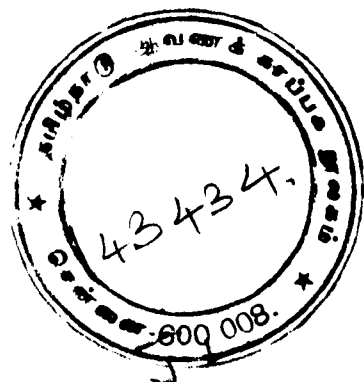




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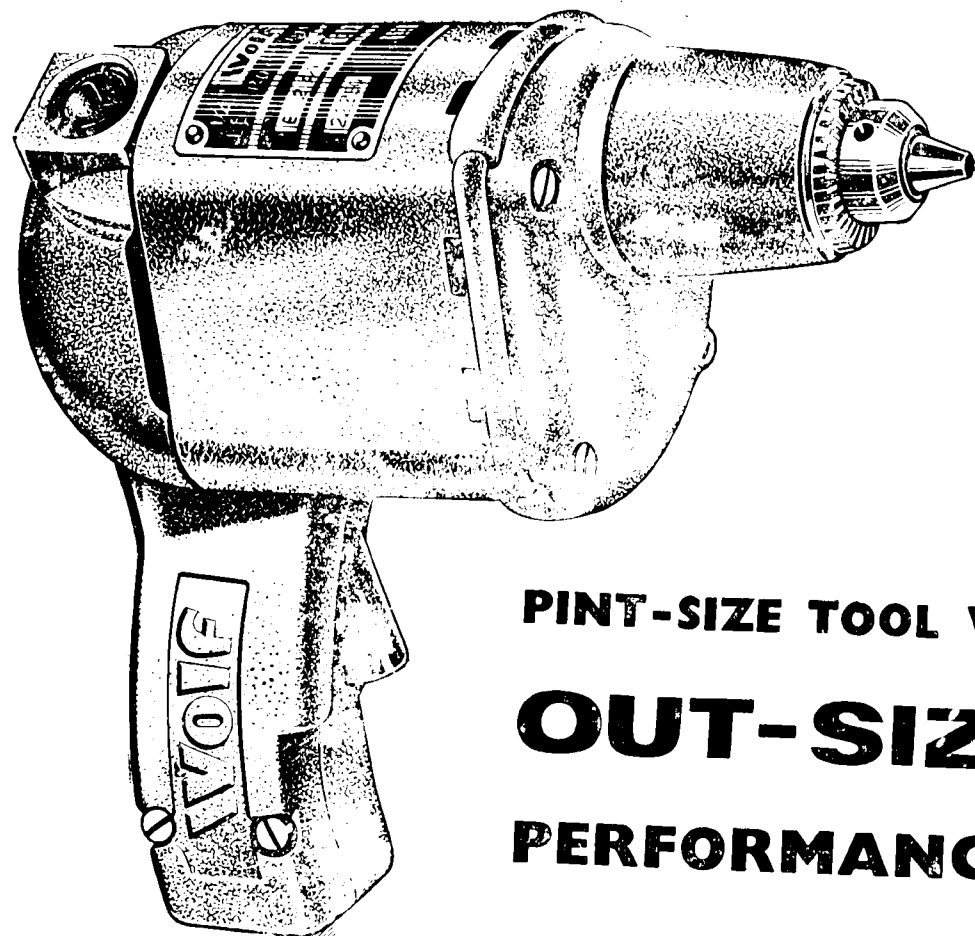


Southrailnews

PUBLISHED BY THE SOUTHERN RAILWAY

FEBRUARY 1958

No. 11



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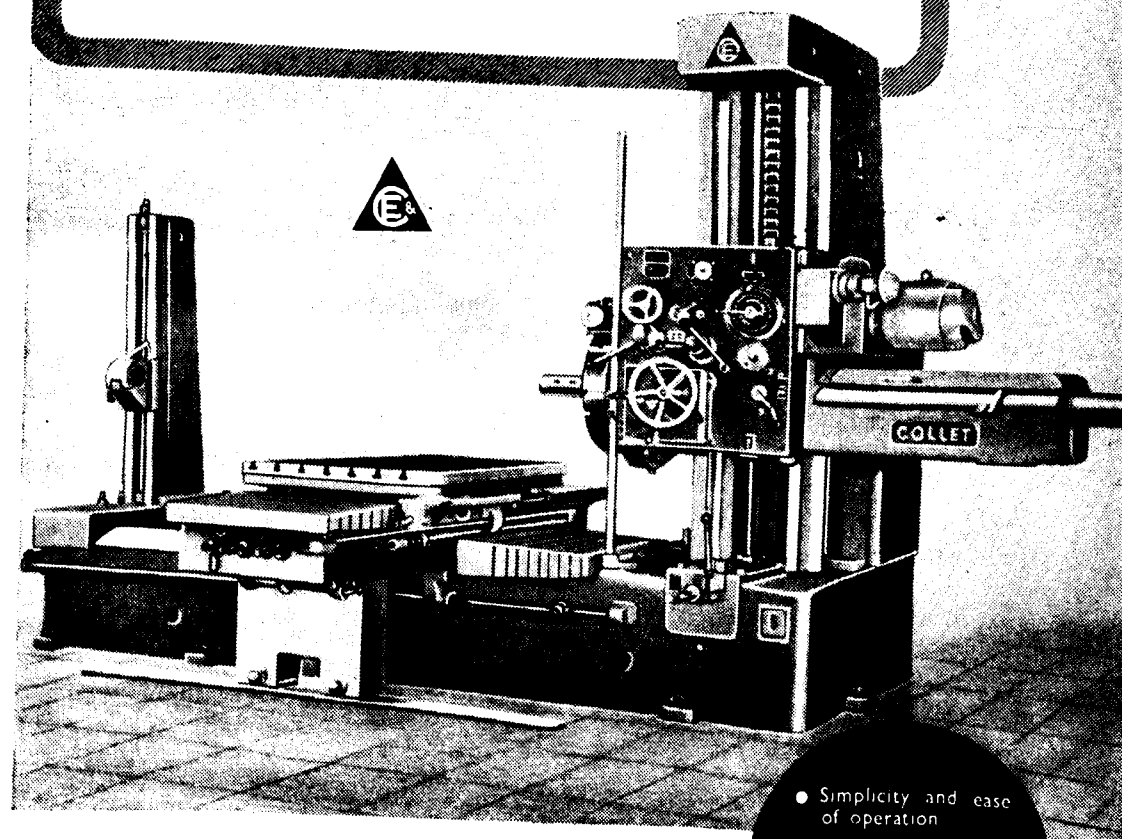
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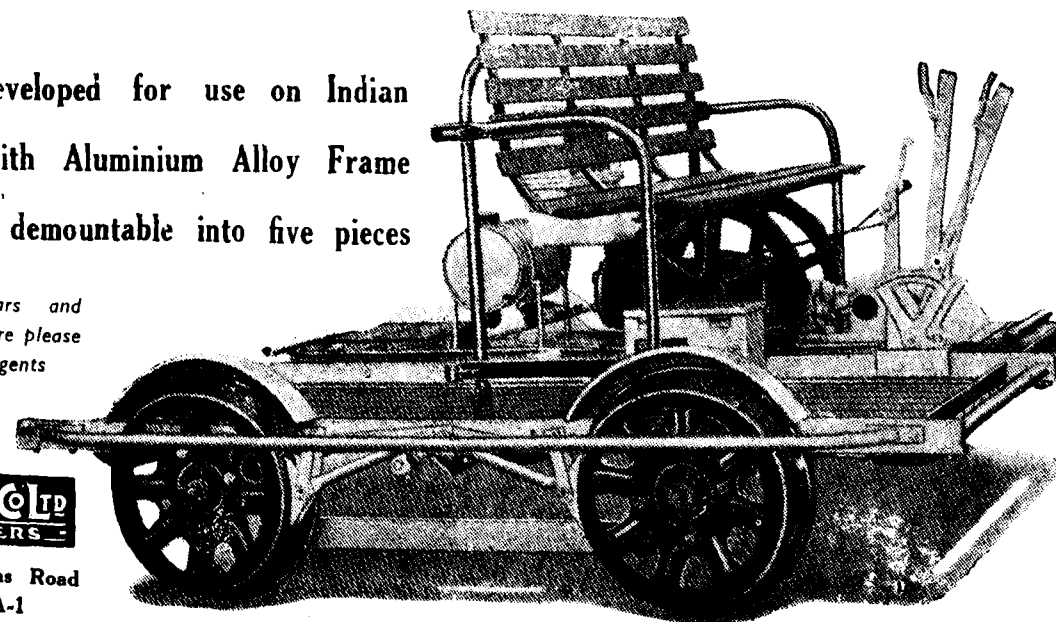
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Tender No. S/236/4/D/860/GOC/1.

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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 4-3-1958.

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

P. N. TALATI,
Controller of Stores.

SOUTHERN RAILWAY

TENDER NOTICE

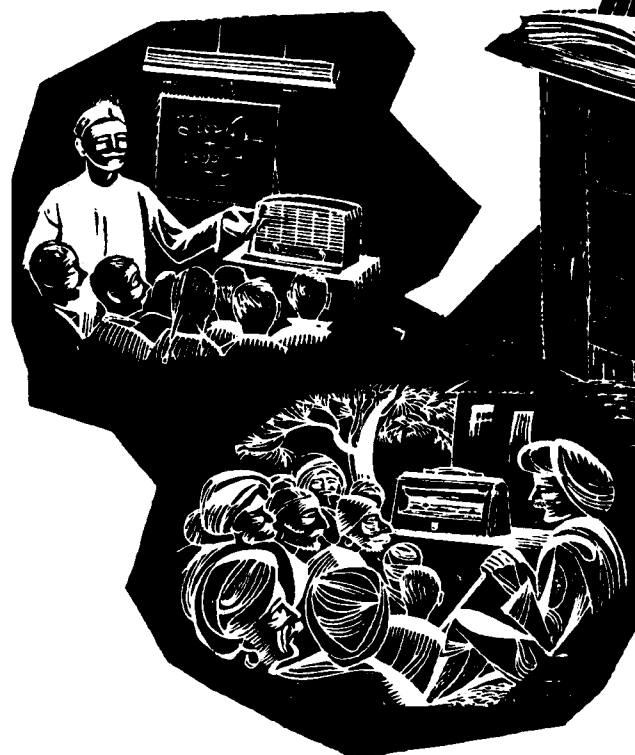
Sealed tenders on prescribed forms will be received upto 13 hours on Friday, the 7th March 1958, for completing within six months the "Manufacture, Supply and Erection of Prestressed-Concrete Girders with decking and diaphragms, etc. 28 Nos. of 64 ft. clear spans required for Bridge No. 299 at mile 71/3-13 (I.R.S. Broad Gauge/Main Line Standard Loading) in Madras-Erode Line" in connection with the Doubling of Track in South-West Line. The approximate cash value of the work is Rs. 7,28,000 and the earnest money to be paid *in advance* to the Chief Cashier, Southern Railway, Park Town, Madras-3, within 12 hours on Monday, the 3rd March 1958, being Rs. 21,840.

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 paid to the Chief Cashier, Park Town, Madras-3, or any Station Master on the Southern Railway.

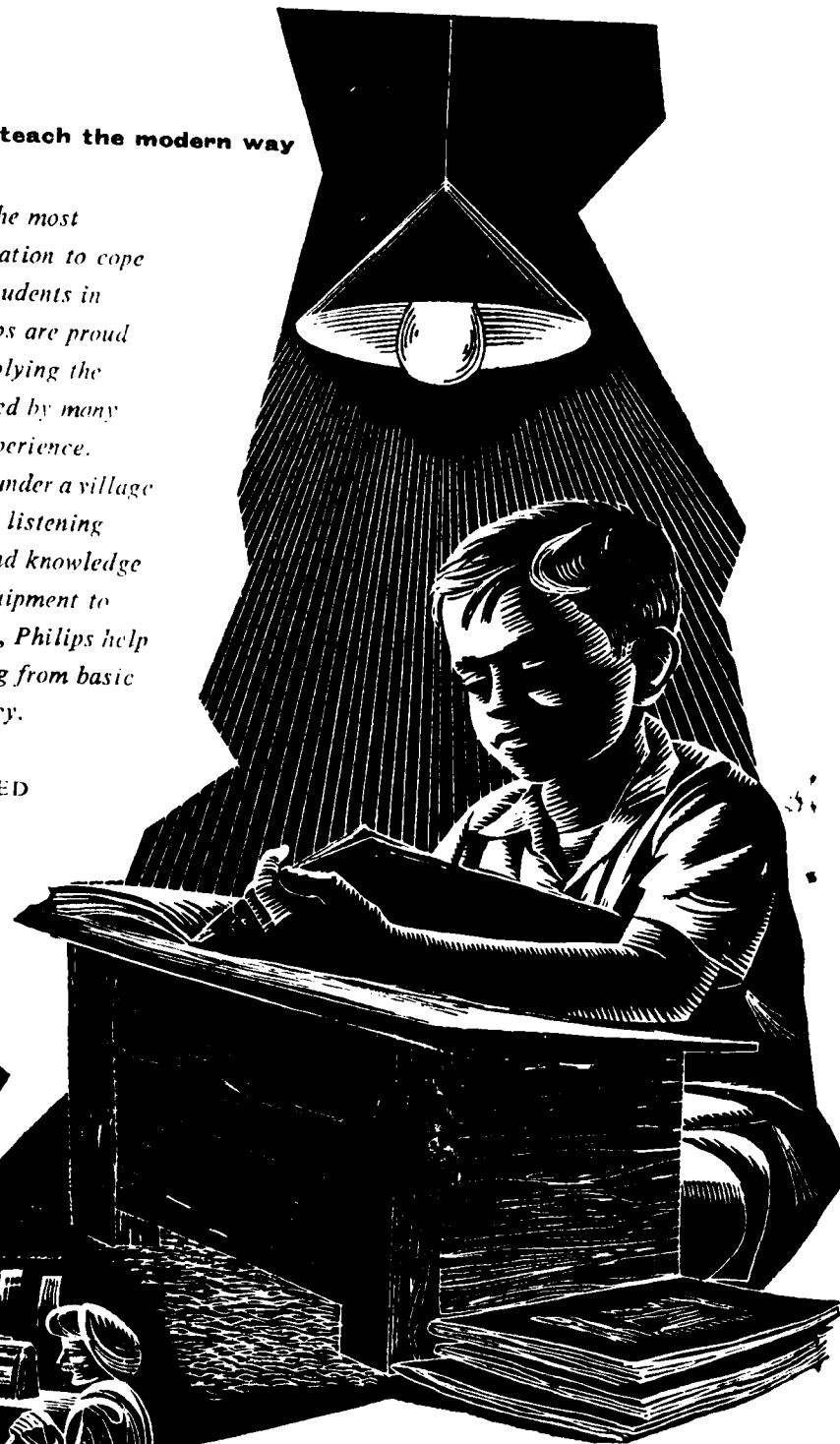
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(Official Organ of the Southern Railway)

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VOL. IV

No. 11

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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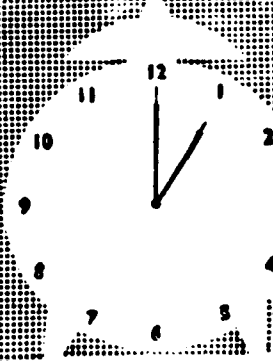
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THE EDITOR

"Southrailnews"

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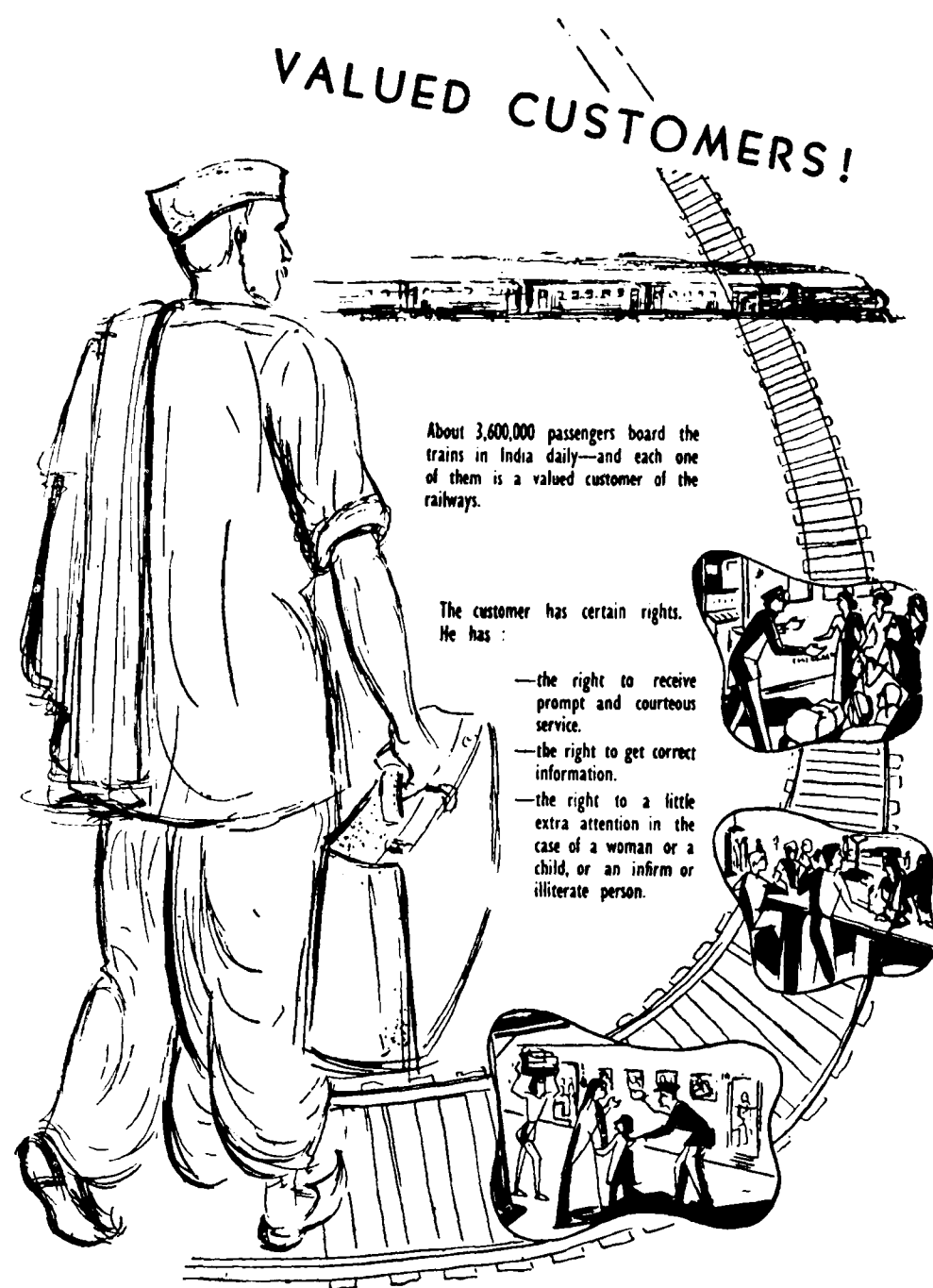
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this afternoon
take tea 
for
relaxation



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



PST 182



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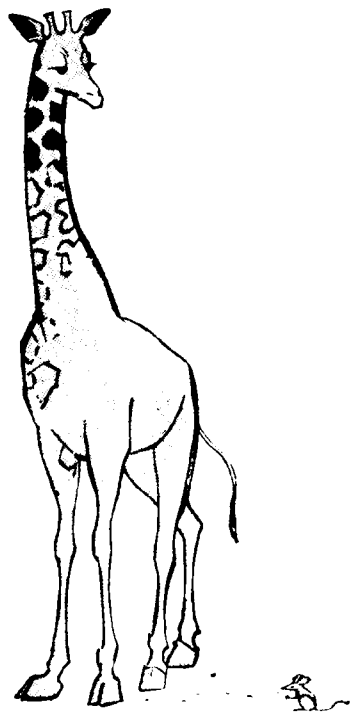
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Southrailnews

VOL. IV

FEBRUARY 1958

No. 11

IMPROVED PERFORMANCE OF INDIAN RAILWAYS

THE Indian Railways the biggest State-owned undertaking—have done well financially during the first eight months of the current financial year.

During this period—April 1 to November 30—the actual gross earnings of the railways are Rs. 243.47 crores—an increase of Rs. 21.33 crores over the actuals for the corresponding period of the previous year. If the present trend in the earnings is maintained, the railways will end the current financial year with a surplus of more than Rs. 30 crores.

The railways during this period also carried more goods. In the broad gauge, they lifted 57.8 million tons, an increase of 4.29 per cent over the corresponding period last year. In the metre gauge, the tonnage lifted was 14.6 million. This represents an increase of 10.2 per cent over the corresponding period the previous year.

Other achievements of the railways are, running of more and longer trains mainly for the benefit of third class passengers. During the period air-conditioned and dining car coaches have been replaced by third-class coaches in certain trains. As many as 319 new trains have been introduced and 169 extended. For the staff a pension scheme was introduced. One lakh and seventy thousand railway employees are stated to have been

benefited because of the upgrading and re-distribution of posts.

COMMITTEE TO GO INTO FUEL CONSUMPTION ON RAILWAYS

The Railway Board has set up a six-member committee under the chairmanship of Sri Karnail Singh, Member (Engineering), Railway Board, to examine the increased cost of fuel consumption on the Indian Railways and to plan the railways' requirements of high grade coal during the next few years.

The terms of reference of the Committee will be as follows:—

1. (a) To examine and to report on the factors responsible for increase in railway expenditure on coal, commenting particularly on the extent to which the quality of coal is responsible for increase in consumption and expenditure and for poor performance:

(b) The expenditure incurred on handling charges keeping in view the lead and lift involved:

(c) The comparative merits and demerits of employing departmental or contract labour for coal handling:

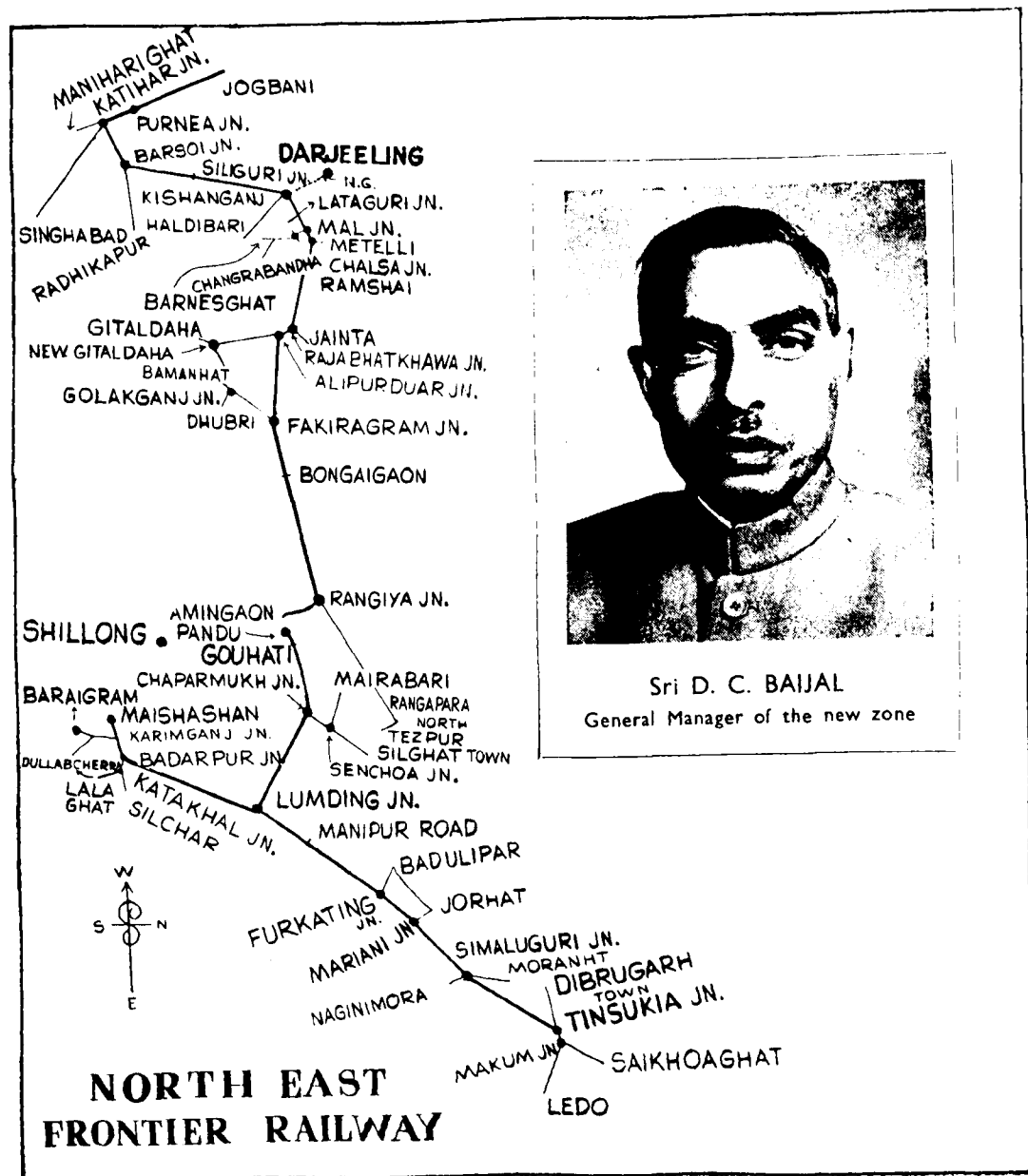
(d) The causes and quantum of wastage and losses of coal in transit, in sheds and otherwise:

(e) The extent to which the increase in expenditure on coal is due

to increase in traffic, coal prices, freight charges on coal, etc.

II. To examine the railways' future requirements of high grade coal for steam traction and the prospects of adequate supplies and to recommend measures for meeting any anticipated shortages.

Speaking from the public point of view, one can infer that the Railway Board is following up all the technical improvements and trying to depute high grade experts to the research in Fuel consumption with a view to economise fuel and coal and thus curtail expenditure.



Sri D. C. BAIJAL
General Manager of the new zone

Notes on Current Railway Topics



The Railway Minister inaugurating the zone

EIGHTH ZONE FOR INDIAN RAILWAYS

Sri Jagjivan Ram, Union Minister for Railways, inaugurated the N.-E. Frontier Zone at Maligaon, Pandu (Gauhati) on January 15. The new zone, formed by bifurcating the North-Eastern Railway has a mileage of 1738 miles, covers the Frontier State of Assam and will serve the tea growing areas of Assam, North Bengal and parts of North Bihar. Inaugurating the zone, the Railway Minister said that the zone was created to deal with efficiently the transport problems of the State.

President Rajendra Prasad, in a message sent on the occasion, stressed the need for concentrated efforts for improving the present communications in this region as speedily as possible. Such a development would go a long way in bettering the economic prospects of the people of this geographically important and materially rich area.



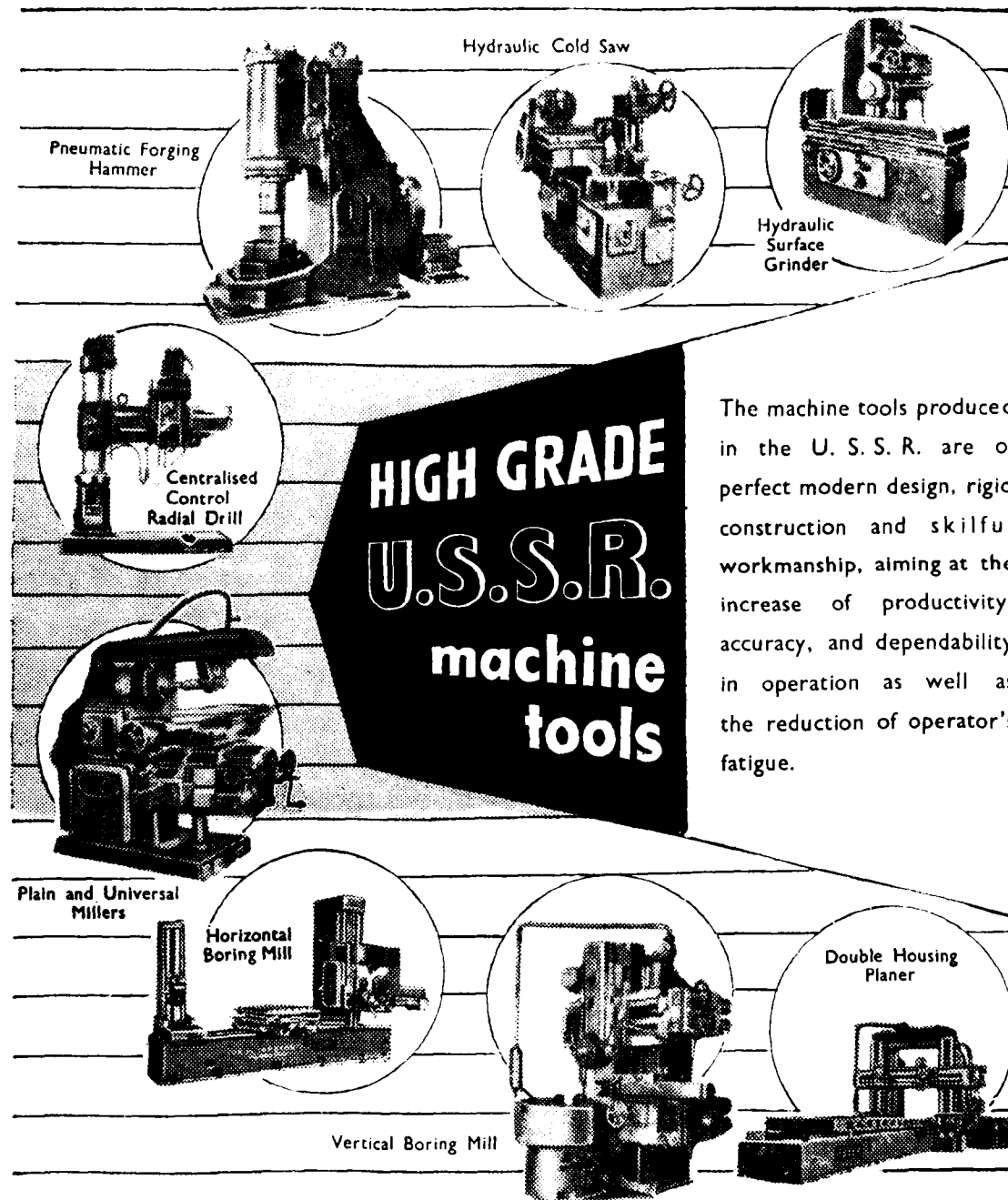
The Governor of Assam who presided over the function speaking on the occasion

AIR-CONDITIONED DE LUXE TRAINS TO HAVE THIRD CLASS COACHES

It has been decided that, with effect from the first week of February, the air-conditioned de luxe trains running between Delhi and Calcutta, Delhi and Bombay and Delhi and Madras should include in their composition ordinary third class coaches as well.

In each of the New Delhi-Howrah and New Delhi-Bombay Central trains there will be two such coaches and in the New Delhi-Madras Central trains there will be three ordinary third class coaches.

This arrangement will come into effect on the Delhi-Calcutta run from Howrah on February 4 and from New Delhi on February 5, on the Delhi-Bombay run from Bombay on February 2 and from New Delhi on February 3, and on the Delhi-Madras run from



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Madras on February 3 and from New Delhi on February 5.

As these trains are the fastest on their respective routes, it means that on these routes, besides abating the overcrowding in third-class in the long distance trains, the new arrangement will provide the third-class passengers with a substantially faster service than hitherto.

HIGHER STANDARDS OF SAFETY CONSCIOUSNESS AMONGST RAILWAYMEN

Problems relating to the inculcation of higher standards of safety consciousness amongst railwaymen responsible for the running of trains were discussed in great detail at New Delhi in the last week of January at a special meeting of Railway General Managers convened by the Railway Minister, Sri Jagjivan Ram.

Amongst those present at the meeting were Sri Shah Nawaz Khan, Deputy Railway Minister, Chairman and members of the Railway Board and the General Managers of the eight Zonal Railways.

Addressing the meeting, the Railway Minister said that even though statistics could be produced to prove that the performance of the Indian Railways in the field of safety was better now than previously or that it was better

than that of some other leading railway systems, the travelling public was not interested in such arguments and would not feel satisfied by such statistics. An accident was always a matter of concern, and it was upto the railway administrations to satisfy themselves that all necessary steps were being taken to minimise the incidence of accidents occurring due to failure of the human element, either from laxity or negligence on the part of staff. Cases of accidents should be carefully analysed to pin-point particular areas where the situation called for special remedial measures.

The Minister emphasised that staff indiscipline must not be tolerated in any shape or form, and guilty persons should be given swift and exemplary punishment. To be really effective, punishment should be particularly prompt and deterrent in cases connected with the safe running of trains.

Trade unions of railwaymen, the Minister said, should equally be concerned with the safety of train operation. They should play a positive role and help actively in increasing safety consciousness amongst railwaymen.

SAFETY OFFICERS AND INSPECTORS

During the discussion it was brought out that, in order to institute a special drive for correcting irregular or unsafe

The meeting in progress



working and awakening safety consciousness amongst the staff, the Railway Board had instructed the General Managers to appoint a senior scale safety officer at the headquarters of each Railway, and also safety inspectors on the basis of one for every 200 miles of railway line.

General Managers outlined their own peculiar problems affecting safety measures, and explained how difficulties were being overcome. Staff slackness wherever noticed, was being combated through better education and training.

The General Managers also referred to the dilution amongst the experienced

supervisory staff, resulting from quick promotions consequent on expansion of developmental activities. It was stated that steps had been taken to give intensive training to the supervisory staff.

Several technical problems and difficulties of procurement of materials, particularly signalling, were also brought up.

The Minister, in his concluding remarks, referred, among other things, to the question of punctual running of trains, and urged the General Managers to intensify their efforts to improve the standards of punctuality.

INTEGRITY IN ADMINISTRATION

Corruption leads to wrong which is difficult to redress and undermines the confidence of the people in the Administration. There has to be a continuous war against every species of corruption. In recent years, a number of positive steps have been taken on the Railways such as the organisation of the Anti-Corruption branch, submission of returns regarding movable and immovable properties acquired by public servants. The main attack on corruption must be through ensuring efficiency in every branch of the Railway. Speedy action is proposed, where corruption has come to notice and to tackle the factors which make corruption possible. It is not becoming on the part of Railway servants to expect favours from the public for doing the duties for which the Railway servants

are paid for. If a Railway servant expects an unfair gain by rendering unauthorised service to the public, such a Railway servant will interfere with the sacredness of the service and also impair the efficiency of the railway. If one seeks illegal gains in the course of his doing his duties, the public motive will be impaired and corruption will result. It is not in the national interest for a railway servant to entertain hopes of illegal gratification.

Let us remember that Mahatma Gandhi advised us to cleanse our hearts of pettiness, meanness and deceit. Let us also remember that the Prime Minister, Sri Jawaharlal Nehru, has stressed on the integrity and reputation of public servants and rise above malpractices and corruption.



Our Commercial News Letter

EARNINGS :

The approximate earnings for the month of November 1957 compare as under with the figures for the corresponding month of the previous year.

		<i>Rupces in lakhs</i>	
		<i>November</i>	
		1956	1957
Passengers	..	1,46.76	1,36.24
Other Coaching	..	28.84	26.56
Goods	..	1,91.89	2,05.28
Sundries	..	12.46	8.34
Total	..	3,79.95	3,76.42

COMPENSATION CLAIMS :

No. of Compensation Claims received during the month of November 1957—3,944.

No. of Claims disposed during the month of November 1957—4,597.

Amount paid— Rs. 2,44,382.99 nP.

No. of claims outstanding at the end of the month—4,086.

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

TICKETLESS TRAVEL :

61,330 persons were detected travelling without tickets during the month of October 1957. Out of these 57,069 paid fare and penalty on demand which amounted to Rs. 1,38,170 : 3,567 were prosecuted and 1,317 imprisoned.

PG BATTERIES COME TO INDIA

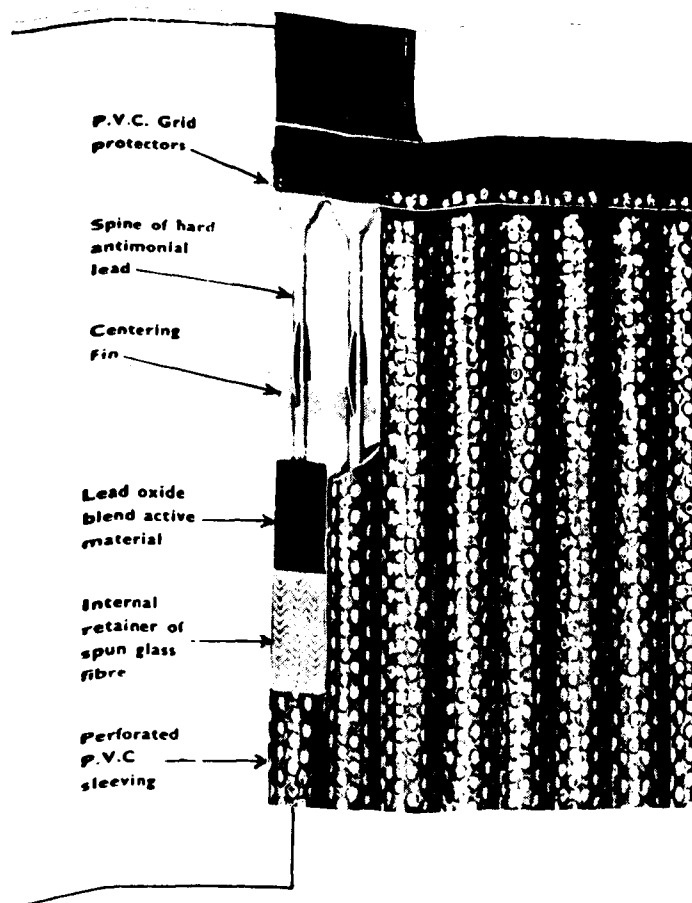
INDIAN RAILWAY and road operators will certainly welcome the new development in batteries—the Pg Battery—that is already proving so popular in Europe, England and the U.S.A.

This modern innovation comes to India through the efforts of the nation's largest battery manufacturers, Standard Batteries Ltd. who manufacture Pg batteries (under licence from Messrs. A. B. Tudor of Sweden, Indian Patent No. 47394) for Railways, Traction and Stationary purposes.

The Pg battery is so called because of its *patented* positive plate group, each plate consisting of several tubes

specially constructed to effectively retain the active material, a vital factor on which depends the capacity and life of a battery.

The patented Pg tubular positive plate consists of a number of thin, perforated P.V.C. tubes each of which has an inner lining of porous glass fibre tubing. Inside this is packed the active material which, in turn, surrounds a thin special-alloy lead spine that runs the entire length of the tube. Because of the thinness of the P.V.C. and glass fibre sleeves, a greater volume of active material can go into each tube of a given diameter, and this means greater power capacity.



Patented construction of standard Pq tube for Positive Plate

Because the glass fibre prevents the shedding of the active material the life of the battery is lengthened considerably. And because the P.V.C. tubing can be perforated to the extent required without any undue loss of mechanical strength to the tube, the electrolyte has greater accessibility to the active material resulting in a higher discharge capacity than could be expected from a slitted tubular positive plate battery.

The fact that they employ the Pq technique makes Standard Batteries' contribution to transport all the more commendable. The Standard RPg Train-lighting Battery which incorporates the patented improvements mentioned above, is the most practical and efficient battery for heavy-duty service - assuring a greater capacity for its size; a strong, reliable supply of power, free from the disadvantages that cause battery failure; for longer battery life; and lower battery costs per annum.

[STANDARD BATTERIES]

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Powerful electric locomotive hauling the "Cheese Express" on Dutch Railways

WORLD OF RAILWAYS

ARTHUR L. STEAD

Our London Correspondent

THEY call it the "Cheese Express", the novel passenger service of the State Railways of Holland, which I should like to describe to my Southern Railway friends this month, and a more out-of-the-ordinary and alluring passenger train it would be hard to discover in the whole world of railways.

The Dutch railway management realise that to retain passenger business to rails in these days of air and road competition it is essential to whet the public appetite, and in the "Cheese Express" the Netherlands Railways have discovered a sure bait to catch patrons galore. Holland is a great producer of cheese, butter and dairy products of all kinds. What could be more natural, therefore, than that the

railways and the dairy farmer should get together to operate a picturesque central cheese market in the old-world town of Alkmaar, and run to this centre every week from the cities of Amsterdam and Rotterdam a special "Cheese Express" to attract the tourist?

Every Friday morning, the "Cheese Express" leaves Rotterdam at 8-41 and Amsterdam at 9-42 with its load of sight-seers and buyers, reaching Alkmaar at 10-21. The train is an all-electric outfit, formed of comfortable saloon carriages, with the train crew specially uniformed for the occasion, and an attractive woman guard replacing the conventional male employee. *En route*, passengers are

treated to samples of cheese passed out by girls in typical Dutch costume.

The "Cheese Express" day tickets enable passengers to spend several hours in Alkmaar, watching the fascinating working of the cheese market—to which buyers come from all over Holland—as well as inspecting the many unique sights of this old-world dairy centre. The return to Rotterdam and Amsterdam is made in the late afternoon, and the popularity of the service is apparent from the large number of patrons regularly handled and the many nationalities of which they are composed.

Selling of the cheese at Alkmaar forms quite a ritual. Huge piles of cheese are spread out, cannon-ball fashion, in the ancient market-square, to be sold—after much testing, tasting and bargaining—by "hand-clap auction." After sale, cheese carriers, in spotless white costumes and broad-brimmed straw hats, haul the cheeses on quaint wooden barrows to the buyers' vehicles, the railway station or barges on the nearby canal.

The last barrow load disposed of, the "Cheese Express" patrons toddle off to explore the narrow shopping-streets of old Alkmaar, to eat and drink in its attractive taverns, and to visit the beautiful Town Hall, the fifteenth century St. Lawrence Church, and the ancient town walls. Returning to their Rotterdam or Amsterdam headquarters full of happy memories, each traveller by the "Cheese Express" becomes a great booster for the Dutch Railways, spreading the story of this unique express far and wide.

Actually, the Netherlands Railways are among the most enterprising in the world. Recently, they have

emphasised their modern outlook by developing electric traction on a nation-wide scale. Although serving only a small country, every year the Netherlands Railways handle about 90,000,000 passengers and 20,000,000 tons of freight. Employees total 30,000, and headquarters of the system are at Utrecht, from which point mainlines radiate north to Amsterdam, Haarlem and Den Helder; south to Dordrecht, Tilburg, Belgium and Luxembourg; east to Arnheim and Germany; and west to The Hague, Hook of Holland, Rotterdam and Flushing.

Holland is particularly suited to electric traction from the geographical point of view, the territory served being mostly low-lying and level, with the distance between towns rarely exceeding twenty or thirty miles. It was in the year 1908 that Holland first sampled electric traction. This was on the pioneer South Holland Railway, between Rotterdam, The Hague and Scheveningen. Power was furnished by a railway-owned plant at 10,000 volts, A.C., 25 cycles, single-phase.

In 1917, the South Holland line became part of the State-owned Netherlands Railways, and after World War I further electrification was put in hand, beginning with the important Amsterdam-Rotterdam section. Because of the greater suitability for traction purposes of the direct current motor compared with the single-phase alternating current, a 1,500 volt D.C. system was adopted.

By the beginning of World War II, the Netherlands Railways had electrified about 15 per cent of their tracks (about 355 miles, double-track), and

after 1945 electrification was again resumed on a major scale. This work entailed the complete remodelling of train services over wide areas, re-signalling, and track alterations of all kinds. By 1952, the Netherlands Railways were operating 807 route-miles (about 2,000 track-miles) electrically. Since then, electric working has by degrees been extended to cover the complete main-line network.

All the Dutch electrifications involve the use of overhead transmission, with a normal distance between substations of about 12 miles. To reduce the voltage drop in the overhead line and increase service reliability, two track-sectioning cabins are installed between each pair of substations. From the beginning, substations and track sectioning cabins have been remotely controlled from the nearest signal box. Operating instructions to these boxes are given by telephone. There are four main Control Offices on the Dutch electrified lines at Amsterdam, Rotterdam, Utrecht and Eindhoven respectively.

It was a tremendous task for the Netherlands Railways to build up a new stock of electric trains after the destruction of World War II. Between 1945 and 1953, the Dutch railway authorities built or acquired from



Departure of "Cheese Express" from Amsterdam Central Station

contractors the following equipment: Ten electric locomotives each of 4,500 h.p. rating: 50 each of 2,650 h.p.; and ten each of 3,800 h.p. On top of these came 99 two-car trains of 1,080 h.p. rating: 33 three-car trains of 1,080 h.p.; 90 four-car trains of 2,160 h.p.; 19 five-car trains of 2,160 h.p.; 110 motor cars of 900 h.p.; and 107 trailer cars. That was a wonderful achievement indeed.

Electrification of the Dutch Railways has brought in a rich return.

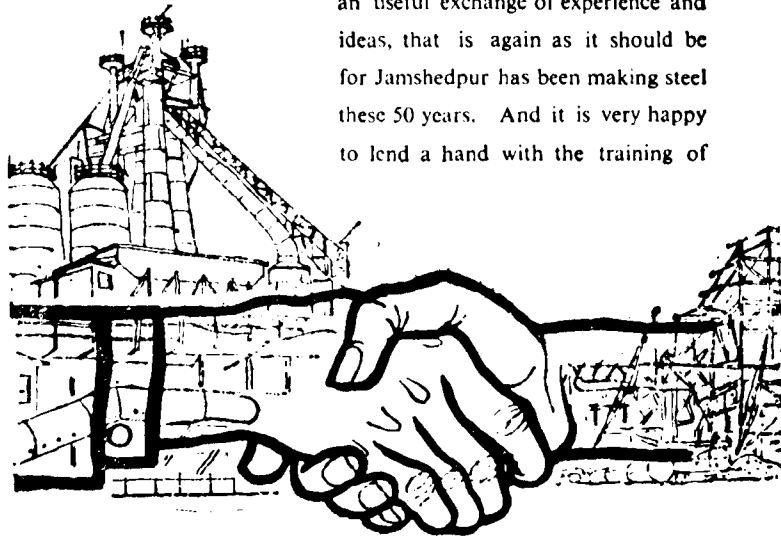
Tourists waiting for the "Cheese Express" at Amsterdam Central Station



From a Neighbour

If there is a lot of comings and goings between Jamshedpur and Rourkela, that is only as it should be. Of all the steel plants, the one coming up at Rourkela is closest to Jamshedpur, India's first steel city.

If these comings and goings lead to an useful exchange of experience and ideas, that is again as it should be for Jamshedpur has been making steel these 50 years. And it is very happy to lend a hand with the training of



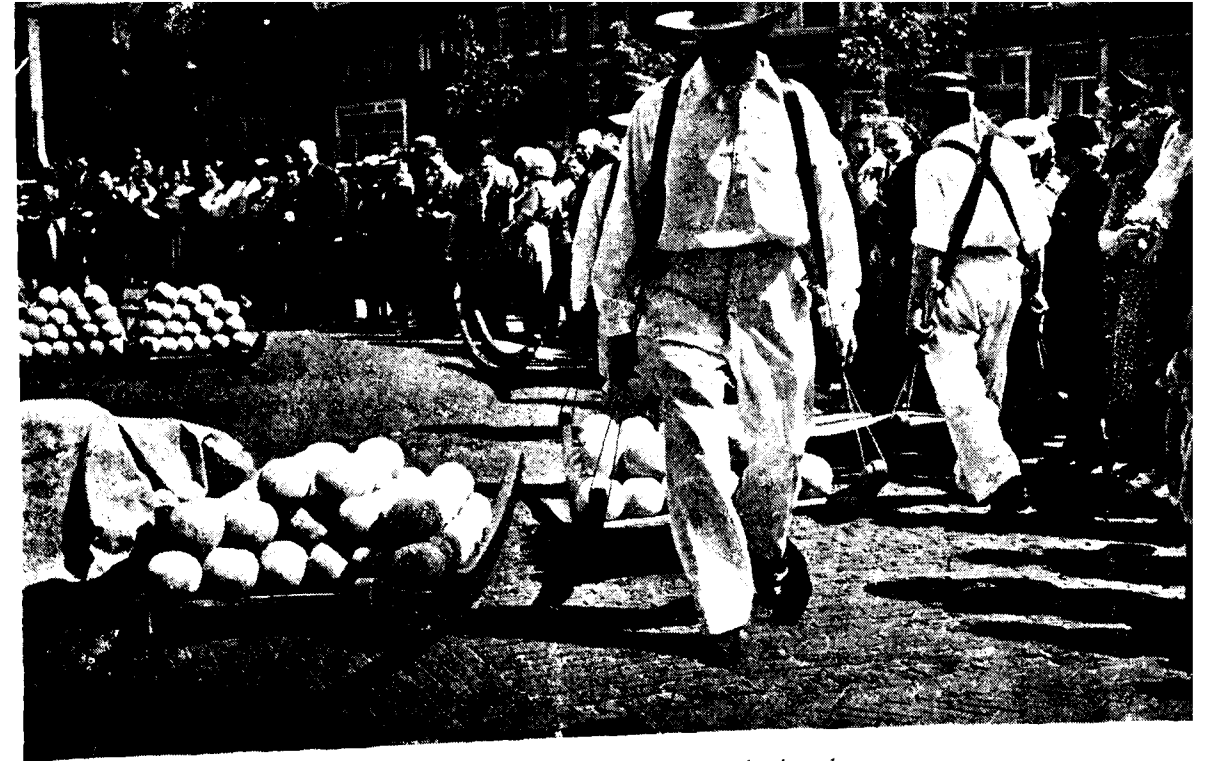
Good
Wishes
to
Rourkela

engineers and technicians for Rourkela. There are nearly 150 of them at Jamshedpur — from key personnel to artisans.

Strengthening these ties of friendship are the surprisingly large number of old Jamshedpur faces that one sees at Rourkela. To them and their colleagues, Jamshedpur sends neighbourly greetings and good wishes.

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The picturesque cheese market at Alkmaar, with its attractively dressed porters, draws tourists from all corners of the globe

Already, something like 300,000 tons of precious coal are being saved every year, and main-line passenger train speeds have popped up to a new maximum of 75 m.p.h. Competition from other forms of transport has been halted, and much entirely new business brought to rails.

Because of the changeover from steam to electricity, there has been great activity in the Dutch railway workshops. The principal shops of the Netherlands Railways are situated at Utrecht, Amsterdam, Rotterdam and Haarlem. The latter point, incidentally, is the headquarters of the enormous Dutch flower-bulb industry, and anyone who is fortunate enough to visit Holland around April and May will be amazed to find the

countryside for mile after mile one blaze of vivid tulip, hyacinth and narcissus blooms. The bulb industry shares with dairy farming in bringing in much of the income of the thrifty Dutch, and producing valuable revenue for the railways.

The whole transportation picture in Holland has been transformed following the Netherlands Railways big changeover from steam to electricity. The Dutch regard electrification as a great selling point for rail transport, and just what clever salesmen are the railwaymen of Holland is exemplified in the operation of the unique "Cheese Express," with a description of which your London Correspondent opened this month's contribution to his "World of Railways" series.

India—a Paradise for Tourist, Pilgrim, Historian and Sportsman

P. S. VEDHACHALAM

FOREIGN tourists to India are welcome. The object in attracting visitors from abroad is to earn foreign exchange. To induce a greater influx of foreign tourists to India, it would be necessary to establish a sound base of internal tourism. Unless home tourism and social tourism are developed, the tourist centres cannot be places of perennial interest. To everyone, India has something to offer. India is the cradle of one of the world's most ancient civilizations dating back to the beginning of the fourth millennium B. C. The march of time has not robbed India of its charms. No region in the world presents to the visitor a richer variety of scenes and colours than India does. General interest will focus itself on the ancient monuments and buildings which are the splendours of the past—the Taj Mahal at Agra, the Kutb Minar at Delhi, Gol Gumbaz at Bijapur, the largest dome in the world with a whispering Gallery, and the famous Meenakshi temple of the 17th century, at Madura in South India.

To the sportsman in search of big game, India furnishes sport such as few countries do. Those in search of rest and relaxation will find it amongst the beautiful scenery and in the delightful climate of the hill stations in the North and in the Nilgiris of South India. The art collector and souvenir hunter will reap a good harvest in the brocades of Benaras, the jewellery of

Delhi and Jaipur and the ivory of Mysore and Travancore. To the archaeologist and the student of history, the forts of Agra, Delhi and Gwalior, the palaces of Baroda, Jaipur and Mysore and the great Buddhist Stupa at Sanchi have great fascination.

Cities of religious importance in India for the devout pilgrim are legion. To mention a few, Banaras, Hardwar, Gaya, Pandharpur, Dwaraka, Mathura, Puri, Tirupati, Rameswaram, Madura, Srirangam, Chidambaram and Conjeeveram are names to conjure with. Modern cities like Bombay, Delhi, Calcutta, Madras and Bangalore present a scene of busy administration and business enterprise, a nation blossoming in the comity of nations.

To see a vast country like India, planning is necessary. Tourists whose time does not admit of covering all the places may choose any of the tours suggested below and thus be able to frame a tour to suit their convenience. Further, these are Standard Circular Tours for which tickets are issued, by the Southern Railway, at CONCESSION FARES EQUAL TO THREE-FOURTH OF FULL TARIFF FARES for I, II and III classes.

Ticket for Tour No. I will cost about Rs. 324 for I class, Rs. 203 for II class and Rs. 107 for III class. This tour ticket will cover most of the important pilgrim centres and places of historical and other interest

in Northern India and also those on the Southern Railway, north of Madras. This tour will include Pandharpur, foremost for Bakti Cult; Bombay, the Gateway of India; Baroda, the city of palaces; Dwaraka, Ajmer, a city of considerable antiquity; Agra, the city of the famous Taj; Mathura; Delhi, the capital city of India; Hardwar; Lucknow, a city of historical monuments and Muslim shrines; Ayodhya, Prayag; Allahabad, at the confluence of the Yamuna and the Ganga; Gaya; Calcutta, the biggest city of South-East Asia; Puri for its Jagannath Temple and the famous Sun Temple at Konarak, 20 miles away.

Ticket for tour No. II cost: about Rs. 376 for I class, Rs. 236 for II class and Rs. 124 for III class. This tour will cover North and South India, as also the holy rivers like the Cauvery, the Godavari, the Tungabhadra, the Ganges and the Jumna. The important places included in this all-India tour are: Chidambaram, famous for the ancient temple dedicated to Nataraja or Siva in His aspect as the Cosmic Dancer; Kumbakonam, 'the city of Temples' and the seat of the Mahamakham festival occurring once in 12 years; Tanjore, 'the Royal City' containing the famous Brihadeswara Temple; Trichinopoly, noted for the temple built on rock; Srirangam nearby with its famous temple SRI RANGANATHA and TIRUVANAIKOIL or Jambukeswaram enshrining the Appu Lingam, about a mile by road from Srirangam; Rameswaram and Dhanushkodi, for a holy sea bath followed by worship in the most venerated shrine; Madura, the capital of the ancient Pandya Kings, noted for its beautiful Meenakshi Temple and many exquisite pieces of sculpture

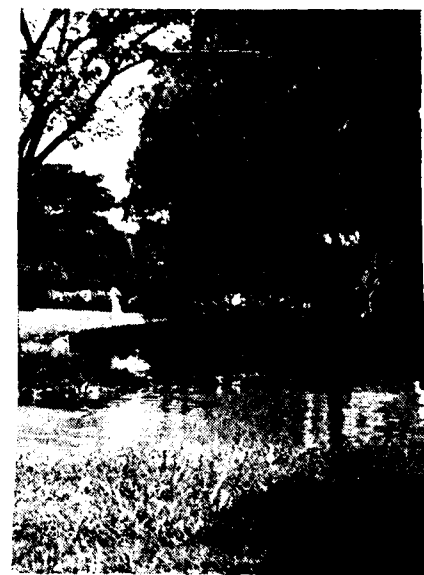
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ow known in India: Gwalior, famous for its historical fort; Agra, Mathura, Delhi, Kurukshetra, Hardwar, Lucknow, Ayodhya, Prayag, Allahabad, Calcutta and Puri already referred to in Tour No. I.

Standard Tour No. III is confined to South India, served by the Southern Railway. This tour will enable a visitor to see all important places which serve living monuments of South India's glorious past. South India is the seat of an ancient Dravidian civilization. The treasures of the South attracted many from ancient times from far and near. The places of interest included in this Tour No. III are: Kalahasti, one of the greatest shrines of Southern India where the element of 'Vayu' or Air is worshipped; Tirupati; Tiruvannamalai (Villupuram-Katpadi Section) famous as the seat of the Thejo or Jyotirlingam, popularly known as the 'Hill

Mysore



of the Holy Beacon'; Chidambaram; Tanjore; Trichinopoly; Rameswaram; Dhanushkodi; Madura; Kodaikanal; Palni; Bangalore; Mysore.

Roughly for a sum of Rs. 110 by I class, Rs. 69 by II class and Rs. 37 by III class, a visitor can tour all these places in South India, including Mysore.

Tour No. IV will cost about Rs. 118 for I class; Rs. 75 for II class and Rs. 40 for III class. The following are the places included in this tour: Chingleput Junction for Mahabalipuram noted for its famous sculptured rock-cut temples as well as for TIRUKALUKUNRAM, the 'Hill of the Sacred eagles', Conjeeveram, Tirupati, Tiruvannamalai, Chidambaram, Mayavaram, Kumbakonam, Trichinopoly, Pudukkottai, Ramnad, Rameswaram, Dhanushkodi, Madura, Tinnevely, Tiruchendur, Tenkasi for Courtallam Water-falls, Varkala, Trivandrum, Srivilliputtur, Coimbatore, Erode and Srirangam. Thus, this tour covers additionally the places of interest in the former Travancore State and a trip to Kanya Kumari (Cape Comorin) of legendary fame may be undertaken from Trivandrum. Kanyakumari is the Southernmost point of India where the Arabian Sea, the Bay of Bengal and the Indian Ocean meet and hence came to be known as the land's end of India.

With a view to encourage Internal Tourism, the Railway Administration

has introduced the above four Standard Circular Tour Tickets at concession fares and thus has relieved the tourists of the physical inconvenience of having to buy fresh tickets at every stage of the journey. It also tends to avoid the risk of carrying large amounts of money to pay for these tickets.

No article on tourism can provide the answer to every question and the present one does not pretend to be anything more than an endeavour to indicate to the tourist the places worth visiting.

These tickets are available for THREE months for completion of the tour from the date of commencement of the Outward Journey. Journey may be started from any station of the Southern Railway situated on the route of the tour. Break of journey is permitted *en route*.

These are tickets issued for itineraries framed by the Railway, and there are also Circular Tour Tickets for which itineraries are sponsored by members of the public and approved by the Railway. The Chief Commercial Superintendent of the Southern Railway at Madras-3 will be pleased to quote fares for Circular Tour Tickets for itineraries proposed by the tourists, at concession fares, for journeys covering 1,500 miles or over for I, II and III classes, available for three months from the date of the commencement of the tour, subject to certain conditions.



Our Fellow Passengers

THE INQUISITOR

OPRAIL

THE Inquisitor can be a type that is somewhat pleasant, but decidedly unpleasant if you happen to be his fellow traveller on a long train journey, and give prompt answers to all his questions.

After the Inquisitor has stored away his baggage and made himself comfortable, he will make an appraisal of the other occupants of the compartment, perhaps with a twinkle in his eye and a faint disarming smile playing about his lips. If you happen to be slightly responsive to his charm, you can be sure you will be the victim of his inquisition, and will have to subject yourself to his insatiable curiosity about other men's affairs.

The Inquisitor will usually open his cross-examination with the well-known opening gambit of thousands of train conversations, and ask, "Going far?"

Not suspecting that this simple question is only the beginning of a long probe into your past, present and future, you will probably answer, "As a matter of fact, I am going far all the way to Delhi."

The Inquisitor will continue. "Delhi? Why that's a long way off from Calcutta. What takes you there? Business?"

Thinking that this is one of those ordinary train conversations, you will answer, "No, I happen to have my home in Delhi."

The Inquisitor replies. "Then you must have come to Calcutta on business, or was it just a case of sight-seeing?"

You answer. "Well, both business and pleasure. I have a relation working in Calcutta, so I spent a few days with him and his family."

The Inquisitor will smile affably and say, "It is rather fortunate to have a relative with whom to stay. Less expense and home comforts. I hope you had a nice holiday with your relation."

You are in the swing of it now, so you do not mind passing on all the information. "Yes, I did have a very pleasant time, so pleasant that it was with a feeling of regret that I had to leave."

"Excellent, excellent," the Inquisitor comments. "And I hope your business was as pleasant, or should I say lucrative?"

You smile and think that this other fellow is really an admirable and worthy travelling companion. So you continue giving the answers to all his questions.

"Certainly, my business was indeed lucrative. In fact, I made quite a tidy sum and when I tell my wife about it, when I get back to Delhi, won't she be pleased?"

The Inquisitor almost licks his lips with satisfaction. This was the type of travelling companion he really appreciated. There was no end to the questions he would ask.

The Inquisitor takes up again. "So, you're married." This remark of his gives you the impression that he is surprised that you are a married man, and that he must be thinking you are not the marrying type.

You answer, "Does it surprise you I'm married. After all most of us get married some day, don't we?"

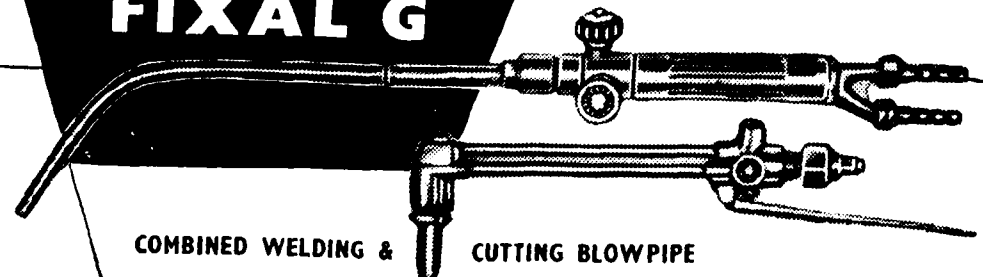
The Inquisitor beams. "Why, of course, we all get married someday, and I'm sure you must have a few children, all to make up a happy family, eh."

You smile, thinking of your happy family. "Yes, I've been blessed with two children, a girl and a boy. The girl is 17 and the boy 14."

"Fine, fine. Just admirable," the Inquisitor remarks. "What I would call an ideal family. And your daughter is seventeen you say. Well, I'm sure she is married, or about to be married?"

The Inquisitor has already probed and gathered quite a lot of material of your private affairs, but you are still under his spell, and do not seem to mind feeding his curiosity.

"No, my daughter is not married, or about to be married. Actually, she has just started her college career, and hopes some day to be a doctor."



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The Inquisitor smiles broadly and remarks, "Most encouraging to hear about a young lady so ambitious to serve her fellow humans in such a noble profession, and not just content to wait for a husband. And what about your son? Is he also ambitious like his sister?"

You have not yet seen through the Inquisitor's subtle methods of gleaning the information he so avidly desires. And yet, who does not like to talk about his family, even to strangers?

"My son is just an ordinary youngster like most boys of his age. At present, he is more interested in sport and less in his books. But he's got a healthy normal outlook on life, and I'm not worried about him. When he's a little older I'm sure I'll be able to find out what's best for him."

The Inquisitor beams. "Ha, the right attitude to boys of that age. I've known so many fathers nagging their boys to be this or that, when they haven't the slightest inclination or aptitude....."

The Inquisitor stops and suddenly realises that he is offering comments. He must not stop the conversation by exhausting the questions on a particular topic. He decides to try another angle before his victim lapses into desultory replies or complete silence.

(Changing the topic, the Inquisitor enquires: "By the way, it just struck me, why don't you try air travel instead of the train for these long journeys?"

You reply, "Well, I must agree that air travel is an immense saving in time, but one does hear of some nasty air crashes. It must be pretty grim when you know that the plane in which you are travelling has developed serious trouble, and the odds are about two thousand to one that if the plane crashes, you will come out alive. Of course, there are also nasty rail accidents, but in a train, at least you are not thousands of feet above solid earth, and that does give you some little hope. However, that's not my reason for not using air transport. It is just that I could not afford it too often....."

Perhaps at this stage of the conversation it may strike you that the Inquisitor has learnt more than he should about your affairs, and by using his own technique, you may turn the tables on him by being the Inquisitor or without being forthright, make him realise that you are not being cross-examined in court. But if you have not seen through his little game, and continue to answer his questions, by the end of the journey he will have gathered enough material from you to write your biography.

If you find the inquisitorial, or to put it bluntly, the prying type of passenger, a genial conversational companion for a train journey, go right ahead and feed his curiosity: but if you do not, then beware and counter his questions with some of your own. The Inquisitor believes in the adage that it is more blessed to receive information, rather than to give it.



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TENDER NOTICE

Sealed tenders on prescribed forms will be received upto 13 hours on Monday, the 24th February 1958, for completing within six months "Collection and Training out 2", 1½" and 1" ring stone ballast for the second track between Chinnaganjam and Kadavakudura and between Vetapalemu and Stuartparam Stations in connection with the Doubling of Track in North-East Line". The approximate cash value of the work is Rs. 1,55,000 and the earnest money to be paid *in advance* to the Chief Cashier, Southern Railway, Park Town, Madras-3, within 12 hours on Wednesday, the 19th February 1958, being Rs. 4,650.

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 paid to the Chief Cashier, Park Town, Madras-3, or any Station Master on the Southern Railway.

FIVE AND HALF HOURS

S. G. RAJU

Publicity Inspector, Ministry of Railways, New Delhi

SHYAMA looked a moon amongst the twinkling stars of her girl friends. Everyone of them was in a suitably coloured dress. Even the ablest painter cannot match so many colours, so perfectly in so small a group. All of them were playfully taunting little Shyama. The peels of laughter filled the atmosphere with the fragrance of their merriment.

A tall and hefty person, Shyama's father, accompanied by his son-in-law approached the ladies and requested them all to move into the station. A group of peacocks headed by a swan seemed to grace the station platform. For a few seconds everyone's attention was arrested.

Shyama was in her favourite light blue sari matched by a deep yellow velvet blouse. The white, red and blue coloured sparks radiated by her diamond necklace, dazzled the on-looker's eyes.

Time was up. The first signal to start the train was given. Her friends stayed behind. Shyama went forward, turned back and took leave of her dear friends.

Sekhar was the worthy husband of this ideal damsel a gazetted officer of the Central Government: robust physique and cheerful manners were his assets.

After tenderly assisting Shyama to get into the train, he wished all the well-wishers, including his father-in-law, and got into the compartment. It was a two-berthed first class compartment.

The train started moving out of the station platform slowly.

Holding the brass covered railing of the compartment with his left hand, Sekhar, with his right hand, was waving good-bye, to his friends. The train was moving slowly.

"Saab Saab please move in"

A sturdy passenger carrying a jute bag on his right shoulder went on running, requesting, Sekhar.

"This is first class.... Go to third class" said Sekhar. From his appearance, Sekhar took him for a third class passenger.

"Please help me .. Saab .. I have to go urgently allow please allow me to put this luggage in your compartment I can jump into one of the third class coaches" pleaded the passenger.

The train was still moving slowly and the man went on requesting all along keeping pace with the movement of the compartment.

Sekhar took pity upon this poor soul and moved in a little. With a hawk-like dexterity, the man settled his bag into the compartment saying, "SaabI will remove it at the next stop."

The train was still moving slowly.

Shyama was interested in this conversation and looked out to see the fate of the unlucky passenger. She saw him jump into one of the rear coaches. It reminded her of her dear cat 'pussy.'

After closing the door, Sekhar gently pushed the bag to a corner. He sat down on the lower berth and

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February 1958

FIVE AND HALF HOURS

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removed his sharkskin bushcoat. They were the sole occupants of the small, comfortable compartment, containing two berths, one upper and the other lower.

Shyama took out from her box snacks, prepared for the journey and handed a few to Sekhar.

He was very proud of her. With all her jewels she looked a screen Goddess. He was wondering, how so slender a girl was carrying on her shoulders and hands some forty tholas of pure golden jewels, in addition to the diamond necklace. He, however, did not express it. He thought that these ladies could wear even maunds of gold if shaped into jewels.

It was a passenger train, leaving Delhi station by about 6 p.m. reaching Ambala by 11-30 in the night. Sekhar's parents were in Ambala. Before proceeding to Simla, he wanted to get down at Ambala, and then proceed to Simla for their honeymoon. So he chose this passenger train.

There was no trace of the passenger who left the jute bag in his compartment till the train reached Panipat Junction.

"Kindly excuse me Sir. I wanted to remove my bag but could not do it so far, due to want of accommodation. You know how crowded the third class compartments are! People are sitting on each other's lap. Passengers who came earlier to the station have occupied all the space. A kindly person has allowed me to stand near him.... All along I have been standing Sir.... If the bag is of any inconvenience to you, let me remove it, Sir," he moaned.

Moved by his pathetic plight, Sekhar thought of allowing the bag to remain

in his compartment upto Ambala, his destination for the present.

"If you find it difficult to keep the luggage with you, I have no objection to its lying here. I will be getting down at Ambala Cantonment at 11-30 in the night. How far are you going?"

"I am also bound for Ambala Sir. That will be very kind of you.... Let the bag lie in the corner. Somehow, I can manage myself. You are the very incarnation of the God of Mercy. May you...."

"It is all right. Don't bother."

Sekhar did not feel it necessary to ask the Guard to wake him, as the train's destination also was Ambala Cantonment.

Meals from the station refreshment room came to their compartment in accordance with the instructions issued from Delhi station by Sekhar's father-in-law.

The train left Panipat junction, in time, at 8-41 p.m. and reached Kurukshetra junction at 10-33 in the night.

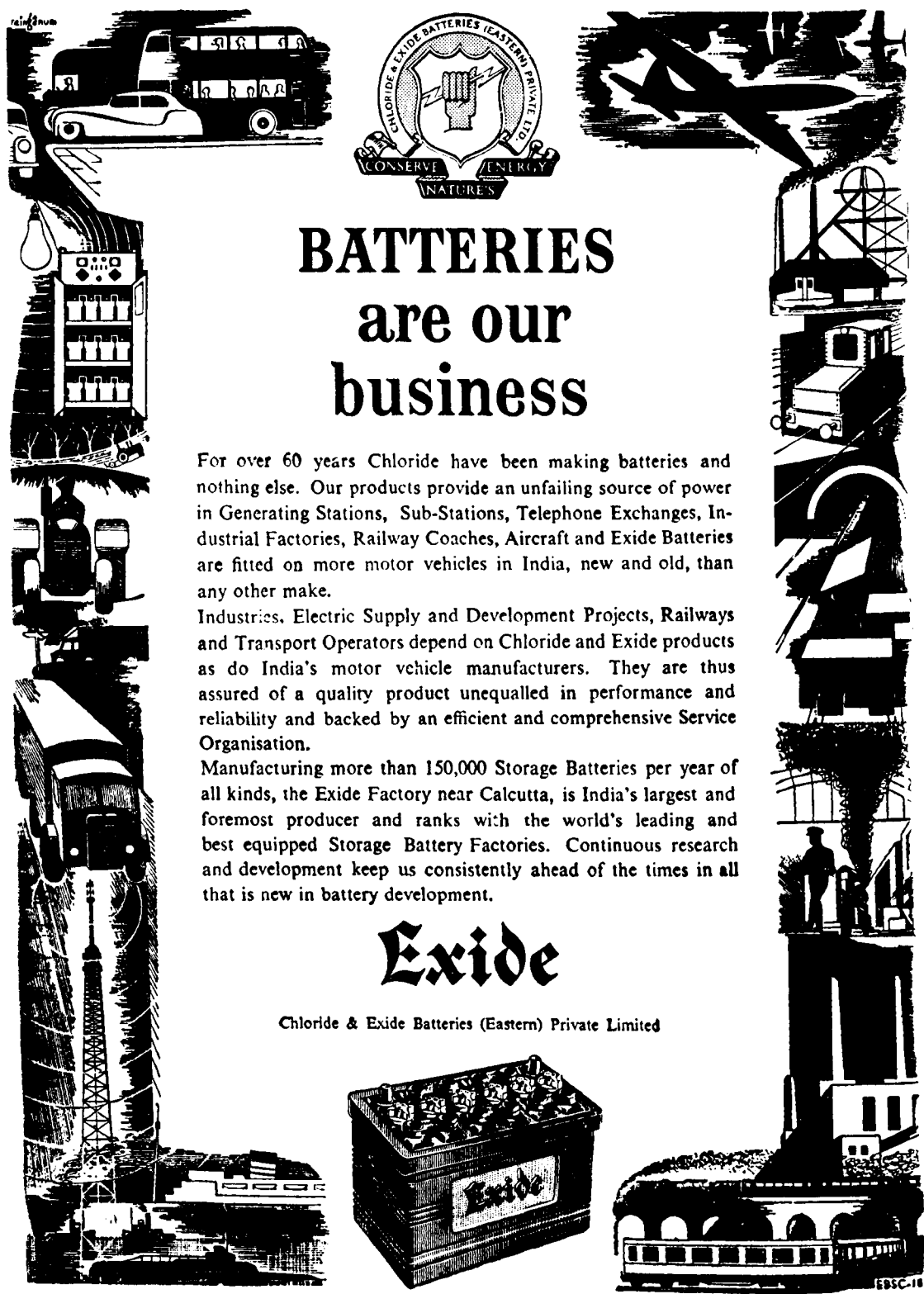
Pleasant breeze was pouring into the compartment. The jolting train cradled Shyama to a deep slumber.

Sekhar was sitting near the window, aimlessly looking at the darkness outside.

Why did her father name her Shyama? Her name should have been associated with gold, say Kanaka or something like that. The lemon-coloured damsel, further, has a fascination for the yellow colour, it seems.

After carefully bolting all the windows and doors, Sekhar thought of taking some rest as there was an hour more to reach Ambala.

Shyama was again fast asleep.



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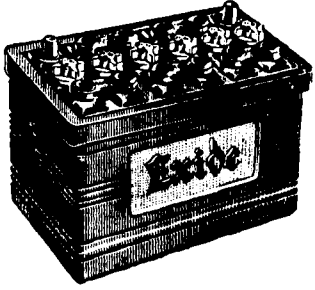
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February 1958

FIVE AND HALF HOURS

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He climbed to the upper berth, put the lights out and stretched himself on the berth.

This particular passenger train known in the official railway language as IDU snails upto Kurukshetra and takes four and a half hours to traverse a distance of 97 miles, stopping at almost all the stations on the way. Immediately after Kurukshetra, she shakes off her lethargy and dashes to Ambala in one hour, covering a distance of 26 miles, with just a single stop at Shahabad Markanda for a minute or so.

The speed of the train lulled him to drowsiness. But he did not sleep as

his mind was engaged in the programme at Simla and the surprise presents he wanted to make to his dearest one.

But for the mild jolting noise of the train, the silence of the night was undisturbed. It was very calm.

Sekhar heard a tearing noise as if produced at the cloth shop, when a piece of 'mull' was with great dexterity and pomp torn into two by the shopkeeper. As a boy he used to wonder at the art of cutting a little at the top and then folding the opposite parts of the piece in separate hands, pulling them apart suddenly and with gusto. Such a noise he heard. He did not bother.

"This is First Class . . . Go to Third Class" said Sekhar



The speed of the train gradually slackened. With a jerk the train stopped at Shahabad Markanda. Without raising himself, he looked at his radium dialled wrist-watch. The time was very nearly 11 p.m. Half an hour more.

As his luggage was kept undisturbed, he thought of waking up Shyama after about 15 minutes.

A few seconds after the train started from Shahabad Markanda, he heard someone gently knocking at the door thrice.

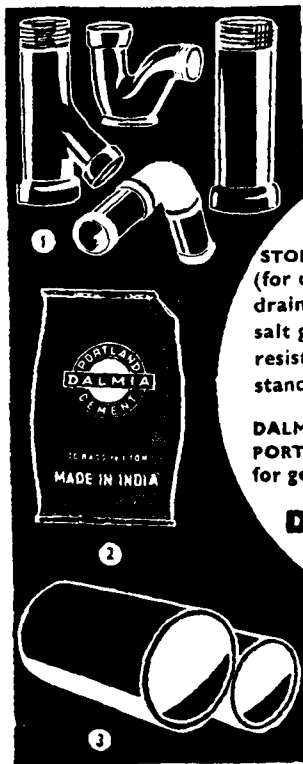
"Who could it be? No one in the running train. Perhaps the knock is on the next compartment. Some-

body is simply knocking perhaps" he thought.

However, quite unwantonly he looked down at the entrances. The doors were kept closed.

While he was looking on, the light from the outer signal of Shahabad Markanda fell on a short figure trying to open the door by removing the bolt from inside. As the bolt was strongly fastened, the tender fingers found it too hard to unfasten it.

He was shocked. "Shyama wants to commit suicide by jumping from the running train. Why? What for? Is she a different person from what I have seen of her?"



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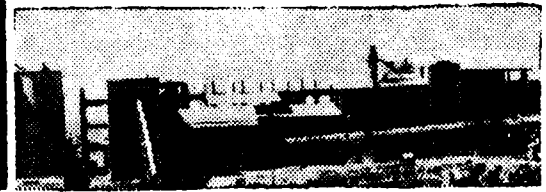
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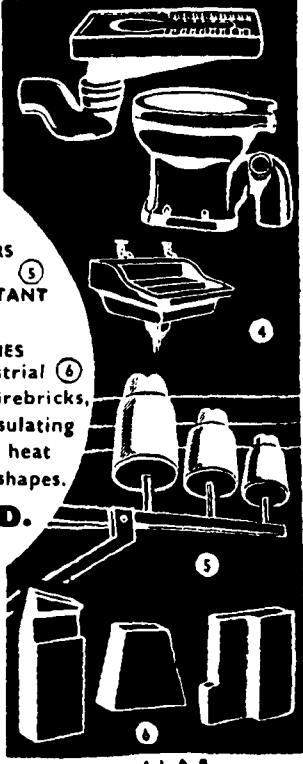
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A. I. A. B. -

He put the lights on.

To his surprise, he saw a boy of about 12, puny and dirty, threatening him with a drawn out dagger.

Sekhar understood the situation. How did this boy get in? He looked at the doors. They were fastened safe as he left them.

Sekhar's mind was strained beyond imagination. If the fellow plunges the dagger in the heart of his sleeping dearest... He could not think of it. It chilled his heart....

His face became pale. His limbs started trembling. He was uttering some incoherent noises.

The boy understood what an incorrigible coward the sturdy-looking white collar was.

With great self-confidence and assertiveness, he said: "You fellow... get down and open the door or I will throw the dagger on you and murder you".

"I will.... I will.... please kindly.... excuse me.... don't kill me...."

"Get down quick....," commanded the urchin.

"Don't.... don't.... kill me."

Sekhar slowly allowed his right leg to drop down from the upper berth, in an effort to get down. All this time he was sitting on the upper berth. Shyama was sleeping on the lower berth, not knowing of anything that was happening. Sekhar's leg was visibly trembling.

In the split of a second, before the boy could understand what had happened his right leg gave a kick to

the boy's right hand, which was holding the knife.

The knife flew away and fell down after exhausting its speed, making a violent impact on the opposite door.

With the same quickness, Sekhar jumped down, caught hold of the boy and woke his wife up.

It is needless to say that the train was stopped by pulling the alarm chain and the sturdy passenger who placed the jute bag in Sekhar's compartment was chased and arrested on the spot.

Later at Ambala, the Railway Police Officer collected the jute bag and the dagger from the compartment.

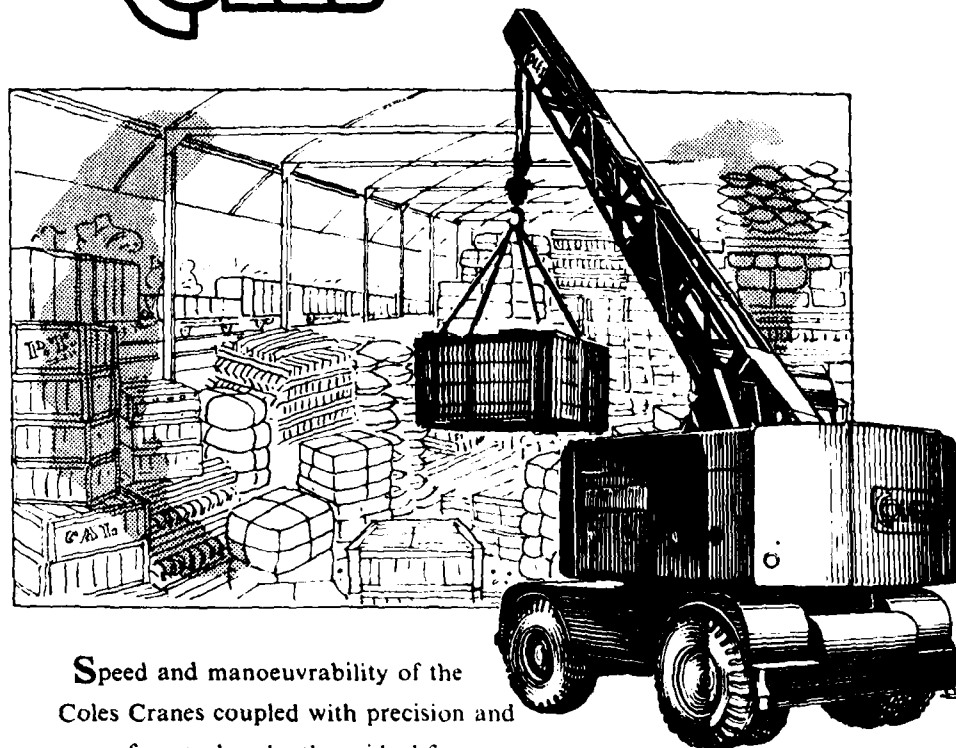
"The plan was simple. When the train reached Kurukshetra it was 10-30 in the night. Everyone would like to have a nap for an hour, till the train reached Ambala. So, when the lights were put out, the boy, who was bundled in the bag, tore it open with his knife and was waiting for the knocks from his master, the sturdy passenger. At Shahabad Markanda when the train stopped for a minute, the culprit, standing on the footboard, holding the railing, gave the gentle knocks. The boy, who was waiting inside for those knocks could have opened the door and we could not have been where we are and what we are". Sekhar explained to Shyama.

Her tender body was trembling with fear. Automatically she felt the presence of her jewels.

Though she felt consoled in the affectionate embrace of her husband, her mind was secretly sending prayers to her family deity.

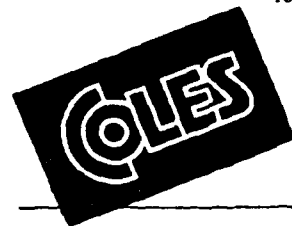
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TE/P/88

BRITAIN'S ROLE IN DEVELOPING WORLD RAILWAYS

Some Notable Feats of U.K. Engineers

JOHN R. DAY

Associate Member of the Institute of Transport, London

THE first railways in Britain were double lines of wooden planks faced with plates of iron. In due course these plates were fitted with upturned flanges to keep the wheels of the coal-carts which ran on them from slipping from the track.

Later still, in 1789, the flanges were put on the wheels of the carts instead of on the rails and so the first true railway vehicles came into being. They were used in the coal-fields of North-East England and of South Wales, where in 1804, at Penydarran, Richard Trevithick put the first steam locomotive to work.

THE REAL START :

The real start of railways in Britain, however, was the opening of the Stockton and Darlington railway more than 130 years ago, in 1825, with steam traction for freight traffic. On the Liverpool and Manchester Railway, opened in 1830, all traffic was worked by steam locomotives from the start. In the 1830s and 1840s, railway building went on at such a pace that it became known as the age of the "Railway Mania," which reached its height in 1845 and 1846.

Amalgamations of the many railways built began in 1844, when the railway "Kings," George Hudson, Mark Huish, and Carr Glyn, started to weld the lines into a series of comprehensive systems. Railway building continued at a slower pace and the

main skeleton of the present railway system in Britain was in existence by 1885. Meanwhile, the railway engineers, promoters, and financiers of Britain had long been active in other parts of the world, using the knowledge gained in the pioneer days of railways in Britain to build or advise on lines in many other countries.

WORK IN AMERICA :

In North America, a locomotive imported from England, the "Stourbridge Lion," was used in 1829 on the coal tracks of the Delaware and Hudson. The first locomotive to run on any railway now forming part of the Pennsylvania Railroad also came from England. This was the "John Bull," which first ran in America in 1831, and on November 12 of that year carried the first passengers in the State of New Jersey to be hauled by steam. British capital helped to finance many early North American Railways, and British-built or designed locomotives were seen in many countries, especially Thomas Russell Cramp-ton's engines in France and the German states.

The railways of India and Pakistan are the results of the work of some 150 separate enterprises, most of which worked under British direction or were built with British funds. By 1859, eight companies had been formed with the object of constructing nearly 5,000 miles of railway.

In Canada, capital for the Grand Trunk Railway, long known as the "Pioneer Railway of Canada," was supplied under British auspices. The Canadian Pacific Railway, also, was built partly with money supplied by a London firm of bankers. In Australia, much of the necessary skill was supplied by engineers trained in Britain. A British firm of contractors, Peto, Brassey and Betts, built the line from Ipswich to the Little Liverpool Range, authorised in 1863 by the first Railway Bill passed by the Queensland Government.

SKILL AND MONEY

In the reign of Abbas Pasha, Viceroy of Egypt, Robert Stephenson, the British engineer, was commissioned in 1852 to build a railway from Alexandria to Cairo, the first line in Egypt. Southwards, the Khedive Ismail built the first 33 miles of railway seen in the Sudan, but the real foundation of the present Sudan Railways was the military lines laid down by the British military authorities during various campaigns, starting with the Nile Expedition of 1885-6.

In 1896, construction of the Uganda railway was started under Sir George Whitehouse with funds supplied by the United Kingdom Government. The Gold Coast—now Ghana—Nigeria, and Sierra Leone also owe their railways to British enterprise.

The Benguela Railway sprang from British-Portuguese co-operation. The original idea of a railway to carry copper from the Katanga mines down to the sea at Lobito Bay was that of Sir Robert Williams. The 830-miles line was opened fully in 1931.

An estimate made in 1914, at the start of the first World War, put the length of railway line in British territories as 116,000 miles. There were 65,000 more miles of line worked and supervised by British companies in non-British countries.

British interests began the first railway in Manchuria when they started to extend the Peking-Shanghai Railway eastwards from the Great Wall. In Japan, the first railway was laid by British engineers with British funds and materials. The engineer of the line, from Tokyo to Yokohama, was E. Morell. In Siam, when King Chulalongkorn approved a scheme for a railway from Bangkok to the northern frontier in 1887, it was a British firm which surveyed the route.

RAILWAY WONDER OF THE WORLD :

Returning to the Americas, the part played by British enterprise in Mexico, after the original railway concessions to Antonia Escandon had been turned over to British interests in 1857, is too well-known to need restating.

In South America, the first surveys in Paraguay, for a railway between Asuncion and Villa Encarnacion, were made in 1854 by British engineers summoned by President Solano Lopez. The first British-built railway in Brazil, the San Paulo, opened in 1856, and the work of Daniel Makinson Fox, the British engineer, on the cable inclines remains one of the railway wonders of the world. The first railway in the Argentine, the centenary of which has been celebrated recently, owed its existence to the persistence of an English engineer named Allan, and British companies built up much of the

present system of Argentine Railways. More than 15,000 miles of British-owned lines were handed over to the State in 1948.

In Uruguay, the first railway project was put before the Government in 1860 by an English resident, John Halton Binggeln, but the concession was granted to an Uruguayan, Don Senen Manuel Rodriguez, in 1866. The line was started under an English engineer, J. C. Ponson, and opened as far as Las Piedras in 1869. The London firm of Waring Brothers rescued the line from financial difficulties more than once and it was only their intervention which enabled the line to be carried right through from Montevideo to Durazno.

In Venezuela, British energy and capital enabled lines such as the La Guaira and Caracas Railway and the Puerto Cabello and Valencia Railway to be built. Other Venezuelan Railways later were capitalised in England.

Similar stories of the British behind the railways can be found in countries as diverse as Peru, Chile, Burma, Iraq, the Philippines, and the Lebanon. As a tailpiece, it may be said that the first public line in Russia, from what was then St. Petersburg to Pavlovsk, was worked by British locomotives supplied in 1837 by Stephenson and Hackworth, two of the best-known names in railway history.

RAILWAYS

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The Country's prosperity depends to a large extent on the efficiency of her transport system. Railways, as the principal arteries of the nation, are now engaged in an all-out effort to contribute to national progress. You can help the Railways to serve the nation by :

- * Discouraging Ticketless travel, an anti-social activity which causes not only loss of revenue but also discomfort in travel.
- * Promptly loading and unloading wagons which are heavily in demand for carrying food and other essential commodities.
- * Using Railway carriages, platforms, waiting halls, etc., properly and maintaining hygienic conditions.
- * Tendering your packages for booking by rail, securely packed, neatly labelled and clearly marked, thereby reducing the incidence of claims.

'PUBLIC RELATIONS' IS SOMETHING MORE THAN FACTUAL INFORMATION

(Philosopher Diplomat)

This article is written with a special purpose. There are some who say that they do not want anything but factual information. Though publicity is concerned with giving factual information, this aspect is only one of the many items. The intangibles in publicity also are dealt with; Why should there be such a thing as Public Relations is answered with a quotation from Bacon. Arguments have been advanced, taking some instances from every day life.

"IF you will not adopt new remedies you will have to face new diseases" said Bacon. Due to the large size of the undertakings in modern times, it has become necessary to have personal contacts with the clients of the Railway and to publicise the activities and achievements of Railways. Therefore Public Relations and Publicity have developed.

The importance of the creative side of Public Relations can hardly be exaggerated. In the case of other kinds of works in the Railway, success and failure are palpable. A worker in Transportation or Commercial can know the results of his work promptly. In train working, one has to be careful because safety is concerned. In the case, for instance of throwing of case knives, one has either to succeed or he will cut his fingers. In Public Relations it takes time to know success or failure. Public Relations is not generally understood correctly. It should not be confounded with publicity. Publicity as applied to the Railways is the art of publicising the activities of the Railway issuing press notes, etc., and appealing to the public by giving mass publicity in newspapers which have got wide circulation. The same art applies individually by the

Public Relations Man to the various clients of the Railway by word of mouth, conversation, is public relations. Having interview with the Railways' customers is more of public relations than publicity. Publicity is a one-way street. Once you issue a Press note, a leaflet, a brochure, etc., you do not have to do anything further. In the case of public relations, which is a two-way street and which includes interviews, one can find out what the other man thinks or the party thinks on the spot. This is a two-way job. But by coming into contact and seeing a man and talking to him the public are more impressed than by just reading a news item in a particular column in the newspaper. It is not possible for the Public Relations man to approach all the members of the public and talk to them personally. Therefore, publicity and public relations have to be used suitably and co-ordinated properly.

Railways are public utility concerns rendering service to the public. Public relations on a railway is closely bound up with that of employee relations. Everything done by an officer or employee, from office boy to the highest executive, leads directly to rendering service to the public. The

February 1958

"PUBLIC RELATIONS" . . .

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manner in which these many thousands of jobs are performed determines how well the railways service is performed, and whether it will develop public goodwill.

The job of Public Relations is Communication and its chief tools are words and pictures in the form of newspaper articles or advertisements or else, leaflets and booklets. The primary task of Public Relations in this country is to feed the channels of mass communication—some 330 odd newspapers reaching over 25 lakhs of people every day, and 10 lakh licensed radio sets penetrating through community services in the country side and the film with a daily attendance of some 25 lakh people with the right kind of news at the right time.

While posters, charts, booklets and other printed matters establish communication with a smaller audience, the house organ plays the double role of promoting internal as well as outside relations. The Public Relations and the Personnel Managements are closely connected with each other in so far as they both try to promote goodwill and better understanding of policies inside the organisation by way of staff journals, Newsletters, handbooks, safety-posters, etc.

The main function of public relations is to strive systematically to ease tensions, correct misimpressions and adjust differences. Can a team of experts, however highly qualified, do this job as effectively as an organisation's entire employee-force, properly led and guided? Publicity through word of mouth is the most powerful instrument of public relations and no team of experts can by itself undertake this colossal job.

The fundamental difference between Public Relations and Publicity lies in the technique of their approach. Broadly, the first deals with the individual and the second deals with the mass.

The Public relations department cannot deal directly with the thousands of customers and other members of the public who buy commodities or services from a modern public or commercial undertaking. These multitudinous direct contacts are made by commercial and operating staffs of all levels down to the humblest. Whereas public relations may be described as the art of dealing with the individual, publicity is the art of dealing with the public in the mass.

How often have we seen unofficial local strikes take place and settlements arrived at later, following information and explanation. How much better it would be for internal relations if the information and explanation has been given beforehand. In such circumstances there would be greater confidence between management and staff and greater possibility of making the employees "public relations minded." There should be no break in the steady flow of guidance and inspiration from the top to the humblest worker. And this is particularly necessary in transport because the staff, very often engaged on shift working are dispersed over lines of communication ranging from a short railway branch line to extensive areas covered by main lines.

As referred to by Sri Jehangir Ghandy of Tata's Steel, "the notion that Public Relations is a luxury or a 'racket' promoted by its practitioners is incorrect". Public Relations has

come into existence in answer to present needs and no sensible man would suspect any jiggery pokery in this development because he will at once recognise that it is only a corollary of the size and scale of present day undertakings.

FACTORS WHICH ARE INTANGIBLE :

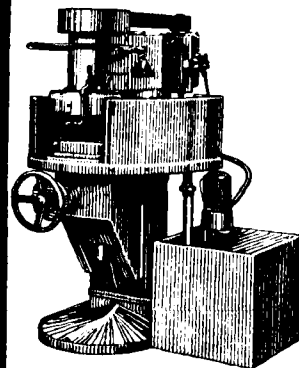
Tangibles such as rails, locomotives, Diesel cars stations, bridges and men are not the only things that make a railway and keep it going. The intangibles are equally important: that spirit which manifests itself in disciplined

observance of rules, the 'Safety First' attitude, the 'Trains must run', 'Keep wagons moving' spirit, the innate pride of every worthwhile human being in a job well done. Further development of such a spirit in the industry will make courtesy as much an attribute of railways' operation as is 'Safety First'.

No matter how well-trained an employee may be in courtesy, he must have evidence that his associates consider it of importance, else it becomes with him only a part-time practice—a face with a smile to be



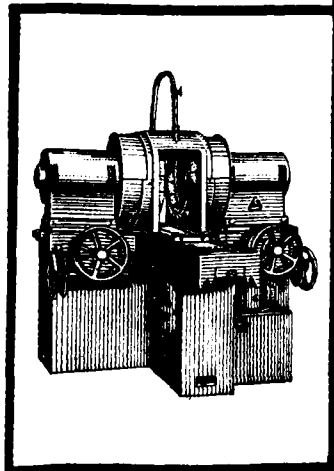
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turned towards a relatively few persons. The man who puts on a smile like a mask will sooner or later forget and leave it off. Passive courtesy, grudging compliance with requests for information or assistance, can be as irritating to a railway patron as actual rudeness or discourtesy.

There is general agreement that the railways have both an obligation and an opportunity to win and hold the friendship of their patrons. Handling the greatest volume of passenger and goods traffic, the Railway has supplied unprecedented contact opportunities. As one railway public Relations Officer expressed it: several millions of people are travelling in the trains daily and the memories of their experiences with the railways will be lasting ones—and will decide what their future attitudes towards the railways will be. If every railway employee with whom they come in to contact—Enquiry Clerk, Booking Clerk, Ticket Collector, Brakesman, Conductor, Porter—is courteous and considerate, their impressions of the railways will in all likelihood be favourable. One ill-mannered, discourteous employee cannot only mar a passenger's trip, but perhaps make him, or her, a permanent enemy of the railways.

WHAT THE PUBLIC WOULD REMEMBER :

Wide publicity has been given the railways during the Plan period. Impressive and highly creditable statistics have been published. Yet no railway man should lull himself into believing that these statistics, although impressive, will be long remembered. What will be remembered by each individual is his own experience with

the railway and how he was treated by those railway employees with whom he came into contact.

The first place to investigate for possible irritation points is among the executives of the Railway. If the executives are a surly, domineering lot, no amount of advertising or propaganda will overcome the ill effects of such personalities.

No Railway can be perfect in its public relations, but its management can examine every avenue of contact with the public. This includes the telephone calls and office personnel. Every employee is, to some extent, an advertising medium. The Enquiry Clerks should be trained for their responsibilities to the public.

Many Railways nowadays give information about the Railway and its good deeds, on the assumption that sympathetic understanding would result. Information, however, is not enough to produce good will.

All public relations work must be based on facts and not merely a case of word manipulation. Mastery of all the methods of fact finding is essential to effective public relations work. The art of public relations is mainly the application of creative intelligence to the facts of the case.

Every public relations operation starts with analysis of the underlying facts. To see all the angles free from prejudice is necessary for public relations. Solving a Public Relations problem depends on seeing one's own weaknesses before opposing forces became aware of them. But public relations must never be regarded simply as a smoke screen to shelter management or staff from honest criticism.

'Help us to help you'

"Cleanliness is next to Godliness", according to an old adage. Clean surroundings radiate joy. More than that they help in controlling diseases. On Railway Platforms, in Waiting Rooms and in Carriages, etc., where people gather, it is of paramount importance to maintain proper hygienic conditions, to preserve the health of the passengers. You can help the Railways in this fight against diseases by :

Extending your co-operation for keeping the surroundings clean and by availing of the services of Sanitary Staff provided at stations whenever required.

(Issued by Northern Railway on behalf of Indian Railways)



Front Gopuram of Sri Soundararajaswamy temple, Nagapattinam

TIRUNAGAI

T. N. SRINIVASAN

NAGAPATTINAM of the modern times—known in ancient Tamil treatises as '*Tirunagai*', was one of the prosperous towns even in the days of the Chola rulers and on account of its importance, as a city of repute, it had earned the appellation of the word '*pattinam*'—a status that only

Kaverippoompattinam and *Athirama-pattinam* enjoyed in those days, just as today Madras is also known as *Chennapattinam*. Soon after the annihilation of *Kaverippoompattinam* by the sea, the Chola monarchs strengthened the importance of Nagapattinam and from then its importance as a



The Five-Faced Heramba Vinayakar—Nagapattinam

maritime port steadily grew up, that even today this town retains a part of that feature. For, on the eastern coast of the Bay of Bengal, the most important ports are only three—Vizagapattinam in the north, Chennapattinam in the middle and Nagapattinam in the South. This town of Nagapattinam is a prosperous town and was even known to the Arab geographers of the Middle Ages as "Malepattan" and many of them migrated to this place purely for purposes of trade. As a result of this, a sort of hybrid race—half-Arab and half-Hindu—known collectively as 'Labbais' form a sizable part of the population of this town. They are Muslims by religion but speak Tamil and most of their customs are those of the Tamilians. They are now in the

form of a colony here and still pursue their traditional profession of business with Malaya and Burma by sea. Some of their people have now established steamship services between the ports on the eastern coast of the peninsula and the important ports in Malaya, like Singapore, Penang, Kuala Lumpur and their boats regularly call at Nagapattinam to pick up or deliver the commodities that are brought by them. This prosperous place is also of religious importance to Hindus as well as to non-Hindus, like the Muslims and the Christians. This town is about 266 miles south of Madras, being a railway station of the same name on the Tanjore-Nagore branch line of the metre gauge section of the Southern Railway.

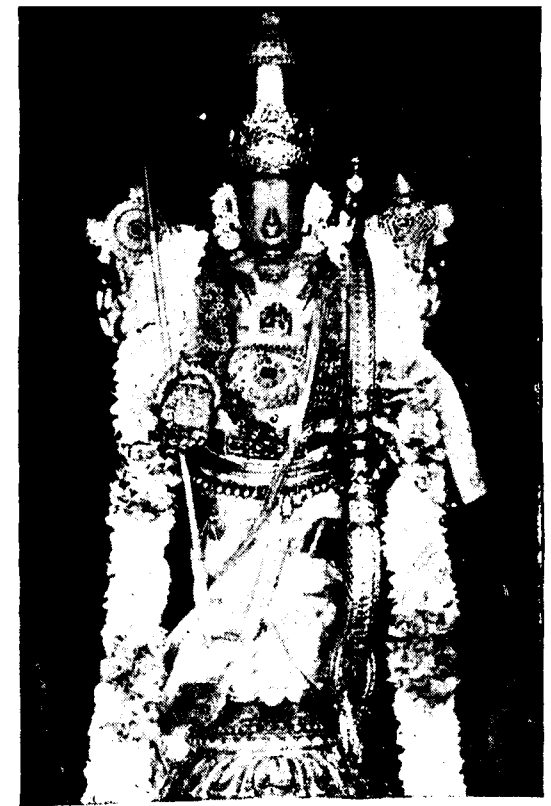
Tirunagai, as this place is more widely known in the religious scriptures, is important both to the saivites and the vaishnavites alike. To the saivites, it is one of the three important Karonams—which are the Kanchi-Karonam at Kanchee, the Kudanthai-Karonam at Kumbakonam and the Nagai-Karonam at Nagapattinam. It is said that the sage Pundarika rishi prayed to Siva to give him moksha at three places, Kasi, Kanchee and Kudanthai respectively but he was not successful. It was only at Nagai that the Lord was pleased to give the sage mukthi and the sage was allowed to enter physically into the body of Siva. Hence the presiding deity here is known by the name 'Kayaroganesar'.

This is also the place where the fisherman, Saint Adipatha Nayanar, lived and got the blessings of the Lord. This Nayanar, who is one of sixty-three nayanmars of Saivite importance, was born in a fisherman's family in Nagapattinam. He was a very

staunch devotee of Siva and was very particularly attached to the Lord at this temple. The best of the fish he caught from the sea, he gave to the god by leaving it back in the sea in the name of the Almighty. To test his devotion, Siva made him catch only one fish for a number of days consecutively. Even then, he left that only fish back into the sea, though it annoyed his kinsfolk and others considerably. One day the Nayanar was fortunate enough to haul up a huge golden fish and his relatives asked him to keep that at least for himself as then they were all in the worst plight. But the Nayanar dedicated that fish also to the Lord, which was well accepted by Him, who gave the fisherman-devotee a permanent place in the midst of his devotees and blessed him. In view of this incident the Lord of this place is also known as 'Adipuranesar'.

The goddess of this deity is known as 'Nilayathakshi Amman' and she is one of the four important aspects of the Devi and to the adherents of 'Devi cult', she is considered as important as her other three compeers, namely, Kanchi Kamakshi, Mathurai Meenakshi and Kashi Visalakshi. As such, this goddess is held in great veneration by Devi-upasakas.

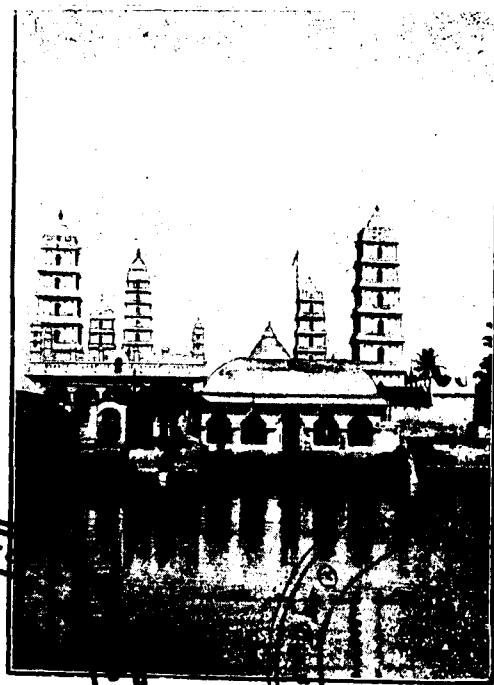
In this temple, there is also a shrine dedicated to a peculiar aspect of Vinayaka and is known by the name 'Heramba Vinayaka'. Unlike the usual forms in which this deity is represented with the head of an elephant and four hands, this particular image is represented with five heads. Four of them are set to face the four directions and the fifth one is placed over them, each being that of an elephant. The image has also ten hands each holding an *ayudha*, charac-



The beautiful image of Sri Soundararajaswamy (utsavar)

teristic of Vinayaka and the image is represented as seated on a *simha* or lion vahanam. This deity is locally known as "Panchamukha Vinayakar" and is a very rare type of image of this deity. It is considered very auspicious to worship him and hence his shrine is always crowded with devotees.

To the vaishnavites, Tirunagai is sacred as it is one of the reputed One Hundred and Eight Tirupathis, which have been extolled by the Azhwars. The presiding deity of this shrine is known as Sri Soundararajaswamy, his consort has the name Sri Soundaravalli Thayar, while the central vimanam of the temple is designated as Soundara Vimanam. These three terms having the word 'Soundara' in common indicate the charm and the



Durga, Nagapattinam

beauty of these three entities, which they rightly deserve. The vimanam is a small but lovely hemispherical structure, not usually seen in these parts of the country and the images of the two deities are also bewitchingly enchanting.

According to the local *sthalapuranam*, it would appear that when the devas and asuras—gods and demons—churned *Kshirabhi*—the ocean of milk, for getting the divine nectar—*Amrutha*, the first thing to come out of the milky ocean was the deadly black poison—‘*Alakala visham*.’ By its oppressive fumes, most of the gods lost their physical beauty and Vishnu who was a charming figure turned black and ugly. But Siva came to the aid of the gods by drinking this deadly poison and also restored the gods not only to their original beauty but also made them more beautiful. Under this context, Vishnu was given the name *Soundararajan* (the charming king of kings) and to this aspect of Vishnu, this temple at Nagapattinam

is dedicated. This deity is also said to have appeared to *Nagarajan*—the King of serpents and to the Vaishnavite saint Sri Thirumangai Azhwar and blessed them both with a vision of His charming beauty. As this place originally belonged to Nagarajan, it acquired the name Nagai or Nagapattinam.

The alluring beauty of this deity is also responsible for Sri Thirumangai Azhwar to sing ten hymns in praise of this deity in his ‘*Periathirumozhi*,’ in each of which he refers to this deity at the end of each song as “அழகியவா” (the beautiful). In these hymns, the azhwar places himself in the position of a love-struck maiden and woos the Lord for His mercy.

The temple of Sri Soundararajan is an ancient one dating back to the Chola period. It contains some fine specimens of stone carving but the colossal images of the two *dwarapalakas* done in stucco work at the entrance to the main shrine hardly fails to attract the attention of the visitors. On the northern side of the temple the huge image of Vishnu as seated under the canopy of Adishesha with his two consorts on either side, is a work of modern times.

Besides these two Hindu temples, evidences are not wanting to show that Nagapattinam was at one time an important place of Buddhist worship. In the days of Buddhist supremacy and when trade between India and the Far Eastern countries by sea was in a flourishing condition, it is said that Narasimhapothavarman (a Pallava ruler of the eighth century) had a big shrine constructed here for Buddha for the benefit of the Buddhist pilgrims that usually visited this part of the country in those days. Mention

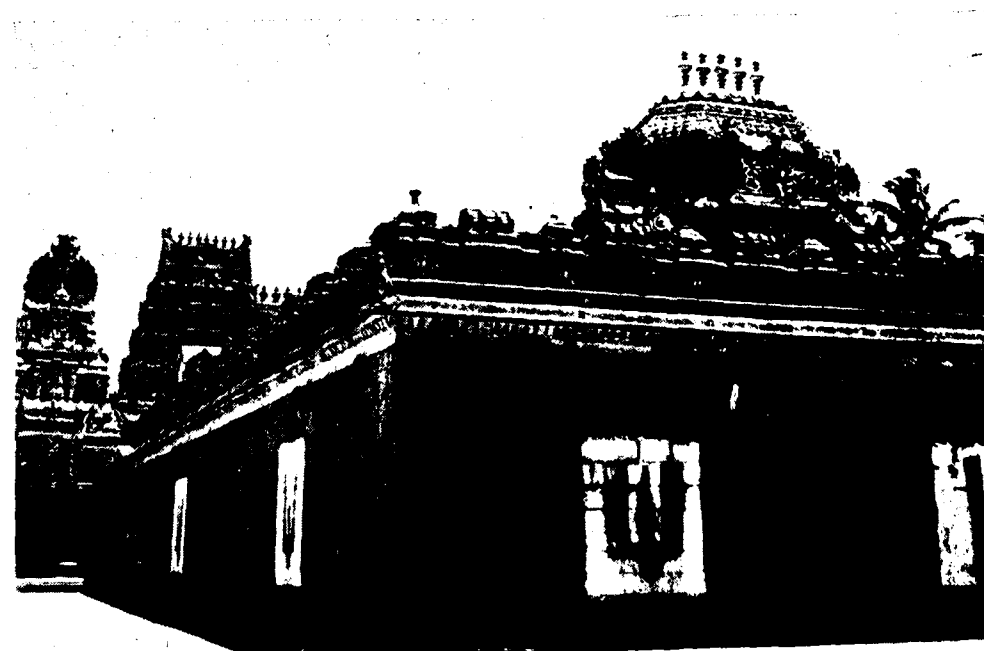
of this temple is made by that Venetian traveller—Marco Polo who visited India at that time and recorded his experiences in his famous travelogue. In this famous Buddhist temple which was then called *China koil*, the image of Buddha was one made of pure gold and of gigantic dimensions. To protect it, an ingenious device was said to have been made by which a sort of spiked wheel was revolving constantly around the shrine in which the image was located with such speed that it prevented anyone from getting access to the image.

Sri Thirumanghai Azhwar, while going on a visit to the several Vaishnavite shrines in South India, was much moved to sorrow when he saw the walls of the famous temple at Sri-rangam in a dilapidated condition. He vowed to get them repaired but was not able to get any booty to accomplish his desire. While he was at Nagai, he was tempted much by the gold image of Buddha that he saw in the China koil. But the task of removing it offered an obstacle to him and it is said in the ‘*Guruparamparai*’ that he was given the solution to this difficulty by a divine message. On the strength of this, he, with a few of his devout followers, managed to stop the revolving wheel by tendering succulent parts of the plantain trees in between the spokes of the wheel which made the wheel stop its movement. The azhwar removed the gold image and out of the same constructed the fourth prakaram of Srirangam temple which is even today known as ‘*Alinadhan Thiruweedhi*’ (Alinadhan is the other name for Thirumanghai Azhwar). He also utilised a part of the gold for covering the famous ‘*Pranavakara vimanam*’ of Sri Ranganathaswamy here.



The colossal image of one of the “dwarapalakas” in Sri Soundarajaswamy Temple

Besides this temple for Buddha which is, of course, not in existence today, Rajarajan the Chola Emperor had another constructed during his reign and called it ‘*Choodamani viharam*’, for which he endowed a village known as *Yanaimangalam* for maintaining this shrine. This information is strengthened by the famous copper-plate inscription now preserved at the University Museum at Leyden in Holland. According to this authority, the building of this Buddhist temple was commenced by Chulamanivarman, king of Kataka (or in Tamil, Kitaram) who was apparently a feudatory of the Chola King before the twenty-first year of the reign of Rajaraja I and was completed during the reign of his successor, Rajendrachola, who appears to have donated some portion of the wealth he got from Ramana desa, the ancient name of Burma.



A view of the temple of Sri Soundararajaswamy with the Vimanam in the Foreground

This temple was in existence for a considerable time but it was demolished by the Jesuit priests who came along with the Portuguese travellers and on the site where the original temple stood, the present St. Joseph's College was built.

Nagai is also important to the Muslims, for here at Nagore (a suburb of this town, formerly known as *Punnagavanam*) stands the reputed tomb of Syed Sahul Hameed, a Muslim saint of the 17th century, more popularly known as '*Nagore Meeran*'.

This saint Sahul Hameed was born at Manikapur near Ayodhya in Uttar Pradesh as a direct descendant of the Prophet Mohamed. From his very early days, he learnt Arabic and travelled widely through Baluchistan, Afghanistan and Persia to the Holy land and is said to have wrought some

miracles. On his return journey from Mecca, he became ill and came to Ceylon direct by sea. While he was passing through Tamilnad, his help was sought by the then ruling Nayakan king—Achyutappa Nayakar of Tanjore who was then suffering from an incurable stomach pain. Meeran Sahel was able to cure the ruler and at his request stayed in Nagapattinam for the rest of his life. On his passing away, the Nayakkan ruler constructed a huge mausoleum in the style of South Indian architecture over the tomb of the saint and this became a place of pilgrimage for both Muslims and Hindus alike.

Among the festivals celebrated here, the *Kandoori festival* at the beginning of the Muslim year, which takes place for fourteen days is very important. On the ninth day, the reputed

'*Chandana Koondu*' festival takes place, when the mobile mosque-like chariot is covered with huge quantities of wet scented sandalwood paste. This is later anointed on the tomb of the Saint and distributed to the vast number of devotees as sacred prasadam. The Muslims observe fast during this festival and on the last day go to the sea for washing their hands.

The Darga has a number of slender minarets, which are about a hundred feet in height, done with exquisite workmanship by the artisans of Tanjore Royal household. Inside the Darga also, several mandapams like those seen in Hindu temples are constructed and within the precincts of the Darga, there is a fine tank

resembling a temple *pushkarani* with a central mandapam.

Six miles south of Nagapattinam, is a small village called Velanganni, in which there is a famous Christian Church dedicated to the blessed Virgin, the mother of Jesus—who is locally known as '*Our Lady of Health*'. It was constructed by the Roman Catholics in the seventeenth century. It would appear that a Portuguese ship bound for India was caught in a terrific storm near this spot and was about to be shattered to pieces. The Portuguese mariners prayed to Virgin Mary for help and in answer to their prayers they were miraculously saved and washed ashore near this village. In token of their gratitude, they

The Church of "Our Lady of Health", Velanganni



constructed this Church which attracts Catholic pilgrims from all parts of the country. On the 30th August of each year, a grand festival known as '*Velanganni festival*' is held here in which both Hindus and Christians participate.

Historically this place was one of the earliest Portuguese settlements on the Coromandel coast but was taken away from them by the Dutch in 1660 who made it their headquarters in India. In 1781, the British took over this place from the Mahratta rulers of Tanjore and this place was the headquarters of the District for a long time till it was moved to Tanjore.

Nagapattinam is also a place of importance commercially, and it was

here that the Old South Indian Railway had a workshop and stores for a very long time till it was shifted to Golden Rock near Tiruchirapalli. Commercially, Nagapattinam still has trade contacts with Far Eastern countries like Malaya, Java and other places to which exports are made by sea regularly. Thus from several aspects—religious, historical and commercial—Nagapattinam continues to be a place of considerable importance from the earliest centuries of this era. It is a place held sacred by all classes of Indians, be they Hindus, Muslims or Christians all of whom live in amity, showing the catholic nature of the brotherhood of religions.

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U. S. A.'s DOLLAR AID AND OTHER FOREIGN AID

K. SRINIVASAN

AN official announcement was made in Delhi and in Washington on 16th January 1958 simultaneously, that the U.S. Government had offered India a loan of 225 million dollars (about Rs. 106.8 crores) for being utilised in the next 15 months, and additional supplies of foodgrains amounting to nearly 900,000 tons.

As it would not be possible to implement the core of the Plan (for which the foreign exchange gap is estimated at 1,400 million dollars) with the loan now announced, additional loans are expected from the World Bank, deferred payment arrangements have been entered into with West Germany, in respect of Rourkela and other projects and the yen credit of the value of Rs. 25 crores offered by Japan.

Pointing out that the total U.S. assistance to India upto date, since the advent of freedom, amounted to 1,275 million dollars (Rs. 606 crores) Mr. Ellsworth Bunker, United States' Ambassador in India, disclosed that roughly 70 per cent of the present 225 million dollar loan would come from the Export-Import Bank and the balance from the President's Development Loan Fund.

The State Department announced that the U.S. offered India an economic aid package of 290,000,000 dollars, chiefly in loans, to assist its Second Plan. In addition to the loan programme of about 225,000,000 dollars from the Development Loan Fund and

the Export-Import Bank, assistance would include urgent sales of surplus wheat, which officials valued at 65,000,000 dollars and Said was intended to prevent a food crisis.

It was stated by authoritative sources that the U.S. realised that this aid package would not be sufficient to meet India's dollar needs for the remainder of the Plan. But, they said that there was a possibility that the U.S. would give further assistance later on.

INDIAN RAILWAYS SAVE FOREIGN EXCHANGE :

Egged on by the Country's foreign exchange difficulties, the Indian Railways have been taking concerted measures to cut down imported components to rock bottom. In the first stage of this drive towards self-sufficiency, the cost of imported components was reduced from Rs. 2.5 lakhs to Rs. 1.3 lakhs per engine manufactured at the Chittaranjan Loco Works. It has now been further slashed to Rs. 50,000. The items now imported mainly consist of bar frames, boiler plates, tyres and axles. Thus, the imports of a large number of items have now been eliminated. However, it has not been possible to completely eliminate imports as certain raw and basic materials are still not available in the country. The establishment of the new steel plants and firms like India Tubes Ltd., will help considerably in eliminating further imports.

INDIA'S CONSERVATION OF FOREIGN EXCHANGE

For certain items for which these shops were not equipped, we have been pursuing with the local agents of foreign manufacturers to set up capacity for the manufacture of these in the country. Response from the foreign manufacturers in certain cases has been poor. In these cases, the Chittaranjan Locomotive Works, is taking steps to eliminate imports by setting up necessary capacity for the manufacture of the items in these workshops.

With all the above steps taken, with the establishment of a steel foundry at Chittaranjan and of the new steel plants at Bhilai, Rourkela and Durgapur, it is expected by about 1961, that is, by the end of the Second Five-year Plan, it would be possible to manufacture all our requirements of steam locomotives with entirely indigenous material. The present foreign aid will help to a great extent to arrive at this stage.

Thus, India, has got reasons to be very grateful for the aid U.S.A., Japan, Germany, Great Britain and U.S.S.R. have given, and for giving technical assistance in fulfilling India's Five-year Plans. We have to be specially grateful to the United States of America for the loan so kindly offered to us to fulfill our plans.

Though the generous offer of American loans constitutes the largest single factor contributing to the foreign aid required for our second Plan the prospects of bridging the estimated gap of Rs. 700 crores have improved markedly with the agreement negotiated with Japan and France



Mr. Burke Knapp

and with the possibility of further assistance from the World Bank. Japan's desire to widen the opportunities of collaboration in India's economic development is well-known and has been clearly defined.

While Japan's assistance is welcome, there will be special satisfaction over the deal with France for deferred payment arrangements to the extent of Rs. 28 crores which, it is emphasised, does not constitute a line of credit. That the French Government, despite its own financial difficulties at home, should have taken a bold long-term view of its role in promoting opportunities of co-operation is significant and welcome.

While the Vice-President of the World Bank, Mr. Burke Knapp, was holding consultations in New Delhi, reports from Washington indicated the possibility of further loans from the Bank to the extent of 100 million dollars for port and power development.

(Continued on page 71)

BEGGARS—A BLOT ON SOCIETY

K. S. VENKATARAMAN

THE problem of beggars in India has long been engaging the attention of the Government, the Legislatures and the various social organizations in the country but we are nowhere near any radical solution of it. Before and after the Indian Independence, several commissions were appointed to investigate the question of beggars and several solutions have been proposed but so far no effective steps have been taken to thoroughly eradicate the evil. Begging as a social evil is patent, and it is a blot on the society which allows it to prevail. To allow beggars to flourish in our midst is to corrupt the nation by placing before it the meanest ideal and to encourage a nomadic and precarious life. The problem can be effectively tackled only if the Government and the enlightened public co-operate and adopt concerted measures.

The problem is more difficult to solve in India than in any other country for a variety of reasons. Firstly, there is a religious sanction for begging—be it Hinduism, Mohamadanism, Buddhism, Jainism or Christianity. But is it a sanction for professional begging almost scientifically developed and even nurtured from childhood? Charity indeed is enjoined in the Shastras and is much praised by our society but is it not almost in 99 cases out of 100 misapplied? The blind, the old and the infirm, and the maimed do indeed deserve our consideration and the real sadhus and the sanyasins who must not be constrained to occupy their time with problems of bread-winning are just a few in a million

and it is not difficult to spot them out as deserving of charitable consideration.

Secondly, there is the huge problem of unemployment confronting the new India that is trying to put its house in order after over two centuries of mal-administration and foreign exploitation. The problem has to be solved without delay. But the majority of beggars, adult or juvenile, are so not because they tried and failed to get employment, but deliberately so, unwilling to put their hands to any disciplined work. Not a village is free from the lazy lot, and the bigger the town the larger the crowd of beggars, and the innumerable places of worship—the temples, the mosques, the churches—are the breeding grounds for systematic and professional begging, where misdirected and mistaken sentiments of charity play an important part.

Indiscriminate alms-giving is as much criminal as begging. The large number of beggars at bus-stands, the crowded streets, in front of theatres, restaurants and during temple festivals are a positive nuisance to the public and this ill-clad and unclean lot has been a great source of spreading disease germs.

You find them invading the lower class of all the railways, and their piteous cries and nerve-racking music leaves little peace to the poor passengers who had struggled hard to obtain a berth of some kind or even standing space.

Society must severely refuse to countenance begging in its own interest and in the interest of the beggars

themselves. Misplaced sympathy is to encourage idleness and in several cases fraud and pretence. We have seen how beggars in order to evoke sympathy feign a broken limb. To feign blindness and be led by an urchin is quite a common ruse and the unwary good-natured are easily moved to compassion. The devices are numberless.

In recent years, some attempts have been made to gather statistics of the army of men, women and children who have made up their minds to live upon the sweat and toil of their countrymen, but the counting has been far, far below the actual—and even these attempts are confined to the big cities. At a modest reckoning the numbers must be in millions and to our disgrace they are allowed to grow and flourish in our midst. The majority of these are able bodied, and could be harnessed to work of some kind. Even in the present conditions of the country, there is ample provision for work for these men and women, if they choose, in the trading and industrial centres where many money-yielding concerns are badly in need of labour. And again what about the countless cottage industries of India which were stifled under the alien rule?

If we pause to think of the grave economic loss to India by the non-productiveness of these millions of able-bodied men and women, we would arrive at a colossal figure of crores of rupees. To attack this evil effectively and eradicate it, to help these fallen men and women to a dignified life, to save their body and soul, to stop

the spread of disease and squalor and improve the stature of Free India in the eyes of the World, it is urgently necessary to take constructive measures.

Many countries in the west have successfully solved the problem of beggars. For instance, in Belgium, self-supporting colonies of beggars were formed, and they were entrusted with the work of agriculture, forestry, weaving, etc. The same way may be followed in India too which abounds in millions of acres of uncultivated dry lands, and gigantic areas of forests. And numerous are the cottage industries that await revivifying. Germany followed Belgium and succeeded as well. Relief stations were established in various centres where beggars were taken and made to do a certain amount of work in return for food and lodging. These steps can be taken in India equally effectively. To make begging penal as is done in many western countries may not be necessary in India. But a successful solution to make begging impossible in this country within the course of a generation can be found by concentrating attention,—first and foremost, on the destitutes, poor and ill-treated children, who would grow into adult beggars, so that when the present generation of beggars is gone there will be none to take their place. While the Government directly and through the wide-spread "Social Welfare Board" can establish relief stations, rescue houses, and employment bureaus, and the like, in various centres, philanthropic bodies may undertake children's centres on the lines suggested.

ADVANCED OPERATING METHODS ON FRENCH RAILWAYS

T. S. PARTHASARATHY

Deputy Chief Operating Superintendent (Coaching)

THE French Railways, known as SNCF ("Societe Nationale des Chemins de Fer Francais" meaning "the National Association of French Railroads"), are famous in the railway world as one of the most efficiently operated railway systems and a pioneer in many respects in the sphere of railway working. Rising from the ruins of the Second World War, they have not only achieved, in co-operation with French industry, their own reconstruction, but have also produced new, and in some cases, revolutionary methods and equipment for railway operation. Recent electronic devices put into regular service by the SNCF have proved themselves to be extremely efficient and have been enthusiastically welcomed by the operating services. In the matter of electrification, it is no exaggeration to say that they have given a lead to world railways and other countries are presently examining the possibilities offered by the new system which they have so successfully introduced on their Lille-Metz section. The French Railways have also produced distinguished operating experts of international repute like M. Marchand, Chief Engineer of the Traffic Department and M. Louis Armand, the dynamic Director-General and now Chairman of the Board of the SNCF. Some of the methods of working of this model railway system are bound to be of interest to railwaymen all over the world.

GENERAL FEATURES:

The total length of the French Railways is 25,000 miles of which

11,000 miles have two tracks or more; 3,000 miles or 12% of the total length have been electrified and carry 40% of the total traffic. Except for 500 miles of narrow gauge track (3 feet 4 inch), the balance is standard gauge, 4 feet 8½ inches wide. The general layout of the system has the shape of an octopus, the tentacles of which start at Paris and connect the capital to the industrial and tourist centres and the great ports of France and to the countries adjacent. The most important sections are Paris-Lyon-Marseille, Paris-Strasbourg, Paris-Lille, Paris-Bordeaux-Irun and Paris-Toulouse.

Prior to the creation of the National Association of French Railroads, the system was being operated by six different companies. Passenger traffic represents 40% of the traffic but provides less than 1/3 of total receipts, the bulk of which comes from goods traffic. The personnel employed by the French Railways amounts to 370,000 people. On the main lines, there is not a single curve with a radius of less than 700 yards. In general, main lines have no gradients in excess of 1% except in the case of the line to the Pyrenees which has a gradient of one in thirty. Train speeds on the French Railways have always been high. Even as early as in 1914, the world speed record for a commercial train was held by a French train which covered the 96 miles between Paris and Saint-Quentin at 60 miles per hour. The maximum speed, which was limited to 75 m.p.h., has now been raised to 90 m.p.h. by the utilization of powerful



Depot for electric locomotives at Charolais (Paris-Lyon)

electric locomotives. Everyday, the 320 miles from Paris to Lyon are covered by fast trains transporting 600 to 1,000 tons at an average speed of 70 m.p.h. Most railwaymen will remember, that, on March 28 and 29, 1955, the French Railways broke all previous speed records by running an electric train with a locomotive and three coaches at a speed of 206 m.p.h.

OPERATING METHODS

Operating methods, carefully developed during the last ten years by the SNCF, enable the system to carry a traffic which is greater than that of the

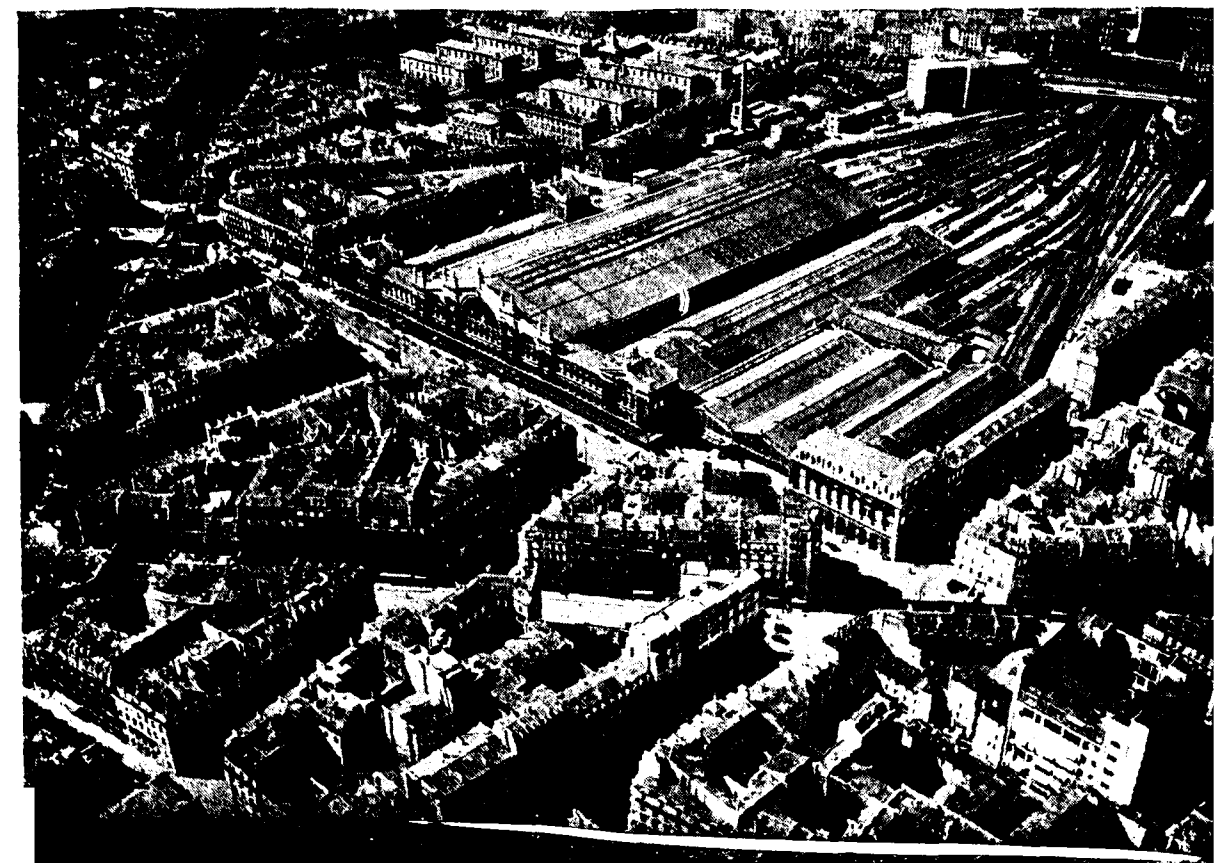
busiest year before the war. On lines with difficult gradients, they have combined speed and economy by the use of Diesel cars. For suburban traffic, electric rail cars consisting of several units coupled together are used to provide an intensive service which clears more than 40,000 passengers per hour in the morning and evening from some of the Paris stations.

Goods traffic produces 70% of the total receipts and is carried by high-speed trains transporting perishable and small packaged goods and by low-speed trains carrying heavy bulk materials and machinery. The two

services are referred to respectively as the "Fast Freight" and "Standard Freight" services. The Fast Freight service is almost like passenger train service and runs on regular schedules with connections at junctions. The Standard Freight trains carry 1900 metric tons of goods when drawn by steam engines and 3,000 tons when drawn by electric traction. After the extensive damages caused by the war, the French Railways have reconstructed their installations so as to keep only a small number of large and very active marshalling yards. These yards have therefore been equipped with the most modern equipment possible (electronic control equipment, track brakes, etc.). Villeneuve-St. Georges, which handles 5,000 wagons per day, is probably the largest mechanized marshalling yard in Europe.

A photograph of the marshalling yard at Gevrey-Chambertin has been reproduced in this article. This yard contains 6 groups of 8 tracks each and one group of 6 tracks. The head switches of this section are electrically worked and are automatically controlled from a ball-type switching machine. Each cut from the hump to the particular sorting line is selected by the hump master who pushes a numbered button as the wagon passes over the hump. The route is then set as the wagon proceeds. Routes can be pre-set for breaking up a whole train and the hump master can, after setting the routes, sit back in his chair and watch the wagons entering the desired sorting lines. All the lines are fitted with electro-pneumatic wagon retarders. The yard has been provided with other up-to-date appliances like

Gare du Nord station (Paris)





The marshalling yard at gevey—chambertin

electric signals, two-way radio communication and loudspeakers.

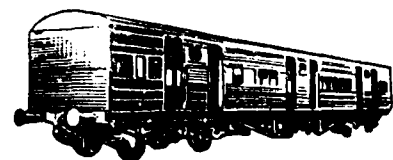
SIGNALLING :

The greater part of the main lines has now been equipped with automatic block systems and colour light signals so that high speed trains can follow each other at very short intervals, which are as low as 1 or 2 minutes in suburban areas. On the most active section of the Paris-Lyon line, fast passenger trains catch up with and pass slow freight trains on the opposite track. Signal towers have been completely transformed by new electrical and electronic equipment. Instead of dozens of levers necessary previously, a single push button now operates a whole series of points and signals.

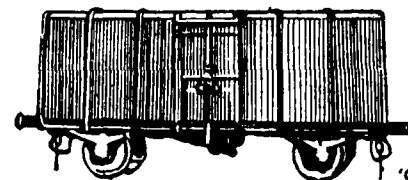
The switch tower (signal cabin) at Marseille controls 450 routes and has replaced 5 of the old cabins. The SNCF last year experimented with the running of a train by remote control at 75 m.p.h. on the Paris-Le Mans line. There was no driver on the engine of the test train.

In order to handle heavy traffic over the bottleneck between Blaisy-Bas and Dijon, the SNCF decided to introduce C.T.C. so that trains could be run over the double line in either direction.

The absence of isolation of the main lines from the loops, the non-provision of the adequate distance and the system of permissive working on single lines may seem to place too much reliance on machines and the human



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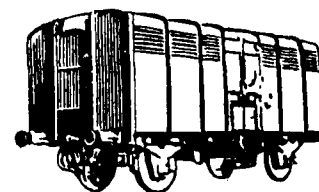
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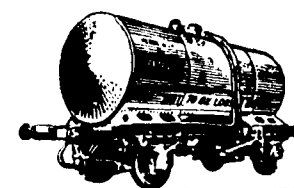
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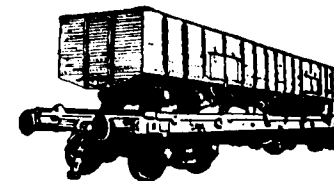
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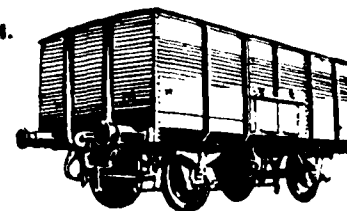
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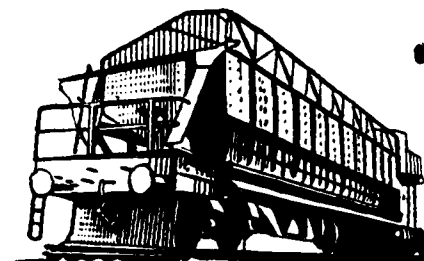
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agencies that operate them. Although the French Railways run the fastest trains in Europe, automatic train control is not used. But international accident statistics show that safety on the French Railways is as good as anywhere else. During the last few years, the SNCF has had only one death per billion passenger kilometres. This means, as they point out with justifiable pride, that a passenger would have to travel 2,000 years without getting out of the train once if he wanted to have a serious accident. No wonder the SNCF claim that the railroad is still by far the safest means of transportation!

ROLLING STOCK :

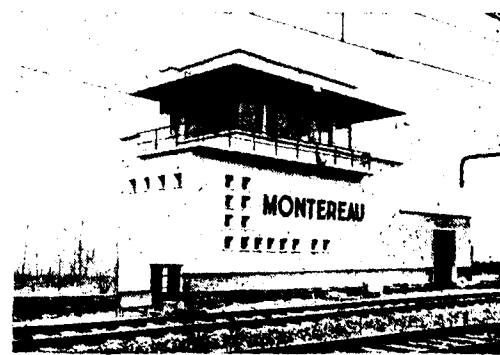
The passenger coaches on the French Railways are particularly light and comfortable and their soundproofing has been greatly improved. They are either of steel or stainless steel and their high initial cost is compensated for by a saving in weight and maintenance.

The 3,80,000 wagons of the SNCF are divided into 3 main categories—closed, open and platform wagons. These include 46,000 special type wagons like refrigerator wagons, tank wagons, double-decker wagons and aluminium wagons.

France is relatively poor in coal and oil. For many years, therefore, the French Railways have been experimenting with Diesel traction. Diesel engines have been considerably developed and include new engines with a speed of 1,500 revolutions per minute.

ELECTRIFICATION :

Since France is a large producer of electric power, the French Railroads



An elegant signal cabin at Montereau

have devoted considerable effort to the design and improvement of electric traction. Electricity is the cheapest source of power in France. The system used in France since 1920 on over 2,700 miles of track is direct current at 1,500 volts, which has given good results. However, in order to extend electrification at reduced costs of the fixed installations, the SNCF developed a system with single-phase fifty-cycle current which has many other technical advantages besides low cost of installation and operation. Under this system, the overhead lines are lighter and less expensive since the electric power is brought to the pantograph at 25,000 volts, which is the standard high tension voltage in France and the required intensity is only a few hundred amperes. The cost of operation of the Lille-Metz line, which is electrified by 25,000 volt. single-phase 50 cycle current, is cheaper by 30 to 35% than the Paris-Lyon section electrified with D.C. at 1500 V. The French Railways have, therefore, an extensive programme for electrifying more lines with 25,000 V current at the rate of 160 miles per year (see map reproduced). The remaining lines

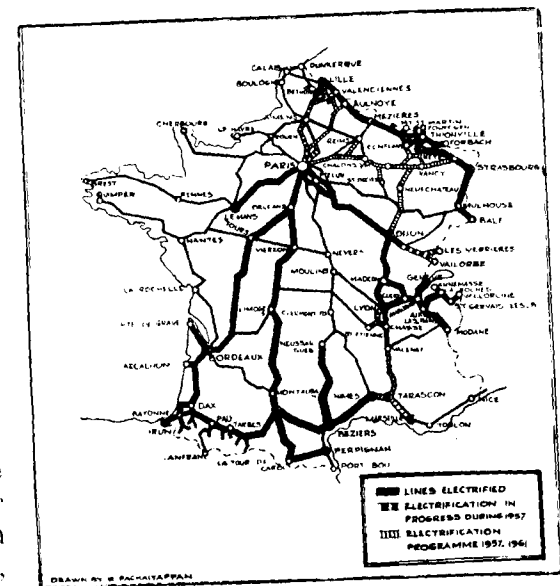
will be provided with Diesel units and in course of time, steam traction will have completely disappeared.

TELE-COMMUNICATIONS :

During the International Congress on Railroad Electrification held at Lille, a special train was run between Valenciennes and Charleville from which delegates of several countries called their offices or their homes by telephone from the train. From this experiment, the SNCF developed an equipment which fully satisfies the requirements for rapid and clear radio-telephone communications from moving trains. Electronic calculators, which were formerly being used in accounting, purchasing and coaching cabinet sections, were extended to marshalling yards.

The French Railroads are now using an electronic track circuit experimented and perfected by the SNCF and suitable for 25,000 V electrified lines. This, combined with automatic block systems, furnish perfect protection for trains between stations.

The SNCF expect that in the marshalling yard of the future, a shunting engine without a driver on the footplate and operated by remote control from the marshalling hump or any other point in the yard, will push the wagons to the top of the hump. An automatic track selector panel will decide the track for each cut and suitable devices will calculate the weight and the speed of the wagons and apply the retarders. A single man sitting in front of a control board

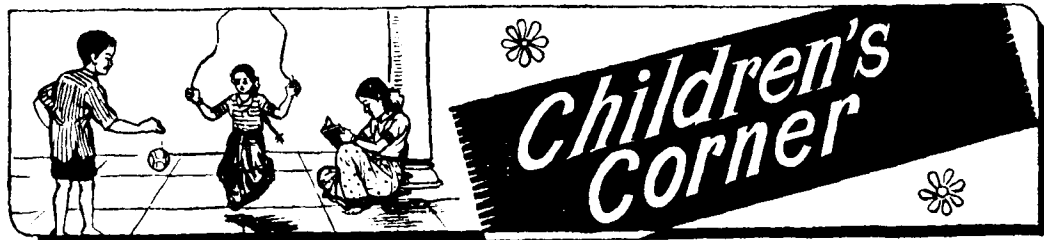


will be able to operate the entire marshalling yard by day or by night and regardless of weather conditions and visibility.

The French Railways are now designing and experimenting with other devices which transgress the narrow confines of local utilization. Electronics and cybernetics are the revolutionary discoveries which may change the entire pattern of railway operation. By discovering new solutions and by boldly adapting to their own use solutions discovered elsewhere, the French National Railways have attained a level of perfection which deserves to be aimed at by the other railway systems of the world.

(The photographs reproduced in this article were kindly lent by The Commercial Attache to the French Embassy in India).





"THE STORY OF SHOES"

A pair of shoes is just something to wear and cover our feet, and we are so used to them now, that perhaps we never have given them a thought, unless of course they are too tight. As we know, there are all kinds of shoes, which may be made from brown or black leather in the shape of shoes, sandals, chappals and so on.

Now that we are on this topic of shoes, we may start wondering why it is that men and women wanted to cover their feet. Man, always looking for comfort, to ease his feet must have thought to himself: why not make some kind of covering for my feet as I have for my body. If he lived in hot climates, the covering would prevent his feet from getting scorched and burnt on hot sand or stones; in cold regions he would seek protection against the icy cold forest paths, and snow-covered trails. So the Red Indian of North America made his deerskin moccasins, decorating them with beads and porcupine quills. The Turk and Arab made gold-embroidered slippers of coloured leather. The Chinese and Japanese had shoes of straw and satin. The Dutch made them out of wood, calling them clogs or sabots. The Eskimo made his furlined boots to protect his feet from snow and ice. Out of all these various kinds of footwear, we eventually get our modern shoe, although the Eskimo still has his furlined boots which are best suited for the cold lands in which he lives.

There was a time, and not so long ago either, when all boots, shoes, slippers, etc., were made by hand by the cobbler, or 'moochi'. But like so many other skilled handicrafts, as more and more people wanted to wear shoes, the making of all kinds of footwear passed from the shoemaker to the machine, which can turn out more pairs of shoes in one hour than a cobbler could make in one year.

As we all know, boots and shoes are made mostly of leather. Hides and skins are the raw materials from which we get leather. A 'hide' is the covering of one of the larger animals, such as a horse or a bull, whereas a 'skin' comes from the smaller animals like a calf, goat or sheep. Hides, because of their thickness and toughness, are used mostly for making the soles of footwear. The smaller and thinner kinds of skins are used for making bags, gloves and the upper parts of boots and shoes.

Before the skin of any animal can be used as leather, the hair, fur or wool upon it must be removed, and the skin preserved so that it will not decay. This is called 'tanning'. When skins are received at the factories they are always thoroughly salted to keep them from spoiling. All skins, no matter in what condition, must be soaked in borax and water to clean and soften them.

Afterwards they are thoroughly cleaned by hand, and all parts of them not useful for leather-making are taken off. This done, the hides

and skins are plunged into a bath of hot water and certain powerful chemicals, which loosens the hair, so that it can easily be scraped off.

The slat, or prepared skin, if thick and heavy, is split into two layers, and is then limed, after which the lime is washed out and the skin is pickled in a solution of salt, sulphuric acid and water. Next comes the tanning, to give the hides strength and colour. The leather is now ready for making boots and shoes.

In a modern shoe and boot factory, there are a number of machines which do different jobs. The clicking machine cuts out the upper portion of the shoe, another machine stamps out the various patterns, sizes and shapes. Stitching machines then set about joining together the various parts of the upper portions. These machines make holes for the eyelets through which the shoe laces are passed. When the upper part is completed, it is passed on to what is known as the bottoming room, where the soles and heels are attached.

For the soles and heels, the thicker hides are used, and there are more machines for making these. There are the outsoles, the insoles, counters, toe-boxes and heels. The heels are formed from many layers of leather cut into the proper size and shape, cemented together and pressed down firmly by another machine.

Eventually, we have the finished but rough shoe. This has now to go through a few more machines for buffing and polishing operations. At last, a complete pair of shoes is ready to be boxed and sent out to the retail shops.

To give you some idea as to what is required before a complete pair of shoes can be turned out, there are as many as 210 different operations required from start to finish. Yet, in spite of this, these machines work so rapidly, that hundreds of pairs of shoes can be turned out each day.

Although leather is the best and most used material for making footwear, other materials are also now being used. For instance, we have canvas shoes with rubber soles, leather shoes with crepe rubber soles, and a cheaper type of shoe and slipper are made entirely of rubber. And now we have the new wonder material—plastic. This material is also being used for making shoes, especially for children, girls and women. And with plastic we can get a much wider variety of colours and colour-schemes, and also all kinds of shapes for the upper parts of the shoes.

But, in spite of all this, if you want a pair of boots or shoes, to last and give you good service, there is nothing to beat the all-leather type, with no fancy frills, colours and shapes. And, strange to say, even though the factory machines can turn out a good strong pair of boots or shoes, there are still some bootmakers who make their footwear by the old hand methods and sell them to people who somehow will always prefer good hand-made shoes to those turned out in their thousands by the modern, whirring machines.

So we end up with the thought, that the next time we push our feet into slippers or shoes, we can at least say, we know something more about them.

UNCLE TELLATALE.



HANDBOOK FOR RAILWAYMEN

(Personnel Administration and
Labour Laws)

By N. G. IYER

(Published by C. Balan, 22B,
Sardar Sankar Road, Calcutta-29)

Price Rs. 4

The Railways are the biggest nationalised transport industry in the country and employ roughly ten lakhs of people. The total outlay in this enterprise is about 990 crores of rupees. During the First Five-Year Plan, physical expansion of the Railways was not seriously considered and emphasis was laid on the provision of passenger amenities and improvement of the general conditions of travel. In the Second Five-Year Plan, which is now in operation the stress has been shifted to construction and expansion. In the context of the shape of things to come, it is important that railwaymen are properly trained to man the posts to fit them well in the organisation. The administrative work of an organisation is carried on in the office which is divided into several sections and sub-sections so as to facilitate rapid disposal of business. There must be complete co-ordination between the various sections. The Railway Establishment Rules cover a large number of subjects and are varied and extensive. It is difficult for a new entrant into the Railway Service to master them within a short time. Further, the Rules continue changing from time to time so that one has to keep himself alert so as to be abreast with things. However, a correct and an uptodate

presentation in a lucid and understanding language is a crying need of the day.

With this view, Mr. N. G. Iyer has brought out this handbook, under review, which mainly embodies lectures delivered by him to the Trainee Establishment Clerks of the Eastern Railway, Calcutta. It gives in a nutshell the most essential information that every new recruit should know so that he can take his proper place in the 'family' of Railwaymen. The book contains 23 chapters touching various important subjects such as Office Routine, Organisation of Railways, Recruitment and Training of Railwaymen, General Conditions of Service, Pay and Allowances Rules, other conditions, Provident Fund Rules, Medical Rules, Staff Benefit Fund Rules, Discipline and Appeal Rules, Railway Servant's Conduct Rules, Delegation of Powers, Payment of Wages Act, Hours of Employment Regulations, Factories Act, Industrial Disputes Act, Workmen's Compensation Act, Trade Unions, Pension Scheme, etc. Generally Establishment Rules are not easily understood. The author has to be congratulated for having presented these rules in a lucid and understanding way, particularly of the Discipline and Appeal Rules.

A Code of conduct—that is how I would put it—is enjoined upon every railwayman. There are several Do's and Don't's in it. One of the restrictions laid upon the Railwayman is that he should not participate in any political activities including the conduct of an election to a legislature or local authority. Your politics should

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BOOK REVIEW

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primarily be concerned with loyal and faithful service to the State, hard work and disciplined conduct. Another restriction enforced upon you is connection with the press. But, you can contribute articles of a literary, scientific, or educational character, including witty short stories or skits, or description of places and such things. All that is meant to convey is that you cannot criticise the Government or its actions in any manner openly. It is not meant that you cannot have your own opinion about these matters but your opinion should be confined to yourself. You are not to divulge any information in your possession obtained as a Government servant. That is to say, official information you have acquired during the performance of your duty should not be divulged to any person, not even in a Court of Law, unless you are asked to give evidence and produce documents. Even here the Official Secrets Act lays down certain limitations. The author thus brilliantly quotes the various sections of the Discipline and Conduct Rules. Lastly he stresses upon the Railwaymen the need for absolute integrity. This is a prized quality which every one should possess and practise. One should have a reputation of being so, and if one has a clear and transparent conscience, he need not be afraid of anything in the world.

The author brilliantly defines 'Courtesy' as one of the Golden Rules. "You lose nothing by being courteous. On the other hand, you gain a ton of goodwill if you make courtesy your watchword. Suppose a guest arrives in your home. Naturally, you would spare no pains to afford him all the convenience and comfort to make his

stay happy and memorable. Your friend on his part would transmit a message of goodwill and hospitality to his kinsmen and then to his friends. Thus an act of ordinary courtesy and hospitality extended by you is carried far and wide and remembered with gratitude for all time to come. The net result is that you add to your mental comfort, as I said before, a ton of goodwill. Railwaymen, who are virtually members of a big family, are the proud possessors of this quality of 'COURTESY' and the public are your 'GUESTS OF HONOUR' who seek your hospitality. We must therefore conduct ourselves in a worthy manner so as to earn the unfailing goodwill of the public".

The Handbook under review is outstanding in many ways. Its get up and language are very nice. In short, this book will be of immense help to those who are in Railway service, particularly to those who aspire for promotion and pass tests and examinations.

STATE TRANSPORT REVIEW

(Published by the Bombay State
Road Transport Corporation)

Annual Number

This interesting magazine under review contains a score of important features pertaining to the Transport, well written on varied topics by distinguished writers, with a profusion of illustrations and an attractive cover page specially illuminating the same.

"Travel and more travel" is now admitted as essential in India, not merely for reasons of foreign exchange, but also as a means to the integration of the nation, as an instrument for the

creation of a fraternal solidarity, national and international, based on a sympathetic understanding of each other. In the magazine under review, the Editor has brilliantly invited the attention of the public to road transport in India, road transport abroad, travel, and last but not least, to the work of the Bombay State Road Transport Corporation. Let us also hope with him that with the increasing attention paid to the transport, in the context of our Second Five-Year Plan, by private and public sectors alike, the road transport in India will enter an era of great potentialities. Sri Shrikrishna Vanjari in his article "A PATTERN OF PROGRESS" explains the various developments in the Bombay's road transport. "10 YEARS OF MUNICIPALISED B.E.S.T." is another interesting article by Sri Govind Balakrishna Mahashabade, Chairman of the BEST Committee. The article "SOME SUGGESTIONS FOR SOLVING BOMBAY CITY'S TRAFFIC PROBLEM" by Mr. M. M. Chudasama, Inspector General of Police, Bombay, is very informative and suggestive. Sri P. Kakkan, Minister (Works, Madras), brilliantly explains in his article how Madras has planned to spend Rs. 126.76 lakhs on Roads in 1957-58. Sri B. C. Roy, Chief Minister, West Bengal, in his article Foundation Laid for Efficient Transport Service hopes to introduce 700 buses every day against 412 now, by the year 1960, in West Bengal. The article "Safety Measures in State Transport" is very informative.

The need for and the importance of a sound and well-defined top management of organization, in nationalised enterprises, cannot be overstated, if these enterprises are to function successfully. Sri T. P. Venkatachari in

his article "Top Management Organisation for Nationalised Enterprises" brilliantly portrays the salient features of a pattern of organisation for such enterprises. "Labour Relations" is another interesting article by Lt.-Col. N. S. K. Diwanji. The article "Blood Sacrifice in Kerala" is also very interesting.

In short, the magazine is well got up with numerous illustrations and sets up a standard for house organs of this type.

MARCH OF INDUSTRY

Indian Telephone Industries (Private) Ltd., Duravani Nagar, Bangalore

During the period 1951-56 the people of India have seen the fulfilment of many a dream. They have also seen glimpses of what the future holds for the country a great future which would become a reality when for irrigation and also for the production of electric power the utilization of the electrical and other sources of energy for the production of more and more goods have already made considerable difference in the economy of the country and in the standard of living. Amongst other fields, telephone industry is the major one. In the manufacture of telephones and automatic telephone exchange equipments, a stage has been reached when after meeting the internal demands, there is surplus left for export. The Indian Telephone Industries Private Ltd., Bangalore, the manufacturers of telephone equipments in India is run as a private limited company under Government aid. This is a major industry in India which has made a rapid development within a very short period.

With a view to keep the public well informed of the tremendous progress this industry has made, the management have brought out a booklet under the title March of Industry which is very informative and interesting with numerous photographic reproductions. The various shops of the workshop of this industry at Duravani Nagar - the Telephone City, near Bangalore, is well explained with relative photos. The central spread an aerial view of this industry, is specially illuminating the booklet. The staff welfare and township also finds a place. The booklet is very nicely got up and will be very useful to one and all.

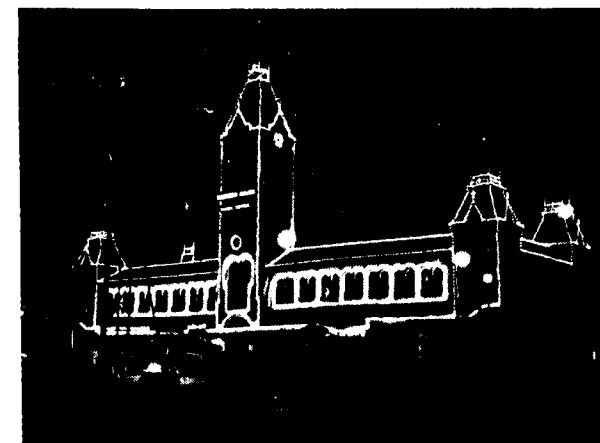
S. VEDANTAM.

U. S. A.'s Dollar Aid and Other Foreign Aid

(Continued from page 56)

This fortifies the belief that so far as the transport and power aspects of the Plan are concerned, the World Bank's assistance will be forthcoming to implement the core of the Plan, if not the kernel. Already the foreign exchange provided for the Railways has helped the purchase of rolling stock, and further progress in this field hinges on the Government of India's ability to carry out schemes for improved signalling, track doubling, increased yard capacity and other works designed to neutralise operational deficiency.

Madras Central Station brilliantly illuminated on 26-1-58



BEZWADA :

The Railway Institute, Bezwada, commenced the celebration of the Republic Day at 8 A.M. under the Chairmanship of Sri S. Ramakrishnan, Chairman of the Railway Institute.

Sri M. Nagaraja Rao, D.M.E., hoisted the National Flag in the presence of a large gathering including Divisional Officers and their Assistants. Sweets were distributed to children numbering about 700.

This occasion was also availed of, for re-opening the Tennis Court in the evening at 5 P.M. Sri C. Sreenivasa Rao, D.S. (Works)/II, formally opened the court in the presence of Divisional Officers and distinguished Tennis Players of the Local Gymkhana Club and Sporting Club.

Simultaneously, the Football field which was put out of use for over six years due to the ground being utilised for many urgent Administrative purposes was also opened by Sri S. Ramakrishnan, Chairman of the Institute, and an Exhibition match was arranged between the Institute and a local team in which the Institute won by three goals to nil.

In the night the dramatic section of the Institute staged two one-act plays "Niravadhi" and "Wapas" which was well attended.

OLAVAKKOT :

The staff of the Divisional Offices OJA welcomed the Republic Day by firing crackers, in keeping with local tradition. The events for the morning started with sports for children followed by a procession of school

children with an elephant in the lead. The procession came to a stop in the gaily decorated Divisional Offices. Sri S. Chaudhury unfurled the National Flag and took the salute at the parade of the Railway Protection Force and later inspected the parade.

Later he distributed the prizes to the winners in the Children's Sports and the Fancy Dress Competition in which the staff also took part. Then Sri M. Rama Rao, D.S.T.E., and Sri Kumbhikrishnan spoke on the significance of the days. After the distribution of sweets to the children and singing of national anthem the morning's function came to an end.

The Divisional Offices were colourfully illuminated in the evening. Smt. Geetha Chaudhury inaugurated a Malayalam drama "Swargam Nanikkunnu" (Heaven gets ashamed) by the Railway Fine Arts Club on a beautifully decorated stage in front of the offices. The function was well attended and the talents of the staff greatly appreciated.

CLAIMS INSPECTORS FORUM

The annual forum meeting of the Claims Inspectors, Southern Railway, was held in the Meeting Hall, New General Office, Madras, at 10-0 hours on 20.12.1957.

Sri S. K. Mukerjee presided over the function and all Claims Officers were present.

Sri S. Rengachari, Secretary of the Forum, while welcoming the Chairman and others detailed the various activities of the Forum and explained the interest taken by the members to make it a model one.



The Chairman, Sri S. K. Mukerjee in his address wished the Forum all success and desired that it should become a model one to be copied by other Railways. He explained at length the huge amount paid as compensation claims and the various causes leading to such claims. He also explained how this problem should be tackled and wanted all the Claims Inspectors to take a live interest in this work and do all they can in reducing the claims bill.

With a vote of thanks by Sri Veeraraghavalu, the meeting terminated.

THE STATISTICAL STAFF ASSOCIATION

The Second Annual Sports of the Statistical staff of the Southern Railway, Madras, was held on Republic Day at the Sir Ashley Bigg's Institute Grounds, Madras, with the Statistical Officer Sri M. K. Krishnamachari presiding. There were 20 events on the cards with more than 60 competitors from amongst the staff participating in the various events. Well-known figures in the field of Southern Railway sports, such as Mr. M. N. Ramanna, the long distance runner participated. The events terminated after the prize distribution by the President and the reading of the report



by the Secretary of the Association Sri K. Balaguru and the singing of the National Anthem.

Tug-of-war*At the finish*

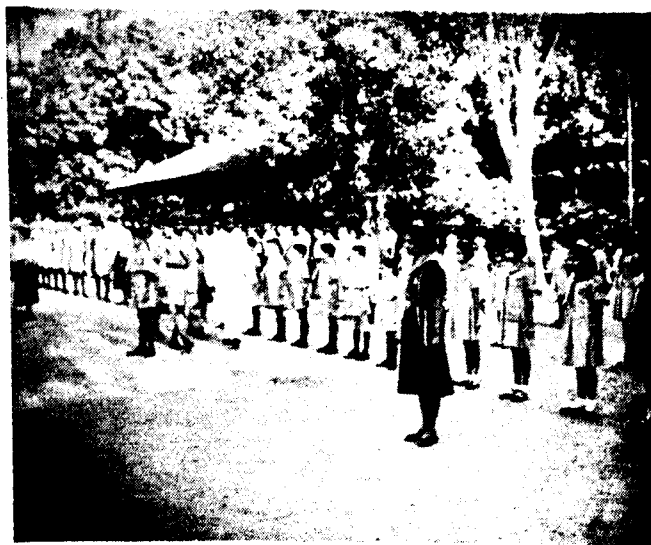
S. R. NEWS

REPUBLIC DAY CELEBRATIONS—1958

MADURA DIVISION

This year Republic Day was celebrated on a very grand scale at the Divisional Headquarters at Madura. The function commenced with prayer after which Sri G. N. Nair, Divisional Superintendent, hoisted the National Flag. There was a very impressive 'March Past' by the Railway Protection Force, Railway Bharat Scouts and Guides and the Railway St. John's Ambulance Brigade at which the Divisional Superintendent took the salute. This was followed by sports for children of Railway employees and sweets distribution to the children. Several hundreds of children took part in the sports. In the afternoon there were games and sports and a fancy dress competition for Railway employees. The prizes to the winners in the sports and games were distributed by Srimathi G. N. Nair, wife of the Divisional Superintendent. There

Inspection of the parade



Sri G. N. Nair addressing the gathering

was also a film show arranged by the Public Relations Officer, Madras. The function came to a close with a grand variety entertainment lasting for over 3 hours, which included several interesting items, besides one small Tamil farce 'Cinema Star', written, directed and staged by Railway employees. After the variety entertainment there was a display of fireworks lasting about half an hour.

To mark the occasion, the Madura Junction station building was brilliantly illuminated on the nights of 26th and 27th January. A beautiful coloured fountain was also provided in front of the station building and this attracted large crowds.



Saluting the Flag

The Madras Corps of the St. John Ambulance Brigade (India) XX, Southern Railway District, celebrated the Republic Day at Perambur Railway Hospital Grounds on 26-1-58.

The officers of the Madras Corps with Dr. P. A. Menon and Dr. C. S. Sundaram



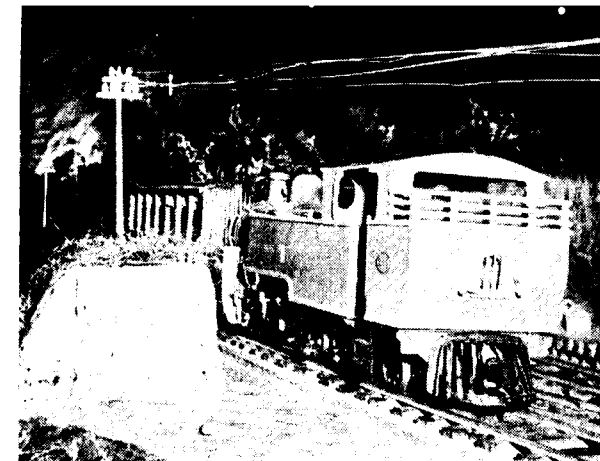
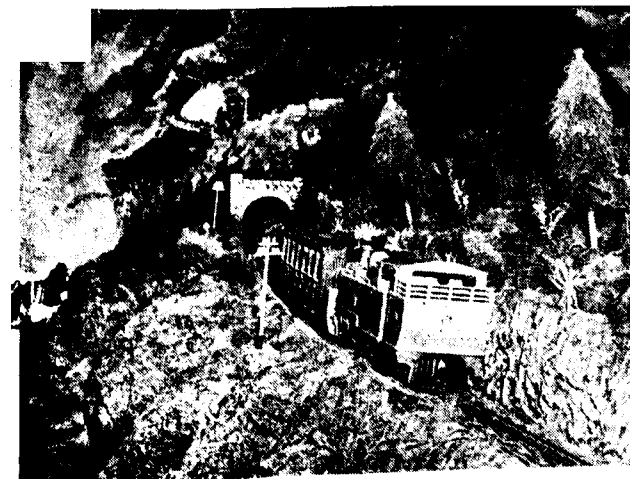
Dr. N. Govindaraj hoisted the National Flag and Dr. P. A. Menon (C.M.O.) the District Surgeon, inspected the three divisions of the Corps and took the salute at the March Past.

Inspection of the Rayapuram Division

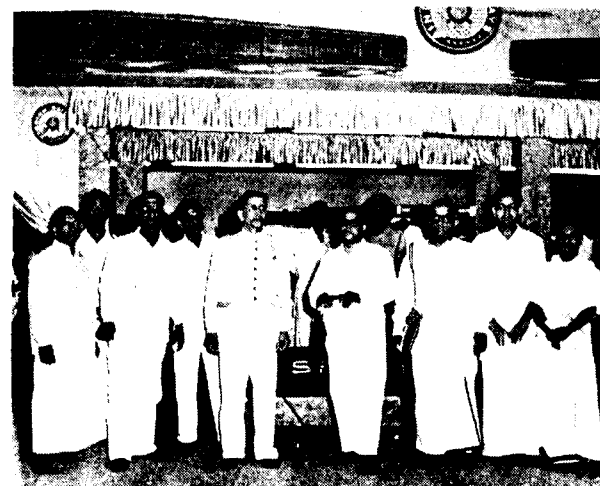




The first meeting of the newly formed Divisional Rly. Users' Consultative Committee TPJ was held at Trichinopoly on 24th January



A model of the Nilgiri Mountain Railway was among the exhibits in our stall at the All-India Khadi Swadeshi and Industrial Exhibition held at Teynampet last month. Bottom right: A group of press representatives who visited our stall



"Ten Years And After" was the title of the drama staged at the Museum Theatre, Madras, by the Rly. Institute, Rayapuram, in connection with the Institute Day Celebrations. Left the actors being introduced. Right: Sri P. H. Sharma, who presided, speaking on the occasion



Sri V. P. Ribeiro, DS, Gunnakal, presenting the Rolling Cup to Sri S. R. Padke, PWT/Hampapatnam for the best permanent way section at the Gang Day Celebrations, Bellary



SOUTHERN RAILWAY INSTITUTE, VILLUPURAM

The Railway Employees of Villupuram celebrated the Pongal Treat on a grand scale on Tuesday, the 14th January 1958.

The celebrations started with hoisting of the National Flag on the Institute grounds by Sri G. A. Natarajan, President, Railway Institute and Assistant Engineer, Villupuram, in the presence of a gathering of about 600. A march past by the Railway Rover Scouts followed this. The morning session of this function concluded with the distribution of sweets to children at 9.30 hours.

The evening session commenced with sports for all boys and girls aged between 5 and 12 years.

Sri G. A. Natarajan introducing Sri M. Shanmugam



Music performance

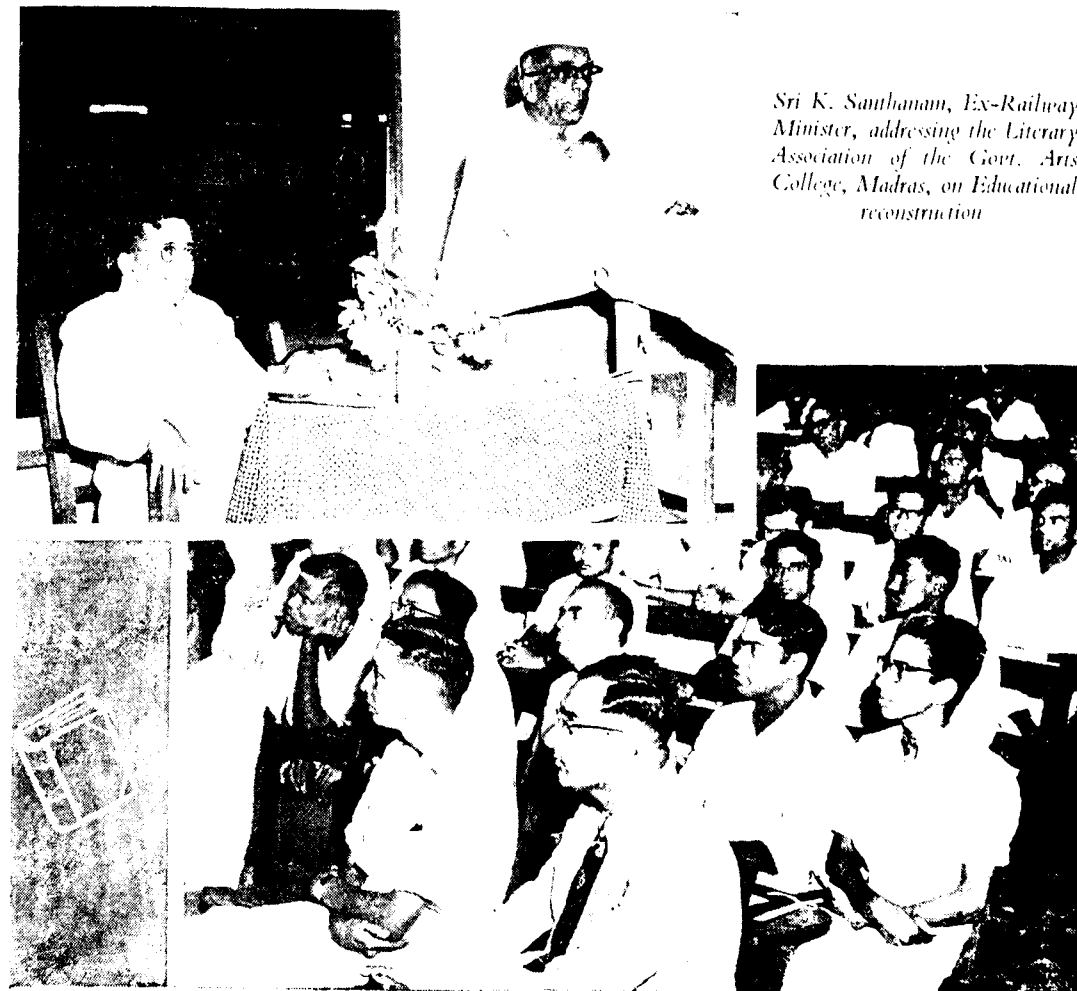
At 18.00 hours, with Sri G. A. Natarajan in the Chair, Sri Ialgudi Krishnamurthy, a local artiste, and Sri Shanmuga Odayar, Ex-Chairman, Villupuram Municipality, addressed the gathering on the significance of "Pongal," following a music entertainment by Kumari Santha, Kumari Jaya and Srimathi Janaki Rajagopalan accompanied by Kumari Jayalakshmi on the violin; and a dance performance by Kumari Laiza.

The Chairman gave away the prizes to the successful participants in the children's sports.

Sri N. C. Srinivasan, ITP/VM, proposed a vote of thanks and the function came to a close with the singing of National Anthem.

RE-CONSTITUTED CENTRAL STAFF BENEFIT COMMITTEE

Prior to 1st October 1957 three Staff Benefit Funds existed on this Railway—one for the ex-M. & S.M. area, one for the ex-Mysore area and one for the ex-S.I. area and they



Sri K. Santhanam, Ex-Railway Minister, addressing the Literary Association of the Govt. Arts College, Madras, on Educational reconstruction



The meeting in progress

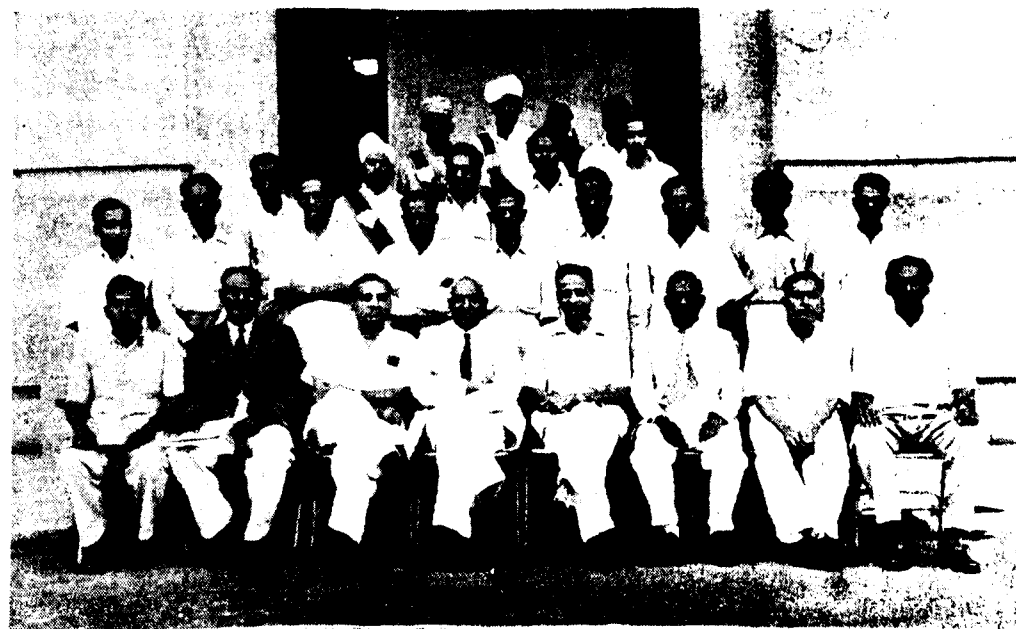
were administered by three separate Committees. The Three Funds were merged with effect from 1st October 1957 and a Central Committee at Headquarters (Madras) has been constituted with the S. D. G. M. as Chairman. The Central Committee consists of 23 members (19 elected by the Staff Councils and 4 Ex officio). Besides the Central Committee, 17 Subcommittees have been constituted.

The first meeting of the re-constituted Central Committee was held on 7th January 1958. The extent to

which Subcommittees may incur expenditure was decided at the meeting as shown in Annexure I.

Employees seeking assistance from the Staff Benefit Fund are advised to apply to the Secretary of the respective Subcommittee in the prescribed form. Applications should be addressed to the Secretary of the Subcommittee through the immediate superior of the employee and should be made not later than one month from the last date of the period to which assistance applied for relates.

A group photo taken on the occasion



It is for your good !

IT IS NOT SAFE TO WALK ACROSS THE RAILS AS A SHORT-CUT. IT MAY COST YOUR LIFE. MAKE USE OF OVERBRIDGES TO GET ACROSS.

IF YOU TRAVEL LIGHT YOU WILL FEEL COMFORTABLE AND MAKE YOUR FELLOW PASSENGERS ALSO FEEL THE SAME.

STATION SURROUNDINGS WILL REMAIN CLEAN IF ALL UNWANTED THINGS ARE THROWN INTO RUBBISH BINS PROVIDED FOR THE PURPOSE.

DO NOT RISK YOUR LIFE BY TRAVELLING ON THE FOOT-BOARDS. IT IS NOT ONLY DANGEROUS BUT ALSO AN OFFENCE UNDER THE INDIAN RAILWAYS ACT.

BEGGARS AND HAWKERS BESIDES INDULGING IN TICKETLESS TRAVEL ADD TO OVERCROWDING. DISCOURAGE THEM AS BEST YOU CAN.

ISSUED BY SOUTHERN RAILWAY

"SOUTHRAILNEWS"

NOTICE

Preparations are going on for the fourth Annual Number of the 'Southrailnews' to be brought out on the 16th of April 1958. At the outset, we feel it our duty to thank our advertisers, contributors and subscribers for all the assistance they have given in making the 'Southrailnews' a success. With the April 1958 Number, the Southrailnews will enter the fifth year of its publication. Apart from developing *esprit de corps* among railwaymen and explaining to the public the difficulties the railways have to face and how these difficulties are overcome, this magazine has been publicising the achievements of railways. It has been noticed that the public, the press and the staff have had a friendly attitude to the Southrailnews for which we are grateful.

The cover pages of the 'Southrailnews' of April will be printed in multi-colours. This issue will also have some multi-colour pictures inside.

This Annual Number apart from providing articles of lasting interest, will serve as a guide to our readers for the best products available in the market from heavy machinery to pen-its. And those who advertise in this magazine do so to their advantage. You will be interested in this issue under preparation. Send in your advertisement material so as to reach the Editor before 15th March 1958. Please advise your space requirements now and help us reserve for you the best positions. The rates, mechanical and other details are given below for your ready reference.

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

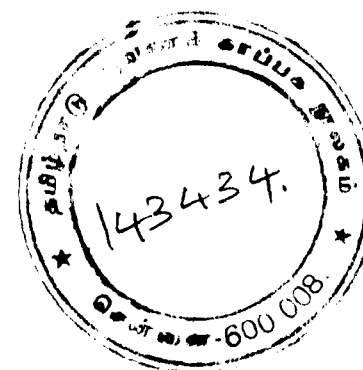
MECHANICAL DATA						
Blocks	..	..	..	..	..	Screen 100
Full Page	..	..	..	..	..	8" x 5 1/2"
Half Page	..	..	..	..	..	4" x 5 1/2"
Quarter Page	..	..	..	..	..	4" x 2 1/2"
Cover Page	..	..	..	..	..	Art. Paper
Inside Pages	..	..	..	..	..	Imitation Art Paper.

CIRCULATION

The 'Southrailnews' circulates over the entire area covered by the Southern Railway which includes the States of Madras, Andhra, Kerala, Mysore, Bombay and Portuguese India. Free copies are sent to all Railways and Southern Railway Institutes. Copies are sold at Bookstalls at important stations on the Southern Railway. Copies are also sent to the Transport and Railway Minister, the Deputy Minister for Railways and Transport, the Chairman and Members of the Railway Board, General Managers, Controllers of Stores, Chief Engineers, Electrical Engineers of Indian Railways and Industrialists and Commercial Firms.

18-A, Mount Road,
MADRAS-2.

EDITOR,
'Southrailnews'



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