compartment. The train was moving fast.

"Look here friends" he said "don't you know you shouldn't wait till the last minute to get into the train and to make it worse you have got into the reserved compartment. Where are

you bound for, let me see your tickets, please".

"We haven't got any tickets," one of them said. "Didn't you see us come running for the train. We didn't have time to buy tickets" they drawled in unison.

Jeyen could get the reeking smell of liquor as they spoke.

"Then you may buy them now" he said.

"Who are you to ask us", the first man asked. "Is this your grandfather's train? We are not going to be bothered by you."

"But it is my duty to see that everyone on the train has a ticket."

"You cannot threaten us standing there in your well starched clothes."

Jeyen felt hurt. Being abused like this was something he could not stand. At the same time he knew he had to be careful. These men were drunk.

"You have to give me the fare" he said, "or else I'll have to hand you over to the police at the next station."

"You are threatening us eh? Want to keep the money for yourself". One of them asked him. "You see, you cannot get away with our money like that."

"I don't want your money" Jeyen said. "I am only bothered about fulfilling my duties."

"All right" said the first one "if you are such a conscientious servant go ahead and make over the tickets first, we'll pay the fare then." There was a vicious look in his face. Jeyen was relieved to hear that. After all the situation could be worse. Though

drunk they were listening to reason. He had his own ideas as to what to do at the next stop.

"That's better" he said, "just a minute and I'll have the tickets ready."

He leaned back on the open door of the carriage and resting the book on his right thigh started writing out the ticket. Nina's words were fitting through his mind. "Always keep the door closed, darling, when the train is on the move." Just let me finish this ticket, my pet, he thought, and I'll close the door. He didn't have time to think much more. One of the men gave him a violent push and caught unawares, he fell off the train.

A woman shrieked. Someone else pulled the chain. The train stopped. People got down and ran towards where Jeyen had fallen. He was lying facing the sky, his white dress stained with blood. He was seriously injured and was unconscious. A doctor who happened to travel by the same train got out and gave him first-aid. "He is alive" he said, "but has a couple of broken ribs". They took him to the Jalarpet hospital. The Station Master at Jalarpet duly informed the authorities of the mishap. The two ruffians who had sobered up by then were handed over to the police. Jeyen was alright but for two broken ribs and a dislocated knee joint. It fell to the lot of Kumar, who happened to be around when the message was received from Jalarpet, to inform Jeyen's wife about the mishap.

Nina could not understand the knocking on the front door so early in the morning. Who could it be, she opened the door and for a moment thought Jeyen had returned. For Kumar also was in uniform. Why was it that Kumar, who was always laughing and gay, looked so depressed and sad. She asked him to come in, and poor Kumar told her what had happened in as few words as possible. "Nothing to worry about, he will be alright" he concluded.

Tears welled into Nina's eyes. She didn't cry out loud; not she. She had been taught better. She felt something in her throat—a lump. She tried to swallow it but she could not.

"Daddy, where is my gun". It was Anup, awakened by the voices in the sitting-room.

"Daddy will bring it darling" Nina consoled the boy.

"It was all my mistake dear" said Jeyen to Nina who lost no time in joining her husband at Jalarpet junction. "I should have locked the door before the train moved, I didn't take your advice seriously and I was punished". And this was all he had to say about the drunks who very nearly killed him: "They were drunk and didn't know what they were doing."

What a heavenly way to look at things. How apt were the old man's words "God has a good man in you".



DRILLS FOR TROUSERS AND SHORTS

TUSSORES FOR SUITINGS

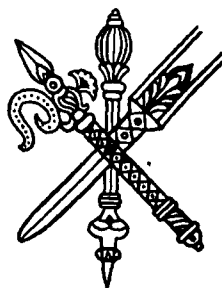
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FIVE COUNTRIES AGREE TO ECONOMIC AID PLAN

K. S.

UNDER a scheme described as the largest multi-nation economic aid plan ever arranged for an under-developed country, Britain, the U.S., West Germany, Japan, Canada and the Bank, also expressed their willingness to consider an additional 600 million dollars (Rs. 285.6 crores) in aid by March 1961, the end of India's Second Five-Year Plan.

The following is the detailed country-by-country breakdown of assistance, tentatively offered by the six participants :—

1. The World Bank has promised to extend additional assistance to India involving the cash outlay of about 100 million dollars (Rs. 47.6 crores) between now and March. Most of these funds would be used to assist railway development. The Bank has also expressed its willingness to negotiate new credits totalling about 225 million dollars (Rs. 110.1 crores) for the following two years. World Bank loans to India to date total 425 million dollars (Rs. 202.3 crores).

Sri K. B. Mathur, Member, Transportation, Railway Board and Sri J. Dayal, Financial Commissioner for Railways left New Delhi for Washington on August 29, 1958 in connection with negotiations with the World Bank for a fresh loan for the development of the Indian Railways. Meetings with the World Bank were held during the month of September.

Sri Mathur and Sri Dayal were also members of the Indian railway delegation which visited Washington during August 1957 to negotiate the first World Bank loan for Indian railway development. The loan of \$ 90 million was announced during September 1957.

2. Britain will lend 108 million dollars (Rs. 51.4 crores) to cover India's foreign exchange needs until next March. Washington comment describes this tentative agreement as "a major venture by Britain into what is essentially the foreign aid field."

REPAYMENT OF LOAN :

3. The U.S. will lend to India 100 million dollars from the Development loan fund. Of this sum, about 75 million dollars (Rs. 35.7 crores) will be disbursed by March 1959.

The U.S. has also agreed to defer until 1967 the repayment of about 55 million dollars (Rs. 26.1 crores) in principal and interest due on a 1951 loan of 190 million dollars (Rs. 90.44 crores) to cover Indian purchases of American wheat. It has also offered to sell 200 million dollars (Rs. 95.2 crores) worth of farm products to India in exchange for rupees.

4. West Germany will lend India 40 million dollars (Rs. 19.04 crores) by next March and upto an additional

60 million dollars (Rs. 28.56 crores) in the following two years. emergency and an additional 28 million dollars (Rs. 13.32 crores) thereafter.

5. Canada has agreed to provide about 17 million dollars (Rs. 8.09 crores) for the immediate period of 6. Japan's tentative comment is a credit of 10 million dollars (Rs. 4.76 crores) by next March.

AUSTRALIAN DIESEL CARS

1. Full view

2. A part of the coach

3. Closer view

4. Interior of the coach



INDIA ADOPTS METRIC SYSTEM

Dr. C. V. RAMAN

THE metric system of weights and measures has been accepted by most countries, and indeed in many of them it is the only legally permissible one. Now that India has taken her place amongst the nations of the world as a unified and Independent Republic, it is in the national interest that the metric system is also adopted by us.

Men of science all the world over have long recognized the immense advantages following from the adoption of internationally accepted units for physical measurements of all kinds. Further, scientific research is by its nature international, and hence the adoption of agreed standards for all physically measurable quantities is essential for its progress.

Length, mass and time are the three irreducible entities accessible to physical observation which resist further analysis. Hence, the ideas and methods of science are directed towards expressing the measures of all other physical quantities in terms of the fundamental units of length, mass and time.

The initiative in establishing the units of measurement adopted for these purposes came from France in the years following the great political revolution in that country. Fortunately for the world of science, the scientific prestige of France at that time was very great. In every field of exact knowledge, she led the world and there was therefore no hesitation anywhere in accepting the lead thus given and thereby establishing the metric system as a universal basis of scientific description and measurement.

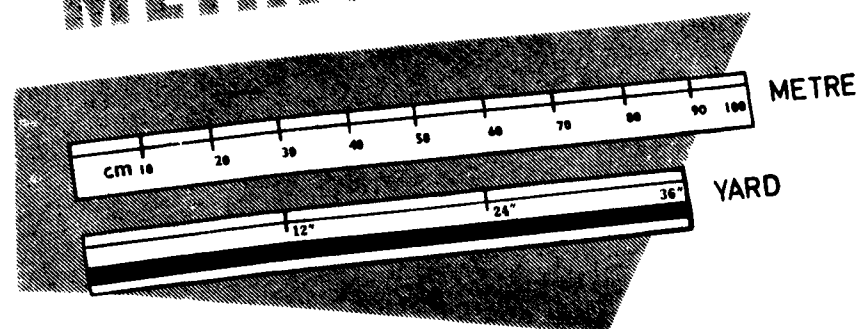


The basic principle of the metric system is that the fundamental units should be derived from permanent and naturally existing standards. It was also contemplated that the subsidiary units actually used in practice should be related to the basic units in multiples or sub-multiples of ten, the computational advantages of the decimal system thus being availed of.

These objects have indeed been attained in the system, though not quite in the fashion originally intended. In practice, the standards actually used are certain internationally accepted proto-types, these being again reproduced as closely as possible in the national proto-types deposited in their respective countries.

With the advance of civilisation, scientific knowledge and scientific results increasingly permeate all types of human activity. Machines of many kinds, mechanical and electrical energy, the artificial production of heat or cold,

WHAT IS THE METRIC SYSTEM ?



The Metric System derives its name from the Metre, which is the primary unit for measuring length. In this system, as in all decimal systems, the basis of calculation is 10. We multiply or divide any unit of length, weight or volume by the same number i.e. 10.

In the Metric System, the multiples of a unit have the prefix *Deca* (10 times), *Hecto* ($10 \times 10 = 100$ times) and *Kilo*

($10 \times 10 \times 10 = 1,000$ times). The sub-units have the prefix *Deci* (1/10) *Centi* (1/100) and *Milli* (1/1,000).

THE CHANGE-OVER TO THE
METRIC SYSTEM OF WEIGHTS
AND MEASURES BEGINS
FROM OCTOBER, 1958

KNOW THE METRIC LENGTHS

The primary unit of length is
THE METRE
= 40 inches approx.
1 kilometre = 5 furlongs

SUB-UNITS	
10 millimetres	= 1 centimetre
10 centimetres	= 1 decimetre
10 decimetres	= 1 metre
MULTIPLES	
10 metres	= 1 decametre
10 decametres	= 1 hectometre
10 hectometres	= 1 kilometre

601/AS/103

2

ISSUED BY THE GOVERNMENT OF INDIA

October 1958

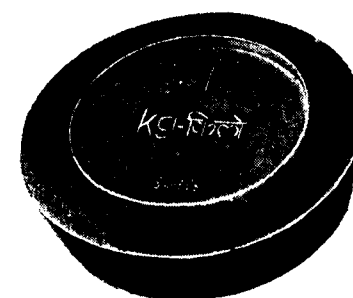
INDIA ADOPTS METRIC SYSTEM

61

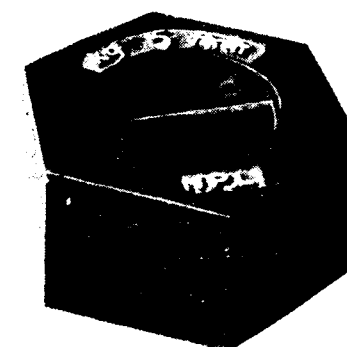
systems of illumination, electrical communication, radio and television may be mentioned as illustrative examples.

All of them involve accurate measurements of some kind or other, and hence it is inevitable that the

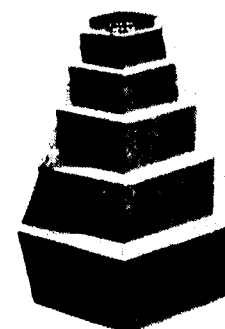
system of units which scientific men have adopted for their own purposes penetrate into other fields and thus become universal. This is a highly desirable result and the nation may therefore rightly acclaim and adopt the system with enthusiasm.



1 Kilogram Weight in brass



5 Kilogram Weight
in cast iron with handle

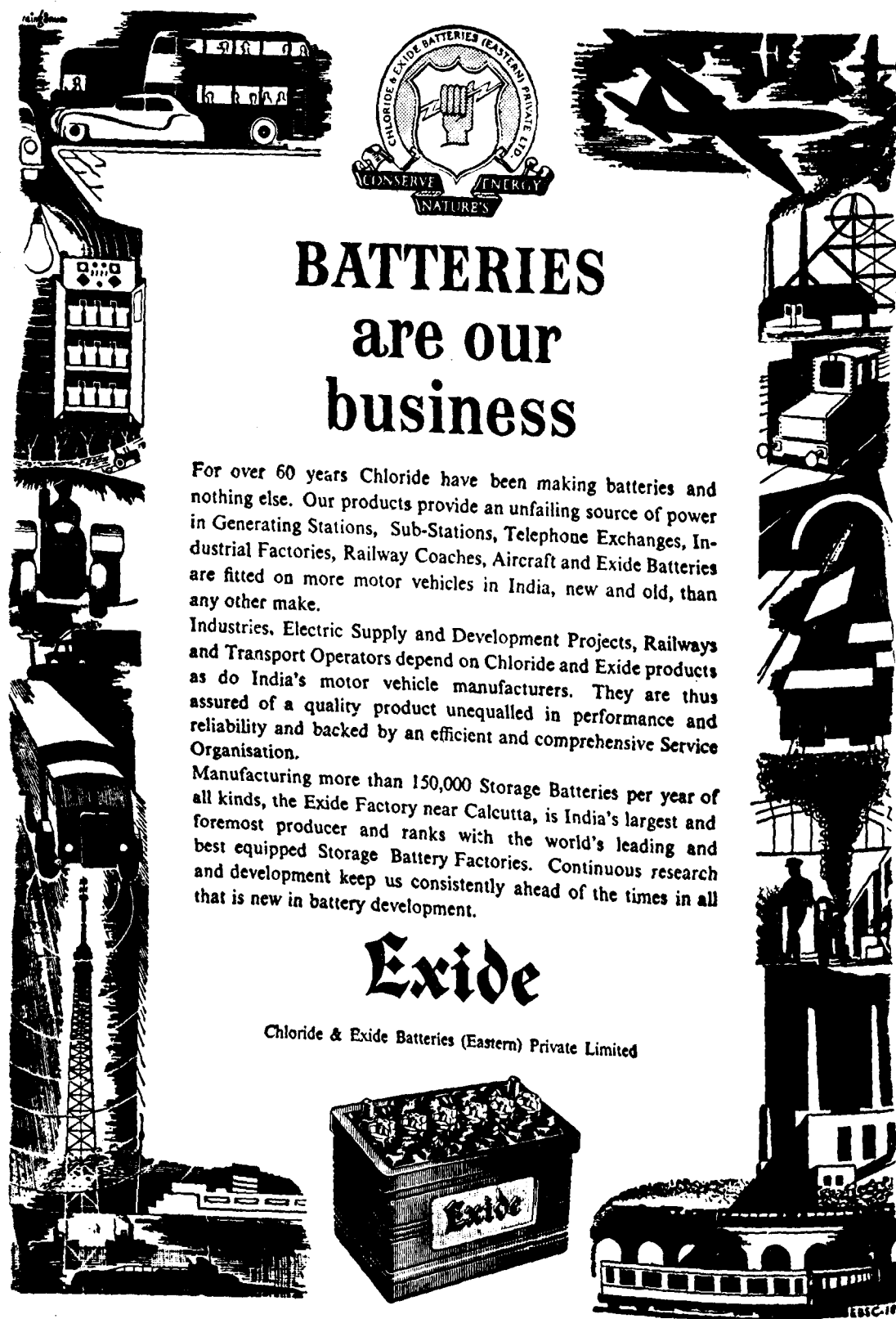


Set of commercial weights
in cast iron



1 Kilogram weight
in cast iron

1 Kilogram = 1 Seer 6 Tolas (or 86 Tolas)
or 2 lbs. 3 ounces



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VIEWS ON COPYRIGHT LAW IN INDIA

(Contributed)

Provision for the voluntary registration of Copyright is one of the important features of the new Copyright Act which was enacted in 1957.

The first book registered under the new Act is "Atma Katha" in Hindi, by the President of India, Dr. Rajendra Prasad.

The Copyright Act has classified the works into the following classes, viz., Literary, Dramatic, Artistic and Musical Works, Cinematograph Films and Records. Each of these classes of works can be registered and even works created prior to the coming into force of the new Act on January 21, 1958, can be offered for registration, provided only that the work is in copyright.

These registrations are entered in the Register maintained by the Copyright Office. The Register of Copyrights will contain the names or titles of works and the names, addresses and nationalities of the authors, publishers and owners of copyright. The author or publisher of or the owner or other person interested in the copyright in any work may make an application to the Registrar of Copyrights for entering particulars of the work in the Register.

The Register will, under the Act, be the *prima facie* evidence of the particulars entered in it, and documents purporting to be copies of any entries therein or extracts therefrom certified by the Registrar and sealed with the seal of the Copyright Office will be admissible in evidence in all courts

without further proof or production of the original.

Under the Berne Convention to which India and a number of other countries are parties, authors who are nationals of any of the countries of the Berne Union are to enjoy in countries other than the country of the origin of the work, for their works, whether unpublished or first published in a country of the Union, the rights which their respective laws do now or may hereafter grant to their nationals as well as the rights specially granted by the Convention. The enjoyment and the exercise of these rights are not to be subject to any formality.

While in regard to a published work, it may be felt that no external evidence is necessary other than the particulars contained in the work itself, the question of the proof of ownership of copyright will be a difficult matter in regard to an unpublished work. The new Copyright Act and the rules made under the Act provide for the registration of copyright in unpublished works also.

The provision under the new Act for registration of copyright will, to some extent, meet the difficulties of authors. If authors of unpublished works desire to get their works registered and if at the time of application to the Registrar of Copyrights, they send along with the application, a copy of the manuscript or extracts from the manuscript with the request that the manuscript or the extract sent might be returned to them along

SOUTHERN RAILWAY

TENDER NOTICE

The Deputy Chief Engineer/Construction/Egmore, Madras-8, invites *separate* sealed tenders for the following works upto 13-00 hours on Monday, the 13th October 1958 :—

NAME OF WORK	Approximate cash value of the work	Earnest money	Period of completion	Cost of tender form
	Rs.	Rs.		Rs.
I. <i>Doubling of track between Uppugunder and Chinnaganjam in North-East Line.</i>				
Construction of major bridges and supply of materials for the minor bridges.	4,24,800	12,744	Six months for major bridges and one month for supply of materials for minor bridges.	10
II. <i>Pro. Regrading and Realignment of track between McDonald's Choultry and Mavelipalaigam in West Coast Line—Supply of Stone jelly, sand, rubble, etc., required for the construction of bridges.</i>	2,09,800	6,294	Six 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 Thursday, the 9th October 1958 and the *receipt* thereof attached to the *tender without fail*.

The tenders will be opened at 15-00 hours on Monday, the 13th 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 12-00 hours on Thursday, the 9th October 1958.

with the certificate of registration, then the Copyright Office would have the manuscripts stamped with the official seal and return them to the applicants along with the certificate of registration.

With a view to saving unnecessary expenditure to the public, the Act does not insist on the applications for registration of copyright being accompanied by copies of the works in question or manuscripts of the works in case of unpublished works.

If an extra copy of the manuscript or of extracts therefrom is sent with the application, the extra copy will, as far as possible, be preserved in the Copyright Office and will be treated as a confidential document.

Under the copyright rules applications for changes in the particulars of copyright entered in the Register have to be accompanied by attested copies of deeds of licences or assignments. Unless such attested copies are furnished, the Copyright Office will decline to make the necessary changes. Where applicants so desire the Copyright Office will also be prepared to stamp the original deeds of assignments or licence and return them to the owner along with a certified copy of the changes made in the particulars entered in the Register.

The copyright rules made under the Act also provide for changes being made in the particulars of copyright already entered in the Register. Under this provision the Copyright Office will enter changes in the names and addresses of the copyright owners and of other authorised to issue licences in regard to the works concerned.

The fees for the registration of copyright and for changes in the particulars already entered in the Register of copyrights are nominal.

The Act provides that any person who makes or causes to be made a false entry in the Register or makes or causes to be made a writing falsely purporting to be a copy of any entry in such Register, or produces or causes to be produced as evidence any such entry or writing known to be false, will be punishable with imprisonment which may extend to one year or with fine or with both.

COPYRIGHT LAW OLD AND NEW

A copy would seem to include any material thing by means of which the essential features of the work, or the ideas, or information in the work may be communicated. It is a copy, therefore, if the work is a reproduction of the fundamental idea of the original so far as is possible in the material in which the copyist works. But the fundamental idea underlying the original and the copy must be the same, and it was for this reason that once a perforated roll was held not to be a copy of a sheet of music.

For one thing, very few types of writing are eligible for copyright in manuscript form; they must first be published. This does not mean that an author's unpublished manuscript is without legal protection. Under common law, a person owns his literary or artistic work just as he owns any other property—his house, land, or personal effects. All rights to his script are solely his own, fully protected by common law. He may do as he

pleases with any particular work; and if he chooses, seek recourse to law should another person, without permission, copy or make use of the material. These common law rights may be held by the author just so long as he does not publish the work.

But to hold special rights to a literary work after publication, it must be copyrighted. It is by a copyright that an author obtains for a limited time special and exclusive privileges to a published work.

According to law, these privileges include the exclusive right to print, reprint, publish, copy and vend (sell or offer for sale) the copyrighted work; to translate, dramatize, arrange and adapt it. Other privileges include the exclusive right to deliver or authorize the delivery of a copyrighted lecture, sermon, address, or similar production; to perform or represent publicly a dramatic work; to perform music and make arrangements, settings or records of a musical work.

These eligible forms for copyright may include almost every known type of literary and artistic work. In the text of the Copyright Law, we find the following enumeration:—

(a) books, including composite and cyclopædic works, directories, gazeteers, and other compilations; (b) periodicals, including newspapers; (c) lectures, sermons, addresses (prepared for oral delivery); (d) dramatic or dramatico musical compositions; (e) musical compositions, (f) maps; (g) works of art, models or designs for works of art; (h) reproductions of a work of art; (i) drawings or plastic works of a scientific or technical character; (j) photographs; (k) prints

and pictorial illustrations: (l) motion picture photoplays; (m) motion pictures other than photoplays.

A title alone cannot be copyrighted. Though the title is considered a part of a work when the work is registered for copyrighted.

One might say that these eligible forms include practically every known type of literary and artistic work.

On a periodical it is customary for the publisher to obtain a general or 'blankets' copyright, covering the publication as a whole. The copyright on any individual writing may be owned either by the publisher or the author, according to the terms of the sale. Here, too the publisher is often merely the temporary 'proprietor' of the copyright, and it is eventually assigned back to the author.

Just how long is a copyright in force? Under the present law, a copyright is not perpetual, but may be secured for a 'limited time'. This normally covers a period of twenty-eight years. The law allows, however, the privilege of renewal, or a second copyright, for another twenty-eight years if the owner so desires and makes proper application. At the end of the second twenty-eight years, or fifty-six years, in all, a work falls into the public domain. Or should application for a renewal not be made at the proper time (during the last or twenty-eight years of the original term), the work would become public property at the expiration of the first copyright term. A renewal may be obtained by the owner of the copyright, his heirs, or assignees.

Copinger on the Law of Copyright defines the copyright dealing with

artistic works that a copy is that which comes so near the original as to suggest that original to the mind of every or any person seeing it. ("Law of Copy Right" 7th Edition by F. E. Skone James Sweet and Mazwell).

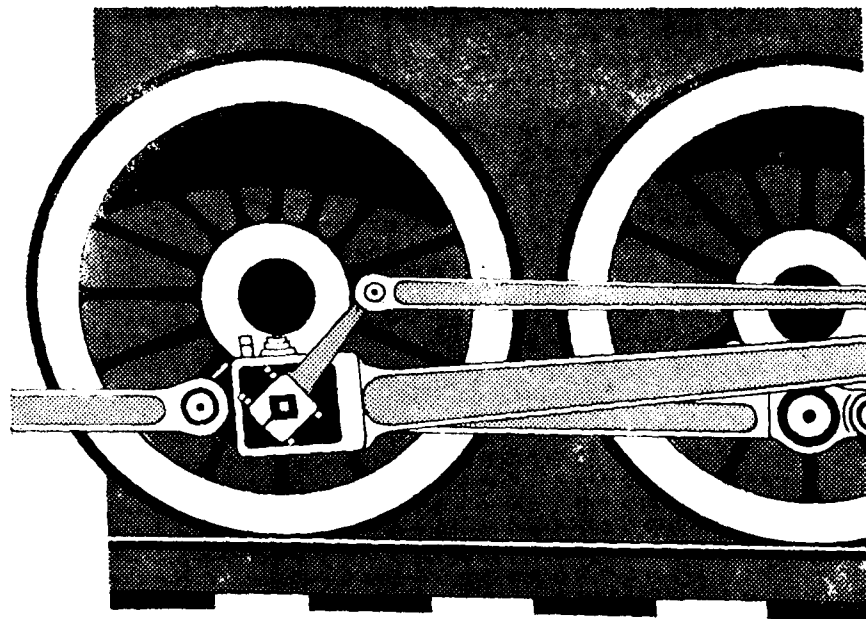
Protection is only afforded to original works of artistic character, and not to works of common type, and there will probably be considerable difficulty in proving infringement. The burden of proof lies upon the architect who is the Plaintiff. It is the main design that will be protected and not merely a feature of the work and it will be necessary to prove that the main design is both original and artistic, and the term artistic will undoubtedly be very carefully construed by the Courts. It is possible that as a result of the inclusion of architecture amongst protected works, the practice of signing a building which is common in France, will grow up.

The remedy upon to a Plaintiff whose work has been infringed was an action for damages, since once a building had commenced to be constructed it could not be pulled down. The amount of damages was assessed upon the basis of the cost of the building infringed and the nature of the infringement.

In cases where the proceedings are against "any person for any act done in pursuance or execution, or intended execution of an act, Act of Parliament, or of any public duty or authority, or in respect of any alleged neglect or default in the execution of any such act, duty or authority the limitation is six months.



Ravana lifts Kailayangiri—a sculpture in the Pudu Mandapam in the Madurai Meenakshi Temple

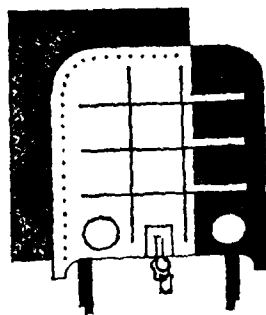


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YOUR DOCTOR NEEDS HELP

Dr. A. RAMDAS

Divisional Medical Officer, Madras

YOUR doctor needs your help and co-operation to be of service to you. Having attended to the medical needs of all classes of Railway-men and their dependents for nearly ten years, I venture to offer a few suggestions for the readers' consideration.

Medical service is essentially a personal one, the utility of which is enhanced by an understanding doctor-patient relationship. The stresses to which this service is subjected to, at the present day on the Railways, have to some extent impeded development of desirable standards of such relationship. It is in the interest of the patient as well as his doctor that each should co-operate with the other. The doctor, contrary to popular expectations, is human, with all frailties common to the human species. He may lose his temper under provocation, his patience under stress and his judgment under extenuating circumstances. When this occurs, the quality of service rendered by him suffers. A doctor deals with a mechanism more complex than the most complicated one invented as yet by man. He has a difficult job to do. He needs every help and co-operation his patients can give him. Their appreciation of his services is the only reward he looks forward to.

Here are a few suggestions you can ponder over or at least try to remember when you go to your doctor next:

Go to your doctor in time. Do not neglect a complaint in the early stages

and then demand immediate attention from the doctor, pleading urgency. It is neither fair to the patient nor to the doctor.

Choose a doctor carefully and stick to him. Doctors should not be changed daily like clothes. It takes sometime for a doctor to study your constitution, its idiosyncrasies and its weak points. A sound knowledge of these is essential for successful treatment.

Do not choose your doctor only for his academic qualifications. Your personal experience of his skill is the best judge as far as you are concerned.

Be chary to accept a doctor who gives extravagant undertakings at the very first examination. Humility and cautiousness are the hallmarks of a rich experience in the practice of medicine.

If you want the doctor to give you a detailed check-up or discuss a serious health problem with you, go to him by prior engagement. Do not drop into the doctor's consulting room without an appointment. You will probably find him busy. In his subconscious pre-occupation with other work, he may miss a valuable point in your examination.

Do not enter a doctor's consulting room without getting his permission or knocking on the door. You may intrude on his examination of another patient.

Maintain a file containing medical information regarding your earlier

ailments. Take this file with you when you go to consult a doctor for a serious complaint. References to the file will be useful to the doctor.

At your first meeting with the doctor, do not try to impress your official status on him. The doctor decides treatment according to the status of your disease and not by the status of your office.

Let not your official relationship stand between you and your doctor while under treatment. He is rendering you a personal service and expects you to maintain a normal attitude towards him.

Do not belittle the doctors who had treated you earlier, before the doctor whom you are currently consulting. A wise doctor knows that his reputation will suffer a similar fate if you are not pleased with his treatment. Besides, such comments are not in good taste, especially as the earlier doctors are not present to defend themselves.

Narrate the salient features of your complaint clearly to the doctor. Answer such questions as he raises, during your narration. Do not offer your suggestions regarding the diagnosis or treatment. A good doctor will subconsciously resent these. A poor doctor may be misled by them to your detriment.

Do not exaggerate your complaints before the doctor and make them appear more serious than they seem, with the intention of getting special attention. The doctor is likely to get the feeling that you are a chronic exaggerator and may under-estimate a serious complaint when you go to him again.

Medical advice is given in good faith. Unreasonable doubts and prolonged discussions vitiate that faith on both sides.

If you are not satisfied as a patient with the doctor's advice or opinion, you are always entitled to request a second opinion. A reasonable doctor would willingly agree to such a request and help you to secure the second opinion. If he does not, you are free to consult a second doctor on your own.

Do not stay in the doctor's consulting room after you have finished consulting him. Make room for the next patient. Patients do not like to discuss their ailments with the doctor in the presence of other patients.

Carry out the instructions given by the doctor meticulously. Do not discontinue or modify treatment on your own responsibility. The doctor will feel nervous to treat such a patient or many even refuse to treat him further.

Keep your doctor informed subsequently of your progress or otherwise, in case you do not see him again. Do not expect him to ascertain this on his own either because you are lazy or are pre-occupied otherwise. He has other patients to attend to and it is not fair to expect him to follow up the progress of all the patients he treats.

Do not demand quick results from your doctor. Hurry will lead to worry, for you and the doctor. The reactions of the human body to disease are governed by natural laws. Nature cannot be hustled unless one is prepared to risk a mishap.

Unless there is a real emergency do not disturb the doctor outside his working hours when he is resting after his duties at his residence. The doctor also requires rest after a day's work for recovering from bodily and mental exhaustion. Nothing exhausts a doctor's patience more than an exhaustive talk outside his working hours about a non-urgent complaint, which could well have been attended to during the doctor's hours of duty.

If you can go to the doctor's consulting room, do so, instead of summoning him to your residence. Remember every house visit deprives four patients of the doctor's services at his consulting room. Such thoughtless summoning of the doctor to your house is anti-social, especially now with increasing calls on the doctors' services.

Patients out of good will offer beverages to doctors when on professional visits. Acceptance of such offers from a number of patients in a day will upset the doctor's stomach. Besides, a fastidious doctor will be embarrassed to accept any article of food from a patient with the chance of infection being conveyed to him. Such demonstrations of good will from patients are unnecessary.

Do not disturb the doctor for subsequent consultations or house visits on the same day for the same complaint. Exacerbation of symptoms like fever, cough are quite common in

the course of an illness. It is not necessary that every time the fever goes up a little, the doctor should be called in. If such changes are of some significance, the doctor would himself advise you to inform him.

Accept the doctor's advice when he suggests that the patient should be admitted into hospital. A doctor makes such a recommendation only when he considers that the patient's best interests are served by such a step.

It is against medical etiquette to divulge one patient's complaint to another person except in certain special circumstances. Do not embarrass a doctor with such questions. A firm doctor may even rebuff you immediately.

Remember a medical certificate is taken for granted to be genuine. An unjustified certificate renders the issuer liable to serious consequences.

Do not praise your doctor in his own presence to another doctor. If your doctor is modest he will be embarrassed. If the other doctor is sensitive, he will be irritated at such an assertive lay assessment of technical ability. This does not apply to your sober appreciation of a doctor's services.

If you had the patience to go through this long contribution, you are really patient and if you follow the advice you will be a good patient.





AN EVER-GREEN REMINISCENCE

V. E. THIRUVENGADIAH

Subhead, Accounts, N.J.O., Madras-23

How sweet is it to recollect past
Of thrilling events that took aghast
And yearn for more and more of them
To be lulled for long from stern to stem
Ho ! my bygone days.

The bygone sweet days never to come
But knock memories at times to some
And whelm at helm and enrapture
In pain or pleasure of any structure
The sweetest bygone days.

I look back often as in dreams
And still cling close in silent screams
To the golden past to come nigh me
To snatch and float in their acme
Ah ! what a wishful sight.

Of events that strike me pink and blue
In pleasing, pathetic, pensive hue
Of mammoth mirth or woeful girth
None so mystic as myth on earth
That one I now relate ;

Of Great Mahatmajee :—

In Eighteen Hundreds Sixty Nine
On Second October day divine
A day very sacred to all of us
For then was born K. Mohandas
A cream of Non-violence.

As a boy at school, very obstinate
To speak no lies, but did dedicate
To truth in thought and word and deed,
A harvest reaped by timely seed
As a future God of Truth.

A most obedient son, very kind
To parents out of sight or mind
True to his word but never conceit
To keep off lie, wine, women and meat
A virtuous holy pledge.

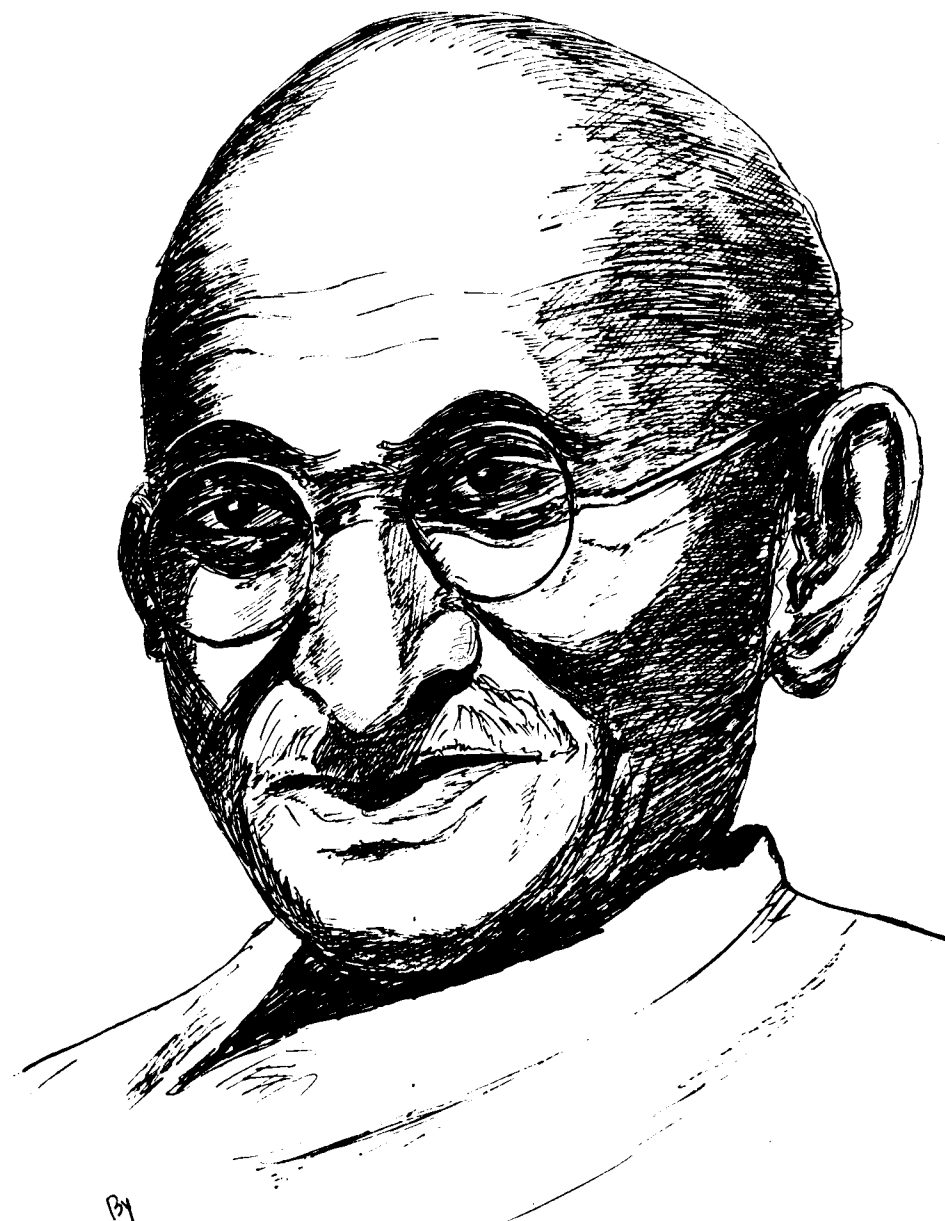
A giant of patient endurance
Of dainty smile, plus forbearance
With quill that quelled nation's distrust
And yelled on house top 'Truth is first'
A veritable Apostle of Truth.

Begged the rich for Harijans' fund
By night and day with lofty end,
Abolished all their slave complex
By shattering man-made social fix
A political prodigy indeed.

Ha ! the man, a superman,
Of men a saint, of saints a man
That lived in truth ; deceased for truth
Whose rays of truth sprayed light of ruth
To whole of this Universe.

A breath or glance from sage Gandhi
Inflates, elates to unique Santhee.
(How blest and great is Rajajee
To have allied with our Bapujee
—Undaunted onward step).

Berths, baths, fans and cleanliness
Of lavatories in Third Classes
The then dreams of our wistful sage
Are now realized as per his guage
The Railways' renovation.



By
Gokulnath
'88

Ticketless travels he ever condemned,
Of them as social evils he deemed,
Of Public Relations he practised best ;
To the Railwaymen, most honoured guest
And Father of Nation true.

Who would fast for weeks though weak ?
Who, of truth in pain would speak ?
Who would love, worst foe at best ?
who would stake 'self' to our crest ?
None but a great Mahatma.

The sacred Nineteen Forty Six
When we, citizens had close free mix
And rub of shoulders with greatest man
A sacred year indeed to scan
A golden leaf in our book.

From Twenty-first of January
Till fine First of February
Our sage of Sevagram did stay
As most honoured best guest in gay,
At Hindi Prachar Sabha.

Around that God for a dozen of days
To serve and work, to get his rays
Of truth; as volunteer got listed
I, as one among thousand trusted
A peerless event in life.

The Madras Merchants' munificence
Gave good deal in abundance
To feed five thousand guests a day
That poured from far and wide those day(s)
Hail, Ho merchants blest.

The daily evening prayer meetings
Attracted lakhs, as his teachings
Were gentle, calm with divinity
As one from Heaven for unity
In rare unheard splendour.

A sea of heads to seamless end
Of men and women in age though bend
Young, elite and scholars polite
Squat spell-bound of thoughts in height
Shed by the man divine.

The whole of city for all twelve days
Was quite afoot for the holy's gaze
From all corners and nooks did come
To see and hear Apostle handsome
To the Hindi Prachar Sabha.

It seemed as if a heaven on earth
That dozen of days, — unthinkable mirth
Roadways, Railways all spick and spar,
Of spares, specials and extras ran
A sight for Gods to spy.

The volunteers over thousand best
In white khadi and gandhi-cap dress

To guide huge crowds that swelled oceans
Beyond all best of expressions
The city of Madras spright.

Perchance a day I knelt at his feet
In tears of joy, my life's great feat
And stood aside with arms in fold
'Self' lifted to paradise unfurled
With hairs as bristles on ends.

Glancing he queried me, "Do you spin?"
"Bapujee, no" said I in voice very thin.
"A sinner you are but do it from now"
Said he and darted as an arrow off bow
Ere I could babble any more.

I grieved and sobbed at 'Sinner' vault
On that spot, quite ashamed of fault
Prayed mother earth to give a way
Under my feet, to gulp me away
A sinner fit to exit.

I slowly moved as a somnambulist
Vexed at sin that clothed in mist
With sin at heart but smile on lip
As dubbed by 'Truth' in candid tip
In mild admonishment.

Deep in thought to do as he bade,
And did for days but that did fade;
For, 'To spin' was a means to an end
When the end was won the means did end,
On grand Independence day.

This second October, Fifty-eight
Marks his birthday eighty ninth
Let our truth and worth increase
In lieu of costlier statues bronze
To mark his era and "ism."



THE STEAM ENGINE

K. SRINIVASAN

Steam engine the emblem of motion and power,
With headlight fixed in front as on a small tower,
Frame knitted valves and springs and ash dish clean,
Then the boiler with sufficient steam,
Up is the chimney in majestic height,
Along with the dome painted so bright,
Furnace of the engine blazing so bright,
Such is the steam engine bounding of flights.

Long chain of wagons behind following merrily,
Through heat or cold or rain following steadily,
Roaring, rumbling, whistling, echoing,

Of its own track yet firmly holding,
Will pardon the muse for not being ample and terse,
To see the horse-power behind thy motion march in
verse.

Thought inspiring of railway wonders yet to be,
Right gladly filled with expectation are we,
In railway working on the basis of policy reference,
Second Plan goods traffic is receiving preference,
Yet more passenger trains shall run on the line.
In a shorter possible time,
Safety, speed, economy and comfort,
With all the blessing of utopian transport.



ANANDA NILAYA VIMANA SAMPROKSHANAM SUPPLEMENT

*Published by the Tirumalai-Tirupati
Devasthanams*

The Tirupati Devasthanams' Ananda Nilaya Vimana Samprokshanam Supplement is a sumptuous feast of inviting food to the mind with a score of important features pertaining to the Ananda Nilaya Vimanam, well written on varied topics by distinguished writers with a profusion of illustrations, and luxuriously got up with an attractive golden colour cover page specially illuminating the same. The supplement contains two very beautiful multicolour plates, one Lord Venkateswara and the other of Sri Malayappaswami with Upayanachimarlu (processional deity of Sri Venkateswara) which add greatly to its beauty. Beginning with the invocations of Mangala Sasanas in Devanagere by H. Hs. the Jeers of Ahobilamutt, Vanamamalai matt and other Heads, the supplement contains the portraits of Rajaji, Sri Bimsen Sachar, Governor of Andhra and Sri Sanjeeva Reddi, Chief Minister of Andhra, and Members of the Trustees and Executive Officers and also the past Commissioners of Tirumalai.

Rajaji in his message says that one of the greatest spots to which all devotion in our country is directed in quest of God's grace is the temple on the Tirupati Hill and millions of

dusted feet have tread on the path up the hills to the temple. Let us also hope with him that the faith and virtue will continue ever to be guarded and nourished in our land, for it is more precious than any other wealth or possession. There is an article by Sri Paidi Lakshminiah entitled "Our Heritage" which traces the Indian tradition in religion from vedic times and how Hindus offer prayer in solitude as well as in congregations. There is an instructive article on Ananda Nilaya Vimanam by Sri V. M. Narasimhan, Consulting Architect. This is of the nature of a general article dealing with some technical details of the Vimana and also discussing the historical aspect from historical records. There are number of pictorial illustrations in this article among which are the Kalasam on the Padma Peeta of the Vimanam and the Vimana Srinivasa Murthis, Sri Narasimhaswami and two lions with a Padman, are worth mentioning. There is a short but sweet article on the Golden temple of Tirumalai by Vummidi Pandurangaiah who compares this, with the Golden temple of Amritsar. "The Sanctity of Tirumalai Hills" by K. Venkataswami Naidu is another interesting article. His contention is that in South India this is the only place where all Religious people can gather in surroundings which foster such Religious zeal and worship and points out that a visit for 2 or 3 days to Tirupati has a

SOUTHERN RAILWAY

TENDER NOTICE

The Deputy Chief Engineer, Construction, Egmore, Madras-8, invites SEPARATE sealed tenders for the following works upto 13-00 hours on Thursday, the 16th October 1958.

NAME OF WORK	Approximate cash value of the work	Earnest money	Period of completion	Cost of tender form
	Rs.	Rs.		Rs.
1. Doubling of track between Rajahmundry and Dwarapudi in North-East Line. <i>Construction of Staff Quarters Type I and II at Rajahmundry</i> ..	1,11,400	3,342	Six Months	10
2. Doubling of track between Gudur and Manubolu in North-East Line. <i>Construction of Staff Quarters Type I and II at Gudur</i> ..	65,750	1,973	Six 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 13th October 1958 and the receipt thereof attached to the tender *without fail*.

The tenders will be opened at 15-00 hours on Thursday, the 16th 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 Monday, the 13th October 1958.

October 1958

BOOK REVIEW

77

lasting effect. Then, there is another interesting and informative article with Devanagere and Tamil quotations and good pictorial illustrations by Sri T. N. Srinivasan, M.A. The author brilliantly portrays innumerable details about the Vimana and its sanctity with historical background. He has quoted from Vimana Purana as well as Vamana Purana. In this article there are photographs of Messrs. R. Rajagopalaswami Raju, M. Chokhalingachari, Rannath Sindhe and C. Nataraja Pillai, who were connected with the gilding work of the Vimana. In the article "Lord of Tirumalai" Sri P. V. Ramanujaswami, M.A., quotes from Haritasmrithi, Archana Navanita, Ananda Samhita, Vimanarchana Kalpa by Marichi, etc., and concludes that the Vikhanasas' troubles were brought to an end and Vaishnavism was firmly re-established at Tirupati by Ramanuja who was honoured for his achievements by the installation of his idol in the temple in preference to the Alwars. This the author says, because it is said that all sorts of false allegations were made against the Vaishnavas and every attempt was made to wrest the temple from their hands and observes that all honours will go to the Vikhanasas serving in the temple who even at the cost of their humiliation to the religion did not yield to persecutions and maintained the sanctity of the temple unimpaired.

In the article "Glory of Tirumalai" by Sri K. Srinivasan, M.A., there is a poem of eight lines as introduction, on the glory of Lord Venkateswara. The author observes that the special glory attributed to the Lord of the Seven Hills is the glory of Archavatara and during the Kaliyuga He is the self-revealed deity and reminds us,

the saying of Lord Krishna in the 10th chapter of Gita: "Whatever is glorious, whatever is splendid, whatever is beautiful, goes forth from the fragment of my Splendour". In the article "Abode of Bliss" Dr. Ramaswami Iyengar quotes some sayings in Tamil and a description of the Ananda Nilaya Vimanam. He makes out a case for 'mokshananda' even in this earth by going to such places like Tirupati. The article of Sri T. K. T. Viraraghavachariar on the Maha Samprokshana contains quotations from Tamil verses. While quoting from Tiruvaimoli of Nammalwar, the author points out the saying "Lo. We have enjoyed this beautiful vision. Come Ye, All Bakthas, enjoy the sight of this ecstatic singing and dancing and take part in it. His brilliant rays will bring assurance to His devotees that Kaliyugam is gone for ever". "Thoughts of the Ananda Nilaya Vimanam" is another delicious article with quotations from Upanishads. "Tirupati as a seat of Music and art" is an informative article with illustrations of sculptural figures depicting episodes from Ramayana in the Tirumalai temple and also Musical stone pillars, dancing poses, etc. The author describes how Tirupati has found an important place on musical map and art map of India. The article "Kalo Venkatesa Nayakaha" by Sri Prathivathi Bayankaram Anangaracharyaswami, is in Devanagere. There are telugu and tamil articles also on the glory of the Ananda Nilaya Vimana.

Printed in Art paper the Supplement under review is nicely got up and the Devasthanam authorities, particularly Sri C. Anna Rao, Executive Officer and Sri T. R. Narasimhan, Press

October 1958

Superintendent, T.T.D. Press, deserve all compliments for the excellent production value.

"MOTOR INDIA"

Editor: M. Rajagopalan, 5/141,
Mount Road, Madras-6

The Annual Number of the MOTOR INDIA contains many interesting features. Besides informations on the industry concerned, there are several articles of general interest contributed by distinguished personalities like Sir C. P. Ramaswami Iyer, Sri K. Santhanam, etc. Sri K. Santhanam in his article says that the Motor transport is today the national goose that lays the golden eggs. It has to do so not for one but for many persons, but all of them are becoming greedy and impatient to get ever bigger eggs.

It is a familiar saying when you talk of a certainty but when it comes to a question of dependable background in the infant auto industry, there can be no better and authentic version of progress than that of the Chairmen of various firms as they tell the shareholders of progress achieved and planning. Sri K. C. Mahindra, Sri S. Anantharamakrishnan, Sir A. Ramaswami Mudaliar, Sri J. R. D. Tata, Sri G. B. Gadre, Sri K. R. Sundaram and Sri S. Kirlskar, brilliantly portray the authentic version of progress in various industries. In the special feature "Production Progress" action pictures of automobile and allied production in India's infant industries engaged in manufacturing vehicles and components, for the first time in automobile history, are given.

"Technical Education in India" is an interesting article with special reference to training in Automobile Engineering. "Inland Transport in the United Kingdom" and "Humours of Motoring" are other interesting articles. "Rhymes While You Ride" is a humorous poem. Sir C. P. Ramaswami Iyer's article "I am a Motor Addict" is specially illuminating this Number. "Over fifty years ago I purchased my first motor car and was thus one of the earliest in Madras to own a motor vehicle..." so starting this article, this great personality explains his vast experience in the maintenance of the Car. It will be realised from his narrative that he is not only a motor enthusiast but what may be called a motor addict and this short sketch will impart to the readers more amusement. There are plenty of illustrations and beautiful colour insertions of world scenes in this Number. Printed in Art paper, the Number under review is a presentation of many good things.

"SPOKESMAN" ANNUAL

New Delhi

The Spokesman Annual is full of useful information with special features touching various subjects. Dr. Radhakrishnan in his message says that it is necessary for all of us irrespective of our special interests, to pull together and work as one for raising the stature of this country. Sardar Gurmukh Nihal Singh, Governor of Rajasthan emphasises the need for reiterating our pledge to carry on unitedly with earnestness and faith the solemn task of banishing poverty, injustice and ignorance, for without social and

economic advance, political freedom will be incomplete. "Cultural Heritage of India" is an interesting article by Sri Humayun Kabir, Union Minister for Scientific Research and Cultural Affairs. It is trite but true to say that India is an epitome of the world. Here we have met people from different races and with different backgrounds of culture. All have merged in one common melting pot. Even before the days of recorded history, Indians had established contacts with people outside the sub-continent and spread the Indian culture. The relics of the ancient civilisation of Mohanjodaro and Harappa are evidence of the contacts with parallel civilisations in the Middle-East and beyond.

What is a secular state? It is a kingdom in which people of all denominations are regarded on a footing of equality in enjoyment of privileges and opportunities for development. It is a state the functionaries of which are recruited from all ranks of people and in which there is not the slightest tinge of religious persecution. Sri M. L. Pease in his article recalls how Maharaja Ranjit Singh built a secular state years ago. "Experience" is another interesting and informative article, especially for youngsters. There is nothing so priceless as experience, gained in everyday life. Money though valued so much can hardly stand any comparison with it. Experience constitutes a Wealth which like knowledge, one can easily pass on to others without losing a bit of it. It is a type of riches which must not be hoarded but generally made available to such as are willing to have it. A Dictionary of Experience has also been composed by the author.



OXYGEN SERVES THE RAILWAYS

The Indian Railway system is Asia's largest and is a vital factor in the country's development.

The nation's arteries have to be maintained in sound health. Railway engineers rely increasingly on welding for maintenance of the permanent way, bridges, locomotives, wagons and coaches.

Indian Oxygen with its countrywide organisation, serves the Indian Railways in many ways. Besides the supply of industrial gases, welding materials, welding and cutting equipment, this service covers technical advice, tuition and expert assistance in all problems relating to welding and its allied processes.

INDIAN OXYGEN LTD

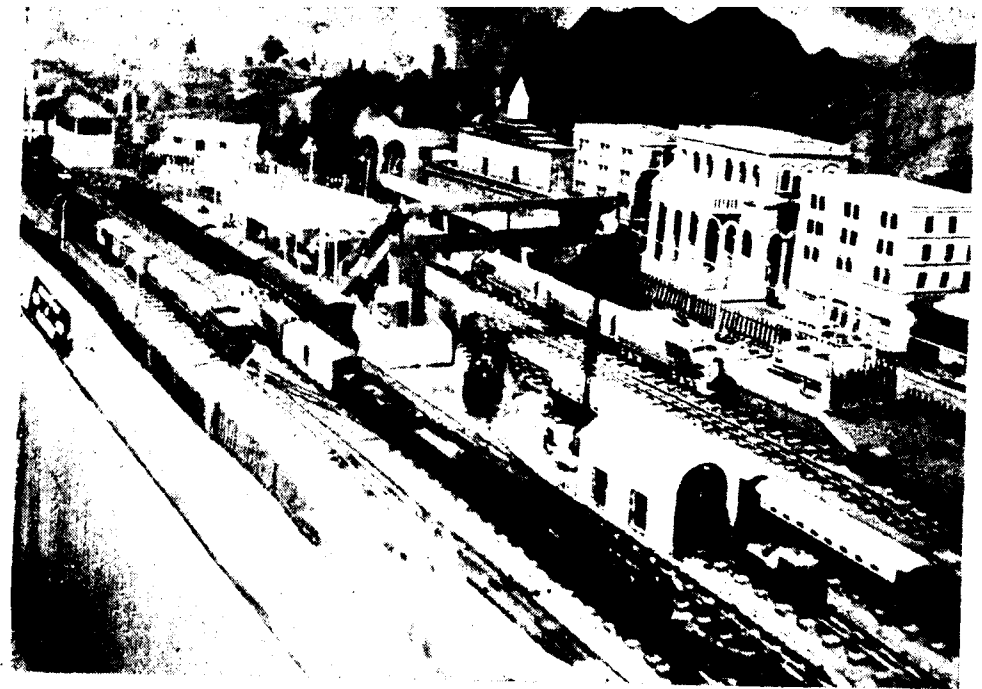
Bhakra Dam has been attracting a regular spate of visitors since its inception. There is so much for a sight seer to gorge upon at Bhakra. The gigantic works at Bhakra have cast their net of attraction very wide. The article on Bhakra is very interesting which gives a clear picture of the Bhakra Dam. There could have been some more illustrations to illuminate this article. "Khalsa Panth in Secular India" is an article of controversial subject. In the decades elapsed since the country became free from the British yoke we have made rapid strides towards progress in several directions such as construction of dams and network of canals, electric power stations, steel plants, cement factories, heavy chemical plants, sewing machines, bicycles, locomotives, carriages and aircrafts. We have made wonderful advance in textile hosiery, surgical apparatus, cosmetics and perfumery. We have improved output of tea, mica, manganese and coal. We have started manufacturing newsprint, glass and chinaware, film-reels, electric bulbs, inks, pencils, fountainpens and polishes of high quality. We are laying our hands on the construction of watches, steam engines and internal combustion engines. We are thinking of manufacturing drugs, injections and other chemicals of high efficacy. We are now planning to

stop all imports to cut them short to the minimum, realising that we are self-sufficient or on the way to it. For all this credit goes to the brilliant planning of the Government. In the article A DECADE OF FREEDOM one will have an idea of how India has made such a rapid progress.

The articles Political Balance Sheet, Independence and Leadership are also informative. 'A Great Reform' is an interesting and timely article. The story is told of a man from Bombay who on his visit to North India ordered a pao (quarter seer) of 'halva' and ate it with relish. His pleasure was however short-lived because he was taken ill. He discovered that he had eaten twice as much as he normally did, the pao in North India being about double the weight by the pao then prevalent in Bombay. True or apocryphal, the story illustrates the dangers inherent in the multiplicity of weights and measures within a country and how the adoption of Metric system will put an end to this.

The other fare throughout the magazine are also interestingly delicious. The Number is neatly printed and attractively got up.

S. VEDANTAM.



An interesting working model of railways on display in the recent exhibitions in South India attracted large crowds. The model has excellent realistic tracks with all sorts of points operated by remote control. Trains are remote and radio controlled. The smooth flawless working of the model is very realistic, entertaining and highly instructive. It is named as Celina Model Rail Road. It instils wonder in the mind of young ones and evokes admiration from the old. Sri Xavier of Tuticorin who is an amateur Electrical Engineer has spared no pains to make the working model a perfect one.



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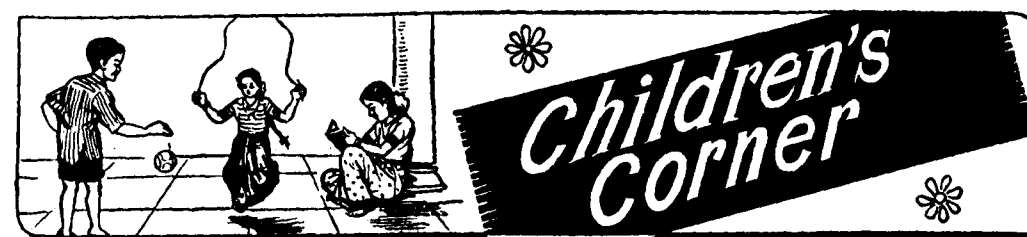
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A.I.A.B.



"SOME SECRETS OF BIRD LIFE"

IF we have never troubled to learn anything about the life and habits of birds, we must be thankful that there are people in the world who have done so and written down for our reading what they have seen. Most of us when we are young may have liked to have kept some kind of bird as a pet, but if we did, all we were required to do was to put the bird in a cage and give it enough food and water to keep it alive. Now, that is not the way to know about bird life, as these lovely creatures of God, whom we so often see flying high above us, should never be kept in a cage. However, let us now get down to some hard facts and see what we can learn about birds.

If you happen to live in a country further north, you may have seen thousands of birds of different kinds and colours suddenly appearing. The wonderful part of this is that these birds have come from places in the world thousands of miles away. The student of natural history calls this the annual migration of birds. What happens is that every year, usually after the winter months, birds in their thousands fly to northern lands. So we can ask the question: why do they have this annual flight and do it year after year?

Firstly, after the winter season comes the spring. The birds fly to the north

countries during the spring season for their nesting and egg-laying and bringing up their young. So our next question will be: why should the birds go north for their nesting? Surely they can nest and lay eggs and bring up their young wherever they are. But there are several reasons for this. Get hold of a map of the world and look carefully. You will see that there is more land mass far above the Equator, and very much less below. In fact you will soon know that there is more land above the Equator and more of water—that is seas and oceans—below it. So, firstly, we can say the birds go north to have more living space, more land mass from which they can collect the food to feed the baby birds after they have been hatched out of the eggs.

Another reason is that on the Equator and below it, each day is about 12 hours long only. Birds go searching for their food mostly during daylight hours, and the more daylight they have the more food they can gather. In the northern temperate zones, daylight hours during the spring season lasts from 14 to 19 hours. So this means that birds have very much more time to collect food for the hungry beaks of the little birds.

A bird may seem such a tiny creature as compared with man and certain animals, but they need a lot of food to keep alive. Some birds eat as

SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S/236/VI/F2/AJJ/58-59/25.

Sealed tenders are invited for the supply of Wire Steel Galvanised 7 Strand 17 SWG 70 to 80 tons per square inch to IRS S-2/54 and will be received by Controller of Stores, Southern Railway, Ayanavaram P. O., Madras-23, before 3 P.M. on 13-10-1958 and will be opened immediately thereafter.

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 10-10-1958.

Tender forms will not be issued after 3 P.M. on 8-10-1958.

and falcons have been known to fly as fast as sixty miles an hour. In one case it was found that a snipe bird flew 1,500 miles in five days, and the golden plover birds have been known to fly 2,500 miles non-stop. As to the heights at which birds fly, now that man's aircraft fly to heights of 30,000 feet and more, birds have been seen flying at a height of 20,000 feet over the Himalayas while going from places in India to their nesting grounds in Siberia in the north of Soviet Russia.

These flights that the birds make are not only for their own advantage,

but are also helpful to mankind. When the birds fly to the northern temperate lands and stay there during the summer, they eat millions and millions of insects that would almost totally destroy plant life otherwise. As trees come into leaf, innumerable hordes of insects lay their eggs on the leaves, but the birds are there to eat most of these eggs, and so save the trees from becoming leafless. So the birds are our friends too, and without them we would be so much the poorer for food and trees and plants.

UNCLE TELLATALE.

NATIONAL OVERSEAS AND GRINDLAYS BANK LIMITED.

(Amalgamating National Bank of India Ltd. and Grindlays Bank Ltd.)
(Incorporated in the United Kingdom. The Liability of Members is Limited.)

OPEN

SAVINGS BANK ACCOUNTS

In their Branches at

CALCUTTA	Netaji Subhas Road	BANGALORE
CALCUTTA	Brabourne Road	AMRITSAR
CALCUTTA	Chowringhee	KANPUR
CALCUTTA	Church Lane	DELHI
BOMBAY	Mahatma Gandhi Road	NEW DELHI Connaught Circus
BOMBAY	Mint Road	NEW DELHI Connaught Place
MADRAS	North Beach Road	TUTICORIN
MADRAS	Armenian Street	COCHIN
MADRAS	Mount Road	SIMLA

Withdrawals by Cheque

Branches in Madras at present allow interest at 2½ per cent per annum
Rates at other Branches obtainable on direct application.

Main Office :
3, North Beach Road

Branch Offices :
6, Armenian Street and 158, Mount Road.

J. M. LAMBERT,
Manager.

MADRAS SOCIAL AND CULTURAL ACADEMY VARIETY ENTERTAINMENT PERFORMANCE AT ANNAMALAI MANDRAM



A section of the gathering

Mr. John Wiggin, Public Affairs Officer, United States Information Service, who presided is seen seated with Mrs. Wiggin in the gathering

Smt. Kamala Bai, Chief Inspectress of Girls Schools, Madras is seen on the extreme left



Padmini and Ragini in a dance pose in the show



Only Burmah-Shell has **BOTH!**

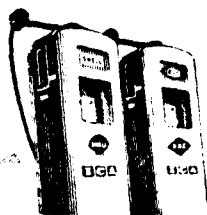
Like the small boy with a lollipop and an ice-cream, the motorist gets the best of both worlds when he goes to Burmah-Shell. You might think that any good quality petrol would give you all the extra performance and economy you need.

But that's far from being true

Good quality alone does not solve the problem of engine deposits which, as engine designers know, are the main cause of power loss in modern cars. There's one petrol, however, that gives you all the advantages of high power without the crippling effects of engine deposits. That's Shell and B.O.C. petrol with I.C.A. Shell discovered I.C.A. and made motoring history. For I.C.A. makes these deposits harmless. Only with Shell and B.O.C. do you get BOTH—High Power petrol and I.C.A. exclusive to Shell. And together, they make an amazing difference.



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much as 5,000 insect eggs each day; where they always stay. So when others have to find and swallow at least 15 worms in an hour, and another kind has to find at least 3,000 ants a day to keep hunger away. The owl feels hungry if he cannot have about ten mice every day for his meals.

Now, supposing there was a bird family with four baby birds. In one such bird family those hungry beaks would want their parents to make about two hundred flights in sixteen hours of daylight to get enough winged insects to fill their bird bellies. Just imagine if your mother and father had to work so hard to feed you when you were a baby, running from the house to the market 200 times a day! Poor Mum and Dad would not last long if they had to work so hard to keep their family alive, and they would soon give up from sheer weariness.

Why do baby birds need to be fed so much and so often. It has been found that for the first six weeks of their new life the baby bird eats its own weight in food. Think over this. You and I as babies started at about seven to eight pounds in weight and added to this rapidly the first few months until we weighed about twenty pounds. Now, can you think of a human baby having to eat ten to twenty pounds of food every day. Why, even when we are grown up men and women, we do not eat so much food.

There is still another reason why thousands of different types of birds fly north for their nesting, and that is, because of several types of birds that never leave the south or tropical countries and must therefore nest and raise their young in the lands

But this yearly flying to northern lands does not mean that if one thousand birds start on their journey, every one of them will reach their nesting grounds safely. The flying has to be done in stages, and often takes several months. So on the way north the birds will fly into terrific storms, dry seasons with no rain, floods, forest fires, and intense cold weather that freezes them stiff and dead. All these dangers take many bird lives, and perhaps out of one thousand who started off, not more than half of this figure will reach the nesting grounds alive. In fact, once a terrible storm in North America killed about a million small birds while they were on their way north.

Yet again, mother nature is merciful to the birds. It has been found that the same kind of bird has about double the number of young ones when they nest and breed in the north. So even though thousands may die on their yearly flight to northern lands, about the same number or more are born to take their place and fly south again. So mother nature keeps the bird score even.

On these flights, birds cover long distances even of two thousand miles or more. The smaller type of land birds do all their flying by night and stop and feed during the day.

How fast do the birds travel on these flights? Small birds fly at about twenty miles an hour and ducks, swifts

and falcons have been known to fly as fast as sixty miles an hour. In one case it was found that a snipe bird flew 1,500 miles in five days, and the golden plover birds have been known to fly 2,500 miles non-stop. As to the heights at which birds fly, now that man's aircraft fly to heights of 30,000 feet and more, birds have been seen flying at a height of 20,000 feet over the Himalayas while going from places in India to their nesting grounds in Siberia in the north of Soviet Russia.

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Smt. Kamala Bai, Chief Inspectress of Girls Schools, Madras is seen on the extreme left



Padmini and Ragini in a dance pose in the show

SOUTHERN RAILWAY

TENDER NOTICE

The Divisional Superintendent (Works Branch), Southern Railway, Trichinopoly, invites sealed Tenders in connection with the following works as noted below :

Sl. No.	NAME OF WORK	Approximate cash value	Earnest money
		Rs.	Rs.
1.	Proposed flushout latrines and underground drainage arrangements to 'D' North area at Golden Rock ..	2,00,000	6,000
2.	Sillakkudi—Conversion of into a crossing station ..	98,000	2,940

*Note :—*In respect of item 1 Tenders are invited from experienced contractors in drainage works, etc.

Last date for the receipt of Tenders 16-00 hours on 15-10-1958.

Last date for remittance of earnest money to the Divisional Pay Master, Trichinopoly.. .. 12-00 hours on 13-10-1958.

Last date for the issue of Tender Forms 15-00 hours on 14-10-1958.

Tender Forms (not transferable) can be obtained from the office of the Divisional Superintendent, Works Branch, Trichinopoly, on production of a receipt for Rs. 10 paid to the Divisional Pay Master, Trichinopoly or to any Station Master on this Railway towards the cost of the Tender Form for each tender. Further particulars can be seen in the Tender Form.

Our Commercial Newsletter

EARNINGS :

The approximate Earnings for the months of May and June (1958) are compared below with the figures for the corresponding periods of last year :

(Rupees in Lakhs)

	MAY		JUNE	
	1957	1958	1957	1958
Passengers ..	1,93.84	1,94.04	1,81.24	1,80.30
Other Coaching.	36.46	37.56	33.36	43.35
Goods ..	2,18.07	2,36.40	2,11.28	2,14.38
Sundries ..	7.41	9.15	7.79	9.75
Total ..	4,55.78	4,77.15	4,33.67	4,47.78

COMPENSATION CLAIMS :

The particulars of compensation claims for the months of May and June (1958) are given below :

	MAY	JUNE
	1958	1958
No. of Compensation claims received ..	3,486	3,493
No. of claims disposed of and the amount paid.	3,621 Rs. nP. 1,94,404.23	3,704 Rs. nP. 1,79,246.42
No. of claims outstanding at the end of the month.	3,770	3,821
No. of days taken to settle a claim ..	46 days	44 days

TICKETLESS TRAVEL :

	APRIL	MAY
	1958	1958
No. of persons detected travelling without tickets ..	64,973	68,564
No. of persons who paid Fare and Penalty on demand ..	60,884	65,482
Total Fare and Penalty realised ..	Rs. 140,348	Rs. 1,63,755
No. of persons prosecuted.	2,594	2,455
No. of persons imprisoned.	1,227	1,269

HAVE YOU A CORROSION PROBLEM?

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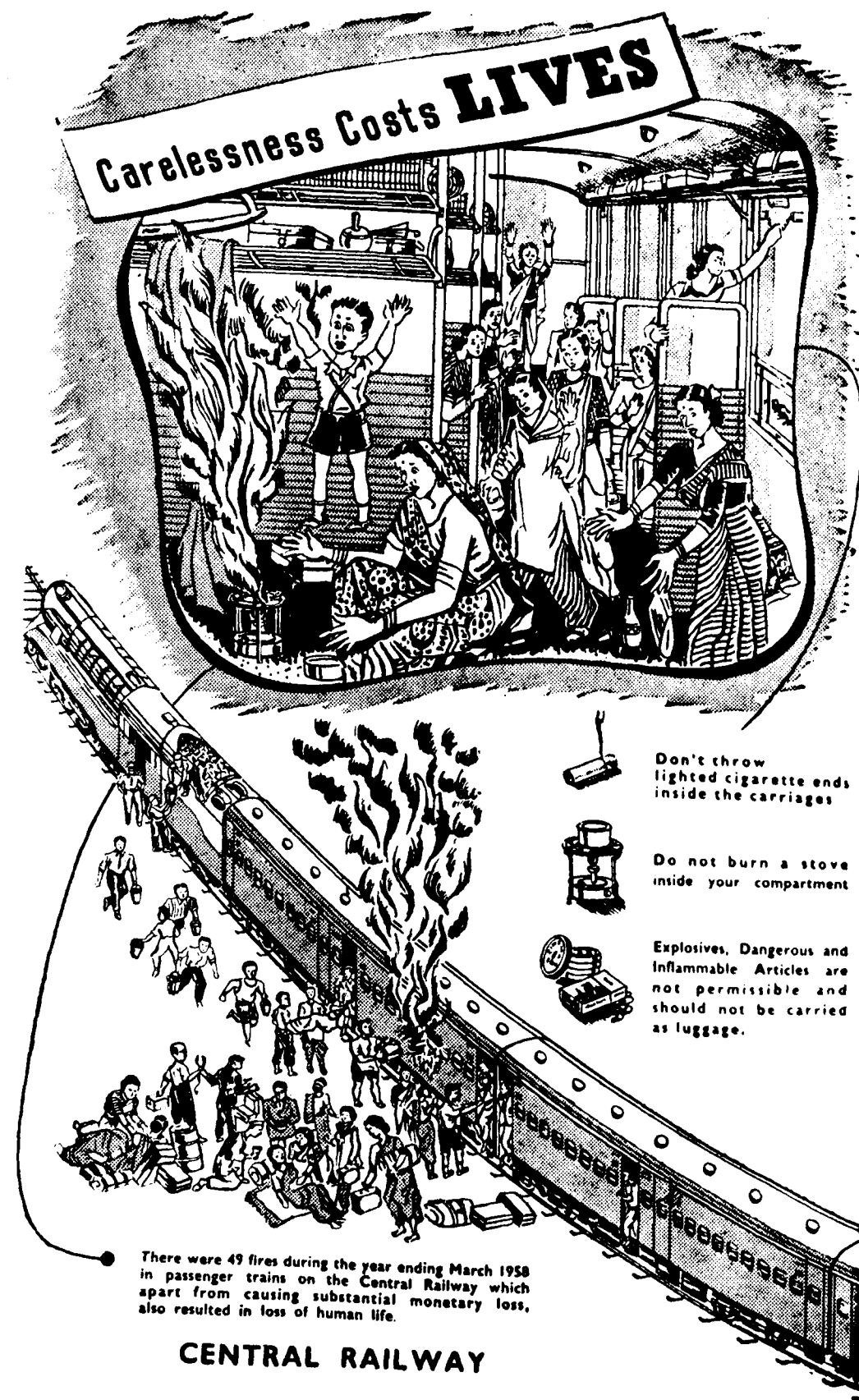
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BANGALORE-3. Phone: 3754.



S. R. NEWS

THE PRESIDENT AT GUNTAKAL



President Rajendra Prasad arrived by No. 226 Bangalore-Masulipatam Passenger on 17th August 1958 at Guntakal. He was accompanied by Sri S. N. Barua, Senior Deputy General Manager, Southern Railway, and Sri K. J. Chandy, Divisional Superintendent, Guntakal. Sri P. Sreeramamurthy, Assistant General Secretary of the Southern Railway Employees' Sangh, garlanded the President on behalf of the Railway employees. The Sangh also presented a welcome address to the President.

In their welcome address, the S.R.E., Sangh praised the President for his great sacrifices to the country and for making the countrymen as Peace Lovers and Peace Givers.

They also stated that they are having Sri K. J. Chandy as the Divisional Superintendent, at the helm of affairs of the Division, who is not only courageous and an efficient Administrator but has also the Worker's interest at heart.

DEPUTY RAILWAY MINISTER IN MADRAS

Sri S. V. Ramaswamy, Deputy Railway Minister, who arrived at Madras on August 22, 1958, from New Delhi held discussions with General Manager and the Heads of Departments of the Railway regarding the recent accident of a goods train at Ariyalur, remodelling of Madras Central Station, laying of a Second Track between Pudi and Tanuku and between Bommidi and Salem and also the regrading between Salem and Erode. Later the Deputy Minister visited the accident spot at Ariyalur.

The Dy. Minister with GM, CE and other officers



The Dy. Minister and Smt. Ramaswamy at our stall in the Salem Exhibition

Children watching the Nilgiri Mountain Railway Model, in operation in our stall





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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 & Tele-communication 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 & Tele-communication 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 4-9-1958 }

W. C. LIEBENHALS
Chief Signal & Tele-communication Engineer.



*Our Football team won the Madras 'A' Division League Championship 1958.
Seated in the centre is Sri N. Seshachalam, DCS Rates*

*Kasturi Ranger Team, New General Offices (Central District), Madras, won the shield presented by
Sri T. A. Joseph, ex-GM. at the Annual State Rally held on 22nd February 1958*





The Hony. Presidency Magistrates' Association, Madras presented an address of welcome to His Excellency Sri Bishnuram Medhi, Governor of Madras, Patron of the Association on 26th August 1958 at Woodlands Hotel. Photo shows : Sri S. Kondaswami, President of the Association, speaking on the occasion. The Chief Justice of Madras and H. E. the Governor of Madras are seen seated

S. Ramachandran, Indian Bank, Madras-5 and Rajalakshmi (sister of Sri N. Govindarajan, PRO's Office, S. Rly.) were married on 24th August 1958



S. J. A. B. No. XX SOUTHERN RAILWAY DISTRICT, MADRAS AMBULANCE CORPS CELEBRATES INDEPENDENCE DAY AT PERAMBUR



The District Surgeon hoists the St. John's Flag



Demonstration in First Aid by Rayapuram Division

The District Surgeon inspecting the personnel of the Madras Corps



The Corps Surgeon welcoming the District Surgeon



SOUTHERN RAILWAY

TENDER FOR SUPPLY OF WOODEN SLEEPERS REQUIRING TREATMENT

Sealed tenders will be received by the Chief Engineer, Southern Railway, Madras, upto 3 P.M. on 7-10-1958 for the supply of wooden sleepers within the ceiling prices notified in the Tender Schedule.

Tenders should be submitted in the prescribed form obtainable from the Chief Engineer, Southern Railway, Madras, on production of a receipt for Rs. 5 (Rupees five only) from the Chief Cashier, Southern Railway, Madras or from any Station Master on the Southern Railway, towards the cost of the tender form. The tender form is not transferable and the cost thereof not refundable under any circumstances.

Earnest money deposit required is Rs. 1,000 (One thousand only).

Tender form will be issued upto 12-00 hours on 4-10-1958.

Tenders for supply of sleepers based on the produce of forests lying in the States of Madras, Andhra and Kerala only will be considered.

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

SOUTHERN RAILWAY

TENDER NOTICE

Tenders for—PERAMBUR—LOCO WORKS—New combined office accommodation for Loco Works Manager, Production Engineer, District Controller of Stores (Mechanical), and Chemist & Metallurgist—Madras Division.

The Divisional Superintendent, Southern Railway, Madras Division, Rayapuram, Madras-13, invites SEALED PERCENTAGE SCHEDULE TENDERS for the above to reach him NOT LATER THAN 15 HOURS ON 8-10-1958. The total approximate value of the contract is Rs. 3,14,500.

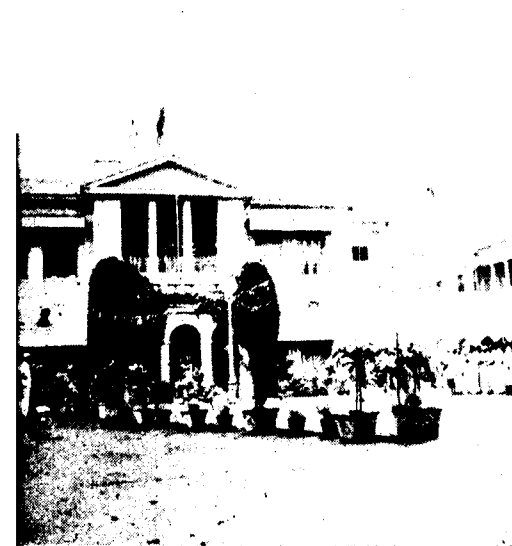
The cost of the tender form is Rs. 10 (RUPEES TEN ONLY) each, which is not refundable. The last date for sale of tender forms is 15 HOURS ON 3-10-1958. The earnest money of Rs. 9,500 should be paid in advance to the Divisional Pay Master, Southern Railway, Rayapuram, Madras-13, before 12 HOURS ON 4-10-1958. Other particulars can be had at the Office of the Divisional Superintendent, Works Branch, Madras Division, Southern Railway, Rayapuram, Madras-13.

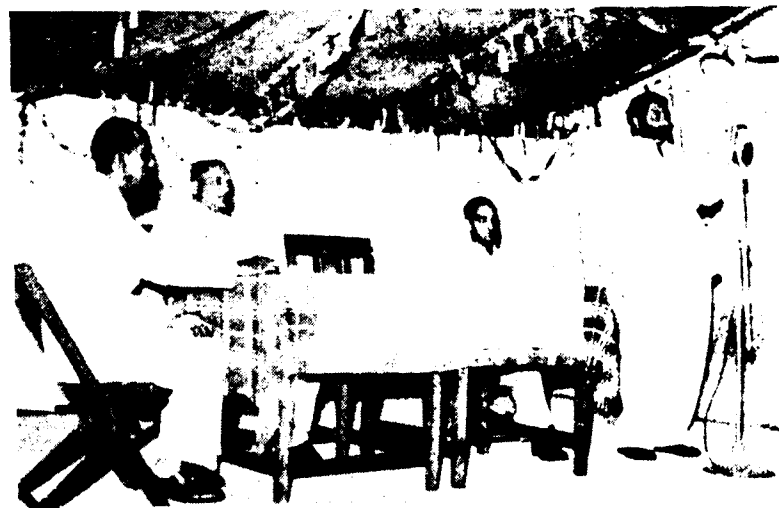
INDEPENDENCE DAY CELEBRATIONS



European and Anglo-Indian Institute, Perambur. Left: Participants in the Fancy Dress Competition. Right: The judges; seated from left to right—Smt. M. Nagaraja Rao; Smt. K. G. Hiranandani; Sri S. Chakravarti, CME; Sri K. G. Hiranandani, Dy. GM (G) and Sri M. Nagaraja Rao, LWM

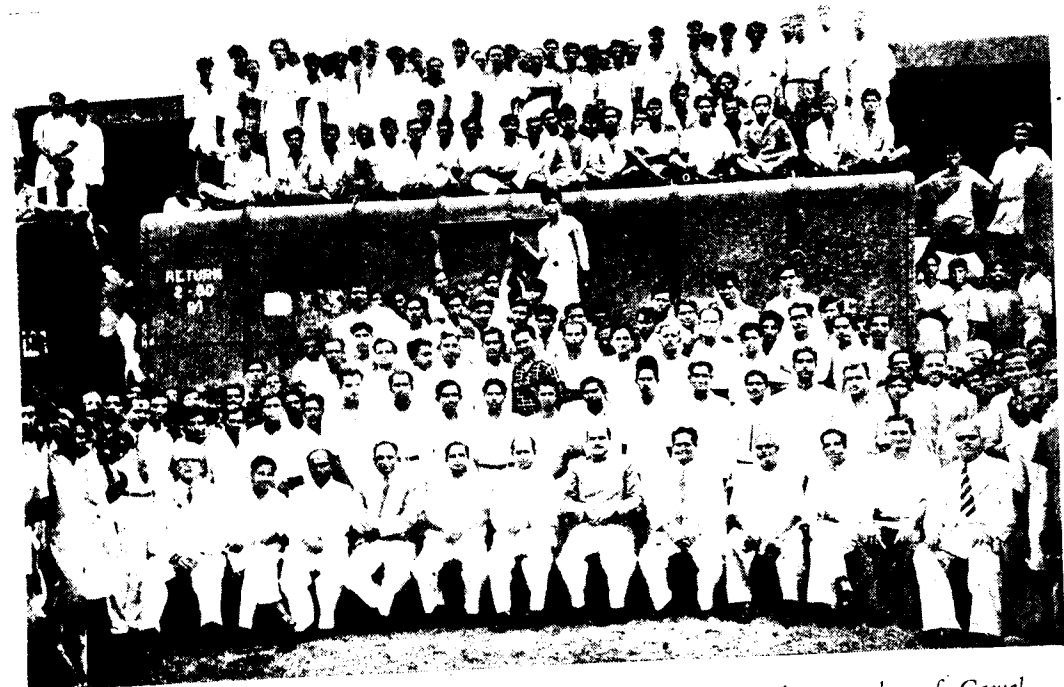
Railway Hospital, Perambur. The employees of the Medical Department, Madras Division, celebrated Independence Day at the Railway Hospital, Perambur. The National Flag was unfurled by Sri T. Muniswamy, the oldest employee.





Sri P. K. Vikraman Nair, Executive Engineer, Kerala State, speaking during the Independence Day Celebrations held at Railway Institute, Quilon

At the Integral Coach Factory, Perambur. Sri K. Swarup, Chief Mechanical Engineer, addressed a large gathering of employees on Independence Day. Smt. Swarup distributed the prizes to the winners in the Sports events



At Guntakal. The Independence Day had special significance as a large number of Casual Labourers at the Tranship shed were brought on to C.P.C. Scales of pay on that day.

With best compliments

3078

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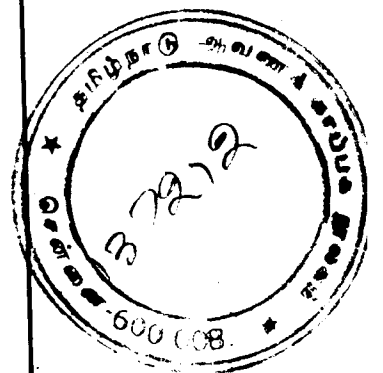
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**KERALA
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INAUGURATED**

Smt. Tara Cheriau, Mayor of Madras, inaugurated the Kerala Kala Samithi, a new Arts Club, dedicated to bring together the Malayalee employees of our Headquarters offices. Onam Festival was also celebrated on the same day, 7th September. Sri R. Gopalakrishnan, Chief Personnel Officer, presided



The members of the Samithi at a dinner in connection with Onam at Hotel Dasaprakash. Sri P. H. Sarma, COPS, was the chief guest on the occasion



The Art Section, Railway Institute, Villupuram, staged a Tamil drama "Inspector", on 17th August

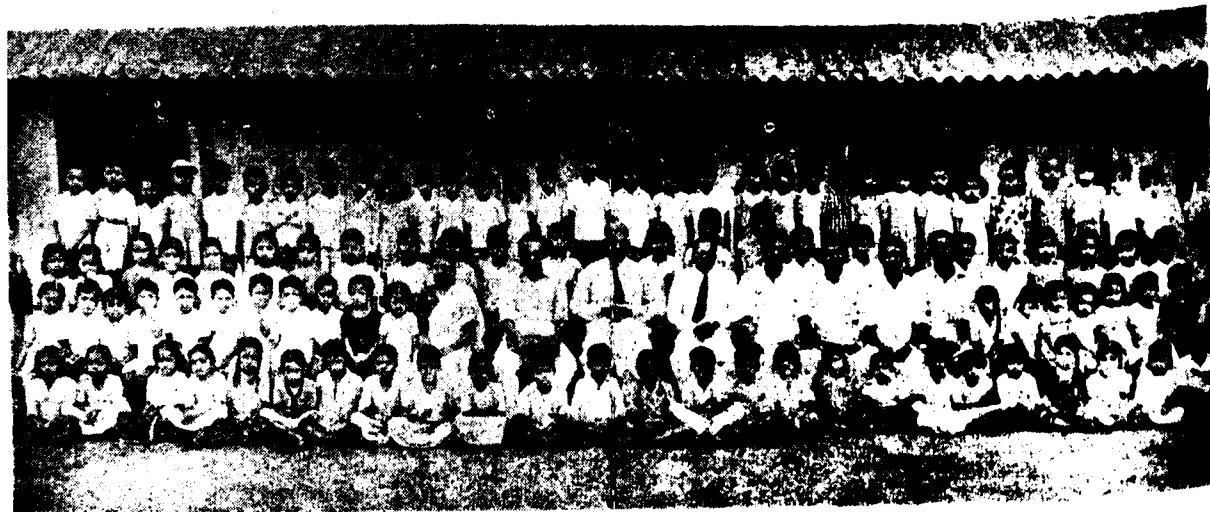
October 1958

S. R. NEWS



The Annual Day Celebrations of the Railway Institute, Negapatam, was celebrated on 7th May. Sri J. De'Monte, President of the Institute and DCOS, Negapatam, is seen above with the young actors of "Socrates," one of the dramas staged on the occasion. Below: A section of the gathering





The students and staff of the Railway Primary School, Hemambikanagar, Olavakkot, with the first correspondent, Sri A. V. Subramanian. On his left are Sri S. Chaudhury, D.S. and Sri G. Shanmughasundaram



Sri S. Kuppaswamy, Head Clerk, DCS's Office, Trichinopoly, proceeded on LPR recently

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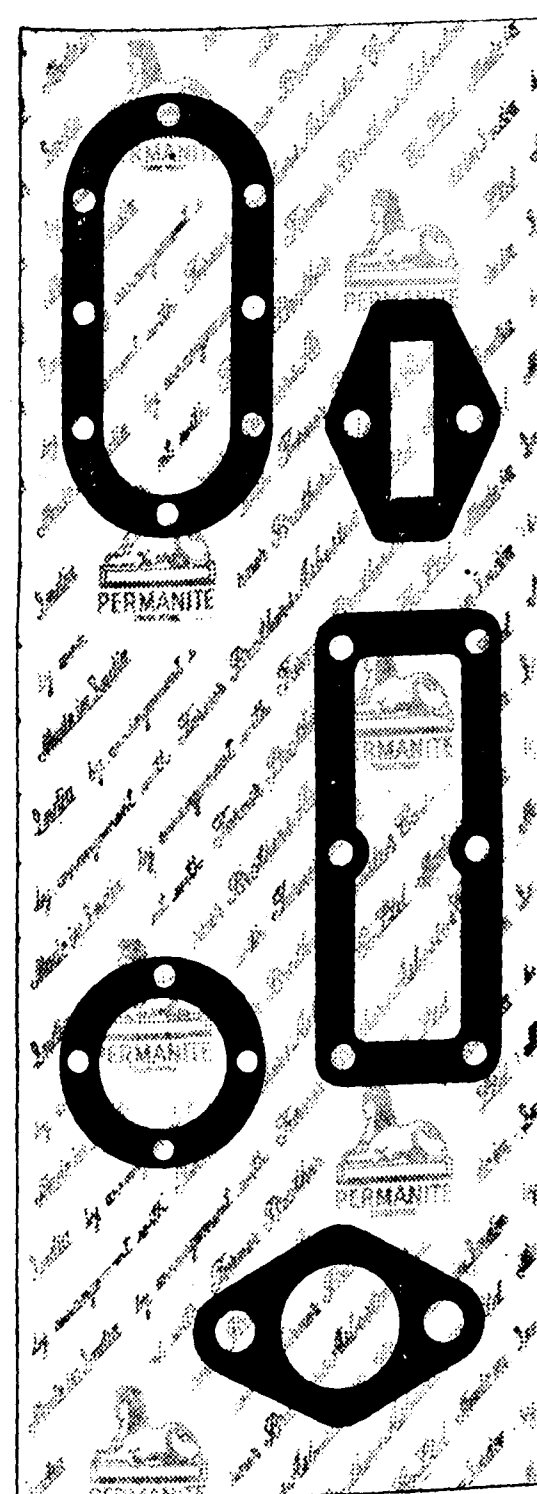
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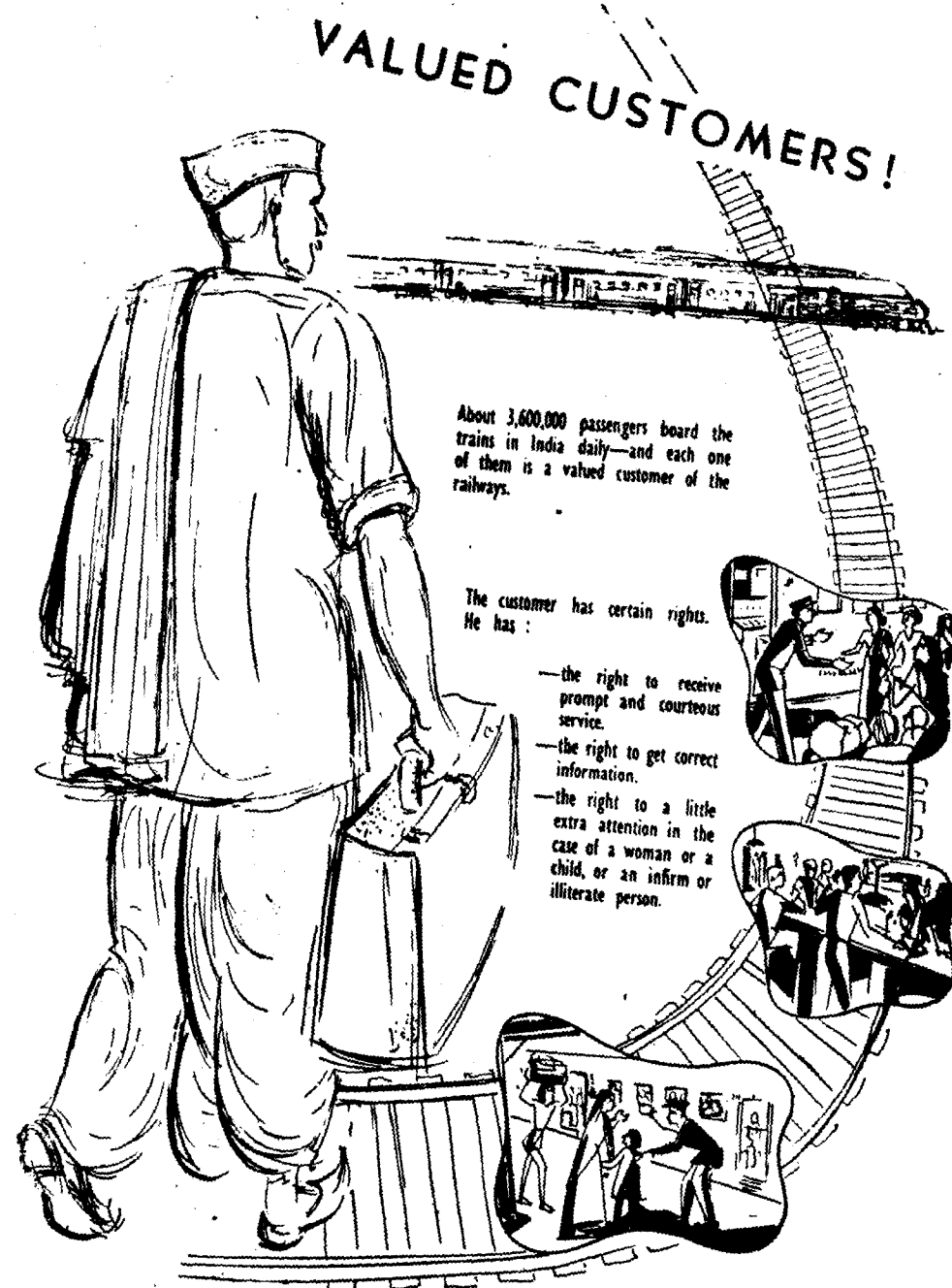
for use against the severest high pressure steam conditions in present-day engineering.

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Issued by SOUTHERN RAILWAY

SOUTHERN RAILWAY

GENERAL REVISION OF TRAIN SERVICE FROM 1st OCTOBER 1958

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

I.—TRAINS INTRODUCED:

Train No.	DESCRIPTION	Station	Dep. H. M.	Station	Arr. H. M.
BROAD GAUGE					
513	Coimbatore—Podanur Passenger	Coimbatore Jn.	23 10	Podanur Jn.	23 35
514	Podanur—Coimbatore Passenger	Podanur Jn.	2 30	Coimbatore Jn.	2 55
524	Podanur—Coimbatore Passenger	Podanur Jn.	0 45	Coimbatore Jn.	1 10
RC. 11	Nidadavolu—Cocanada Passenger	Nidadavolu Jn.	5 00	Cocanada Port	9 45
RC. 17	Cocanada—Nidadavolu Passenger	Cocanada Port	20 45	Nidadavolu Jn.	1 00
RC. 13	Nidadavolu—Tuni Passenger	Nidadavolu Jn.	22 00	Tuni	2 30
563	Cochin Harbour—Shoranur Passenger.	Cochin Harbour Terminus.	3 00	Shoranur Jn.	8 07
61	Shoranur—Mangalore Passenger	Shoranur Jn.	10 07	Mangalore	22 25
METRE GAUGE					
709	Ernakulam—Quilon Passenger	Ernakulam	21 20	Quilon	4 20
712	Quilon—Ernakulam Passenger	Quilon	23 30	Ernakulam	6 20
895	Pamban—Dhanushkodi Passenger	Pamban	20 25	Dhanushkodi	21 25
878	Dhanushkodi—Pamban Passenger	Dhanushkodi	6 10	Pamban	7 05
757	Tuticorin—Tinnevely Passenger	Tuticorin	22 25	Tinnevely	1 00
758	Tinnevely—Tuticorin Passenger	Tinnevely	2 00	Tuticorin	4 45
RC. 225	Tiruchchirappalli—Manaparai Passenger (Saturdays only).	Tiruchchirappalli	13 45	Manaparai	15 03
RC. 226	Manaparai—Tiruchchirappalli Passenger (Saturdays only).	Manaparai	15 45	Tiruchchirappalli	17 10

II.—TRAINS EXTENDED:

METRE GAUGE					
1045	Masulipatam—Vijayawada Passenger.	Masulipatam	17 15	Narasaravupet	0 45
187	Madurai—Dhanushkodi Passenger	Pamban	20 05	Rameswaram	20 40
186	Dhanushkodi—Madurai Passenger	Rameswaram	7 20	Pamban	7 46
*715	Madurai—Virudhunagar Passenger.	Virudhunagar	0 10	Shencottah	8 15
†716	Virudhunagar—Madurai Passenger.	Shencottah	18 30	Virudhunagar	3 00

* This train will not stop at Pattampudur H., Kurumalai, Ilavelangal and Karaikkurichechi H.

† This train will not stop at Karaikkurichechi H., Kurumalai and Pattampudur H.

III.—TRAINS CANCELLED:

BROAD GAUGE					
63	Cochin Harbour—Mangalore Passenger.	Cochin Harbour Terminus.	4 00	Mangalore	22 25
468	Rajahmundry—Narasapur Passenger.	Rajahmundry	19 10	Nidadavolu Jn.	20 15
467	Narasapur—Rajahmundry Passenger.	Nidadavolu Jn.	17 32	Rajahmundry	18 40
461	Narasapur—Cocanada Passenger	Nidadavolu Jn.	5 40	Cocanada Port	10 22
LS. 29	Rajahmundry—Cocanada Passenger.	Rajahmundry	19 30	Cocanada Port	22 45
LS. 39	Cocanada—Tuni Passenger	Cocanada Port	22 05	Tuni	1 20

October 1958

Train No.	DESCRIPTION	Station	Dep. H. M.	Station	Arr. H. M.
METRE GAUGE					
1049	Vijayawada—Narasaravupet Passenger.	Vijayawada Jn.	22 00	Narasaravupet	1 00
707	Madurai—Tinnevely Passenger	Virudhunagar	21 45	Tinnevely	1 50
708	Tinnevely—Madurai Passenger	Tinnevely	2 40	Virudhunagar	7 08
713	Maniyachi—Tuticorin Passenger	Maniyachi	0 45	Tuticorin	1 45
757	Tuticorin—Shencottah Passenger	Tuticorin	2 30	Shencottah	9 05
758	Shencottah—Maniyachi Passenger	Shencottah	18 25	Maniyachi	23 45
895	Pamban—Rameswaram Passenger	Pamban	20 05	Rameswaram	20 35
878	Rameswaram—Pamban Passenger.	Rameswaram	6 30	Pamban	7 05
187	Madurai—Dhanushkodi Passenger	Pamban	19 47	Dhanushkodi	20 55
186	Dhanushkodi—Madurai Passenger	Dhanushkodi	6 10	Pamban	7 14

IV.—STOPS INTRODUCED:

BROAD GAUGE

Train No.	DESCRIPTION	Station
1 & 2	Madras—Mangalore Mails	Tiruppur.
5 & 6	Madras—Mettupalaiyam Nilagiri Expresses	Morappur.
13 & 14	Bombay—Madras Bi-weekly Janata Expresses	Tadpatri.
29 & 30	Malabar Expresses	Wadakancheri.
589	Tiruchchirappalli—Erode Passenger	Kambarasampettai
		Mekkudi.
TM. 20	Trivellore—Madras Local Passenger	Perambur Loco Works.
		Perambur Carriage Works.

METRE GAUGE

120	Tinnevely—Madras Express	Madurantakam and Ulundurpet.
108	Dhanushkodi—Madras Passenger	Uttamarkovil.

V.—STOPS CUT OUT.

BROAD GAUGE

5 & 6	Madras—Mettupalaiyam Nilagiri Expresses	Tiruppur.
7	Madras—Bangalore Mail	Malur.
		Whitefield.
13 & 14	Bombay—Madras Bi-weekly Janata Expresses	Rayalcheruvu.
29 & 30	Malabar Expresses	Karukkutty.
32	Erode—Tiruchchirappalli Express	Marudur.
		Mekkudi.
99	Madras—Bangalore Passenger	Kambarasampettai.
		Perambur Carriage Works.
		Perambur Loco Works.
		Korattur.
		Pattabiram.
		Sevvapet Road, Kadambattur.
		Tiruvalangadu.
100	Bangalore—Madras Passenger	Mosur, Tiruvalangadu, Manur, Kadambattur.
		Sevvapet Road, Pattabiram, Korattur.
TM. 22	Trivellore—Madras Local Passenger	Perambur Loco Works.
		Perambur Carriage Works.

October 1958

Train No.	DESCRIPTION	Station
METRE GAUGE		
102	Dhanushkodi—Madras Boat Mail	Madurantakam.
1045	Masulipatam—Vijayawada Passenger	Chilakalapudi, Pedana, Kavutaram Gate Halt.
		Kavutaram, Gudlavalleru, Nujella, Dosapadu, Indupalli, Tarigoppula, Uppaluru.
1046	Narasaravupet—Masulipatam Passenger	Uppaluru, Tarigoppula, Indupalli, Dosapadu, Nujella, Gudlavalleru, Kavutaram, Pedana, Chilakalapudi.
104	Tuticorin—Madras Express	Ulundurpet.
621 & 622	Tiruchchirappalli—Manapara Passengers	Sannasipatti Halt.

VI.—CHANGES IN TIMINGS:

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

Train No.	DESCRIPTION	Station	Dep. H. M.	Station	Arr. H. M.
BROAD GAUGE					
1	Madras—Mangalore Mail	Madras	19 15	Mangalore	18 15
2	Mangalore—Madras Mail	Mangalore	8 20	Madras Central	8 00
3	Howrah—Madras Mail	Howrah	13 55	Madras	8 25
5	Madras—Mettupalaiyam Nilagiri Express.	Madras	20 00	Mettupalaiyam	9 55
9	Bombay—Madras Mail	Bombay	22 10	Madras	6 35
10	Madras—Bombay Mail	Madras	20 45	Bombay	5 50
11	Bombay—Madras Express	Bombay	14 25	Madras	19 45
12	Madras—Bombay Express	Madras	7 15	Bombay	13 05
14	Madras—Bombay Bi-weekly Janata Express.	Madras	12 35	Bombay	20 00
15	Madras—New Delhi Grand Trunk Express.	Madras	10 00	New Delhi	9 55
18	Delhi—Madras Janata Express	Delhi	10 15	Madras	15 00
21	Madras—New Delhi Bi-weekly Air-Conditioned Express.	Madras	16 45	New Delhi	10 50
45	Howrah—Vijayawada—Hyderabad Janata Express.	Howrah	15 30	Hyderabad	11 15
46	Hyderabad—Vijayawada—Howrah Janata Express.	Hyderabad	16 00	Howrah	11 00
47	Hyderabad—Puri Fast Passenger	Hyderabad	19 05	Puri	12 05
51	Jalarpet—Calicut Passenger	Jalarpet	4 10	Calicut	20 50
78	Waltair—Madras Parcel Passenger	Waltair	19 25	Madras	5 35

METRE GAUGE

201	Bangalore—Poona Mail	Bangalore City	22 25	Poona	6 30
206	Poona—Belgaum Express	Poona	20 50	Belgaum	8 00
220	Miraj—Bangalore Passenger	Miraj	9 35	Bangalore City	10 25
224	Hubli—Mysore Passenger Mail	Hubli	9 30	Mysore	12 10
242	Hubli—Sholapur Passenger	Hubli	16 25	Sholapur	6 35
110	Trivandrum—Madras Passenger	Trivandrum Central	20 35	Madras Egmore	6 25

October 1958

VII.—CHANGES IN THROUGH AND SECTIONAL CARRIAGE SERVICES:

A. The following through carriage services will be introduced:

- (i) One Third class coach between Renigunta and Vizagapatam by Nos. 71 & 72 Madras—Vizagapatam Passenger trains and 438 & 441 Gudur—Arkonam Passenger trains.
- (ii) One First and Third class composite coach, one Third class coach and one Third class coach with luggage and brake between Trivandrum Central and Ernakulam Jn. by Nos. 110 & 109 Trivandrum—Madras Passenger trains and Nos. 712 and 709 Quilon—Ernakulam Passenger trains.

B. Other changes in the through carriage services:

- (i) One Third class coach will run between Madras Central and Hyderabad by Nos. 17 & 18 Madras—Delhi Janata Expresses and 45 & 46 Howrah—Vijayawada—Hyderabad Expresses instead of by Nos. 17 & 18 Madras—Delhi Janata Expresses and 336 Wardha—Hyderabad Passenger and No. 46 Hyderabad—Howrah Express.
- (ii) One Second and Third class composite coach will run between Madurai and Tuticorin by Nos. 715 & 716 Madurai—Shencottah Passenger trains and Nos. 758 and 757 Tinnevely—Tuticorin Passenger trains instead of by Nos. 707 & 708 Madurai—Tinnevely Passenger trains and No. 713 Maniyachi—Tuticorin and No. 757 Tuticorin—Shencottah Passenger trains.
- (iii) The First, Second and Third class composite through coach from Guntur to Madras Central will run by No. 408 Guntur—Repalle Passenger and No. 3 Howrah—Madras Mail instead of by Nos. 410 & 3.

C. Changes in Air-Conditioned coach service:

The partially Air-Conditioned-cum-First class coach service running at present between Madras and Howrah on five days in the week by Nos. 4 & 3 Madras—Howrah Mails will be made a daily service. (This information could not be incorporated in the Time Tables to come into force on 1st October 1958).

VIII.—OTHER DETAILS AND TIMINGS AT INTERMEDIATE STATIONS:

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

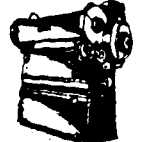
IX.—PICKING UP NEW TIMINGS:

Trains will pick up new timings on the midnight of 30th September 1958 or as soon as possible thereafter.

X.—GENERAL:

- (1) Nos. 55 & 56 Jalarpet—Cannanore Passenger trains will be diverted by the direct route via Podanur. These trains will not touch Coimbatore Jn. Suitable connecting trains will however, run between Podanur and Coimbatore.
- (2) Nos. 1045 & 1046 running between Masulipatam and Narasavupet, will run as Express trains on the Masulipatam—Vijayawada section and as Passenger trains on the Vijayawada—Narasavupet section.
- (3) Nos. 647 & 646 Madras Beach—Conjeevaram Passenger trains will not run on Sundays and Holidays declared by the Madras State Government.

Chief Operating Superintendent.



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SOUTHERN RAILWAY

NOTICE

Issue of Concessional Return Tickets during Dussehra, Dewali and Christmas Holidays

Concessional Return Tickets at $1\frac{3}{4}$ single journey fares will be issued during the ensuing Dussehra, Dewali and Christmas Holidays for First, Second and Third Classes, subject to the following conditions:

- (i) Return tickets will be issued between stations situated at a minimum chargeable distance of 150 miles apart.
- (ii) Break of journey will not be permitted on the return journey, but will be allowed on the outward journey according to the normal rules as for holders of single journey tickets.
- (iii) *Passengers must have the return halves of their Concessional Return Tickets dated either at the Booking window at the station of commencement of the return journey or by the ticket collector at the gate at that station or by the party himself in ink or by indelible pencil, before the commencement of the return journey to indicate the date of commencement of the return journey.*

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

- (a) Difference between two single journey fares for the entire distance and the concessional fare already paid,
- plus (b) Excess charge equal to the amount due under item (a) above, subject to a maximum of Rs. 5 per ticket.
- (iv) The period of issue of these return tickets will be as under:

	From	To
(a) Dussehra Holidays	9 10-58	22 10-58
(b) Dewali Holidays	29 10-58	11 11-58
(c) Christmas Holidays	15 12-58	5 1-59

The period of availability for completion of the return journey will be 15 days including the date of issue.

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

Chief Commercial Superintendent.