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Southrailnews

PUBLISHED BY THE SOUTHERN RAILWAY

VOL. V

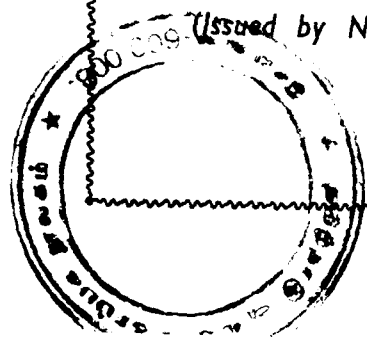
MAY 1958

No. 2

'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:

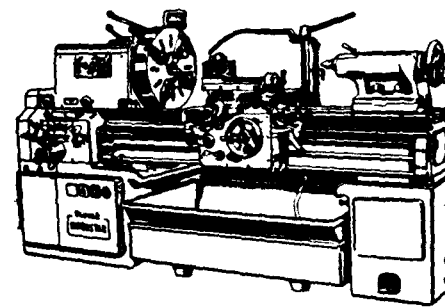
Extending your co-operation for keeping the surroundings clean and by availing of the services of Sanitary Staff provided at stations whenever required.



(Issued by Northern Railway on behalf of Indian Railways)

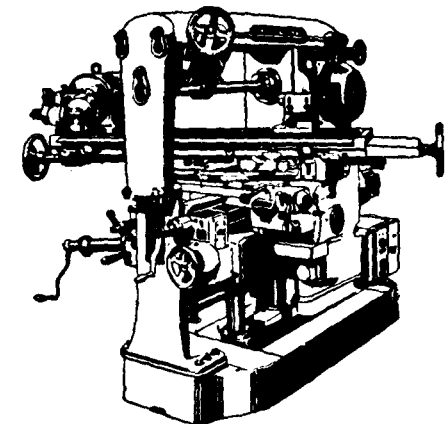
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SOUTHERN RAILWAY

TENDER NOTICE

The Deputy Chief Engineer/Construction, Egmore, Madras-8, invites sealed tenders for the following work upto 13 hours on Monday, the 9th June 1958 :-

NAME OF WORK	Approximate cash value of the work	Earnest money	Period of completion	Cost of tender form
North-East Line—Bezwada-Waltair Section. Earthwork in forming the Bank and Service Road in connection with the Regrading and Realignment of track between Hamsavaram and Tunji (miles 419 to 423/12)	Rs. 9,97,000	Rs. 29,910	Six Months	Rs. 10

Earnest money as detailed above is to be paid in advance to the Chief Cashier, Park Town, Madras-3, within 12 hours on Thursday, the 5th June 1958 and the receipt attached to the tender.

Further particulars and the tender forms can be had from the Deputy Chief Engineer, Construction, Egmore, Madras-8, on production of a receipt for the sum of Rs. 10 towards the cost of tender form paid to the Chief Cashier, Park Town, Madras-3, or any Station Master on the Southern Railway, within 12 hours on Thursday, the 5th June 1958.

SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S/236/1/D/1507/AJJ/1.

Sealed tenders are invited for the supply of Bolts, M.S. Square head without fish nuts and without washers of sizes and Bolts turned with nuts of sizes and will be received by the Controller of Stores, Southern Railway, Ayanavaram P.O., Madras-23, before 3 P.M. on 11-6-1958 and will be opened by him at 3 P.M. on 12-6-1958.

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

The last date for the receipt of earnest money, viz., Rs. 500 by the Chief Cashier, Southern Railway, Madras-3, is 10-6-1958.

The tender forms will not be issued after 3 P.M. on 6-6-1958.

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After some experience it was estimated that the average life of high rails on electrified lines had been increased from 4 to 15 years, and on main steam lines from 6 to 20 years.

There are now over 3,000 Aladdin Lubricators in service. Apart from saving in rail wear, they have been proved to effect a very considerable saving in the wear of wheel flanges.

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To sum up, the Aladdin Lubricator is a simple device which performs in an efficient manner.

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3rd May, 1950



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SOUTHERN RAILWAY

TENDER NOTICE

TENDERS FOR - ARKONAM - IMPROVEMENTS TO LOCO SHED - MADRAS DIVISION.

The Divisional Superintendent, Southern Railway, Madras Division, Rayapuram, Madras-13, invites Sealed Percentage Schedule Tenders for the above to reach him not later than 16 hours on 9th June 1958. The total approximate value of the contract is Rs. 1,44,000.

The cost of tender form is Rs. 10 (Rupees Ten only) each which is not refundable. The last date for sale of tender forms is 15 hours on 4-6-1958. The earnest money of Rs. 4,300 should be paid in advance to the Divisional Pay Master, Southern Railway, Rayapuram, Madras-13, before 12 hours on 5-6-1958. Other particulars can be had at the Office of the Divisional Superintendent, Works Branch, Madras Division, Southern Railway, Rayapuram, Madras-13.

SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S/236/1/GB4/F/2334/MECH/3A.

Sealed tenders are invited for the supply of 15 Cuts, Steel Tool, High Speed, Grade I, Flat 3" x 1", 22% Tungsten or 18% Tungsten with 5% Cobalt and will be received by Controller of Stores, Southern Railway, Ayanavaram P. O., Madras-23, before 3 P.M. on 19-6-1958 and will be opened by him at 3-30 P.M. on 20-6-1958.

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

The last date for the receipt of earnest money, viz., Rs. 500 by the Chief Cashier, Southern Railway, Madras-3, is 18-6-1958.

Tender forms will not be issued after 3 P.M. on 16-6-1958.

SOUTHRAILNEWS

(Published by the Southern Railway)

VOL. V

EDITORIAL NOTICE

No. 2

K. SRINIVASAN, Editor

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

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

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

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

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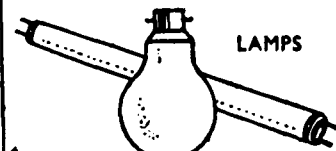
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Railway employees drawing a salary of Rs. 200 and over, can pay the subscription through their salary bills, and others should remit the full amount by M.O. to

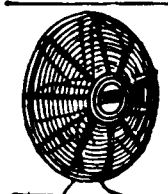
THE EDITOR

"Southrailnews" 18A, Mount Road, Madras-2

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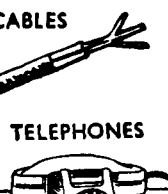
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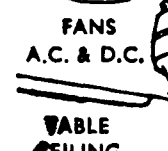


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SOUTHERN RAILWAY

TENDER NOTICE

The Deputy Chief Engineer (Construction), Southern Railway, Egmore, Madras-8, invites sealed tenders for the following works at Hubli upto 13-00 hours on Thursday, the 12th June 1958 :—

Sl. No.	NAME OF WORK	Approximate cash value of the work	Earnest money	Cost of tender form
		Rs.	Rs.	Rs.
	<i>Hubli Workshops—Remodelling of</i>			
1	Construction of Latrine (3 Nos.) ..	1,22,000	3,660	10
2	Construction of Road Transport shed and office ..			
3	Construction of a shed for Tyre heating furnace and Oxy-Acetylene plant, etc. ..			
4	Construction of extension of Train Lighting Depot and chargeman's office ..			
5	Construction of C. and M. Laboratory ..			
6	Construction of compound wall ..			
2.	Last date of deposit of earnest money with the Chief Cashier, Southern Railway, Park Town, Madras-3.	12-00 hours on Monday the 9th June 1958.		
3.	Last date of issue of tender forms ..	12-00 hours on Monday the 9th June 1958.		
4.	Time and date of opening of tenders ..	15-00 hours on Thursday the 12th June 1958.		

Further particulars and the tender forms can be had from the Deputy Chief Engineer (Construction), Egmore, Madras-8, or from the Inspector of Works, Hubli Workshops Remodelling Works, Hubli, on production of a receipt for the payment of the cost of the tender form either from the Chief Cashier, Southern Railway, Park Town, Madras-3 or any Station Master on the Southern Railway.

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ENGINEERS
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and metre gauges 3.79 and 4.90 per cent in 1956-57 as against 4.68 and 7.34 in 1955-56. The average train load in tons per train reflected improvement on the Broad gauge and metre gauges during 1956-57 from 528 and 242 during 1955-56 to 554 and 254 respectively. Equally important statistics which reflect the effect of the time factor with the volume of transportation is the net ton mileage for goods train hour. The average conveys the idea of the distance to which the net freight or the pay load has been moved during an average hour operation of goods train. There has been a steady increase in the average during the last several years on the metre gauge. On the broad gauge there has been a steady improvement as compared with the previous 4 years. Compared with the performance of 1948-49 a net ton mileage per goods train has increased by 10.3% on the broad gauge and by 3.5% on the metre gauge. These

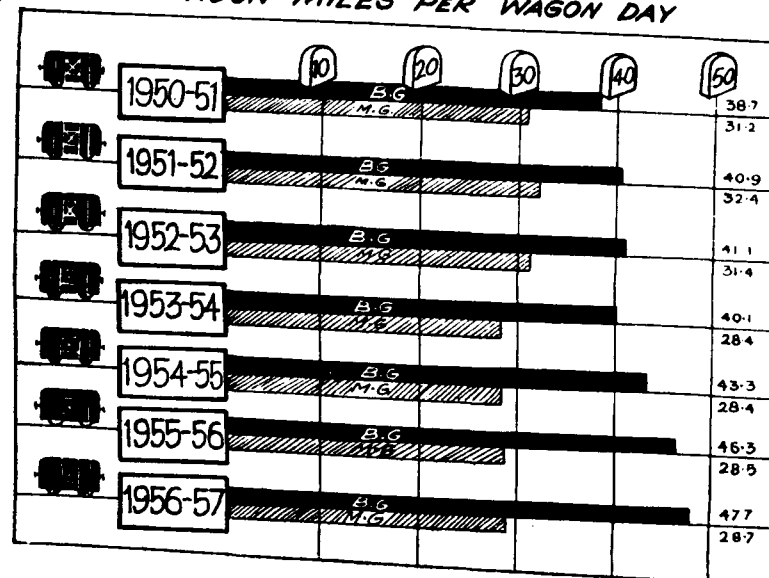
figures are the highest reached since 1948-49.

*Average Train Loads in Tons
Class I, Government Railways*

	Broad	Metre
1948-49 ..	468	174
1949-50 ..	461	181
1950-51 ..	479	182
1951-52 ..	487	187
1952-53 ..	469	203
1953-54 ..	482	216
1954-55 ..	500	222
1955-56 ..	528	242
1956-57 ..	554	257

Thus it will be clear that the key statistics of net ton miles per wagon day and wagon miles per wagon day, which in final analysis represents the profitable movement of goods traffic, essential for the successful implementation of Railways' Second Five-Year Plan has considerably improved.

WAGON MILES PER WAGON DAY



NOTES ON CURRENT RAILWAY TOPICS

TRAVEL MINDED INDIANS

Do the Indian people travel much?

By rail alone, one per cent of India's population travels daily—approximately 3,800,000 passengers. The journeys which these passengers undertook during 1956-57 aggregated to an average of 120,000,000 miles *every single day*—the equivalent of 4,800 trips round the world at equator.

In 1941-42, only 4,390 persons per million of India's population used to travel by rail daily. By 1956-57, this number had increased to 10,650 per million of the population daily—nearly two and a half times.

HARD WORKING TRAINS :

How hard do the trains in India work?

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

PASSENGERS AND PROFITS :

The Indian railways, during 1956-57, earned an average of 5.34 pies carrying a passenger over a distance of one mile. Their earnings from moving a ton of goods over the same distance were as high as 11.3 pies or more than double.

Over 1,382 million passengers who travelled by rail in 1956-57 contributed

only one-third of the total earnings during that year, goods traffic being the chief earner, contributed 57.37 per cent of the total.

During the year, passenger trains were hauled over distances aggregating 119 million miles, as against only 87 million miles for goods trains.

ON WITH ELECTRIFICATION :

The Second Five-Year Plan provides a sixfold increase in the electrified railway route mileage in India, the largest single railway project during the Second Plan period. As against only 240.24 electrified route miles at the end of the first plan period, the second plan provides for 1,434 additional miles.

The first electric train in India ran from Bombay on February 3, 1925. Three years later, the first electrified line on the ex-B.B. & C.I. Railway was opened on January 8, 1928. Another three years later, the first electrified line on the ex-South Indian Railway was opened on May 11, 1931. For the first time in the Eastern region, electric trains started running from Howrah on December 14, 1957.

HIGHWAYS OF STEEL :

The total route mileage of the Indian Railways has now crossed the 35,000 mark. Still Asia's largest and the world's fourth largest railway system, the Indian Railways have since independence added 1,016.7 miles of new lines.

THE CHITTARANJAN DIARY :

The Chittaranjan Locomotive Works produced 625 W.G. locomotives by the end of December 1957—roughly eight years since production started. It was on January 26, 1950, that production was inaugurated. Four years later, on January 6, 1954, the 100th engine rolled off the assembly lines. Others followed in quick succession: the 200th engine on February 5, 1955; 300th on November 30, 1955; 400th on August 12, 1956; 500th on March 25, 1957; and 600th in November 1957.

COAL BY THE MILLION TON :

Of the total quantity of coal produced in the country, Indian Railways alone consume one-third. During 1956-57, out of a total production of 40.31 million tons, the railways consumed as much as 13.2 million tons. In the previous year, the railways consumed 12.3 million tons out of the total production of 38.46 million tons.

81 HOSPITALS, 434 DISPENSARIES :

In addition to the normal medical facilities available to citizens, Indian railwaymen had, all to themselves, 81 hospitals and 434 dispensaries at the end of 1956-57. Since then three more hospitals and 11 dispensaries have been added, and plans for the next three years include nine more new hospitals and 50 dispensaries.

ALL WORK AND NO PLAY :

To provide recreational facilities to their employees and their families, the Indian Railways have till now set

up 414 Institutes and 58 clubs. There are plans to set up many more during the Second Plan period. The Northern Railway has the largest number of institutes—78. The Western Railway has the smallest—27.

TECHNICAL TRAINING IN U.K. FOR INDIAN RAILWAY OFFICIALS :

Expansion of the tele-communication services of the Western Railway in India is expected to be the task of Mr. R. S. Oak, of Bombay, Deputy Chief Wireless Inspector, who is now in Britain to study the maintenance of communications equipment. Under the Technical Co-operation Scheme of the Colombo Plan, Mr. Oak will study with Marconi's Wireless Telegraph Co., with the General Post Office engineering Training School, and with the Signal Engineering Department of British Railways.

Another Indian engineer now in Britain for technical training is Mr. W. B. Singh, from Ajmer, where he is a foreman at the steel foundry department of the Western Railway Workshop. During his five-months visit he is being attached to a number of leading steel manufacturers.

RAIL CONCESSIONS TO HILL STATIONS

As in former years, the Railway Board has decided that concessional hill station return tickets at 1½ single journey fares should be issued this year also with effect from April 1, 1958 for first, second and third classes.

The concession return tickets will be issued to the following stations: Pathankot, Simla, Solan, Dharampore

(Punjab), Dehra Dun, Kathgodam, Darjeeling, Kurseong, Shillong, Abu Road, Pipariya, Ootacamund, Coonoor, Kodaikanal Road and Kotagiri Out-Agency.

The concession tickets will be available for three months and will be issued from all stations from which chargeable distance is 150 miles or more. Tickets will be issued upto October 31, 1958.

The usual conditions regarding break of journey, reservation, etc., attached to the issue of similar concession tickets last year would apply this year as well.

PRIZES AWARDED TO RAILWAYMEN**RAILWAY WEEK EXHIBITION IN DELHI CLOSES**

On 19th April 1958, Mrs. Jagjiwan Ram gave away prizes to 32 railway employees or members of their families for the best entries submitted by them in nine different sections of the All-India Railway Employees' Handicrafts Exhibition.

The exhibition had been organised in connection with the Railway Week in order to cultivate creative talent amongst railway employees and their families.

Among the 32 prize-winners, 16 were women or children. From the Eastern Railway, all the four prizes were won by women, each one of them getting a first prize.

The prize-winners included two children of seven years each, the wife of the General Manager of the Eastern Railway, and a number of ordinary workers including mechanics, carpenters, tracers, trade apprentices, guards and an assistant surgeon.



The Silver Medal awarded to sixteen Railwaymen by the Railway Minister during Railway Week

The Qtab Minar made solely out of match sticks by Sri J. K. Chaina of Central Railway, bagged a special prize at the All-India Railway Employees' Handicrafts Exhibition





Sri Jagjivan Ram with the Railwaymen who were awarded Silver Medals and National Saving Certificates for Rs. 500 for outstanding performance in various fields

The employees of the Northern Railway or members of their families won 12 prizes, Western Railway 8, Central Railway 5 and Southern Railway, Integral Coach Factory and the Railway Board one each.

The nine sections in which the prizes were awarded were hand embroidery, patch work, applique work, machine embroidery, metal and wood work, fancy work, painting, sculpture and carving.

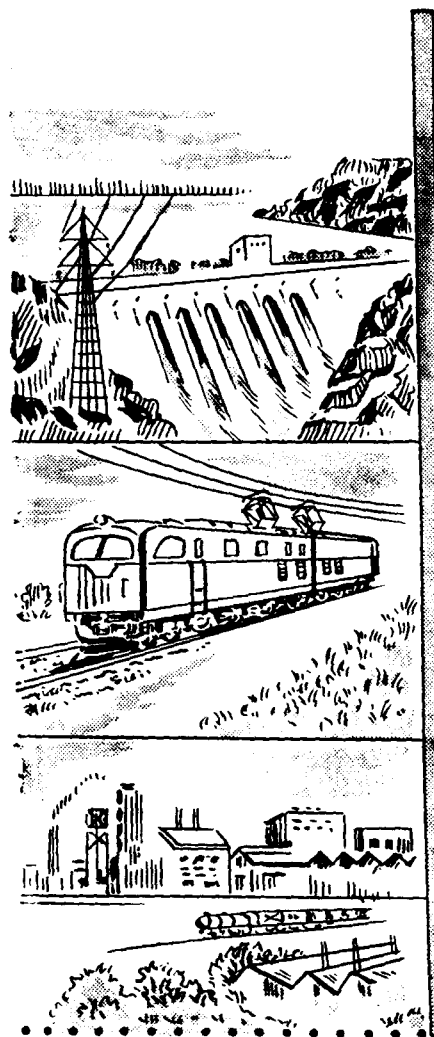
The meeting of the Indian Railway Conference Association, in progress



Prime Minister Nehru in a thoughtful mood

—(Photo by our staff photographer)

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1C.3

LEADERSHIP AMONGST RAILWAYMEN VITAL FOR PLAN SUCCESS

P. C. MUKERJEE

Chairman, Railway Board

This is a special Feature issued during Railway Week—Ed.



will always be a lot to be done in this matter, and that each one of us has a part to play.

There are a number of different tasks that have to be performed on the railways. It is only as the result of the united effort of all of us that these tasks can be completed, and to do them well needs care and attention from each one of us. Such united effort also calls for leadership at all levels, and real success depends vitally on the extent of leadership that can be displayed.

As members of our staff in many cases live far away from their homes, many things have been done and many more are being done to make it reasonably possible for a person to work without unnecessary worry and anxiety. These facilities come principally under the heads of accommodation, medical attention and recreation.

HOUSES FOR WORKERS :

Residential accommodation was in the past provided to a limited extent, but in recent years there has been a vast increase in this direction, as also in the direction of putting up schools, institutes, hospitals, etc.

In the current Plan, Rs. 50 crores have been earmarked for these and other purposes and within these resources housing will be provided first to those whose need is greater as they are in areas where private enterprise is not forthcoming. Side by side

WE are now in the annual Railway Week. This will mark the 105th year since the first railway in India started working. Year by year, the railways are growing in size and with the integration of all major railways under Government, we have now over a million employees serving in railway administrations in the country. The Railway Week should perhaps be treated like a family reunion. In our case, of course, it is an enormous family.

The Week should make us think whether we have been able to gain the confidence of the people we serve. After all, our main objective should be to provide the most efficient and safe form of transport. If we search our hearts, we must realise there

improvements are being made to existing quarters with provision for water-borne sanitation and electrification.

BETTER EDUCATION FACILITIES :

Although education is primarily a subject under the States, a survey of the availability of primary schools in railway colonies was recently undertaken and as a result several primary schools are likely to be added to the large numbers that are already maintained.

Expansion in other directions, by way of more classes or higher classes in existing schools, also continues to receive attention. The opening of residential schools in each linguistic area to meet the needs of employees serving outside their linguistic area is under contemplation. So are subsidized hostels for children of the employees who might otherwise be deprived of educational facilities.

Then there is educational assistance which, under certain conditions, provides for a subsidy on expenditure on tuition and boarding fees when a child is admitted into a boarding school. More recently, a large number of scholarships have been instituted annually to railwaymen's children for the pursuit of higher technical education.

MEDICAL ATTENTION :

As regards medical facilities, quite a lot has been done in the last few years to augment the facilities available. Last year alone three new hospitals and 11 new dispensaries came up, increasing by nearly 400 the number of beds.

Special attention has been paid to make available treatment for T.B. Apart from reserving beds for treat-

ment of T.B. in railway hospitals and at selected sanatoria, a large number of chest clinics to facilitate early diagnosis has been established.

Steps have been taken to appoint wholetime specialists in diseases of the eye, ear, nose and throat, etc., and in the larger hospitals, the services of consultants of repute in their special field have been provided. An experiment is also being made with mobile medical vans for the benefit of railwaymen working at places some distance away from dispensaries.

Medical attendance rules have been reviewed and liberalised and certain disabilities attached to Class IV staff have been removed. Equal medical facilities are now available to all without distinction of class.

RECREATIONAL AMENITIES :

The recreational needs of staff are also receiving attention. Institutes and clubs are being multiplied.

In sport and athletics, railways have achieved a name and place of which every railwayman has reason to be proud. Facilities have been made available for the promotion of every game and for participation in the more important tournaments.

Since last year, emphasis is being placed on cultural activities with the object of bringing out the latent artistic talent in railwaymen and their families. The cultural shows during the last Railway Week were a great success and similar shows this year have been held not only at Delhi but also at other centres. Exhibition of handicraft, both artistic and industrial, will form an integral part of such shows.

The string of holiday homes opened in the last two years at idyllic and picturesque stations have become popular and now make it possible for railwaymen who could not otherwise afford it, to take rest from work. The needs of those convalescing after sickness will not be forgotten either. Convalescent homes are being set up and children of railwaymen have had their share of fun in the outings and camps organised at places of interest or scenic beauty.

BETTER SERVICE CONDITIONS :

In a more direct bid to improve the lot of railwaymen, early last year, most of the Class III staff had their prospects of promotion improved by a more liberal distribution of posts in higher grades. An appreciable number of the comparatively lesser paid railwaymen have thereby larger monetary benefits in prospect.

In order to assist in providing greater openings to Class IV staff, a high-power-committee was set up for reviewing the channels of promotion for Class IV staff and their report has just come to hand. This, it is hoped, will open up prospects for such staff.

In the larger sphere, Government have appointed a Pay Commission to review the pay structure and terms and conditions of service.

And then there is the pension scheme recently introduced, which makes available to railwaymen a steady income during their well-earned retirement. For the bulk of staff, the pension

scheme is likely to be a boon and it was for just that reason that it was introduced.

ASSOCIATION WITH MANAGEMENT :

With the gradual evolution towards an industrial democracy, association of labour with management is being striven for in suitable stages. The annual contribution to the Staff Benefit Fund is again being substantially enhanced and the constitution of the committee administering the fund has been modified so as to leave effective control to the staff representatives.

The Labour Advisory Committees, which advise railways on the provision and planning of welfare works, have been revitalised. Then there are the staff councils, welfare committees, works committees and the like. The aim is to strengthen these various bodies so that there is effective communication and participation in the joint tasks.

While all these improvements are being effected, in order to help, create better conditions of living and working, there will always be the need to ensure that everyone has a fair deal. In this respect, I again refer to leadership, at all levels, because it is only by looking after those working under our supervision that we can hope to get the best out of them.

The current Plan and other Plans to come have set before us tasks of great magnitude. The present generation of railwaymen are fortunate that they have been called upon to render this service to the country.



All along the line

For well over 50 years Wakefields have supplied lubricators to the railways of the world. As technical changes and advances are achieved, new problems in lubrication are encountered. Throughout their long history, Wakefields have always met and resolved these difficult problems. Whatever the future holds—Wakefields will continue their unequalled service all along the line, all over the world.

WAKEFIELD RAILWAY LUBRICATORS

A driver entering the cab of a modern diesel-electric locomotive. This picture is reproduced by courtesy of British Railways.

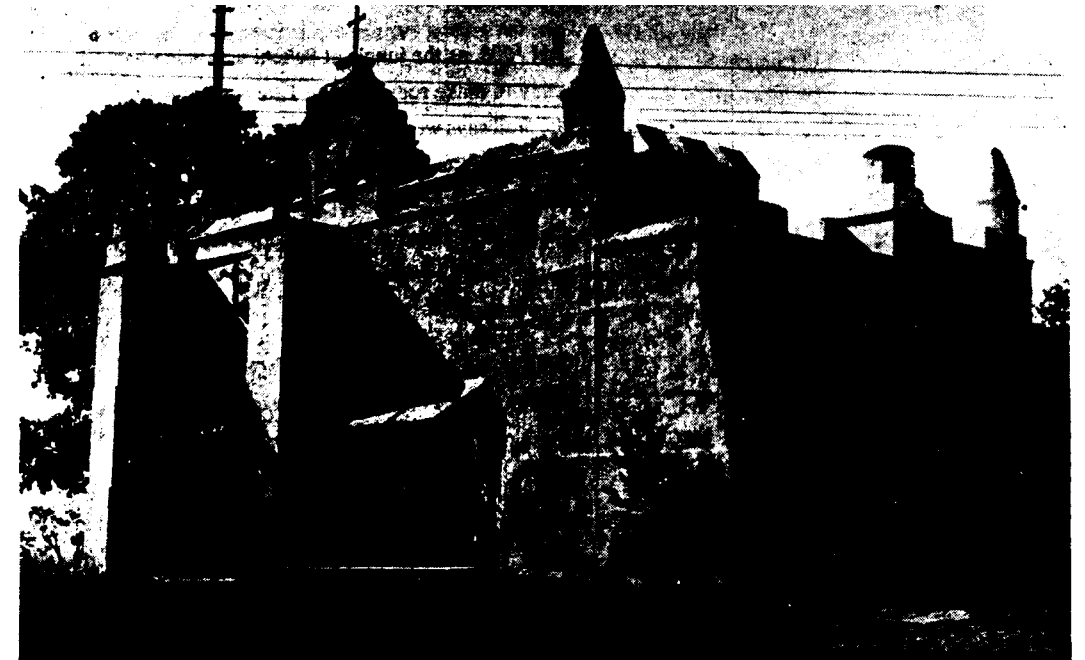


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The Church on the Mount

ST. THOMAS MOUNT

V. KESAVA SARMA

C. S. T. E.'s Office, Southern Railway, Madras

NESTLING in the plains of the East Coast and overlooking the Bay of Bengal, St. Thomas Mount rises nearly 300 feet above sea-level and is situated nearly 8 miles from Madras. It is served by a suburban Railway station in the Madras Beach-Tambaram section of the Southern Railway.

If Little Mount goes down in history as the place of shelter to the Apostle Thomas and if Mylapore (San Thome) is the hallowed spot possessing his tomb, St. Thomas Mount is the Calvary

of St. Thomas. It is here, round about the year A.D. 68 that he attained martyrdom. The Bleeding Cross is still preserved in the church. The scene of his martyrdom is popularly known as "Big Mount". Tamilians call it "Periamalai" and also as "Parangimalai". This may be due to the "Pharangis", as the Europeans were called, who settled around it. It is also possible that it may be due to the cannon, which was fired from the top of the mount, as in Tamil "Bhirangi" means cannon. Whatever

no stop at Kalimati

IN 1908, as the jungle at Sakchi was being hacked away to make room for the Tata Steel Works, the Railways were laying a 3½-mile spur connecting the works site with Kalimati—a tiny station where few trains stopped those days. And before the Works started production, a 40-mile railway line joined Kalimati with the Gurumahisani iron ore hills.

This association between Tata Steel and the Railways has continued ever since. Today, as Tata Steel races to complete its two million ton expansion by mid-1958, the Railways are constructing marshalling yards, doubling and electrifying tracks, and laying new lines to handle the increased traffic.

Between Tata Steel and the Railways, it has not been an entirely one-way traffic. Since 1913, Tata Steel has supplied to Indian Railways nearly 4.30 million tons of rails and railway materials, 274 thousand tons of wheels, tyres and axles, and hundreds of thousand tons of plates and structural for building wagons and bridges.



it is, this is a place of pilgrimage to the Christians and the church here is visited by thousands of pilgrims every year.

The original church was built by the Portuguese under the direction of Father Gasper Coelho, Vicar of San Thome. Coja Safar, an Armenian who died in 1725 and who has been buried within the church was responsible for the extensions in 1707. The church of Our Lady of Expectation on the hill, is under the Parish Church of St. Thomas Mount. There is also an Orphanage attached to this Church.

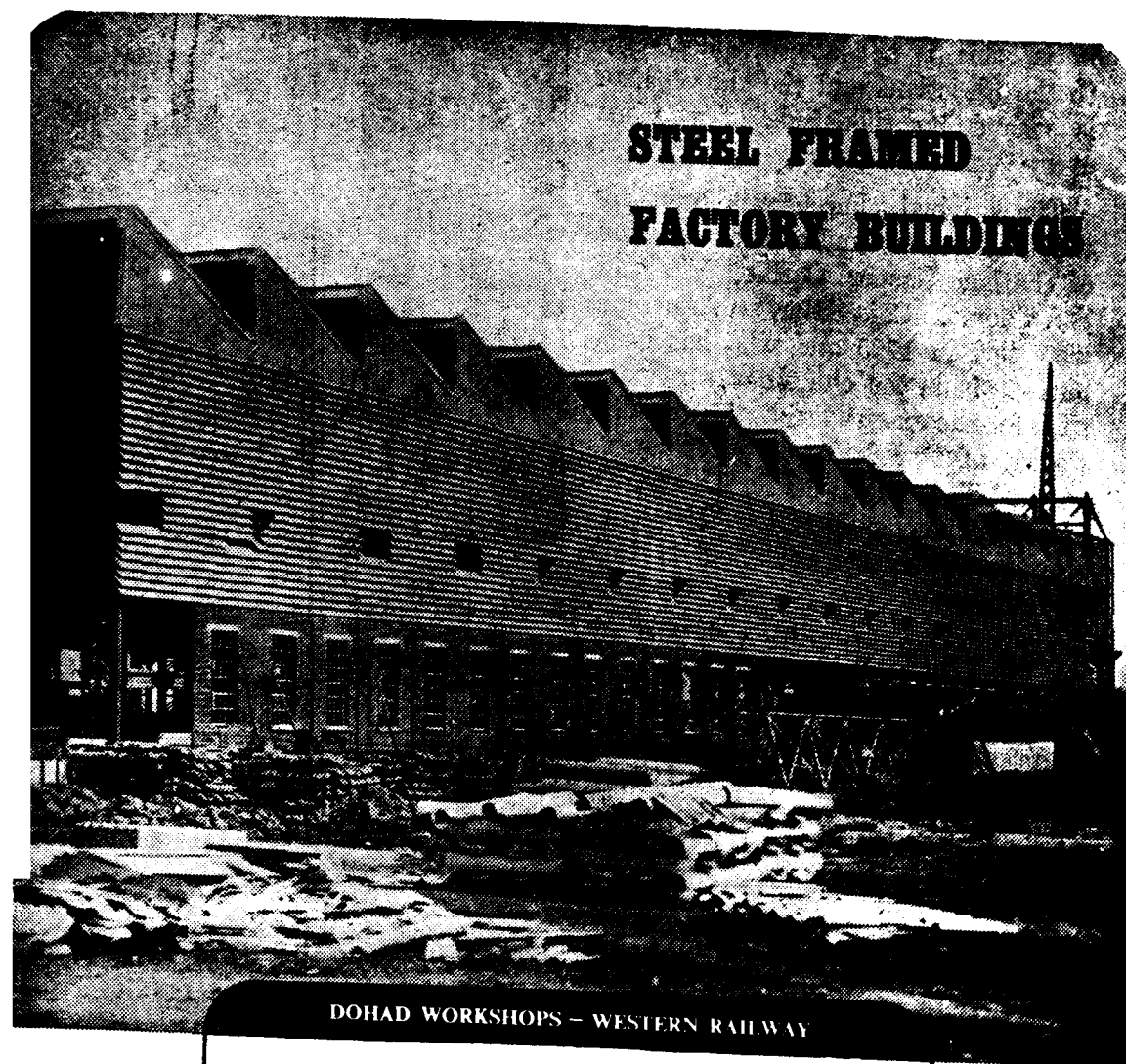
There is an exquisite painting of Our Lady with the Holy Infant in her arms. The colours used are the traditional hues of Our Lady—pink, red, blue and gold. It is traditionally acknowledged to be one of the seven portraits painted by St. Luke, the Evangelist and brought to India by



Main Altar in the Church

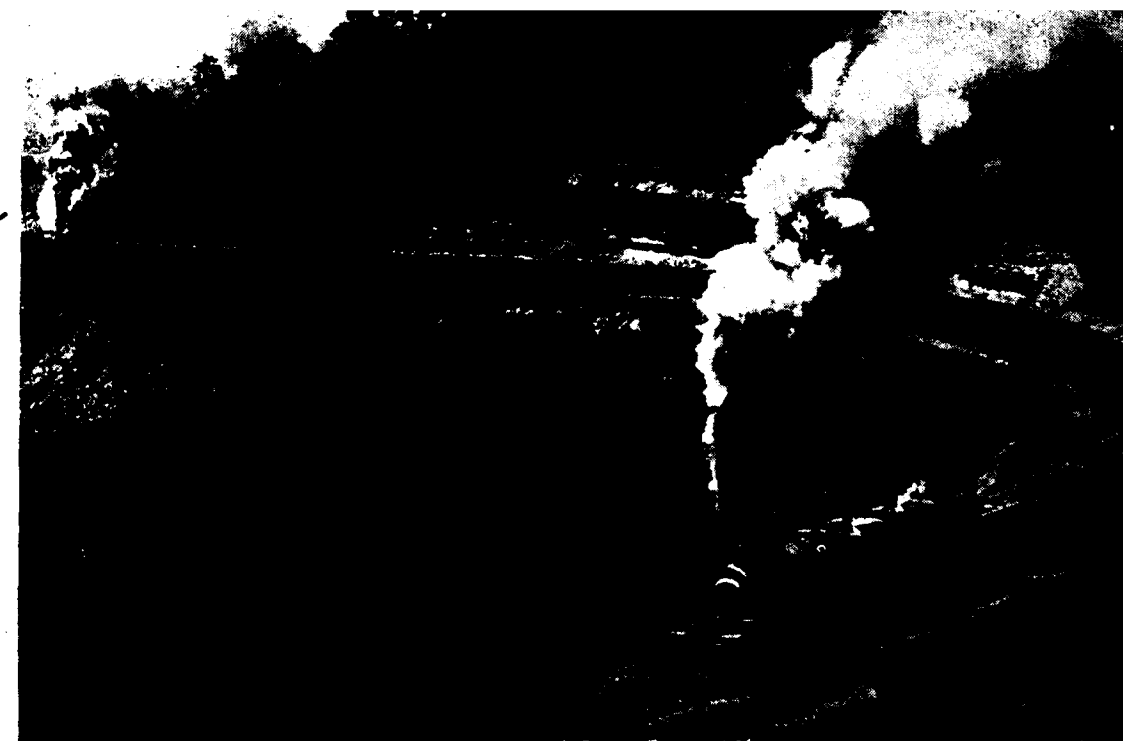
St. Thomas. At the top of the Altar there is a painting of the martyrdom of St. Thomas, which is a fifth century A.D. painting.

THE EDITOR INVITES REPORTS OF FUNCTIONS HELD BY SOCIAL AND CULTURAL ORGANISATIONS, DRAMATIC ASSOCIATIONS AND INSTITUTES OF SOUTHERN RAILWAY WITH CAPTIONED PHOTOGRAPHS, PREFERABLY QUARTER PLATE (glossy).



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Baltimore & Ohio coal train on the Salthick curve, in West Virginia with steam engine assisting in the rear

WORLD OF RAILWAYS

ARTHUR L. STEAD

Our London Correspondent

LONDON has for long been the railway centre of the world. Making a routine business call the other day, your Correspondent was intrigued by the sight of a fine London city office carrying the sign: "Baltimore and Ohio Railroad". The thought at once occurred that, while almost everyone knows that the first public railway in the globe was George Stephenson's historic Stockton and Darlington line of 1825, probably few could name, without recourse to reference books, the pioneer public railway of the United States of America.

In view of the enormously important part played by the American lines in

world rail development, and the ever-growing influence of America in global affairs, the present would appear an opportune moment to record in these pages the birth of the "Iron Way" in the U.S.A., and to describe the layout and working of America's oldest public railway, which was in fact the Baltimore and Ohio, whose European headquarters in the heart of London caught your Correspondent's eye.

The United States, of course, forms a huge stretch of territory, measuring more than 3,000 miles from east to west, and almost 2,000 miles from north to south. All kinds of country are embraced in the Union with many

variations of climate, and the complete U.S. rail network of today covers roughly 227,000 route-miles, or 398,000 track-miles, this representing about thirty per cent of the world's railway mileage. The American Railways are operated by some 700 separate companies, all privately-owned, but subject to many Government controls in respect of vital operating practices, rates and fares, and so forth.

Americans first began to enjoy rail transport nearly five years after Stephenson's "Locomotion No. 1" made history in England, and the pioneer railway in the U.S.A. was the double-tracked fourteen-mile long line from Baltimore to Ellicott's Mills. This was the embryo out of which grew the far-flung and extremely progressive system known as the Baltimore and Ohio Railroad.

Headquarters of the B. & O. are located at Baltimore, at the head of Chesapeake Bay, and the company operates a mileage of about 11,500, of which 10,500 miles are actually owned by the B. & O., and the balance operated under lease or trackage rights. The undertaking serves the vast stretch of territory lying between New York, Philadelphia, Baltimore and Washington in the east; and Chicago, St. Louis and Kansas City in the West, linking thirteen of the most important States in the Union, and providing passenger and goods transport facilities of the highest standards.

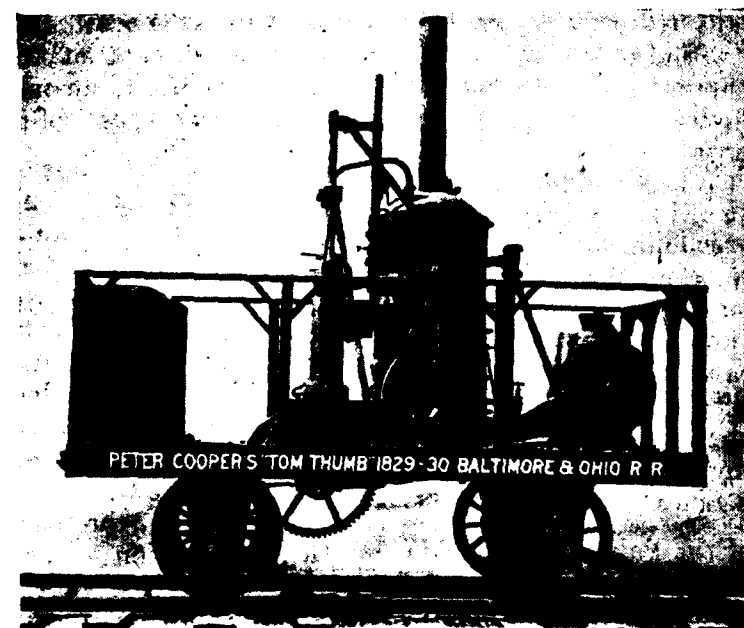
As its name implies, the Baltimore and Ohio Railroad was originally planned to link Baltimore with the country to the west *via* the route of the Ohio River. First envisaged as a horse-hauled system, steam locomotive developments in Britain led the pioneers

to investigate the possibilities of steam haulage, and on August 25, 1830, Peter Cooper's locomotive, "Tom Thumb", made its first successful trip from Baltimore to Ellicott's Mills and return, pushing a small open car with eighteen passengers aboard. In the following year, another locomotive appeared on the line—the "York", built by Phineas Davis—and steam locomotive haulage replaced horse transport once and for all.

Pushing its tracks westwards, the B. & O., by December 1834, reached Harper's Ferry, and by November 1842, Cumberland. There, the stiff crossing of the Allegheny Mountains had to be effected, and it was not until January 1853 that the company's original objective—the bank of the Ohio River—was reached at Wheeling. Four years later, through trains commenced to run from Baltimore to Cincinnati and St. Louis. Working into Pittsburgh began in 1871, and into Chicago in 1874.

Meanwhile, the through mainline from Washington to New York, *via* Baltimore, Wilmington and Philadelphia, had been opened out, giving the B. & O. through communication between New York and the Mid-West. The linking up of many important centres, such as Rochester, Buffalo, Cleveland, Toledo, Indianapolis and Springfield, was an ambitious task at last completed, and the acquisition of the Chicago and Alton Railroad in 1930 took the B. & O. "furthest west" to Kansas City.

Mount Royal Station, Baltimore, headquarters of the B. & O., is one of the best-known railway stations in the U.S.A. It is one of a long chain of fine stations scattered up



Peter Cooper's "Tom Thumb" Locomotive

and down the system offering every passenger amenity and convenience, and possessing rare architectural beauty. Actually, Mount Royal station building, with its relatively small windows and wide verandah, is in many ways reminiscent of a number of Indian stations.

At other points on the B. & O., you find stations of ultra-modern design featuring ferro-concrete construction and the liberal use of glass. To and from Baltimore, there are operated fine de luxe passenger services, like the "Capital Limited" and the "National Limited", linking eastern and western points, and bringing New York, Philadelphia, Baltimore and Washington, within easy reach of Chicago, St. Louis and Kansas City.

In recent times, the B. & O. played a notable part in developing the

through sleeping car service from the Atlantic to the Pacific, which ranked as an outstanding post-war achievement of the U.S. lines. This cross-country service—comparable with the Indian Railways' Bombay-Madras and Bombay-Calcutta runs—cut out the irritating change which through passengers previously had to make at Chicago.

It was in March 1946, that the B. & O. joined with the Atchison, Topeka & Santa Fe Railway in operating through sleeping cars between Washington and Los Angeles, the through vehicles working in the B. & O.'s "Capitol Limited" between Washington and Chicago, and the Santa Fe's "Chief" between Chicago and California. In June 1946, through sleeping car service was introduced between Washington and San Francisco. Between Washington and

Chicago, the through vehicles work in the B. & O.'s "Shenandoah Express", and between Chicago and San Francisco they are handled on the "Pacific Limited" of the Chicago and North-Western, Union Pacific and Southern Pacific systems. In July 1946 through sleeping and reclining car service was introduced between Washington and Tulsa, Oklahoma City, Dallas, Austin and San Antonio, Texas. Between Washington and the Mid-West, the B. & O. handles the through coaches. Over the western routes, the business is handled by the Frisco-Missouri-Kansas-Texas Lines.

Mainlines of the Baltimore and Ohio are laid with heavy steel, and many routes are equipped with automatic block signals. For train haulage, diesel locomotives largely are employed, dieselisation, of course, having been a conspicuous feature of American "rail-roading" since World War II.

The B. & O. serves the heart of industrial America, and is a great freight carrier. Actually, for every dollar earned, eighty cents come from the conveyance of goods, coal and coke. In a single year, the company handles something like 137,500,000 tons of freight, of which the principal traffics are coal and coke, manufactured goods, agricultural and forest products and live-stock.

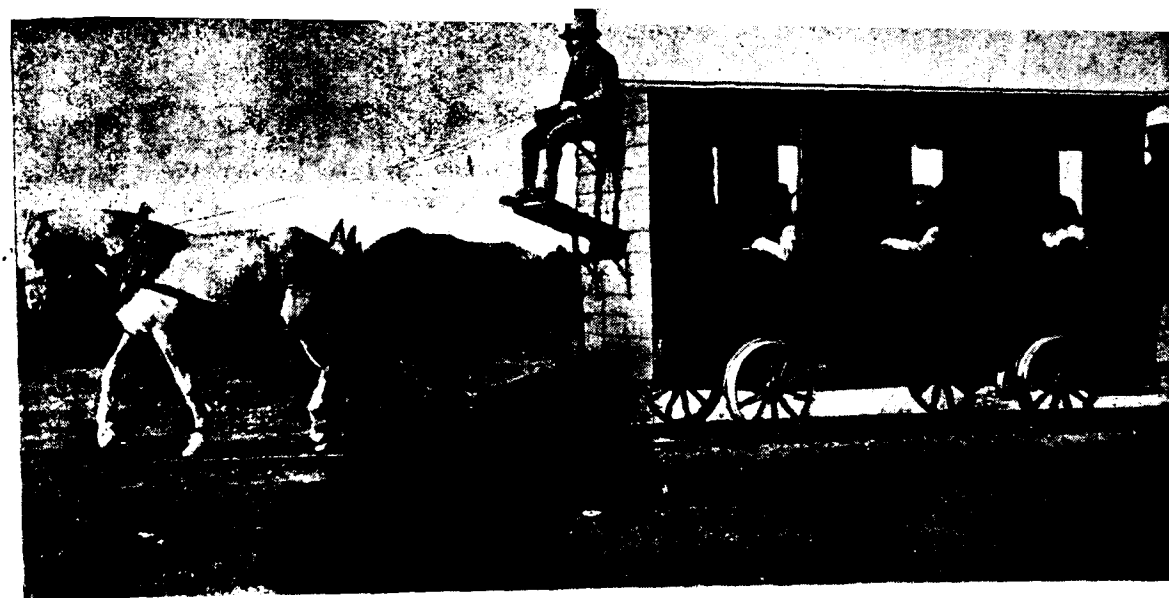
Something like 90,000 goods wagons are owned by the B. & O., these including wagons of all types, many of high capacity. On the Atlantic Coast, the B. & O. operates vast goods terminals, with shipping facilities second to none. At Baltimore, the marine terminals of the railway form one of the largest individually-owned installations of their kind, the massive

goods yard at Locust Point handling a constant stream of freight of all types to and from steamships linking America with all parts of the world.

While passenger business on the B. & O. (as on most American lines) takes second place from the revenue viewpoint to goods handling, every year about 13,000,000 passengers are carried. We have mentioned some of the fine long-distance expresses operated by the line, but it should not be imagined that de luxe long-distance movement represents the only care of the B. & O. passenger department. Actually, the company pays particular attention to the handling of the ordinary everyday short and medium-distance passenger business, and no U.S. railway offers speedier nor more comfortable movement of this type. The B. & O. owns about 1,200 passenger carriages of many different types, and in addition operates some 60-odd dining cars in regular service.

Baltimore & Ohio employees total about 60,000, and the company is proud to record that during World War II some 17,857 employees served in the Forces. The B. & O. likes to be known as the "Friendly Railway", and it has earned just fame for employee courtesy. It may be that, as the oldest of the American systems, the B. & O. has been fortunate in that old-fashioned courtesy has been handed down among its staff from generation to generation. In any event, it is noticeable how well-spoken of is this particular system among much-travelled people.

Indicative of the manner in which the B. & O. seeks to please its patrons is its willingness to adopt ideas likely to improve public relations. The



"Horse Car"—1829. The first passenger car run on rails in America

B. & O., for example, was a pioneer of the stewardess-nurse on long-distance passenger trains, and these women employees perform all sorts of helpful functions, from feeding babies with bottles of hot milk, to aiding elderly or sick patrons.

In recent years, the B. & O. has been a leader in technological research. In collaboration with other railways, it has developed a plan for stabilising the roadbed through elimination of water pockets by injecting cement grouts at points where difficulty was experienced in maintaining line surface because of

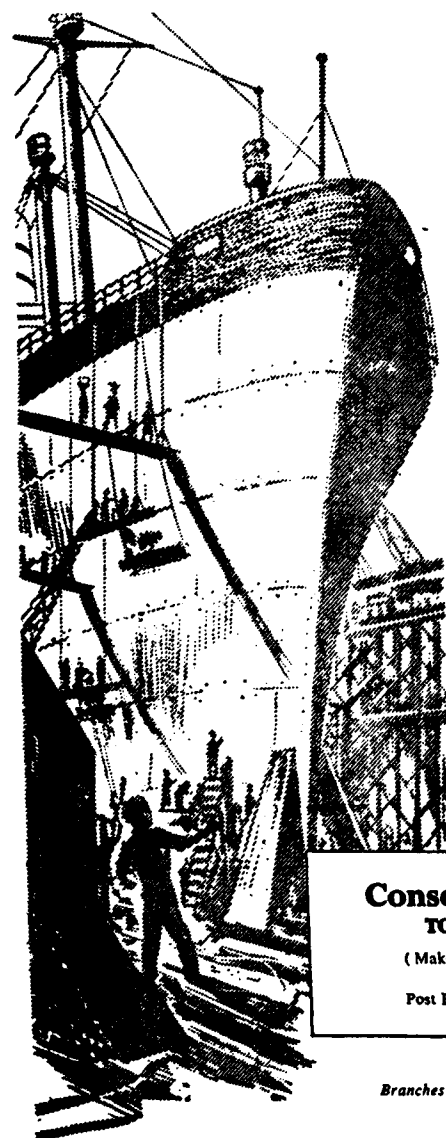
the structure of the soil and drainage conditions. It has also increased the use of power tools, such as spreaders, ditchers, bulldozers and crawler cranes, in the widening of cuttings and embankments, resulting in better track maintenance at reduced cost. The B. & O. has also interested itself in experiments with a coal-burning gas turbine locomotive, and also a large 6,000 h.p. steam-turbo electric locomotive with water tube boilers.

There is no doubt, America's oldest railway has made a wonderful contribution to the world of railways.



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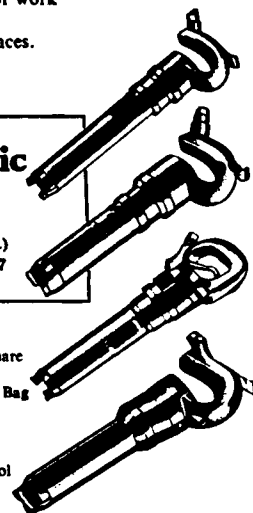
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THERE is no denying or disguising the fact that the International Leipzig Fair (held now twice a year) has become the World's leading Centre of East-West Trade. It may, incidentally be mentioned that the Spring Fair (which takes place at the beginning of March) features both technical and consumer goods, whilst the Autumn Fair (held early in September) concentrates on consumer goods. The range of exhibits invariably turns out to be, in the widest sense, comprehensive and the Fair is rightly named "The Shop-Window of the World".

A FEATURE :

Classification of the exhibits by trade sections has long been a feature and this method of organisation enables visitors to find quickly the sections that interest them and to make—with the minimum time and effort—the maximum number of useful trade connections. It is, indeed, something remarkable to note that in the course of a continuous—verily non-stop-history covering nearly 800 years, the Leipzig Fair has developed an organisation which has become a model for many other Trade Fairs!! But the hospitality of the Fair City is of cultural events (always arranged to coincide with the Fair) has led to the creation of another legend, namely: "At Leipzig, Commerce and Culture walk hand in hand."

It has been generally acclaimed (on all hands) that the recent Leipzig Spring Fair was an outstanding success,

demonstrating—as it did, *once again*—the importance of Leipzig as a centre of International Trade and as the political centre of trade between the two world markets. It may be stated (on the highest and undisputable authority) that a relaxed atmosphere characterised the Fair, and that the development of peaceful trade between the peoples (that was achieved) provided a powerful illustration of the possibilities of peaceful co-existence between states of differing social and economic systems. Small wonder, then, that industrialists and trading firms are evincing more interest in the historicity of the Leipzig Fair and as such an article—nay, a comprehensive survey—answering some of the questions raised by the young and old should provide ample food for reflection. The Leipzig Fair is, beyond all doubts and judged by all canons or measured by any yardstick, one of the oldest—if not the oldest—and largest institution of its kind. Is it possible to hear something about its Origin and History? Well, not so impossible.

A VARIED SUPPLY :

Long before the records first mention Leipzig—with its markets and fairs—some primitive, restricted forms of trade *must* have been done on the spot where the City stands today. The castle of 'Libzi' is first mentioned in 1015. Under its protective shadow markets, with the character of Fairs, began to be held around 1100. In those days the German equivalent for Fair was "Jahrmarkt". This term "Jahrmarkt" in the German parlance,

is today restricted to Fairs at which there are swings, roundabouts and sideshows of all kinds and where pedlars sell their wares. Originally Leipzig Fair, too, was *exclusively devoted* to retail trade and amusements of this kind. It was not till centuries later that wholesale trading began to dominate it! By the way, the German term for a trade fair, 'Messe' was first mentioned in connection with Leipzig Fair, when the Imperial Fair Privilege was granted to Leipzig in 1507. But it was not till about 1700 that 'Messe' finally replaced the word "Jahrmarkt". Now 'Messe' is also the German word for Mass, a Church Ceremony—the exchange of crowds that congregated in front of the churches at religious festivals. It seems *fairly certain* that already in the 12th Century the markets at Leipzig were held in the Spring and in the Autumn, at Easter and during St. Michael's Festival. Decisive for the rapid development of the fair was the geographical situation of Leipzig at the crossing of the 'Kings Highway' which led from Paris *via* Frankfurt—on—the—Main and Erfurt through Poland into the Ukraine and 'The Imperial Highway' which linked the North of Germany with Nuremberg and Upper Italy. Merchants who came from all corners passed through Leipzig. In this way the Leipzig tradesmen were always able to offer a varied supply of goods which attracted customers from near and far.

TOWN AIR GIVES FREEDOM :

Some of the foreign tradesmen settled by the cross-roads and together with the local merchants and settlers founded the town of Leipzig in the 12th Century. After Leipzig had been

granted a charter between 1156 and 1170, Craftsmen, who had been *Serfs* in the Castle (manor) and on the Feudal Estates, came to live in the town. They coined the phrase: 'Town air gives Freedom' (*Stadluft macht frei*). The development of the Fairs at Leipzig was furthered not only by favourable economic circumstances, but also as the result of Special Legal Protection. In the declaration of the Marquis Otto the 'Reich', who had granted Leipzig its charter, it has been laid down that no other town within a radius of one Saxon mile (approximately five English miles) of Leipzig was permitted to hold a Fair. Dietrich von Landsberg, a later count of the Province of Leipzig, in the year 1263 issued the Statute in which he granted foreign merchants and their wares safe conduct on their way to and from Leipzig Fair. *This even applied to merchants with whose sovereigns he was at war!* A very important event in this history of Leipzig and the Fair was the granting of the First Great Privilege (for all three fairs held in the town) by the German Kaiser Maximilian I in the year 1497. This privilege restrained the bishoprics of Magdeburg, Halberstadt, Meissen, Merseburg and Neumburg from founding new fairs.

Perhaps, of even greater importance was The Second Privilege granted by Maximilian, ten years later, by which Leipzig gained An Extraordinary Monopoly and its citizens and council were able to hold their position effectively in later years against the repeated attacks of Erfurt, Halle, Magdeburg and Frankfurt—on—the—Main. Having been a centre of European trade, the Leipzig

Fair began to play a Leading Role in the development of extensive trade between Eastern and Western Europe after the Thirty Years War. In the 18th Century, the Leipzig Fair became the most important market for trade with the East and in the middle of the 18th Century Leipzig consolidated its position as one of the cultural centres of Germany. Of great importance for the Leipzig Fair was the construction of the railways in Germany. They revolutionised the transport of passengers and goods. The economic development in Germany in the first half of the 19th Century brought with it a new rise in cultural life. In the second half of the 19th century Leipzig gradually changed from a commodity to a Sample Fair and by the beginning of the nineties the changeover was more or less complete. In 1894 the Leipzig Fair was officially renamed 'Sample Fair'. In the twenties the buyers were offered (at Leipzig) a range of German and international goods not found at any other fair. The Leipzig Fair could well look back upon a century-old tradition in promoting the friendly trading relations of the East and the West. With the founding of the German Democratic Republic a new chapter

in the history of Leipzig Fair began. In Leipzig ever more businessmen and industrialists from all parts of the world (and from countries with different economic systems) come together and trade with one another. As in the past, so also in the future, the Leipzig Fair will be one of the leading trading centres of the world and would make a valuable contribution towards the development of peaceful (trade) relations.

INTERNATIONAL SIGNIFICANCE :

In the recent Leipzig Spring Fair, the great international significance of the Fair was underlined by the presence of many Government delegations. Besides Government delegations and official representatives, numerous public figures from all parts of the world came to Leipzig. This fair demonstrated for all to see the earnest efforts of the German Democratic Republic to develop trade with all countries. The Leipzig Spring Fair showed that favourable conditions exist for a further growth and consolidation of East-West trade and International trade in general. Such growth cannot *but* contribute to the creation of a healthy political atmosphere—an atmosphere of peaceful co-existence!





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“WRONG DESTINATION”

OPRAIL

RAMU, a grey-haired old peasant, had bought his ticket from the booking counter, passed through the station gate, and found himself as one of the hundreds of passengers waiting on the platform of a large railway station. Ramu could neither read nor write, but had confidence that the piece of board clutched in his hand would see him safe to his home, a wayside station about three hundred miles away. His old eyes glanced this way and that, as if he were seeking help and guidance.

The old peasant was bewildered with all the hustle and bustle on the platform, as this was about the third railway journey he had performed in his sixty odd years of life. He hadn't the faintest idea which train he would have to board, nor what time it would leave.

Standing on the platform, he was pushed and jostled about by impatient passengers, until he saw a tall being in a clean white uniform, buttons shining, and with a red-banded cap on his head. Ramu's eyes lit up. Surely, this was someone important who would be able to tell him what to do. This splendid being did look like a man of authority. The uniformed official came striding along the platform towards Ramu, and the old man stepped in his way, held out his piece of yellow paste-board, asking simply what train he must catch and at what time.

The uniformed official brushed past Ramu, almost knocking the ticket out of his hand, and without taking the slightest notice, walked on. But Ramu refused to be deterred by this deliberate indifference. He followed this haughty being, plucked at his sleeve, and again asked for the information he wanted.

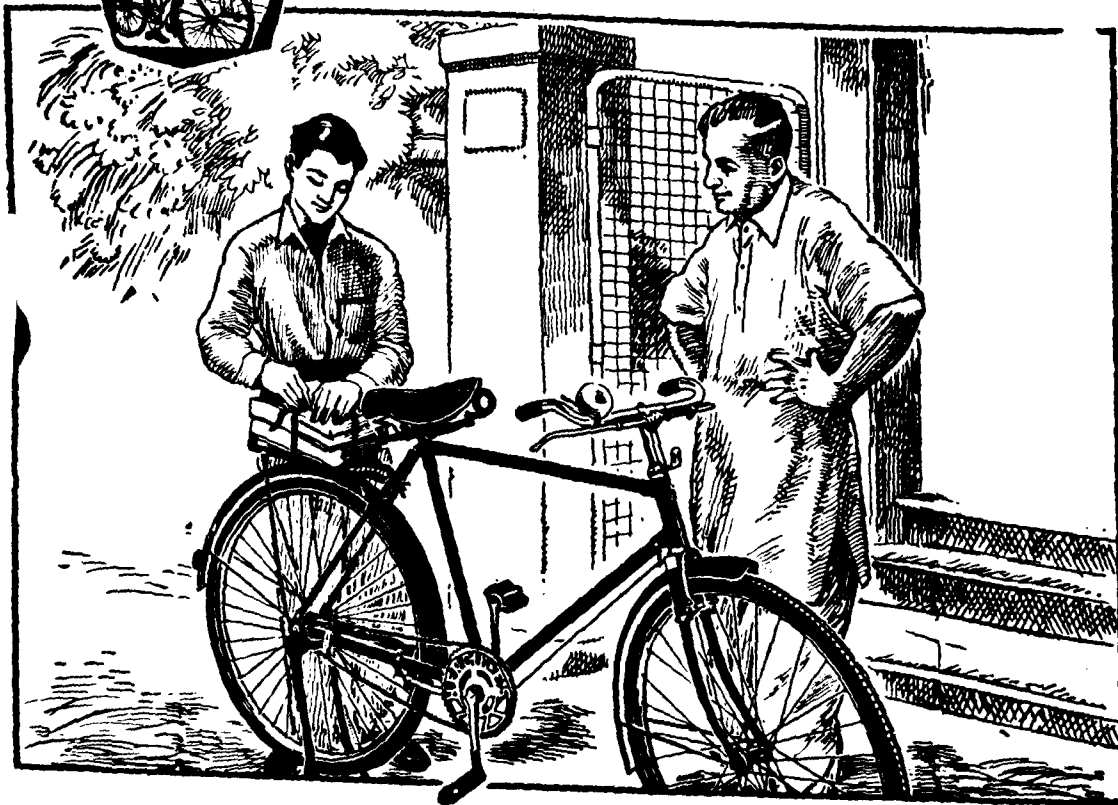
The railway official stopped, turned and looked down at the old peasant. Annoyed, he replied tersely, “Don't worry me. Go and ask the ticket collector,” and rapidly strode away to his more important duties.

Simple Ramu now stood looking more confused than ever. He had to ask the ‘tickus babu’ But where was he? Then he remembered the ticket collector who had nipped his ticket when he passed through the gate. He would go and ask him. Pushing his way through the passengers who were passing through the gate, he got near enough to the ticket collector, displayed his ticket and asked him for the information. The ticket collector waved him away saying, “don't bother me now, can't you see I'm busy at the gate.”

Ramu stood patiently by, when he heard a rumble, turned and saw a train rolling in. The passengers on the platform were jerked into sudden activity, all making for the coaches. Ramu shouting a little louder, again asked the ticket collector at the gate



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May 1958

WRONG DESTINATION

37

about his train. The ticket man without even glancing at the ticket shouted back, "get into that train", motioning with his hand towards the train that had just steamed in.

Ramu, pleased with the information, joined the throng surging towards the carriages. He was shoved and pushed and knocked about a bit, but eventually was lucky enough to squeeze himself into a third class compartment. The exertion left him somewhat breathless, but he was content that he was in the train.

The train started and continued on its journey. About an hour later, a ticket examiner boarded Ramu's compartment to check tickets. When Ramu offered his ticket for scrutiny, the ticket man promptly told him he was on the wrong train. He would have to get off at the next large halt and catch another train back to the junction, as his journey should have been by a branch line train.

At the next halt Ramu got off, and he had to start his quest all over again. Here he was fortunate in being told to board the correct train back to the junction. When the train rolled in, it was another scramble for Ramu, but he managed to find a space in a compartment, standing and packed tight with hardly any space to move.

Ramu thought his troubles were now over, and in due time he would get off at his destination and go back to his village home, but the fates were against him.

When the ticket examiner came round on this train and asked Ramu to produce his ticket, the old man

held out his hand in which the ticket had been clutched. But it was not there any more. He searched his clothes frantically, but the ticket was not forthcoming. Truthfully he related his story to the ticket examiner about his unfortunate adventure and that he had possessed a ticket, which was now lost. But the ticket examiner had often been taken in by such stories before, and would not believe the old man. He had no ticket, so he would be treated as a ticketless passenger. Ramu pleaded, and when he found the ticket examiner was firm that the fare and penalty must be paid, Ramu told him he did not have enough money, producing two tightly folded rupee notes, and a few annas in small change.

The ticket man shrugged his shoulders. Well, if the old man could not pay up, the only alternative was a trip to the railway police station at the junction ahead. The humble old peasant did not have the guile to think out some way of dodging, and meekly submitted being handed over to the police.

At the railway police office he was put through the usual cross-examination, where he told his story, which was true but not accepted by hard-headed police officials. After spending a day and night in the police cell, Ramu went up before a Railway Magistrate for trial, told his story all over again, and received a short sentence for an evasive act he had never intentionally committed.

About a couple of weeks after old Ramu had started on his journey of adventure, he did reach home safely, shaking his head and puzzling over

May 1958

what had befallen him. Dimly his peasant mind realised that all this harassment, a visit to the police cell and a short spell in gaol, had occurred to him because that tall and important being in a splendid white uniform at the junction station had not troubled to give him the information he wanted. But Ramu did not have the intelligence to report this lack of courtesy to the railway authorities. There was no rancour in his heart towards those who had been so unhelpful and indifferent to him, and the unpleasant inci-

dent faded from his memory. But in future he would take a lot of thought before he stepped into a train again.

The simple villager, such an insignificant human item in the millions that have to travel by trains, had to suffer harassment and humiliation, all because two railwaymen did not have the little kindness to help him on his way by giving him the correct information. A few words spoken and to the point, would have made so much difference.

SOME IMPORTANT FEATURES OF THE SECOND FIVE-YEAR PLAN OF THE S. RLY.

S. K. MUKERJI

Chief Commercial Superintendent, Southern Railway

STANDING on the threshold of the third year of the Second Plan, the Railways can face the future with greater optimism, than they could afford some months earlier, when the scarcity of foreign exchange was threatening a deadlock in the programme of import of rolling-stock, machinery, steel and other strategic materials for line capacity works.

Since then the International Bank for Reconstruction and Development have sanctioned a loan of Rs. 42.84 crores; consignments of steel, out of an order for 5.22 lakh tons valued at Rs. 33.92 crores placed in world competitive markets, have started arriving and wooden sleepers for the track, which were in short supply, are also in the process of being imported from abroad.

These measures have infused fresh hope for the realisation of the objectives of the Plan according to which the railways are: (i) to carry the increased production of heavy industries like coal, steel, cement and other commodities as far as possible; (ii) to continue the rehabilitation of track, bridges and rolling-stock to achieve a satisfactory standard of their maintenance and to be able to carry without restrictions the traffic that would be offering; and (iii) to take further steps to make the Indian Railways self-sufficient in respect of their requirements of stores and equipment by increased manufacture in the country.

The Southern Railway has been correlating its own efforts to these main objectives, keeping in view the geographical characteristics of the system, the backlogs of its rehabilitation programme and the special pattern of traffic which it is called upon to handle in the context of the economic regeneration of the country.

Formed in April 1951 by the merging of the former M.S.M., S.I. and Mysore State Railways, the Southern Railway serves almost the whole of the Southern Peninsula, embracing the States of Madras, Kerala, Mysore, Andhra and Bombay. Its total route mileage is 6,159.36 of which 1,858.34 are in broad gauge, 4,205.32 in metre gauge and 95.72 in narrow gauge.

The broad gauge system forms part of the trunk routes, Bombay-Madras, Delhi-Madras and Calcutta-Madras, with an overlap between Bezwada and Madras for the last two routes. The line from Madras to Mangalore on the west coast is an extension of these broad gauge routes, with branches serving Bangalore and Cochin. Though the broad gauge mileage is only about 30 per cent of the total route mileage, it is called upon to handle about 60 per cent of the total net ton miles carried over the entire Railway.

The metre gauge system extends up to Trivandrum in the south and from Masulipatam on the east coast to

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Poona in the west and it feeds the broad gauge sections through a number of transshipment points, important amongst them being Poona, Hotgi, Guntakal, Tadepalli Tranship (Bezwada), Arkonam, Bangalore, Trichinopoly and Palghat. The preponderant route mileage in metre gauge is a significant factor in operation in the context of the fact that relatively to broad gauge, the net financial return on working an average metre gauge train mile is much poorer.

This Railway has also the highest proportion of steep gradients in India, especially on the metre gauge and it is significant to note that operation over such a terrain is not conducive to economy.

At the beginning of the First Plan, this Railway had nearly 1,600 miles of track under speed restrictions, mainly because the track was not strong enough to permit the running of the new standard locomotives at the maximum speed permissible for the sections concerned. At the commencement of the Second Plan, there was still a balance of about 1,300 miles to be re-laid.

The incidence of a large percentage of overaged rolling-stock has been another serious problem to reckon with. At the commencement of the Second Five-Year Plan, the percentage of overaged locomotives was 21.9 for the broad gauge and 31.4 for the metre gauge; the percentage of overaged passenger carriages was 27.8 for the broad gauge and 27 for the metre gauge and the percentage of overaged public traffic wagons was 14.7 for the broad gauge and 18.6 for the metre gauge. During the First Plan period, very little improvement could be effected

in the incidence of overaged units, as the new stock received during the period was just sufficient to replace the stock going out of circulation, while an almost equal number became overaged during the period. Thus, the commencement of the Second Five-Year Plan found this Railway with a somewhat sombre legacy of arrears of rehabilitation of the track and rolling-stock.

The Southern Railway is mainly a receiving Railway and considerable amount of consumer goods move from north to south while very few commodities move from south to north.

Before the last war, an appreciable portion of this north-south traffic which consists mainly of coal, iron, steel, foodgrains, pulses, sugar, fertilisers and other miscellaneous goods, was moving by the sea route, but during and after the war this traffic, for various reasons including the heavy increase in shipping costs, began to seek transport exclusively by rail. The surplus commodities in the area served by this Railway, viz., iron, manganese and other metallic ores, tobacco, groundnuts and groundnut oil are generally exported by sea and do not move by rail to the north. The only commodities worth mentioning which move from south to north are salt, jaggery, and to a certain extent, rice from Bezwada area. In addition, potatoes and fruits like mangoes and plantains move to the north during seasons.

This heavy imbalance in the flow of traffic from north to south and south to north creates for this Railway an important operational problem of taking over larger and larger number of wagons at the point of inter-change,



Sri S. K. Mukerji

viz., Bezwada, Raichur and Waltair, and returning the wagons with a large percentage of empty haulage in the direction of return. Superimposed on the traffic moving to these great arterial routes is the purely local traffic of the system, which consists of export traffic to the ports, mainly Madras, and to some extent, Vizagapatam and Cochin; distribution of goods imported via Madras and Cochin harbour and local movement of foodgrains, timber, forest produce, salt, cement, textiles and other miscellaneous goods.

This is broadly the pattern of movement on the broad gauge and the traffic on the metre gauge is only a complement to the pattern on the broad gauge, being mostly traffic interchanged with the latter. The originating traffic on the metre gauge consists mainly of rice produced near Trichinopoly, jaggery from Kolhapur, iron and manganese ores from Guntakal, Hubli and Bangalore areas, salt from Tuticorin and cement near Trichinopoly and Bezwada.

The passenger traffic forms an appreciable percentage of the total traffic carried by the Railway and though mainly of short distance, with an average lead of about 30 miles, it accounts for 40 per cent of the Railways revenues. In the circumstances, great attention has always been paid to this aspect of our business, notwithstanding the fact that this is not so remunerative as goods traffic.

Though the passenger train-miles have increased from 223.3 lakh in 1938-39 to 246.16 lakh in 1956-57, trains run fairly crowded. This rules out the possibility of cutting any passenger services to find the extra capacity for goods movement.

The three main channels through which the bulk of the north-south goods movement takes place are the routes via Waltair (junction with South-Eastern Railway) and via Bezwada and Raichur (which are junctions with the Central Railway). Traffic moving via Waltair and via Bezwada converge at Bezwada to form a combined stream between Bezwada and Madras. This section had not been originally designed to carry the heavy traffic that gradually has come on to it. As the main artery through which an enormous volume of north-south traffic including railway and public coal, moves to Madras and places beyond in South India, it is one of the most heavily worked single line sections in India.

Though the conversion of the Gudur-Renigunta section from metre gauge to broad gauge has provided an alternative channel for traffic moving from Bezwada to stations west of Arkonam the section between Bezwada and

May 1958

Gudur continues to be heavily overstrained. In the same manner, the mingling of the streams of traffic coming from Raichur side and via Gudur-Renigunta throws a great strain on the Renigunta-Arkonam single line section. The sections from Arkonam to Jalarpet and Jalarpet to Erode are important channels for dissipation of the traffic received at Arkonam for destinations north and west of Jalarpet and were working to saturation point on the eve of the Second Five-Year Plan.

The freight requirements of Industries and other developmental activities in the country will necessitate increased intake of traffic at the three junctions and increased movements over these saturated sections. The targets to be

reached at the end of the Second Five-Year Plan are as under :

	No. of wagons per day	
	Present Intake	Target
Waltair	270	400
Bezwada	325	400
Raichur	210	300
	Loads moved at present	Target
Bezwada to Madras	450	700
Arkonam to Jalarpet	350	550
Jalarpet to Erode	250	400
Renigunta to Arkonam	210	700

Against this background, it will be possible to appreciate why so much emphasis has been laid on line capacity works, track renewals, locomotives and

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SOME IMPORTANT FEATURES

rolling-stock, in the framework of the Second Five-Year Plan for this Railway. Out of the total expenditure of Rs. 134.47 crores proposed to be incurred for the Plan, the amounts earmarked under these heads are Rs. 52.76 crores, Rs. 18.52 crores and Rs. 28.03 crores respectively. The plan framework also contains a number of works calculated to improve operation by the provision of improved signalling (Rs. 3.38 crores), electrification (Rs. 3.68 crores), bridge rehabilitation (Rs. 3.07 crores), remodelling of workshops (Rs. 7.61 crores) and expansion of goods shed and terminal facilities (Rs. 2.54 crores).

LINE CAPACITY WORKS :

The line capacity works include :

(a) Doubling of the following sections :

	Miles to be doubled
Bezwada-Gudur (partial)	106.50
Samalkot-Rajahmundry	31.25
Arkonam-Jalarpet	90.00
Jalarpet-Erode (partial)	56.45
Renigunta-Arkonam	41.50
Total	325.70

(b) Conversion of metre gauge to broad gauge :

Bezwada-Masulipatam	50.00
Gudivada-Bhimavaram	41.00
Total	91.00

(c) Remodelling of important yards ;

(d) extension of loop lines to enable longer trains being run on certain sections ;

(e) additional loops at stations to facilitate crossing of trains ; and

(f) opening of additional crossing stations and converting non-block stations into block-stations to reduce the length of long block sections.

As already mentioned, an amount of Rs. 52.76 crores is provided in the framework of the Plan for line capacity works. During the first year of the Plan (1956-57) an amount of Rs. 3.56 crores was spent and a further expenditure of Rs. 1.89 crores has been incurred since the beginning of the second year.

Amongst the important items of work that have been executed, mention may be made of the following :—

(i) *Doubling*.—Of the 39 miles to be doubled on the north-east section between Bezwada and Bitragunta, work on 12½ miles has already been completed and that on the remaining 26½ miles is on hand. Due mainly to non-receipt of permanent-way materials, the work has not progressed as anticipated. Girders are still awaited for bridges that have to be built on the double line alignment. Earthwork is, however, being progressed as quickly as possible.

On the south-west line, doubling of 39½ miles of track on the Arkonam-Jalarpet-Tirupattur section has been taken on hand.

(ii) *Provision of additional block and crossing stations*.—On the Madras-Bitragunta section, three new block-huts have been opened, viz., Akkampet, Nulebellee and Ayyavaripalem. Several stations were converted into crossing stations, viz., Godavari, Palakol, Viravasaram and Tanuku on the broad gauge and Sankaralingapuram and Chalapuram on the metre gauge.

(iii) *Additional loops*.—Additional loops have been provided at Mangalagiri, Nambur, Adoni, Guroli and Adarki and provision of similar loops at Chinnapatti, McDonald Choultry and Kaveri is in various stages of

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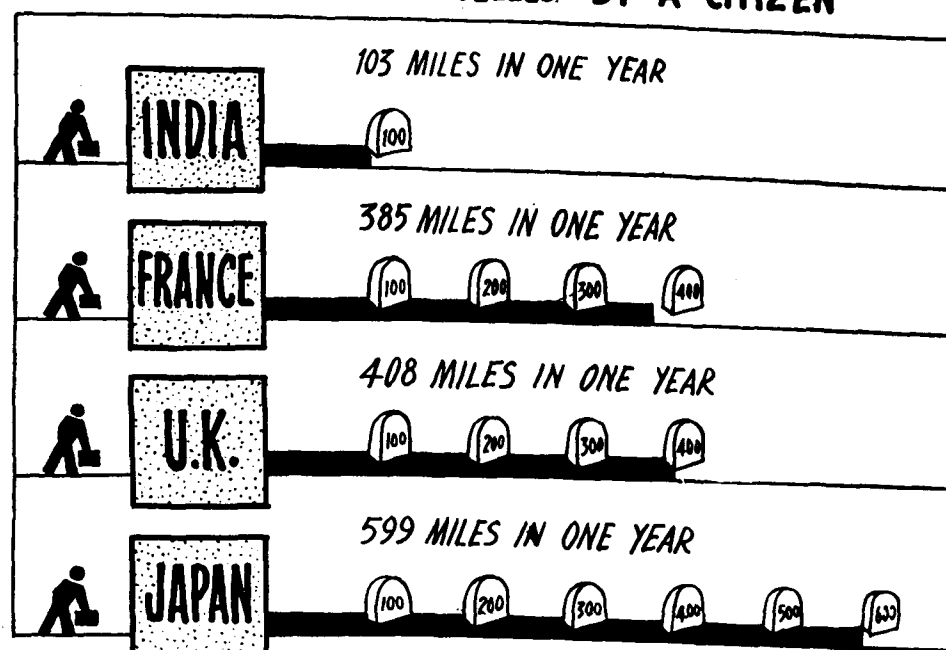
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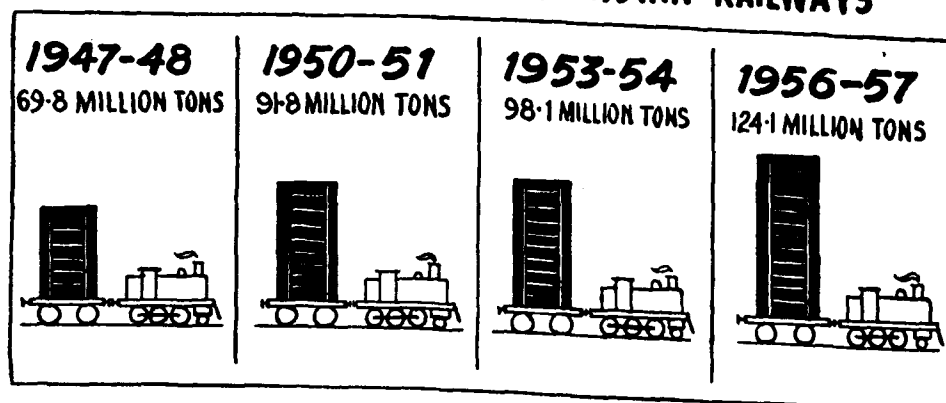
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completion. Loops have been extended to hold longer trains at Nancherla, Aspari, Matmari, Kupgal, Auvaneeswaram, Kundara, Muttanendal, Tirupuvanam and Donakonda.

(iv) Remodelling of station yards.—

The first stage of the remodelling of Raichur station was completed during the first year of the Plan and the holding capacity of the yard has thereby increased from 450 to 744. The remodelling of the yards at Bezwada, Rajahmundry and Tenali is in progress. The metre gauge yard at Guntakal is also being remodelled and the work is in progress. The work at Tiruvarur is nearing completion.

Additional marshalling and sorting lines have been provided at Shencottah and Jalarpet junctions.

Transshipment facilities have been improved at Guntakal and Trichinopoly.

The terminal facilities at Salt Cotaurs and Trivandrum Central have been augmented to permit quicker release of loads.

TRACK RENEWALS :

Against an expenditure of Rs. 18.52 crores envisaged for track renewals in the Second Five-Year Plan, an amount of Rs. 3.52 crores was spent in the First Plan year and a further amount of Rs. 1.67 crores up to 31st December 1957 during the second year.

On the Broad Gauge, 32.56 miles of track relaying was effected during the first year and 28.49 miles in the second year upto 31-12-57.

On the Metre Gauge, 80 miles were completed in the first year and 40.25 miles in the second year.

Renewals of sleepers for 55 miles on the Broad Gauge was taken on hand during the two years of the plan and 28.35 miles were completed upto 31st December 1957. On the Metre Gauge, 35 miles were taken on hand in 2 years and 21 miles completed till the end of December 1957.

The progress has been slow for want of materials, but in the coming years a change for the better is expected.

LOCOMOTIVES AND ROLLING-STOCK :

Out of a provision of Rs. 28.03 crores under this item in the Second Five-Year Plan, the expenditure incurred during the first year of the Plan was Rs. 12.12 crores and a further amount of about Rs. 90 lakhs has been incurred up to 31st December 1957.

The framework of the Plan provides for the following additional requirements :—

Locomotives.—Broad gauge 119, metre gauge 93. **Coaching Stock.**—(Bogies) Broad gauge 175, metre gauge 291. **Other Coaching Stock.**—Broad gauge 273, metre gauge 184. **Goods Stock.**—Broad gauge 4,707 wagons, metre gauge 3,463 wagons. **Other Stock.**—Broad gauge 60, metre gauge 118. **Bogie Hopper Wagons.**—Broad gauge 150.

During the first year of the Second Plan, the following additions to stock have taken place :

Description of stock	Gauge	At the end of the First Five-Year Plan	At the end of the first year of Second Five-Year Plan
Locos	B.G.	584	630
	M.G.	830	865
Coaching stock (in terms of 4 wheelers)	B.G.	2,824	2,891
	M.G.	5,064	5,440
Goods Stock	B.G.	12,889	14,013
	M.G.	19,525	21,139

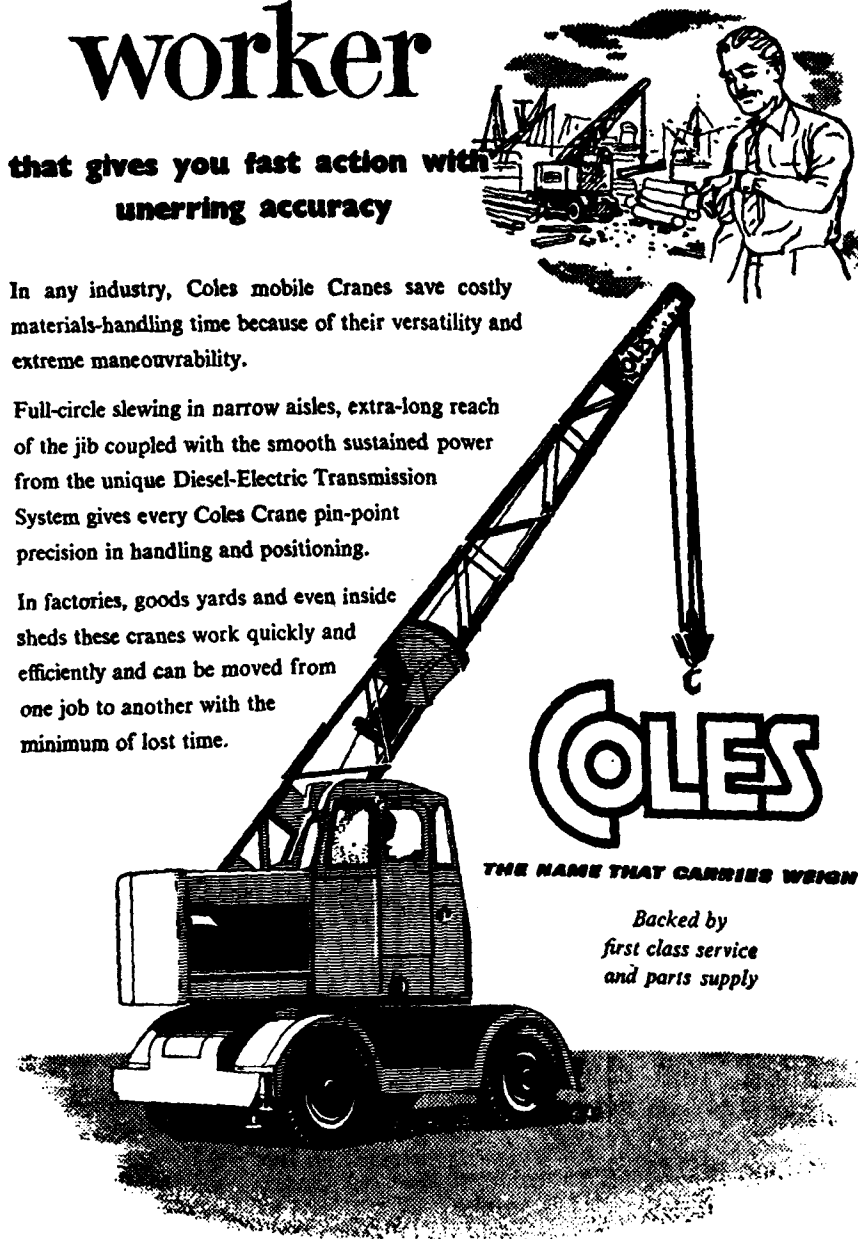
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A VAIN GOOSE CHASE

*As a boy of seven I heard of the Engine that sped on iron rail(s).
A cheeky childish fondness craved to see her without fail.
My village lay a league off track where shouldn't I move alone,
For daddy strict and stricter mummy ; as myself mischievous one.
My mates and I told our master to take us one day there,
Pleased was he to post our plan on a sunny day to fare,
The day came soon on an afternoon when we realised the boon.
All tip-top, in wondrous gait, we marched off as for 'Moon'.
In an hour of walk the teacher and taught espied the railway line
Joy boundless and cries endless we danced round master in fine.*

*Assuming airs of pedagogue pride in severe tone quoth he
" Boys you are yet too impish so listen calmly to me,
TREVETHICK was the first to tell that steam has power to move
A body to and fro from space ; when others he tried to prove
They jeered and sneered, and laughed and winked at all his ' devilish deed '.
Enraged at the ignorant folk he onward did proceed
And made ' A LITTLE DEVIL OF STEAM ' that jerked about and perch.
Dejected quite for lack of smiles he kept no onward march.
GEORGE STEVENSON was the next to be tempted by " the steam "
Who with great thought brought " Rocket " that moved on rails and scream.
Day by day the rocket grew and gave us better species
Of whom we long to see here now though waste of time precious."*

*" The engine looks like black monster and blow out steam and smoke
Whistling shrill and rolling fast and runs over careless folk."
" The lifeless giant of steel, a friend, that hauls a many carriage
Of passengers from place to place and goods to every range
Of classes one, two and three but class three is of heaviest load
That earns the most and gains a lot but seems an uncouth toad."
" Now, make it sure and be not allured to seek a nearer reach
Be good boys at all moments and keep yourselves in watch."
" Yes Sir, Yes Sir," yelled in one and quelled our boyish pranks.
Sat like gents in thoughtful bent and listened his witty cranks
Who told of ghosts and marvels most that made our hairs bristle.
Mean the while at far off mile there sighted smokes with rustle.*

*And Lo ! My god, we went so mad and sprang like springs released
Jumped overjoyed and leapt and laughed at the cloud of smoke espied ;
Cared no master fared ever faster to line the lovely track.
In twos and threes as flock of herd that lost control and crack
Helter skelter, pell and mell we fell at each other
Pinched and pulled and gecked and gulled with joyous fun bother.
We could not control selves muchless be controlled by one man
For twenty-four of imps we were let loose in a meadowy span.
With bloodshot eyes of brimful wrath he bounced like ball from blue
In a cleanching fist with pinch of snuff enacting demon quite true.*

*" You idiots, dullards, dastards, donkeys, darned fools ever you be !
Heads have you not to heed my words to be patient " roared at me.
Pin-drop silence engulfed all that made us blink in mum
Uttered not nor muttered aught but fettered deep in dumb.
Eyed at others and dried my eyes and tried a tranquil fill ;
My pit-pat heart was fed up to think of having a look of rail.
As it was dark and grew darker ; I feared the quick night fall
To wait and see a train to come but that wouldn't come at all.*

Minutes rolled on, sped in mute ever trying our meek patience.
 At length I sobbed in loud for home, while feeling it great nuisance.
 My sobs inflamed other bobs to burst in vent and wail decry
 My master's wits were at an end and many means he did try
 Consoling said he, "Train is treading nearer to our very spot
 In a few moments you'll see her right in excellent joy and dote
 To travel all day and night and never be troubled of home though sweet."
 As saying so he saw a man (in khaki) swift of feet.

Perceiving him our hopes ever rose so higher as the skies;
 For he had flags of red and green and true, a lantern nice,
 At master's query the man replied imposing dignity
 THAT TRAINS WERE TWO THAT WENT ere LONG TO WAIT FOR MORE,—A PITY:
 THE CLOUDS OF SMOKES THAT ROLLED IN ROLLS WERE FAR OFF FROM BRICK-KILN.
 With throbbing hearts all robbed off mirth with master we did return.
 Late at night we reached our homes too stupid and felt lifeless
 To answer queries of anxious parents who forsooth felt restless.
 Though a tragic day to me then yet I shalln't forget
 But deem it as a comic event to recollect in retrospect.
 For, it is now, eight and thirty years have passed. My GOD!

V. E. THIRUVENGADIAH,

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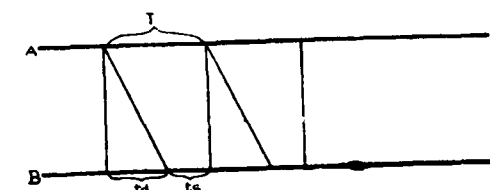
THE railways in most of the Asian countries are confronted today with the problem of inadequacy of their operating capacities to meet the existing and anticipated demands for rail transport, arising from the vast development of their national economy. Most of the countries have important sections of single line on which the traffic density is tending to outstrip the traffic capacity. Doubling of the track is of course a possible solution: but it is very expensive on account of the scarcity and high cost of materials and also the heavy increase in the cost of labour. Ways and means have therefore to be devised to improve the volume or quantum of traffic moved on the existing line. This can be achieved in several ways:

- By putting more goods in the wagons;
- By introducing wagons with higher loading capacity;
- By putting more wagons on the goods trains, which may mean a change in the method of traction, lengthening of loops, etc.; or
- By putting more trains on the line.

DEFINITION OF LINE CAPACITY BY FORMULA:

The capacity of a line is expressed in the number of trains in both directions that can be run daily on a given section of line.

Suppose A and B are two adjacent stations with absolute block working and traffic only in one direction:



$$T = td + ts$$

T = Total time in between two following trains.

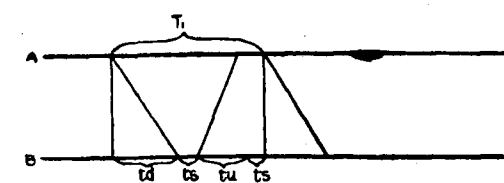
td = Running time of a down train.

ts = Time required at stations for block working operations.

The theoretical number of trains that can be run in one direction in one day or "n" is therefore:

$$n = \frac{24 \times 60}{td + ts}$$

Now suppose that there are trains running in both directions on a single line:



$T_1 = td + tu + 2ts$ where T_1 is the interval of time between two following trains, with a train in the opposite direction in between.

During a period of 24 hours, the number of trains that can be run is:

$$n_1 = \frac{24 \times 60}{td + tu + 2ts}$$

"N" or the total number of trains that can be run in both directions in a day, therefore, is:

$$N = \frac{24 \times 60}{td + tu + 2ts}$$

The above figures give the theoretical line capacity between two stations A and B.

From this, the practical line capacity of a section of single line in trains per day in both directions or "N" can be expressed as :

$$\frac{1440 \text{ (minutes per day)}}{(T+t)} \times \frac{70}{100}$$

T=running time of a ruling train in minutes on the ruling section of the line.

t=time in minutes normally needed between the arrival and departure of two opposite trains in a station, which for token working is 5'.

The "Ruling Section" or the "Governing Section" is the section between those two stations of the line with the longest running time of the "ruling trains". The "ruling trains" normally are the slowest moving through Goods trains.

The 70% factor is an experience factor, which accounts for the impossibility of regular distribution of trains over the day, as it is not possible to run trains strictly one after the other, which is assumed while arriving at the theoretical line capacity.

This is known as the "Scott formula".

LIMITATIONS OF THE FORMULA :

While determining the capacity of a single line under normal conditions, it is assumed as a rule that trains are running by turns Up and Down on the Ruling Section. It is however impossible to arrange such a succession of trains on sections with mixed passenger and goods traffic.

The following are some other factors which are also not taken into consideration in the Scott formula :

- (i) Total length of the line.
- (ii) Number and location of the long sections.
- (iii) Number of crossing loops at stations.
- (iv) Number of lines or sidings at junctions.

Every one of the above factors affects line capacity. Experience shows that line capacity is in inverse proportion to the total length of the line. The longer the line, the less is usually its capacity, other conditions remaining the same. This is because of the number of trains that one train will have to cross on its run on the line. The delay of one train is often transferred to the crossing train and these delays thus keep on accumulating.

Similarly, the more the number of long sections on a line, the less is its capacity. Suppose on one line the average time taken by a ruling train between any two stations is say 11 minutes and there is one Ruling Section of 24 minutes. Suppose on another line the average time is the same 11 minutes, but there are three Ruling Sections of say 22, 21 and 20 minutes each. According to the Scott formula, the line capacity of the first line should be less than that of the second line. But this is actually not so. It is all the more not so, if the three ruling sections on the second line are adjacent to each other or even close to each other.

On a single line section with very heavy traffic, all the stations should

have atleast two crossing loops as far as possible. Stations with only one crossing loop are often the cause of serious delays to goods trains. Train Controllers usually exercise undue caution to avoid getting into trouble and ask stations ahead or behind the correct crossing place to hold up goods trains, causing unnecessary delay to such trains. Shunting trains particularly cause great concern in this regard.

On a single line section with heavy traffic, even two crossing loops may at times be inadequate at stations adjacent to long block sections. The speeds of passenger and goods trains vary very much due to steam traction. The chances of a faster train catching up with a slower train are, therefore, more on the longer sections.

The coefficient fixed for determining the practical line capacity should take into consideration all the above factors. Line capacity should thus be judged more on experience than on calculation. But calculation helps in planning the traffic.

Different countries and different railways use various modifications of the Scott formula for determining line capacity. The Taiwan Railways, for instance, use the Scott formula with 'T' as the average of the longest running times in both directions between two stations and 't' as 3', as against 5' in the Scott formula.

The American formula is the Scott formula in a slightly different form. The potential capacity of a line in trains per day is taken as :

$$\frac{1440 \text{ minutes per day} \times 2 \text{ trains}}{\text{maximum net headway between two stations on the line}}$$

The net headway is the time two trains in opposite direction take between two stations.

't' equals 4' for CTC operation, against $2 \times 5' = 10'$ for other methods of train operation. The practical capacity is taken at 80% of the potential capacity.

The Indian Railways generally use the following formula :

$$n \text{ (number of goods trains both ways)} = \frac{2 \times 24 \times 60 - P}{L_d + L_u + 2t} \times \frac{6}{10}$$

'Ld' and 'Lu' are the running times of the slowest down and up goods trains on the Ruling Section. 't' is the station time which is assumed to be 3 minutes.

'P' is the total running time in minutes of existing passenger trains on the Governing Section.

The Southern Railway however adopts the following formula for working out the line capacity of the different sections :

A. Running time of the existing slowest goods train on the Governing Block Section of the entire section for which the Line Capacity is to be struck, plus time required for stop and start, plus 5 mts. for block working.

(Example :—28+3+5=36)

Running time	..	..	28 mts.
Stop and start	..	..	3 "
Block working	..	..	5 "
Total			36 "

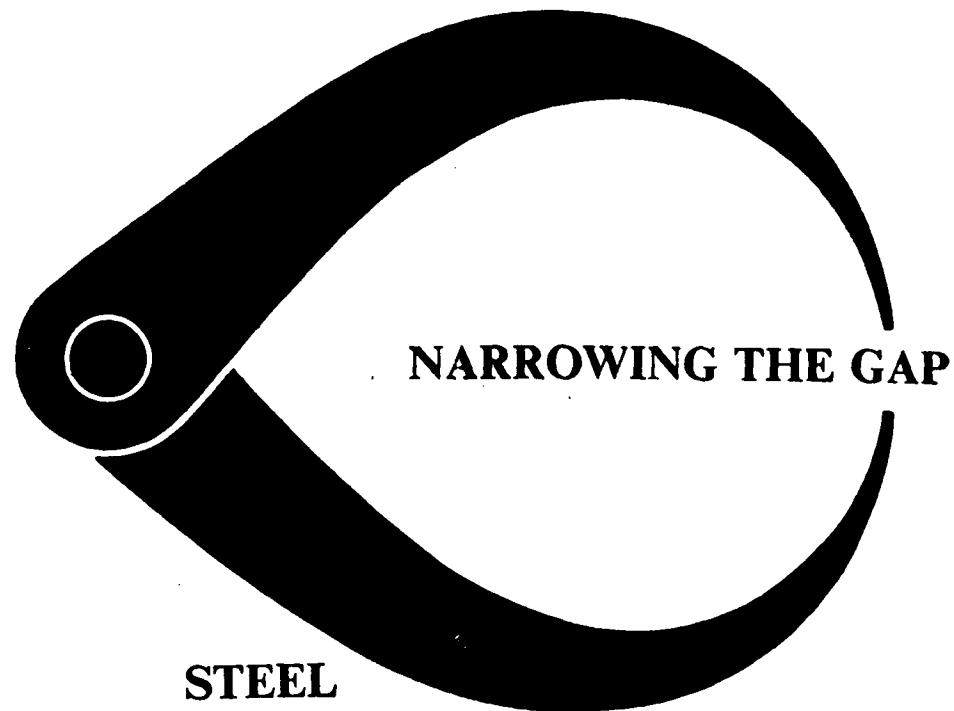
B. $24 \times 60 \times \frac{6}{10} = 864$ mts. (Total No. of mts. in a calendar day $\times \frac{6}{10}$).

C. $B \div A$, i.e., $\frac{864}{36} = 24$ trains both ways or $\frac{24}{2} = 12$ trains each way.

Wes 250

Steel is the starting point in a country's progress towards economic self-sufficiency. In India today there exists a wide gap between requirements and production of steel. While the present annual production is only 1,430,000 tons, by the end of the Second Five Year Plan the country will need at least 6,000,000 tons a year.

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D. Deduct from this total capacity thus worked out the number of existing passenger trains (each way); the balance is assumed to be the line capacity available each way for goods trains.

On the ex-M. & S.M. Railway, the formula that was being used for determining Section Capacity was :

$$\frac{(24 \times 60 - X) \times \frac{6}{10}}{L + 6 + SR} + Y$$

X=The total running time in minutes of existing passenger trains on the governing section (the longest block section of the portion of the line for which the capacity is to be estimated) *plus* 3 mts. allowance for block working for each train *plus* time for engineering speed restrictions allowed for each train, say about 5 to 10 minutes.

L=Running time for Up and Down in minutes over the governing section for the type of trains for which the capacity is to be estimated, i.e., Goods or Passenger running time as the case may be. To this running time, 6 mts. are added at the rate of 3 mts. for each direction as the time taken at station for block working.

Y=The number of existing Passenger Trains.

SR=Time in minutes allowed for engineering speed restrictions for each train.

Mr. Steinbeck, the German expert who recently conducted certain investigations on the Indian Railways, uses the following general formula for determining line capacity :

$$C = \frac{60 \times 24}{S} \times Y = \frac{1440}{S} \times Y \text{ trains.}$$

C=is the capacity of the line, that means the number of trains per day in each way.

1440=are the minutes of the day.

S=is the time-space of trains in one direction.

Y=is the efficiency factor.

The equivalent of S (time-space of trains) is defined as :—

$$S = t_a + t_b + O_a + W + O_b$$

t_a =is the running time from station 'B' to station 'A'.

t_b =is the running time from station 'A' to station 'B'.

O_a =is the operating time to receive a second train at a station from the opposite direction after the arrival of the first train and to start the second train.

W =is the time, the second train has to wait for some reason, after its arrival at the crossing station, before it can start again.

O_b =is the operating time to start a second stopping train from the station after the arrival of the first train from the opposite direction.

FACTORS WHICH INFLUENCE LINE CAPACITY :

The working of single lines is a real race against time where the gain of even a very short interval is to be made full use of. The capacity of a single line is principally determined by the number and suitable location of the crossing places. Its output depends essentially on the section between two crossing stations which is most difficult to operate (the longest in the case of a level line), and one of the accepted methods of increasing the service is to reduce the length of the sections by increasing the number of crossing stations. Traffic capacity is also directly linked up with train speeds. If the layout of the line makes it possible, it is an advantage to increase speeds, at least in the longer sections. The length of the blocks in time is the important thing and, of course, varies with the speed. The application of suitable operating methods and the improvements offered by modern signalling and telephone

practice has already made it possible to increase the operating efficiency considerably in many European countries at reasonable cost and with additional guarantees as regards safety. In Germany, the Gemunden Waigolshausen line, 28.5 miles long, with 7 intermediate stations situated 1.8 to 4.3 miles apart, handles 70 trains daily. In Italy, the Battipaglia to Reggio-Calabria line, 248 miles long, with 78 stations spaced at a maximum of 5.3 miles apart, deals with 65 trains daily in the busy season. In France, the Aix-les-Bains-Anancy line, 24.8 miles long, with 6 stations at 2.4 to 4.9 miles apart, has a maximum capacity of 70 trains daily. In Switzerland, the Solothurn Gensingen line, 9 miles long, with 4 stations at 1.2

to 3.5 miles apart, handles 100 trains daily. Certainly in these cases the lines are very well equipped from the point of view of the number of crossing places, as such results evidently could not be attained where stations are far apart. The upper limits of capacity that the traffic department could be expected to hope for are thus approached very closely.

Conditions in India are, however, entirely different. The capacity of a single line section in India can be increased only to about 20 trains each way, corresponding to the longest block section of about four miles. In actual practice, however, a single line section will reach saturation even with about 17 trains each way, without

provision of intermediate or automatic block signalling.

VARIOUS METHODS OF INCREASING LINE CAPACITY :

To increase the capacity of a line, efforts should be made to reduce the value of the denominator in the formula and increase as much as possible the efficiency factor. The efficiency factor depends on the peculiarities of each railway and it is impossible to evaluate it mathematically. However its influence on line capacity is very important. It is a measure of the deviation of the actual performance from what is planned. The first requirement to improve this efficiency factor is an intelligent forecast, which will give an accurate and true picture of the whole transportation business. Then again, all reasonable precautions should be taken to keep the effect of inevitable irregularities and interferences as small as possible.

The following is an extract from a report submitted by an Expert Working Group from Asia and the Far East on Railway Operating and Signalling, after a study of the railway operating and signalling techniques in Europe, Japan and the United States of America :

"The various methods by which the capacity of a single line can be improved, as observed by the Study Group in the different countries it visited, may be summarized as follows :—

(1) Improvement in the existing standards of permanent way and bridges to permit of higher speeds and heavier loads of trains. This also includes improvements to the existing turnouts to permit higher speeds.

(2) Provision for simultaneous reception of trains at wayside stations.

(3) Grouping and interlocking of points at stations, and centralising of control as far as possible.

(4) Improved system of signalling providing for three or multiple-aspect upper quadrant semaphore or colour-light signal to suit the different conditions of traffic.

(5) Introduction of working by tokenless block instruments on single line sections.

(6) Remote control of outlying points and junctions between running lines adjacent to important stations.

(7) Use of Automatic Block signalling system on busy single or double line sections where justified by traffic conditions.

(8) Introduction of centralized traffic control to relieve serious bottlenecks on the single lines where alternative methods cannot meet the situation."

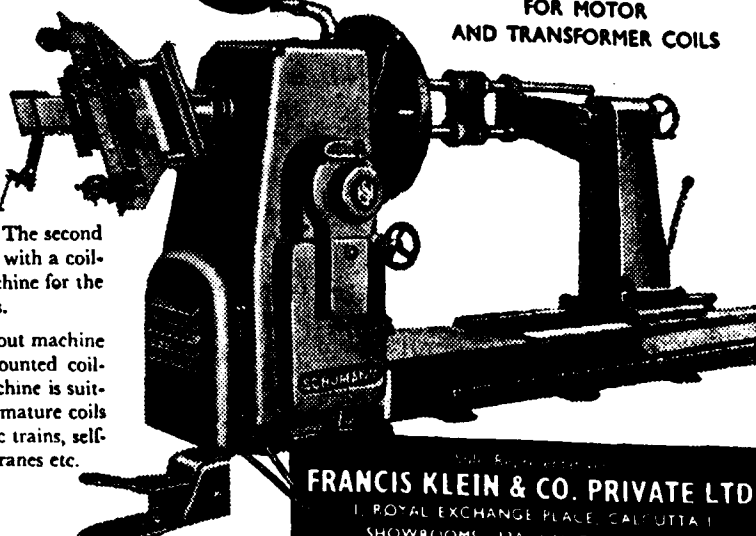
SIMULTANEOUS RECEPTION OF TRAINS :

The line capacity of sections where stations are equipped for simultaneous reception of trains is usually more than that of sections where the stations are not so equipped. The main advantage of simultaneous reception is increased flexibility. Simultaneous reception is essential not only at stations adjoining the ruling section of a line, but also at all other crossing stations, if possible. When remodelling a station, therefore, simultaneous reception should invariably be planned for. To obtain the full advantage of simultaneous reception for passenger trains, there should be two platform lines at the station, preferably on either side of a central island platform.

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REDUCTION OF RUNNING TIME :

The running time between two stations depends on the distance between the stations, the resistance of the permanent way from gradients and curves, the load of the train, the maximum permissible speed and the power of the engine. These factors have to be improved in order to reduce the running time. The running time is calculated from the centre of one station to the centre of the next one, including necessary additions for acceleration and deceleration. The running time will be reduced, if one train is made to run through at the crossing station. Time tables should therefore be arranged accordingly.

ADDITIONAL CROSSING STATIONS :

As we have seen, the output of a single line depends essentially on the section between two consecutive crossing stations which is most difficult to operate (the longest in the case of a level line). One of the accepted methods of increasing the service is therefore to reduce the length of the stations by increasing the number of crossing stations. This has however an economic limit, as it becomes cheaper at a certain stage to double the section instead of inserting a new crossing station. It has also got an operating limit.

PROVISION OF ADDITIONAL 'C' CLASS STATIONS :

By providing additional 'C' class stations on long block sections where the pattern of traffic is such that trains follow one another in quick succession during particular periods of the day, delays to following trains can be avoided and trains spread up considerably.

PROVISION OF ADDITIONAL LOOPS AT CROSSING STATIONS :

As has already been stated, all stations on a single line sections where traffic is heavy, must have at least two crossing loops to avoid unnecessary detention to trains. The length of the loops should also be such that they will accommodate the longest trains running on the section.

The running of the calculated number of trains on a single line is only possible if the loop lines at crossing stations are not used for stabling trains or vehicles. This should be taken into consideration while planning the lay out of stations, especially on a saturated single line section.

FACILITIES AT JUNCTIONS, WATERING STATIONS AND INTERMEDIATE STATIONS :

There must be an adequate number of reception lines at Junctions and watering stations. Irregularities with additional stops and waiting times usually originate at watering stations or junctions with an insufficient number of lines. The number of reception lines required at such stations should therefore be carefully ascertained.

Another reason for delays to trains is the interference to 'through trains' at intermediate stations due to shunting moves. The frequency of interference with other trains depends on the work of shunting trains at stations and the lay out of the station. At 3 line stations, the third line should be isolated by shunting necks and suitably connected to all sidings. It should be possible to reach all important lines from the shunting neck without to and fro movements and interference to trains. At least on ruling sections,

no shunting should be done on the main line, so that the distance between the facing point and shunting board can be saved.

IMPROVED SIGNALLING :

Unsuitable or imperfect signal arrangements can easily result in loss of running time. For example, if a train approaches a station and the driver does not get a clear indication of the position of the first stop signal in braking distance, there is loss of running time due to premature braking. The driver is often induced, as a precaution, to slow down too early or quite unnecessarily and the train loses easily several minutes of running time. On busy sections with high permissible speed, therefore, drivers should be pre-warned of all stop signals, by providing warning signals for the first stop signal. The engine driver will thus get clear indications about the line conditions ahead and will be able to drive his train more confidently.

Good visibility and uniform arrangement of signals are also of great importance.

The provision of intermediate and automatic block signalling considerably increases line capacity. But this is a costly proposition.

SPEED OVER TURN-OUTS :

A gain in running time can be achieved by increasing the permissible speed of trains over the turn-outs into loops. An increase in permissible speed from 10 M.P.H. to 20 M.P.H. results in a saving of more than one minute for stopping trains. Turn-outs with a permissible speed of 30 M.P.H. help considerably to speed up through running trains. To take full advantage

of the individual possible speed in turn-outs, speed indicators may be provided.

IMPROVED BLOCK WORKING :

Wherever possible, block instruments should be housed in cabins at the ends of stations. The token will then be dropped and picked up opposite the corresponding cabin and the time required for block working can start as soon as the engine passes the cabin.

Another advantage in having cabins with block instruments at the ends of stations is the saving in the time required to observe the L.V. indication. This can be observed from the cabins and block working started before the train stops.

TOKENLESS BLOCK WORKING :

With "Tokenless" block working, a radical reduction of the time required to operate the block instruments is obtained, as there is no insertion or delivery of tokens.

CENTRALISED TRAFFIC CONTROL :

It is estimated that 50 to 70% of the traffic handled on a double track may be handled generally on a single track equipped with C.T.C. Where trains of different speeds have been involved, which is ordinarily the condition to be met, various examples of single track operation with C.T.C. have shown that the train capacity and running times have been quite comparable with the usual operation of double track. C.T.C., it is claimed, will save an average of approximately one minute a mile for each goods train. This saving of an hour or two hours on a section results in better overall train performance.

May 1958

INCREASING SPEED OF TRAINS :

Traffic capacity is directly linked up with train speeds. If the lay out of the line makes it possible, it is an advantage to increase speeds, by changing the method of traction if required. Improved train traction is therefore an important factor from the point of view of single line capacity.

EFFECT OF TRAFFIC DENSITY ON SPEED :

Certain investigations were conducted recently by the Efficiency Bureau of the Railway Board on the relationship between traffic density and speed. The following are their conclusions :

(a) For a given line capacity, the speed declines as the density of trains increases. The rate of decline increases as the average density approaches the capacity.

(b) For a given density, the speed improves as the capacity increases. The rate is more pronounced when the section is working nearer to capacity.

(c) For a fixed elemental increase in density, the capacity remaining

unchanged, the speed declines faster as the utilisation of capacity increases. If, however, the capacity is correspondingly increased, the decline in speed is materially arrested.

(d) When the utilisation of capacity exceeds the limit of, say, 80 per cent, the rate of fall in speed with even a slight increase in density is great pointing to the need for an increase in the capacity. For lower stage of utilisation the rate of fall is substantially less, and below 50 per cent utilization, experience shows that a corresponding increase in the capacity is immaterial.

Practical experience confirms these conclusions.

Section capacity has a vital effect on the efficiency of operation, on speeds of trains, on wagon-miles per wagon day and engine-miles per engine day. It may be said as a very broad principle that on busy routes, the greater the line capacity, the fewer will be the number of locomotives and wagons required to carry a given volume of traffic.

INVEST IN THE BLOOD BANK

Dr. A. RAMDAS

DMO/PER

BLOOD is essential for life. Blood is required in health. And the need for it is greater in disease. Whenever a person is seriously ill, injured or undergoes a major operation, doctors depend on blood to help them save life.

Medicine as a science has been striving for centuries to mitigate human suffering, restore health and save life, with various aids invented from time to time. But the discovery that administration of blood from a healthy person to a sick person is a life saving device is a fairly recent one. During the short period in which blood transfusion has been tried, it has revolutionised medical treatment and saved millions of lives.

Unfortunately any person's blood cannot be given straight to a patient who needs it. It has to be analysed to determine its group. It can then be given only if it matches with the patient's blood. It is required for saving life as when there are complications in typhoid fever; to replace blood loss due to serious injuries in road and railway accidents, bleeding stomach ulcer, abortion and delivery; to replace loss during modern major operations. More often than not it is required urgently when it is not possible to search for donors. Hence medical science created a unique institution, the Blood Bank.

A Blood Bank is run on the same lines as a bank which handles money. It receives 'deposits' from those who have a surplus and 'invests' these

on those who need them. But there is only one important difference. The Blood Bank does not operate for its own profit. It runs business for a purely humanitarian purpose.

Like all banks, a Blood Bank cannot be started without capital and work without the active support of the community it serves. Those who enjoy a surplus of good health are its shareholders and investors. They provide the vital 'capital'. The Bank invests this valuable 'capital' on those who are seriously ill or injured. It does not differentiate between man, woman or child. It neither charges interest nor demands repayment. Its lending department is not tied down to fixed working hours, being open to any 'needy' person at any part of the day or night. The only guarantor it has is the person's doctor who has to certify that a person needs help and that the 'investment' is sound. As doctors are not usually competent bankers in the accepted sense of the term, they certify every needy person as a sound investment proposition.

Running of a Blood Bank is a highly specialised job. Specially trained staff and equipment are required. The Southern Railway has recently taken a great step forward by its decision 'to open the first Blood Bank on the Railway' in the Perambur Railway Hospital. The Medical Department is confident that the 'rich' railwaymen would come forward in large numbers to invest their 'capital' in it.



May 1958

Not a week passes without some 'needy' person receiving a blood transfusion in Perambur Hospital. Many a wife or mother will gratefully acknowledge the debt she owes to this life-saving invention. This service is available to every employee of the Southern Railway and Integral Coach Factory and his or her dependents.

But difficulties in starting the Bank have cropped up to cause concern to the doctors. 'Capital' has been very shy, and the Bank has not been able to collect a stable 'capital', leave alone building a 'reserve'.

This is an appeal to the vast body of Railwaymen of the South. The Bank badly needs your support. The trickle of blood that now flows into its vaults must become a mighty life-giving river.

The Medical Department is confident that everyone of you will answer the appeal by voluntarily stepping into the Bank and donating blood. 'Donations' (we shall call them so because the word investment sounds mercenary) will be gratefully received on behalf of the sick and injured. Every care will be taken to safeguard the donor's welfare and only those who are found quite 'rich' will be accepted.

Remember that at this very moment there is someone who badly needs this invaluable gift from you. It may be your turn or mine next to be in need. A life saved may save a family from despair and misery. Can any act be more noble than that of wiping the tears from the eyes of a sorrowing mother or wife?

SOUTHERN RAILWAY

TENDER NOTICE

Tender for the purchase of cinders not required for Railway use and other kinds of Workshop refuse or both combined discarded from Perambur Workshops, loaded in wagons and placed outside the Perambur Workshops Gates 1958-59.

Tenders are invited for the above for the period from 1-7-1958 to 31-3-1959. The tender form containing terms and conditions of contract can be had from the Office of the Chief Mechanical Engineer, Southern Railway, Ayanavaram, Madras-23, on production of a receipt for Rs. 3 (Rupees Three only) granted by the Chief Cashier, Southern Railway, Park Town, Madras-3. The cost of tender form is not refundable and the tender form is not transferable. Tender forms will not be sold after 15-00 hours on Wednesday, the 28th May 1958. Tenders should reach the Chief Mechanical Engineer, Southern Railway, Ayanavaram, Madras-23, on or before 12 Noon on Wednesday, the 4th June 1958, in sealed covers enfaced conspicuously with the words "Tender for purchase of cinder ashes at PWP for 1958-59". The tenders will be opened by him or his duly appointed representative and the quotations read at 15-00 hours on the same day in the presence of such of the tenderers as may be present at that time. The tenderer should remit on or before 12 Noon on Thursday, the 29th May 1958, a sum of Rs. 1,000 (Rupees One Thousand only) as tender deposit to the Chief Cashier, Southern Railway, Park Town, Madras-3, and the receipt thereof should be sent along with the tender. Remittance in cash or by Money Order and etc., towards the cost of tender form and tender deposit will not be accepted by the Chief Mechanical Engineer.

Chief Mechanical Engineer.

"PREVENTION OF ACCIDENTS ON RAILWAYS"

M. M. RAJOO

ALWI/MDU

"Our remedies oft in ourselves do lie.

Which we ascribe to heaven: the fated sky

Gives us free scope; only does backward pull

Our slow designs when we ourselves are dull."

WITH the advent of Independence in the year 1947, the Government of India faced pungent criticisms from all sections of the public on the abnormal increase in the incidence of Accidents on Indian Railways. The Government also appointed an Accident Enquiry Committee and the results of the same have also been published. In spite of the fact that the various recommendations of the Accident Enquiry Committee have been approved by the Railway Board and being brought into force, accidents are still on the increase. Why? Let me just probe into this picture in detail to bring home to all staff employed in connection with Train Working the necessity for SAFETY and for cultivating those habits of thought and caution which will definitely reduce the incidence in accidents.

What are accidents? Accidents are occurrences which do or may

- (i) cause death or injury to persons,
- (ii) cause damage to property,
- (iii) cause interruption to Traffic,
- (iv) affect seriously the safety of the Railway, its passengers, servants and others.

Instances, as described above, do occur and a majority of these are found to be due to combined causes and much more due to lack of knowledge of Safety Rules or to a neglect in using the appliances for safety which are in existence.

Accidents, are of two kinds:— Technical and non-technical. Technical accidents occur due to the failure of human element. It is impossible to avoid accidents of non-technical nature which occur due to unavoidable circumstances, otherwise called as "Acts of God". But it is the number of accidents in the first category which is so appalling although the majority of them do not attract the attention, with thick head lines and blood-curdling details in newspapers.

Technical accidents are again subdivided into two other categories, viz. :—

- (i) Accidents due to defective permanent-way, rolling stock and interlocking installations—which are not properly examined by the various maintenance staff of different departments, and
- (ii) Accidents due to violation of Rules and Regulations laid down by the Administration.

Note.—This is the Essay which won the first prize in the Essay Competition held during Railway Week—Ed.

In order to increase the line capacity and also to introduce number of train services, speed of trains is increased. Safety and speed must be considered in its dual aspect of its limitations, in the one case by the efficiency of the locomotive and the track and in the other by traffic considerations. As such, to avoid accidents, the following main factors must be under constant check :—

(i) Physical conditions of routes travelled, of gradients, alignments.

(ii) Efficiency of permanent-way in the track and of the structures, *e.g.*, bridges, culverts, etc.

(iii) Locomotive efficiency in relation to loads hauled.

(iv) Signalling equipment and operations.

Safety is also connected in one's mind with accidents defined as "freedom from accidents", and to avoid accidents, all Railway workings connected with train operations must be fool-proof by provision of modern safety appliances.

Our engines, rolling-stock and the permanent-way were designed several years ago for a limited anticipation of carriage of passenger and goods traffic. Even the present overcrowding in trains may have a direct bearing for causing defects in the permanent-way and in vehicle springs as none would have visualised such a rapid progress in the field of transport. Now-a-days, heavier type of engines, heavier type of coaches are put on the line. A proper and close scrutiny of the strengths of the permanent-way,

bridges, etc., must be constantly under view. For an outward look, the defects in the bridges may not be seen. Standards of signalling, for permitting maximum speeds on various sections, are now provided. And this must also be proceeded with, side by side, renewals of track standards, strengthening of bridges, culverts, etc. The opening of new Railway lines is, of course, a welcome feature but a periodical survey for improving the efficiency of the existing Railway lines must go hand in hand. Improvements in track alignment by the easing of curves and gradients, provision of additional block posts to reduce the lengths of occupied block section ahead, the substitution of power operation for manual working, provision of colour light signalling, Interlocking of non-interlocked stations, provision of track-circuiting in busy yards and areas, automatic signalling on busy suburban sections,—are some of the essential features to be attended to with top priority. Advantages of a uniform system of signalling over a particular section are also obvious. It would simplify running of trains.

All drivers will be approaching only one type of signals on the section and thereby the incidence of running against signals will be lessened.

The various categories of staff of Engineering, Mechanical and Signal branches must scrupulously perform their allotted duties. The actual conditions of the locomotive, wagons and vehicles must be examined before they are certified as fit to run. The conditions of the points, crossings, interlocking arrangements with the signals, the slotting arrangements in the cabins must be checked periodically

and the defects must be rectified as and when noticed without putting it off for the next day. The cross-levels, alignment of curvatures, reconditioning of fish-plates, the conditions of rails must receive the constant attention of the respective officials, which if remedied in time, would go a long way to reduce the incidence of accidents.

Coming to the categories of accidents which occur mainly due to the negligence on the part of train working staff or violation of Safety Rules and Regulations, they are really a matter for grave concern. Repeated circulars, instructions and steps, such as introduction of a scheme of "quarterly drive" and Accident registers at stations, to tighten up the observance of rules and regulations, have not resulted in any appreciable degree of improvement. A number of pages can be covered if I begin to enumerate the various common duties, which are neglected by Station Masters, Drivers, Guards, etc., in the course of their day to day working and which ultimately proved to be the root cause for major accidents. Where then the remedy lies? The remedy lies in the hands of staff themselves mostly and partly in the discharge of their duties by supervisory officials and officers above.

A little pain to study thoroughly and to be conversant with the knowledge of various Rules and Instructions and an incentive to apply them strictly in day to day working will surely pave the way for reduction in accidents. It is commonly said to be easier to do wrong than right, to sin than to be holy. Such condition has come to be regarded, almost universally as axiomatic and no less a

teacher than the Buddha has said: "Bad deeds and deeds hurtful to others as also to ourselves, are easy to do; what is beneficial and good, that is very difficult to do." It is easier for men to do wrong than right because of the prevalence of IGNORANCE. Every accident is caused by ignorance if not negligence. It should be the responsibility of staff to educate men working below them in their specific duties and to instil in them a sense of responsibility. Illiterate staff must be made to thoroughly understand their portions of work by translating the relevant extracts of the rules pertaining to them and explaining by practical means, if necessary, before allowing them to take up duties independently.

The Railway Board has recently introduced a scheme for appointing Safety Inspectors on the basis of one for every 200 miles of Railway line, in order to institute a special drive for correcting irregular or unsafe working and awakening safety consciousness amongst the staff. These Inspectors must devote their entire energy to this vital matter which affects thousands of lives and crores of rupees worth of public property and other matters. The Safety Inspectors must be properly utilised—if we are to be judged by our performance—for the purpose and these Inspectors must discharge their functions meticulously, keeping the entire picture before their mind as to how they happen to appear on the scene in that capacity. They must feel that, if owing to pressure of work any matters have to be neglected, they should certainly be not those concerned with the prevention of accidents. These Inspectors must witness train operations of important stations

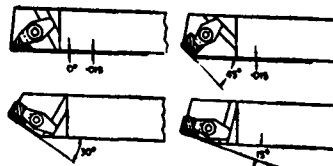


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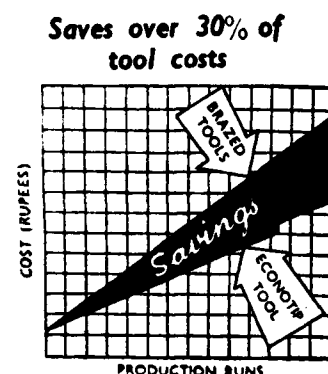
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in their jurisdiction on a programme basis and devise measures to eradicate slackness at all levels. These Inspectors must, on arrival at the accident spot, try to establish the cause of the accidents bearing in mind the basic principles which give rise to such accidents and with free interchange of questions with the other inspecting officials.

The Officers of the various departments must also test check the quality of the inspection done by supervisory officials and without sacrificing the frequency, the officers must always be on the line so that all staff may realise that Railways can run successfully only if every one does his duty round the clock in a most careful and efficient manner. The Officers should not hesitate to take their coats off, if necessary, to show how the work should be done properly. In these days, when schemes are evolved for the participation of workers in the Management, the Officers should essentially create friendly relationship with the staff working under them by shedding down their air of superiority so that mutual confidence and co-operation can be established. Incidentally, it must also be mentioned, that, whenever Officers receive any representations and/or appeals, for any redressal of grievances from the staff, decisions must be reached on such representations without dragging the issue on some plea or other, and the decision must be communicated early. The decision may either be favourable or unfavourable; but they must be quick and prompt. When staff feel that nothing has come out of his request, a sort of unhappiness clouds his mind and from that state of unhappiness springs a wrong condition

of mind. While a man is having a wrong condition of mind, he will live a wrong life and will ultimately bring suffering not only to himself but also to the community around. Where there are wrong conditions of mind there is bondage and unrest. Where there are right conditions of mind, there is freedom and peace.

The best safety device is the careful man and the A.B.C. of the safety is—ALWAYS BE CAREFUL. Everything which is humanly possible is done to safeguard you by providing safety devices of every kind but no safety device is proof against continued callousness or carelessness on the part of YOU. No regrets on your part, no tears on the part of your family and no words of sympathy will restore a lost limb or give back the sight of a lost eye.

Have you ever seriously counted the cost of carelessness of which misery is the outstanding item? Here is an extract published in the pamphlet issued by the Publicity Department of "Indian State Railways" several years ago:—

"It is a record of fathers and mothers and wives from whom the star of hope that shone so brightly in their sky has been eternally blotted from view by the smoke that arose from the funeral pyre. It is a record of children's tears and broken hearts. It is a record of disappointment and distress, pain and poverty. It is a record written in the ink of human blood. And that record is in our own handwriting. We cannot deny it. We cannot evade it. And the pity, the shame, is that every year, for many years, we have been writing a longer and bloodier record."



INDIAN TUBE ON THE RAILWAYS

This railway station is similar to hundreds of other stations all over the country. These objects have all been fabricated from steel tubes: the pillars supporting the roof, the guard rails along the overhead bridge, the tubular point rodding beside the track, the luggage trolley and mobile tea stall, boiler, super-heater and boiler flue tubes inside the locomotive and brake tubing throughout the train. If the train is air-conditioned, even more tubing is required. The Railways are the biggest single consumer of steel tubes in India today, but in every industry tubes have hundreds of applications.

INDIAN TUBE

THE INDIAN TUBE
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FOREIGN EXCHANGE FOR RAILWAYS' SECOND PLAN

K. SRINIVASAN

THE railway plan now provides for doubling of 1,607 miles of track, conversion of 265 miles of metre gauge lines into broad gauge, electrification over sections totalling about 1,300 miles and dieselisation over 1,293 miles, construction of 842 miles of new lines, renewal of 8,000 miles of obsolete track and procurement of 2,258 locomotives, 1,07,247 wagons and 11,364 coaches.

Of the total outlay for Railways, approximately Rs. 425 crores will be required in terms of Foreign exchange. The Foreign exchange requirements for different programmes are shown below :—

	Rupees in crores
Locomotives	81
Other Rolling Stock ..	82
Other Equipment	125
Steel	137
	425

The Foreign exchange requirements are mainly for special types of stock like electric and diesel locomotives and special wagons. Efforts will continue to be made to attain as large a measure as possible of self-sufficiency in respect of rolling stock. The Equipment Committee has made suggestions for self-sufficiency. Chittaranjan has started production of Locomotives. Integral Coach Factory is manufacturing B.G.

coaches ahead of schedule. Chittaranjan Loco Works are expected to increase production to 300 Locomotives a year. Capacity of Integral Coach Factory is expected to be 350 Broad Gauge coaches a year. (At present it has already touched 300 per year.)

The Indian Railways have been taking concerted measures to cut down imported components to rock bottom. For certain items for which the Workshops of Railways have not been equipped the Railways have been pursuing with the local agents of Foreign manufacturers to set up capacity for the manufacture of those items in the country. Chittaranjan Workshop is taking steps to eliminate imports by setting up necessary capacity for the manufacture of the items in these workshops. With the earnest and concerted drive put forward by all categories of workers, the outturn for the financial year 1957-58 was 164 locomotives. With the fabrication of bar frames from Tata slabs inside the Works, procurement of angle and dome rings from the Tatas and certain steel castings from indigenous manufacturers and the production of certain loco fittings by the Works itself, it has been possible for Chittaranjan to eliminate certain imports much earlier than expected.

With the three new steel plants going into production at Durgapur, Rourkela and Bhilai, and with the proposed steel foundry at Chittaranjan, dependence in respect of certain raw

materials will cease and it would then be possible for the Works to be entirely self-sufficient in regard to imported items.

Industrial progress takes on a rather zig-zag course. Perhaps we will take at least one step back before we take three steps forward. It is only in statistical laboratories that national incomes, saving, investment and so on can move up at uniform and unchanging rates. There was a tendency in the last two years for organised industry to overextend itself, implying that its capacity for production was outrunning the potential growth of the market within a reasonable period. The Foreign exchange crisis has set

limits to this unwisdom and the consequent cutting of rupee expenditure is inducing a measure of consolidation which must be reckoned as a blessing in disguise.

Assistance of a substantial nature must be made available to India if the Second Plan is to be implemented without causing any serious dislocation to the economy of the country. It is known to every one that the Foreign exchange gap in the Second Plan is of the order of 1,400 million dollars. Taking into account the assistance already received from the United States and what is expected from West Germany, Japan and the World Bank, there would still be need for an

additional 900 million dollars if the Plan is not to be slashed and staggered unduly. If foreign assistance is to be made full use of, it should be available in good time. The general sentiment in favour of continued assistance to India is on the increase. One of the important causes for the improvement in the atmosphere may be said to be the visit of prominent Senators and high-ranking dignitaries from the United States to India and their assessment of the situation here. India's Vice-President Dr. Radhakrishnan's recent visit to the United States would doubtless add to this understanding of the Indian situation and establishment of closer relations. As has already been referred to, India requires some 1,400 million dollars to bridge

the Foreign exchange gap and to implement the core of the Second Plan. India has so far obtained 600 million dollars, towards which the United States has contributed 225 million dollars. Thus, the Indian Government and people would still require 800 million dollars *plus additional food imports* to implement the Plan and maintain their present economy.

The Mission led by Mr. Hawthorne Arey, consisting of Mr. Charles E. Houston, Mr. Robert Lee Moorman and Mr. Raymond Lee Jones visited this country to study various aspects of Indian economy and details of administrative arrangements for import licensing and for payment of Foreign

SOUTHERN RAILWAY

TENDER NOTICE

1. Sealed tenders in the prescribed form will be received by Chief Engineer, Southern Railway, Madras-3 upto 16-00 hours on Thursday the 29th May 1958 for "Collection and Training out of Stone Ballast for the work of complete track renewal of the existing 90 lbs. B. H. Rails on C. I. Pot Sleepers (N + 2) with 90 lbs. 'R' Rails on CST/9 Sleepers for 40 miles (up and down line) from mile 14 to 34" Madras-Arkonam Section.
2. Tender form can be obtained from the Chief Engineer on production of a receipt for Rs. 10 paid to the Chief Cashier, Southern Railway, Madras-3 or to any Station Master on the Southern Railway. Under no circumstances will the amount paid for the tender form be refunded. The tender form is not transferable.
3. The tender forms will be issued only upto 15-00 hours on Friday the 23rd May 1958.
4. Approximate cost of Contractor's portion of work is Rs. 5,55,600. The earnest money of Rs. 16,700 should be paid before 12-00 hours on Saturday the 24th May 1958.
5. Further particulars can be had from the Chief Engineer, Southern Railway Madras-3.

The U. S. Bank Mission for Imports and Exports at Meenambakkam Airport.
Mr. Hawthorne Arey is seated extreme left.



May 1958

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

All the schemes for the development of Madras harbour costing a total of Rs. 15 crores according to the latest estimates including the major scheme of building six new berths under the Southward expansion project will proceed and be completed according to schedule by the end of 1961 and all Foreign exchange we require will be fully met by 14-million dollar loan agreed to by the World Bank.

It is realised that if after a clear appreciation of India's policies, the United States has come forward with a liberal measure of economic assistance the reasons must be found in their assessment of the Indian situation. The Americans are undoubtedly aware of the shortfall in Foreign exchange resources for the Second Plan. The Americans are entitled to feel that the assistance given for the successful implementation of the Plan would go towards the maintenance of an independent India, based on democratic principles.

In private sector projects, the total Foreign exchange cost during the Second Plan period is Rs. 96.35 crores and

the Foreign exchange payments estimated to have been made upto March 31, 1958, are Rs. 59.58 crores. Of the Foreign exchange payments to be made between April 1, 1958 and March 31, 1961, amounting to Rs. 36.77 crores, Rs. 28.59 crores are covered by foreign loans, credits, aid, etc., so far negotiated and Rs. 8.18 crores are the balance still to be met.

In the public sector projects, the total Foreign exchange cost during the Second Plan period is Rs. 875.54 crores and the Foreign exchange payments estimated to have been made upto March 31, 1958, are Rs. 322.83 crores. Of the Foreign exchange payments to be made between April 1, 1958 and March 31, 1961, amounting to Rs. 552.81 crores, Rs. 219.12 crores are covered by foreign loans, credits, aid, etc., so far negotiated and Rs. 333.69 crores are the balance still to be met.

To add up: Foreign exchange cost during the Second Plan period is Rs. 971.99 crores: foreign exchange payments estimated to have been made upto March 31, 1958, Rs. 381.41 crores. The total of the Foreign exchange payments to be made between April 1, 1958 and March 31, 1961, is Rs. 589.58 crores. Of this Rs. 247.71 crores is covered by foreign loans, credits, aid, etc.

The earlier figure of Rs. 967 crores has been revised to Rs. 972 crores in the light of further information since received.

May 1958

FOREIGN EXCHANGE

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WHEAT LOAN

Public Law 480 is an Act of the United States Congress known as the second U.S. Wheat Loan, was signed on August 29, 1956. It is the largest PL-480 Agreement the United States has concluded with any country. The total amount of the agreement is for 360.1 million dollars or Rs. 172 crores. The agreement is for three years, except for the rice which is for one year only. However, the delivery period for wheat and other produce can be shortened at the pleasure of both countries. In fact, India has expressed the intention of importing all of the wheat in the first two years and purchase authorizations have already been issued by the United States to make this possible. In order to assure that regular markets in India for grain and cotton will not be disrupted for the U.S. and other countries that normally help supply India's requirements, the Agreement provided that India will purchase specified quantities of these products in addition to those furnished under the PL-480 Agreement. A loan of Rs. 114.4 crores or 65% of the total rupee funds is to be made to the Indian Government and used for economic development projects in India. Of this Rs. 25.7 crores is to be reloaned to private industries. A grant of Rs. 25.6 crores or 15% of the total rupee funds to be made to the Indian Government for India's economic development. Titles II and III of the law provide authorization for donations of U.S. agricultural products for

famine relief, floods and other emergency assistance to friendly nations or needy populations for distribution to institutions and needy persons outside the U.S. It should be understood that the Law was designed to help utilize surplus agricultural produce of the United States in friendly foreign countries by making it possible for these countries to purchase the produce with their own currencies, to increase their consumption of food and other farm products and save Foreign exchange. Its aim also was to help these countries in their efforts towards economic development and stability.



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SOUTHERN RAILWAY

TENDER NOTICE

The Deputy Chief Engineer (Construction), Egmore, Madras-8, invites sealed tenders for the following work upto 13 hours on Friday, the 30th May 1958.

NAME OF WORK	Approximate cash value of the work	Earnest money	Period of completion	Cost of Tender Form
	Rs.	Rs.		Rs.
<i>Doubling of Track in North-East Line</i>				
Manufacture, supply and erection of Prestressed Concrete Girders for Bridges No. 537 (3/40'-0") at mile 169/16-17, 541 (22/40'-0") at mile 171/21-172/3 and 542 (5'-40'-0") at mile 172/10-11 between Tanguturu and Surareddipalem Stations.	3,75,000	11,250	Eight months	10

Earnest money as mentioned above is to be paid *in advance* to the Chief Cashier, Southern Railway, Park Town, Madras-3, within 12 hours on Tuesday, the 27th May 1958 and the receipt thereof attached to the tender.

Further particulars and the tender forms can be had from the Deputy Chief Engineer (Construction), Egmore, Madras-8, on production of a receipt for the sum of Rs. 10 towards the cost of tender form paid to the Chief Cashier, Park Town, Madras-3, or any Station Master on the Southern Railway, within 12 hours on Tuesday, the 27th May 1958.

"MANORAMA"

Mrs. TRUESTORY

MANORAMA, as her name suggests, was a glamorous girl. But what made this glamour, so striking, was the fact that the owner of it was only a servant-maid. She had a neat, trim figure and a face, which though not good looking, was not unpleasing. The way she draped her saree, the care with which she always matched the colours of her blouse and saree, the modish style of gathering her tresses into a bun on the nape of her neck, would delude anyone into the belief that she was a bright, young College girl. Nature had also dowered her with a fair amount of intelligence. Having studied up to middle school in a Convent she could speak faultless English with an accent, and write it without a single grammatical or spelling mistake. She had also taken some training in needlework and machine sewing, with the result that she was a good seamstress as well. But in spite of all these accomplishments, rare among the servant class, she appeared to be meek, submissive and obedient. No wonder that she struck Mrs. Gopal as a paragon among servants. Mrs. Gopal had been looking around for an ayah for her three months old baby, when her cook brought Manorama to her. Manorama's mother had died recently, and her father having gone to the Nilgiris to work, as a cook with a European planter, Manorama had come to Mrs. Gopal's cook. The latter happened to be her aunt. Everything about Manorama pleased Mrs. Gopal, so that she lost no time in engaging her.

Manorama worked with Mrs. Gopal for over a period of two years. In all that time, she found nothing in Manorama, to make her revise her first opinion of her. She was competent and unlike the usual run of servants, she was neat and thorough in her work. She used to sit and play with the baby for hours on end. The baby's clothes and toys were listed and any mending or repair necessary, was attended to, by her without any promptings from Mrs. Gopal. In short, if you made her responsible for any job, you could rest assured that it would be done well. Over and above all this, she was humble and never impertinent. Any rebuke from Mrs. Gopal met with only silence from Manorama. There was only one quality in her which piqued Mrs. Gopal—a barrier of reserve, a lack of frankness, something secretive, a quality which made Mrs. Gopal suspect, at times, that there were depths to her which she had not fathomed. But such a suspicion occurred to her only rarely. As Manorama neared the end of her two years' service with Mrs. Gopal, it struck the latter that an ayah was now a luxury. Having become fond of Manorama by now, her future worried her. Her uncle and aunt, during all this time, had made no efforts to get her married. Therefore, Mrs. Gopal badgered her husband into giving Manorama a job, as a kindergarten teacher in a Government School. Mr. Gopal, by the way, was the Director of Public Instruction in their State. With a fund of motherly advice on

conducting herself properly in the school, and a fairly good ward robe, Mrs. Gopal. launched Manorama into her new career, and sat back with all the gratification which the good samaritan must have felt.

Manorama was staying with her auntie while working at the school. On her daily walks to and from the school, a police sergeant, by name Babu, a young, decent fellow, used to see her, and smitten with love for her, approached her uncle, with a proposal of marriage. There was only one obstacle—he was a Protestant Christian while she was a Roman Catholic. But the sergeant was so much in love with her, that he was quite prepared to give up the faith of his forbears and adopt the faith of the beloved one. Accordingly, Manorama's uncle took him to the parish priest, who promised to conduct the marriage, after Babu became fairly conversant with the tenets of their faith. Armed with a score of books, dealing with the Roman Catholic dogmas, ritual and beliefs, Babu went home, and started poring over them, with all the zeal of a promising young student preparing for his first degree examination. Informed of this development in Manorama's affairs, Mrs. Gopal was highly pleased, and considered it the best piece of luck that could have befallen her. This happened about two months after Manorama had left the conventual security of Mrs. Gopal's home.

About this time, one early morning, Mrs. Gopal was mixing her baby's milk, when in burst the cook, wailing, "Amma, Manorama has run away from home in the middle of the night". Having seen Manorama in her child-

ren's school uniforms, only the previous night, Mrs. Gopal could not credit this. But she could not doubt any longer before the convincing evidence of a letter in Manorama's hand, addressed to her uncle and aunt thus, "May God bless your family. I thank you for all the trouble you have taken for me. Since you consider me a lost cause, I do not wish to saddle you with myself, any longer. By the time you read this letter, I shall be dead and gone. Kindly inform my father about my death." The sentiments expressed in this letter were so out of character, that it took Mrs. Gopal sometime to assimilate, that it was the self same meek and humble Manorama whom she had looked after like her own daughter, who had written this. Was this the sad end, then, of all her hopes for her? What of her forthcoming marriage, which Mrs. Gopal had thought, was nothing less than the grace of God on her? Had all her advice and the well-meant gift of a good job come to nought? Why had she taken this extreme step? All Mrs. Gopal could find out about any possible persecution in her aunt's house was that they had scolded her for dozing off to sleep during prayers. Further enquiries revealed that Manorama had taken all her clothes with her. This seemed hardly the act of a girl intending suicide. On enquiring at the school, one of the women teachers, who was her intimate, gave it out that Manorama had not fancied marriage with Babu, and had therefore decided to go back to her father in the Nilgiris. A telegram to her father however drew a complete blank. Suspecting that she might have run away with one of the schoolmasters, enquiries were made, but all the schoolmasters

had reported for duty. It was as if she had vanished into air. Two days later, the headmaster received a letter, posted the day before, she vanished thus "I am writing this to inform you that I am unable to attend school any more. My uncle and aunt treat me like a slave and ask impossibilities to be fulfilled by me. I cannot bear to live any longer with them and therefore am going back to my father in the Nilgiris. Kindly inform Mr. and Mrs. Gopal that I have done this." Within minutes of the receipt of this letter, the contents became public news and reached the ears of the faithful lover, now forsaken, by the adored one. The allegation that he was the "impossibility" referred to by Manorama, was too much for his masculine vanity, so, he immediately produced a letter from her, received the day before she ran away. This letter read as follows: "My dearest Babu, I consider it a great honour to be married to you. But you are a graduate while I am only an uneducated girl. Your mother might not approve of me. So, can you send me, after marriage, for higher training for three years? Then I can easily get appointed as a higher grade teacher and there will not be such a glaring disparity in our respective status." It came out also that he had signified his assent to this impossible proposal of hers, personally, on her way back from school, so bewitched was he by her charms.

Apart from this conflicting trail of letters, there was not the slightest trace of Manorama for a week. Speculations were rife in the small town, where such a juicy titbit was a gold mine for the scandal-mongers. Some had it that Manorama had actually headed towards her father, and some had

it that she was somewhere in the town itself in hiding with some lover. The whole thing seemed like a melodrama from the pages of a novel, till on the seventh morning, Manorama presented herself at the school, in the company of a schoolmaster from the same school who had taken leave for the past two days. It seemed that a romance had been going on between the two of them, during the short two months that Manorama had been working at the school, and that they had gone to the nearest town and got married at a Registrar's Office. A point of interest in this new development was that the successful suitor was a Protestant and Manorama had joined the Protestant fold without much ado.

This spectacular turn of events was so unexpected that the headmaster refused to take the pair back to duty, until they had apologised to Mr. and Mrs. Gopal. Thus it was that Mr. Gopal found the happy bridegroom waiting for him on his way to the Office, with the following protestations. "Sir, please don't think badly of me. You have no idea what a wonderful girl Manorama is. All I have done, I have done purely out of love for her, and I swear I shall look after her, as long as there is breath left in me." Meanwhile Manorama was on her knees before Mrs. Gopal begging to be restored to favour. However, Mrs. Gopal would have none of her, and with a final injunction to keep faith with her husband, at least, in future, washed her hands off her.

There were many who held that Manorama had done well for herself. But to Mrs. Gopal, her actions were

(Continued on page 80)

SOUTHERN RAILWAY

TENDER NOTICE

The Deputy Chief Engineer (Construction), Egmore, Madras-8, invites sealed tenders for the following work upto 13 hours on Friday, the 30th May 1958 :—

NAME OF WORK	Approximate cash value of the work	Earnest money	Period of completion	Cost of Tender Form
	Rs.	Rs.		Rs.
<i>Doubling of track in North-East Line</i>				
Manufacture, Supply and Erection of Prestressed Concrete Girders for Bridge No. 533 (33/40') at mile 167/13-20 between Singarayakonda and Tanguturu Stations.	4,12,500	12 375	Eight months	10

Earnest money as mentioned above is to be paid *in advance* to the Chief Cashier, Southern Railway, Park Town, Madras-3, within 12 hours on Tuesday, the 27th May 1958 and the receipt thereof attached to the tender.

Further particulars and the tender forms can be had from the Deputy Chief Engineer (Construction), Egmore, Madras-8, on production of a receipt for the sum of Rs. 10 towards the cost of tender form paid to the Chief Cashier, Park Town, Madras-3 or any Station Master on the Southern Railway, within 12 hours on Tuesday, the 27th May 1958.



"WHY DOES THE WOODPECKER PECK"

HAVE you ever seen a woodpecker in action? If you have you will find him perched against the trunk of a tree, and you will find his long beak hitting the tree-trunk with a machine-gun tap-tap-tap-tap. If you stand and watch the woodpecker for a few moments, you will find that his fast-tapping beak moves so readily, that you can hardly see anything except the bird's moving head. Now, we come to the question, why does the woodpecker peck? Of course, he uses his tough and sharp beak like a boring tool, to chip out a hole in the tree trunk, into which hole he will crawl, and there build his home. But, the American Red Indians tell a strange story to their children about the woodpecker and his pecking. I am sure you would like to hear it, so here goes.

Once it was thought that all woodpeckers were at one time Red Indians, that is the Indians who lived on the great Continent of America. Now, on this same Continent there was a certain plant that grew in a strange place, where you would not expect to find any plants—none other than in the desert. This was called the mescal plant. The fruit of this plant were little knobs or buttons, and the Red Indians believed that if anyone ate these mescal buttons, he would have magic powers. Some ate, and it was found by them that within a short time they would have wonderful

dreams and see wonderful visions. In these visions they would see their fathers and grandfathers and even great-great grandparents, far, far back in time, and walk and talk with them. But the magic men of the tribe, those who could read the future, see visions and cure sick people, had warned their people not to eat the mescal buttons, as everybody in the tribe could not be medicine men, but if they disobeyed, bad luck would come to those who ate the mescal fruit.

There was one young Red Indian, who was very curious and did not listen to the medicine men. He wanted to see visions and dream dreams. He wanted to see the great hunters who had lived and died long ago and talk with them, so that he could learn wise things from them. So one bright moonlight night, this young man slipped away from the camp and went off towards the desert where he would find the mescal plants. After some hours he found himself in the desert, and by the light of the moon, he could see the little buttons growing on the mescal plants. Although he was somewhat afraid, he picked one and put it into his mouth, just to see what would happen. Hm!! Nice taste, he thought as he chewed on it. He picked off another, popped it into his mouth and chewed. And then a few more were eaten. Before long he found everything becoming strange in front of his eyes. The desert seemed to get brighter and brighter with a

SOUTHERN RAILWAY

TENDER NOTICE

The Deputy Chief Engineer (Construction), Egmore, Madras-8, invites sealed tenders for the following work upto 13 hours on Friday, the 30th May 1958 :—

NAME OF WORK	Approximate cash value of the work	Earnest money	Period of completion	Cost of Tender Form
	Rs.	Rs.		Rs.
<i>Doubling of Track in North-East Line.</i>				
Manufacture, Supply and Erection of Prestressed Concrete Girders for Bridge No. 516 (19/40'-0") at mile 157/22-158/3 and 518 (9 60'-0") at mile 160/3-6 between Ulavaadu and Singarayakonda stations.	4,44,500	13,335	Six months	10

Earnest money as mentioned above is to be paid in advance to the Chief Cashier, Southern Railway, Park Town, Madras-3, within 12 hours on Tuesday, the 27th May 1958 and the receipt thereof attached to the tender.

Further particulars and the tender forms can be had from the Deputy Chief Engineer (Construction), Egmore, Madras-8, on production of a receipt for the sum of Rs. 10 towards the cost of tender form paid to the Chief Cashier, Park Town, Madras-3, or any Station Master on the Southern Railway, within 12 hours on Tuesday, the 27th May 1958.

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CHILDREN'S CORNER

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glaring light, and was filled with moving things that looked like the gods that medicine men had talked about. The young Red Indian was not only pleased with the wonderful things he was seeing, but thrilled too. When he tried to walk towards the people he saw in his vision, he fell down, and then amazing colours of all kinds seemed to swim in the air around him as he lay on the ground. At last he fell into a deep and lovely sleep. When he awoke he found he was feeling so light and gay and happy. He arose and then returned to the people in the camp.

The next day this young Red Indian called a number of his young friends together just before nightfall and told them what had happened to him after he had eaten the mescal buttons. He told them of the beautiful visions of the gods and the lovely colours and bright lights he had seen. All of them became curious to see the same things. An hour later, they slipped away from the camp and were off to the desert to find the mescal plants. Soon they too had eaten a number of mescal buttons, and before long were seeing strange visions and dreaming wonderful dreams, and walking and talking with their Gods. When they awoke and returned to the camp, they told their fathers what they had seen. The fathers, who were older and wiser, at first thought of the awful warning of their medicine men, but their sons again told them of all the lovely things they had seen. The older men were tempted, and one night they too slipped away to the desert to eat of the mescal plant. They too saw strange visions and dreamed dreams. Then the fathers told their wives about these wonderful

visions, and soon the women too had slipped off into the desert to eat of the fruit of the wonderful mescal plant. Soon all the men and women of the whole tribe had eaten the mescal buttons and had seen their lovely visions. Only the children had not yet eaten these mescal buttons. The people of the tribe now laughed at the medicine men and told them they had eaten of the mescal buttons, but still no bad luck had come to them. But the medicine men kept warning them to stop eating the mescal buttons.

As often as they could the men and women would slip off to the desert to eat the wonderful mescal fruit, so that they could have their beautiful visions. Soon these people stopped hunting, stopped weaving blankets, stopped planting food, stopped gathering berries, and stopped doing practically everything, but eat the mescal fruit, so that they could roll on the ground and dream their beautiful dreams.

Now when people only want to dream and see lovely visions and not do any work, they will soon find themselves hungry and starving. And this is what happened. The mothers and fathers forgot about their children, who became so hungry that they would wander off all over to look for food. They roamed from one camp to another begging for food, and soon there were no more children left in the camp.

Then one day, a young mother who had not eaten many mescal buttons suddenly came out of her strange visions, opened her eyes and saw things as they really are. She looked around for her little boy, but could not find him. She searched the whole

May 1958



camp and still could not find him. Then she saw something that was not a vision, but something awful. There were no more children in the camp. Only the men and women who had eaten the mescal buttons. This young mother ran about the camp crying out that all their children had gone. She beat the others rolling on the ground until they all woke up. When they saw what had happened, they cried out aloud because they could not find their children.

What, were they to do? Then one of their wiser men said, "Let us go to our God Manitou and ask him where we can find our children. When they came before Manitou he looked on them with thunder and anger and said, "I know why you have come. For your children. Yes, I know where they are, as I found them wandering about hungry and begging for food, so I have hidden them away inside

the hollow trees where they will be out of the hot sun and safe from the wolves." But they asked, "what can we do to get them back?" Manitou answered, "I will turn you into birds, and you can go and look for your children in the hollow trees, and when you find them, I will turn you into people again."

Manitou waved his hands over all the Red Indians, and behold they were turned into birds. The black robes they were wearing turned into black feathers, and the red feathers they wore on their heads, turned into the red head of the woodpeckers. Then all the tribe flew away to the trees and began tapping away with their sharp long beaks to find their children.

And that is why the woodpeckers peck and peck away at the trees.

UNCLE TELLATALE.

Women's Page

(Continued from page 75)

nothing less than a betrayal. The blatant lies, the needless publicity involved in a secret love affair reaching its climax in a runaway marriage when she could have married her schoolmaster decently and in order, the unmaidenly boldness and cruelty shown in her letter to the honest Babu, revealed to Mrs. Gopal that all Manorama's seeming refinement and

intelligence was only a thin veneer, beneath which she remained, what in truth, she was a common servant girl. And what of Babu, that staunch if deserted lover? For all I know, he is still perusing the prayer books and who knows, he may end up by taking holy orders, which would be far far better for his soul than Manorama could ever have been.



"INDIAN REVIEW"

Diamond Jubilee Number

Published by G. A. Natesan & Co.,
Madras—Rs. 5

Sixty years of uninterrupted publishing is a record worthy of remembrance. Messrs. G. A. Natesan & Co., pioneer publishers of patriotic literature including the lives and speeches of our nation-builders and the monthly periodical. The Indian Review, have to their credit a succession of books of every kind covering all aspects of Indian Culture and Religion—the Epics, the Upanishads, the Puranas and the Gita. The Souvenir under review issued in commemoration of this occasion is a sumptuous volume of 300 pages, printed in real art paper and profusely illustrated with no less than 150 pictures, besides special insets and colour plates. Appropriately enough the volume opens with a benediction from H. H. Sri Sankaracharya now gracing the city of Madras. There are Messages from President Rajendra Prasad, Vice-President Radhakrishnan, Prime Minister Nehru, Governors and Chief Ministers of States and other dignitaries. Every phase of the Nation's thought and economy is discussed by writers of distinction, scholars, professors, businessmen and leaders of thought and affairs. There are articles on Philosophy and religion, on planning, the Food Front, Shipping, Iron

and Steel, Plantations, Labour, etc. Members of Parliament, Ministers, Ambassadors, and Journalists bear testimony to the formative influence of the Natesan Publications in the early years of their own lives, as in fact on the youth of three generations. In the Section PIONEERS OF INDUSTRY we have brief but lucid accounts of such great institutions as the Tatas, Martin Burn, Dr. C. Ottos, and India Cements, with appropriate illustrations and running commentaries in the trials and triumphs of well-known captains of business enterprises in India. Another feature is the inclusion of extracts from the writings of Gandhiji, Dr. Besant, the Rt. Hon. Sastri, Sir P. S. Sivaswamy Iyer, Prof. Hirianna, Dr. C. P. Ramaswamy Iyer and Dr. Radhakrishnan from their forewords to the Natesan Classics. Probably the most notable feature of the Souvenir is the reproduction in facsimile of letters dating from the first decade of the Century, from the pen of Romesh Chander Dutt, Surendranath Banerjee, E. B. Havel, Dr. William Miller, Dr. Ananda Coomaraswamy, Sir William Wedderburn, Dheenabandu Andrews, V. Krishnaswamy Iyer and so on. Altogether it is a volume of striking interest with rare portraits and documents and one which every reader or institution would do well to own. It should find a fitting place in every Library, in Schools and Colleges, and Public Institutions.

SOUTHERN RAILWAY

TENDER NOTICE

Tenders will be received by the Divisional Superintendent (Works), Olavakkot, upto 16 hours on 26-5-1958 for the following works:—

Sl. No.	Description of works	Approximate value of contract	Earnest money
		Rs.	Rs.
1	Olavakkot—Forming roads in the Railway Colony	92,806	2,800
2	Collection and training out of granite stone ballast for ballasting in place of existing sand or moorum ballast for a length of 19½ miles from mile B. 191/6½ to 193/0, B. 235/12 to 242/18½, B. 245/7½ to 249/12 and B. 250/0 to 256/6½ in Salem Subdivision	2,78,100	8,350
3	Collection and training out of granite stone ballast for ballasting in place of existing sand or moorum ballast for 10½ miles between Kolanalli station and Chavadipalayam in Erode Subdivision	1,12,000	3,400

Last date for issue of tender forms .. 15-00 hours on 21-5-1958.

Last date for payment of earnest money to the Divisional Paymaster, Olavakkot .. 15-00 hours on 22-5-1958.

Date of opening of tenders .. 12-00 hours on 27-5-1958.

Further particulars and tender forms costing Rs. 10 (Ten) each (not refundable) can be obtained from the Divisional Superintendent (Works), Southern Railway, Olavakkot, on production of a receipt of Rs. 10 either from any Station Master, on this Railway or Divisional Paymaster, Olavakkot. Tender forms are not transferable.

THE RAILWAY ACCOUNTANT Anniversary Number

The Railway Accountant has completed four years of its career as a technical journal dealing with financial and accounting problems of the Railways and the 4th Anniversary Number under review is full of information not only for Railwaymen but also for the public. The journal caters to a variety of interests in Railway accounting matters and deals with subjects of topical importance to Railwaymen. Apart from specialised articles whose appeal will be only for those who are in the profession, there are special contributions by eminent authorities that will interest the lay reader also. The articles 'Accounting Machine' and 'Cost Engineering' are interesting. After explaining the meaning and mechanics of 'Cost Engineering' the article suggests a model approach to its application in Indian Railway Workshops, which is expected to yield higher productivity with minimum expenditure and with the limited resources of staff available. Sri A. K. Basu's article on Second Plan is also interesting. The features of post-war railway operation in India have been a crippling shortage of physical resources and a simultaneous phenomenal rise in both passenger and goods traffic. A superlative effort has been made, and continues to be made, to counterbalance shortages by better operational efficiency to the extent this is possible with the existing equipment. Even the Second Plan provides funds which will cover more the rehabilitation of worn out assets than serve the needs of actual development and modernisation, which Sri M. N. Chakravathy considers necessary before further significant operational

improvements become possible. "Towards Realisation of Plan Objectives" is an informative article by Sri S. K. Mukerji. The fact that the Southern Railway has over 4,200 miles of metre gauge line in its total route mileage of 6,159 largely sets the pattern of its operation problems. A high percentage of over-aged rolling stock and the one-way flow of goods traffic from north to south resulting in the return of a large percentage of empties are some of the other major problems. The author brilliantly describes the various steps taken by the Railway to combat these problems. Altogether, the journal contains inviting food for the mind and there is no doubt this will serve as an apex journal reflecting the national role of the Railways in the life and economy of the country.

GUIDE TO KANCHI

*Published by Dr. M. K. Srinivasan,
Kanchipuram—Price Re. 1*

Kanchi stands foremost among the Seven sacred cities of India. The great Kalidasa has spoken of this city as "The best among cities" (Nagareshu Kanchi). The great Acharya Sri Vedantha Desika has called it the incomparable city. With its ancient tradition of culture and philosophy, Kanchi is indeed a veritable treasure-house of monumental art.

The "Guide to Kanchi" published by Dr. M. K. Srinivasan is an informative and inspiring book with good illustrations and sketches about Kancheepuram and is very useful to the visitors and tourists. It contains descriptions of the ancient temples and sculpture of this holy city of Hinduism and ancient Tamil capital.

The author has brought out in the book the sacredness and hoary antiquity of each shrine through quotations from the works of Alvars and Nayanmars. There are good pictures of the temple and the deities worshipped in them.

"SMALINDUSTRY"

(Souvenir Special Issue)

Published by the Small-Scale Industries Association, Madras

India is on the threshold of Industrial awakening. The Government and their Planning Bodies are rightly bestowing their attention for the rapid Industrialisation of the Country. Unless we develop large-scale, small-scale and cottage industries we cannot cope up with the growing population involving the unemployment problem. While heavy industries tend to bring economic prosperity and create employment potential in certain restricted areas where they happen to be located, Small-scale Industries have infinite possibilities in that they can be spread to every nook and corner of the country. Apart from exercising a wholesome and equalising influence on the social and economic pattern of the country, the growth of Small-scale Industries will go a long way in solving the problem of unemployment and under-employment which is rampant in all parts of the country.

The "Smalindustry" the official organ of the Small-Scale Industries Association, Madras, creates the necessary enlightenment in the artisans and Small-scale Industrialists at village and district levels and assist them to help themselves to solve the unemployment and under-employment.

The book under review, published on the occasion of the inauguration of the Industrial Estate, in Madras, is full of useful information not only for the men in the trade but also for the general public. The article "Role of Small-Scale Industries" by Sri T. K. Palaniappan, Director of Industries and Commerce, Madras, is very informative. The Role of Technical Training for India's Industrialisation is another interesting article. India is still principally an agricultural country and 70% of her population are mainly depending on agriculture for their livelihood. The acreage cannot be increased to any great extent, although more scientific methods of cultivation and better irrigation may raise the overall output of food and cash crops. The future of the Indian economy lies in the industrialisation of the country which will not only produce the required goods but also absorb unemployment and under-employment in the rural areas.

The Second Five-Year Plan accords high priority to the development of village and Small-scale Industries and substantial assistance has been provided thereunder in order to achieve this object. Sri K. M. Nanjappa brilliantly discusses in his article about the Pilot Scheme sponsored by the State Bank of India for the provision of Credit to Small-scale Industries.

"Mythology of Independence" is an informative article. The purpose of this article is concerned the imaginary part of our lives. The articles Neyveli Lignite Project and Industrial Estates are also interesting. All the Small-scale Industrialists will be using Iron and Steel in one form or the other.

"The Process of Manufacture of Steel" will be very useful to them. With a high level of mechanical productivity. Japan now ranks high among the machinery-exporting nations of the world, and thus, in her national industrial structure, the position of mechanical industry is very important. "Machinery Japan" is a very informative article which tells us the standards, qualities and production capacities of various machinery manufacturers of Japan and their Export. The article "Udyogasramams" reminds us of the saying of Coleridge "Work without hope draws nectar in a sieve: And hope without an object cannot live." The name Rubber brings to

everyone's mind only the familiar sight of the school boy at his desk chewing away the small circular soft and pliable piece of material fixed to the end of his lead pencil. Rubber in the service of man has come a long way from his humble beginning. The article "Rubber in the Service" tells us of valuable usage of the Rubber both in the industrial and domestic field.

Other fare supplied all over this number is interestingly delicious. Neatly printed and attractively got up, the number sets up a standard for journals of its kind.

S. VEDANTAM.

Our Commercial Newsletter

EARNINGS :

The approximate earnings for the month of February 1958 compare as under with the corresponding period of the previous year.

(Rupees in lakhs)

	February	
	1957	1958
Passengers ..	1,54.86	1,47.88
Other Coaching ..	36.54	40.15
Goods ..	2,07.02	2,09.21
Sundries ..	12.12	8.97
Total ..	4,10.54	4,06.21

COMPENSATION CLAIMS :

No. of Compensation Claims received during the month of February 1958—3,409.

No. of Claims disposed off and the amount paid during the month of February 1958—3,817—Rs. 1,77,487.04.

No. of Claims outstanding at the end of the month—3,744.

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

TICKETLESS TRAVEL :

During the month of January 1958 66,931 persons were detected travelling without tickets. Out of these 62,496 paid fare and penalty on demand, the amount realised being Rs. 1,44,765; 3,068 were prosecuted and 1,612 were imprisoned.

SOUTHERN RAILWAY BHARAT SCOUTS AND GUIDES

WE publish alongside Charter No. 27 of affiliation of our Southern Railway Bharat Scout Guide Association to the National Headquarters, Delhi, just received.

We are often asked what is the aim of Scouting (and Guiding). We cannot do better than quote the words of the founder Lord Baden-Powell in an article he published in 1913, entitled "Education—Debtor and Creditor".

"I have endeavoured to explain our position in regard to education on the following lines. The new scheme of National Education, so far as it has been recently fore-shadowed, may be indeed an improvement on the past, but it does not apparently pretend to anything much more than that already employed in America and elsewhere. Hard to beat if you look at it from the theoretical point of view, and if you are convinced by the reports of some of those responsible for it in those countries, but not so satisfactory if you regard its practical effects upon the nation.

"At present the country spends so many millions on education, that is on training its sons and daughters to be good, healthy, prosperous citizens and if education successfully effected this result there would be little to say against it.

"But we have to look at the other side of the balance-sheet as it actually exists. Here we find that we spend an equal number of millions on punishing our "educated" people for failing to be the good citizens they ought to be, or on trying to remedy their defects in this direction.

"Prisons and police, poor-relief and unemployed, aged poor and infant mortality, squalor, irreligion, seething discontent what a crop of tares for all our sowing of expensive seed! All traceable more or less directly to the want of education—not education in three Rs., but education in high ideals, in self-reliance, in sense of duty, in fortitude, in self-respect and regard for others in one word, in those Christian attributes that go to make "CHARACTER" which is the essential equipment for a successful career.

"Is this being looked to in the new scheme of education?

"In the Boy Scout Movement our aim is, as far as possible, so to shape our syllabus as to make it a practical form of character training, and to render it complementary to the scholastic training of the schools.

"The necessary points to develop in our youth in order to evolve good citizens are

- (1) Character
- (2) Erudition.

These are stated in their order of importance.

Number 2 is taught in the schools. Number 1 is left to the pupils to pick up for themselves out of school hours, according to their environment. Number 1 is precisely what the Scout Movement endeavours to supply.

The two main methods of training are:

- (1) By education: that is by "drawing out" the individual boy

May 1958

BHARAT SCOUTS AND GUIDES

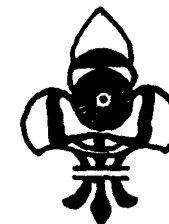
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The Bharat Scouts and Guides

National Headquarters

New Delhi, India.

(Registered under Act XXI of 1860)



State Association Charter

SOUTHERN RAILWAY STATE

Bharat Scouts and Guides, having made proper application through its duly authorised representative for the organisation of a State Association for the spread and consolidation of the Bharat Scouts and Guides in the State of SOUTHERN RAILWAY, is hereby granted this Charter of Affiliation this 5th day of APRIL 1958 subject to the provisions laid down in the Memorandum, Rules and Regulations and the Aims Policy, Rules and Organisation of the Bharat Scouts and Guides.

CHARTER NO. 27.

Union
NATIONAL COMMISSIONER.

and giving him the ambition and keenness to learn for himself.

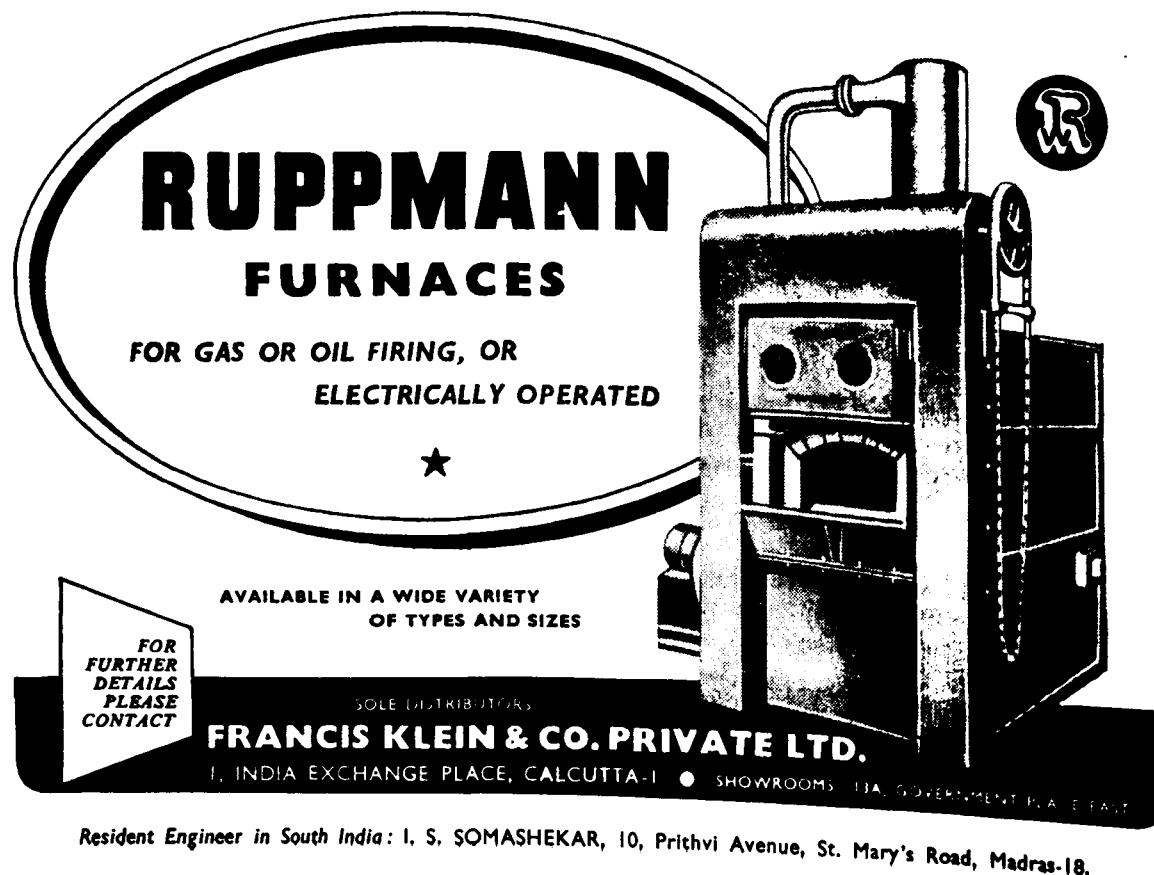
(2) By Instruction: that is by impressing and drumming knowledge into the boy.

Number 2 of these is still too often the rule. In the Scout Movement we use Number 1. By appealing to the instincts and nature of the boy we give him ambitions, and we afford him the opportunities for the venting of his animal spirits in a good direction.

In this way we are doing what we can to help the school authorities, and to complete their work."

His words are so apt and as true today as they were nearly half a century ago.

May we hope that educationists in the country and labour leaders will ponder over these views and ask themselves whether any "education" is complete without "character" formation. Can we possibly trace any little tendency towards indiscipline in our students and others, to the poignant fact that while lakhs are being spent in "erudition" far too little is spent towards building up of "character"?



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S. R. NEWS

RAILWAY WEEK CELEBRATIONS

HEADQUARTERS OFFICE, MADRAS

The Officers and staff of the Headquarters office, Southern Railway, celebrated the Railway Week on the 15th April 1958, at 5-15 p.m. with great eclat in a function presided over by the General Manager, Sri A. C. Mukerji.

The celebrations were held in the Eastern Wing of the General Offices compound with a specially erected stage. The arrangements made for illumination and decoration of the stage and auditorium were a fitting tribute to the art of the technicians, craftsmen and the artisans of the Railway.

The programme opened with prayer by Kumari T. Padma, sister of Sri T. Jayaraman, Clerk, Personnel Branch, Madras. Sri R. Nagarajan Personnel Officer (Labour), read out the programme of events and invited Sri S. K. Mukerji, Chief Commercial Superintendent, to address the gathering on the purpose of the Railway Week and to request the General Manager to preside over the function and distribute the prizes.

Sri Mukerji spoke at length on the Railway Week and its significance and requested the General Manager to speak a few words and to distribute the prizes to winners in the Essay Competition.

The General Manager, Sri A. C. Mukerji in a fervent appeal exhorted the Railwaymen to work intensively and to utilise their leisure to live a fuller and richer life.

The prizes for the winners of the Essay Competition held in connection with the Railway Week were distributed by the General Manager. Sarvaswari M. M. Rajoo, Assistant Labour Welfare Inspector, Madras, T. V. Atmalingam, Head Clerk, Signal Branch, Madras, and Bhavani Shanker Rao, Senior Clerk, Transportation Branch of Divisional Superintendent's office, Hubli, were presented cash awards by the General Manager who congratulated them.

The cultural programme of the evening began with a musical performance by Sri Palghat Subramania Iyer, Typist, Chief Commercial Superintendent's office and his brother Sri Vaidyanathan, Clerk, Statistical Branch, Madras. They were accompanied on the violin by Vidwan Chittoor Gopalakrishnan and Mridangam by Vidwan Conjeeveram Veeraswamy.

The second item of the programme was vocal music by Shrimathi Chandra Radhakrishnan, wife of Sri V. N. Radhakrishnan, Clerk, W&S Perambur.

This was followed by Bharata Natyam by Kumari Vijayalakshmi, daughter of Sri Rajagopalan, Clerk, Chief Electrical Engineer's office, Madras.

Souvenirs for the artistes who participated in the Cultural programme were distributed by the General Manager.

Sri R. Gopalakrishna, Deputy General Manager, Personnel, proposed the vote of thanks.

May 1958

With the singing of the National Anthem by Kumari Padma, Kumari Rhada, Typist, General Manager's office and Kumari Shanta Devi, Typist, FA&CAO's office, the function terminated.



May 1958

S. R. NEWS

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PERAMBUR

The Stores Branch celebrated the Railway Week on 11th April 1958. The employees and their family members gathered together for quite an interesting and varied programme of entertainments, which included an English Drama, Vocal music, Instrumental music, Light music, Orchestral music, Bharathanatyam, Abinayam, Mimicry, Character acting, Fencing and Sword play. There was a big gathering in the European and Anglo-Indian Institute Hall, Perambur. Shri S. Chakravarthy, the Chief Mechanical Engineer, was the Chief Guest of Honour: Sri P. N. Talati, Controller of Stores, presided.

The show commenced at 6-15 p.m. As the curtain rose slowly a painted scene of a Railway Engine with coaches following was depicted on the stage—with a welcome provided by the members of the Stores Branch. There were also painted captions of the six letters in the word "STORES" 'S' for Signalling materials; 'T' for Tools; 'O' for Oils; 'R' for Rails; 'E' for Electrical equipment and 'S' for Steel items. The sound of an engine moving and whistling was provided on the microphone while two beautifully dressed girls on either side of this screen bowed to the audience, as two other young girls rendered an invocation song.

This was followed by a programme of vocal music by Kumaris Kamala Bhuma and Shakuntala with accompaniments on the Violin, Mridangam and Ghatam. Next, the Anglo-Indian girls of the Controller of Stores office staged selected scenes from Cinderella which was very enjoyable. Following the drama, Kumari

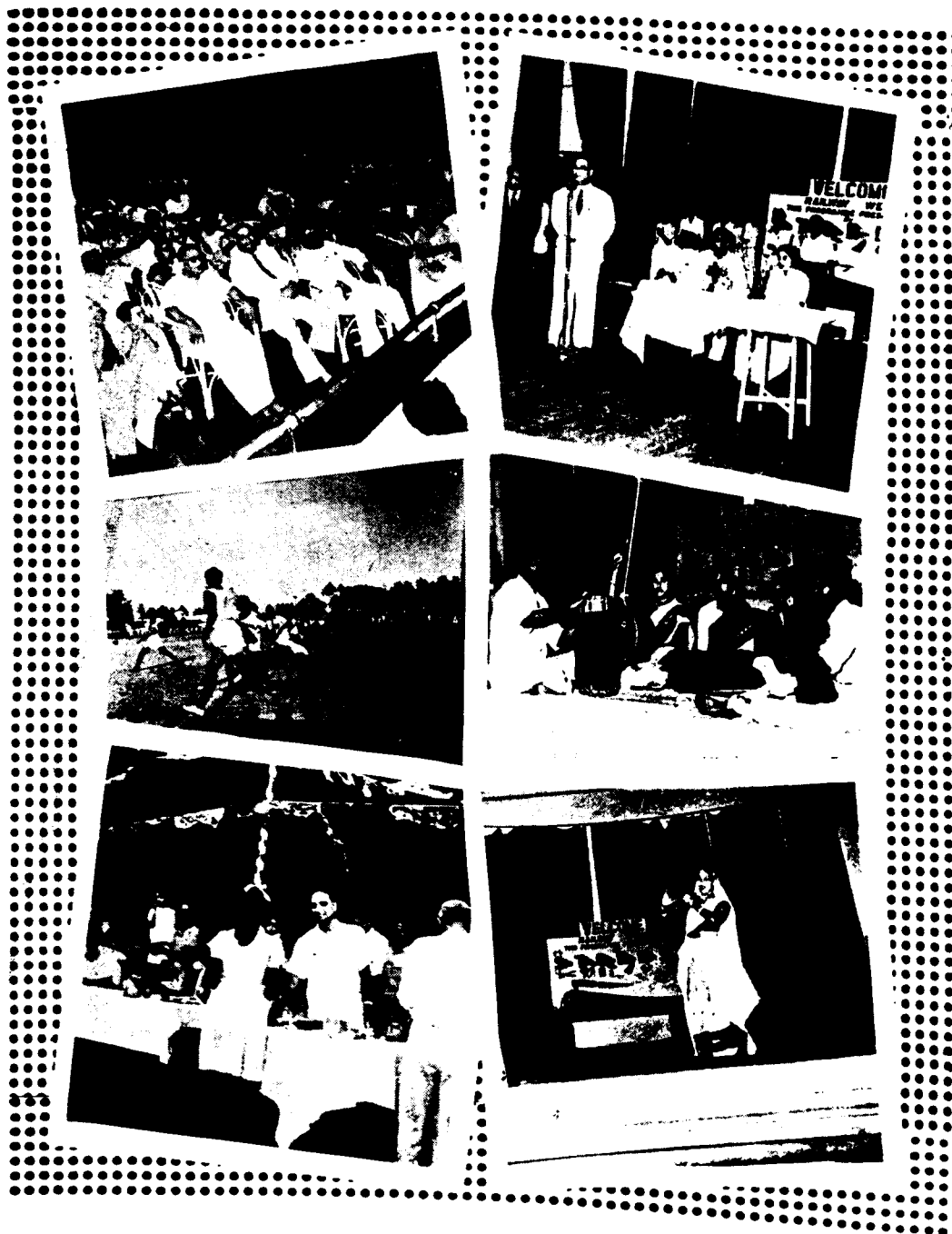
Jayalakshmi engaged the audience with her Bharathanatyam and variety dances. Instrumental music—Sri Madhavaswamy on the Flute Sri Balasubramaniam on the Violin, Sri Shanmugam on the Sitar and Mr. David (Sr.) on the Banjo, was the next item of entertainment. Mimicry of birds, animals, mono-acting and character acting by Sri Srinivasan was the next item, of the programme which was very much appreciated by the audience. Sri Balasubramaniam provided humour, acting as a Station Master detecting a ticketless traveller.

A demonstration of fencing with sticks, spikes, swords, daggers, tapes, fireballs, etc., by the employees of the General Stores Depot was held and sword fighting by Sri Bakthavathsalam was exhibited.

Sri Anthony Dass and party were in charge of the orchestral music while Sri Mahimaiddoss and party treated the audience with light music. Mr. Dwyer gave an interesting running commentary of the show on the microphone.

After the entertainment, prizes were distributed to almost all the artistes who gave some original and novel display of talents. Miss G. N. Talati (sister of Sri P. N. Talati, Controller of Stores) was kind enough to distribute the prizes.

Sri P. N. Talati, who presided over the function, next spoke congratulating the artistes who took part in the celebrations on their excellent performances and talents and thanked those who organised the show for their keen sense and enthusiasm. He gave a brief talk on the importance of the Railway Week and the role the employees



of the Stores Department have to play in the future for the progress of the country in the implementation of the Second Five-Year Plan,

Sri C. K. Govindan proposed a vote of thanks. With the singing of National Anthem, the function came to a close at about 9 p.m.

BANGALORE CITY

Railway Week was celebrated by the Apprentice Train Examiners in Southern Railway Technical Training School, Bangalore City.

In connection with the celebrations, an Elocution Competition was conducted on 12th April 1958 the subjects being :

1. Prevention of Accidents in Railways.
2. Provision of Amenities in Railways.
3. Developments in Indian Railways.
4. Technical Training and its importance.

An exhibition Volley Ball match was played on 13th April 1958. A grand function was organised in the School premises on 14th April 1958 with Tea followed by Variety entertainments. The General Secretary welcomed the gathering. The Principal of the institution Mr. D. R. Sadasivaiya, B.Sc. (Engg.) presided over the function and addressed the gathering and Mrs. Sadasivaiya distributed the prizes to the winners in the several competitions held during the week.

In his address, the President explained, why Railway Week is celebrated every year and stressed on the courtesy that is to be shown towards the travelling public.

The vote of thanks was proposed by the General Secretary and the function came to a close with the singing of National Anthem.

OLAVAKKOT DIVISION

The Celebration of the Railway Week by the Olavakkot Division was heralded in the morning of the 9th instant on the eve of the Railway Week by the opening of the Signal and Telecommunication Workshop at Podanur by the C.S.T.E., the D.S./OJA presiding.

The Workshop, constructed at a cost of about 27 lakhs of rupees, will undertake manufacture and repair of the equipments in use, in the Signal and Telecommunication Department.

During the Railway Week, all the important stations in the Division were decorated with flags and bunting. Officers and Inspecting Subordinate Officials of the Division participated in the Punctuality Drive, during this week, travelling by all the important Trains running in the Division.

About 95 children of the Staff at Erode and about 160 children of the Staff at Podanur were taken for a picnic at Coonoor and about 100 children of the Staff at Shoranur were taken for a picnic to Malampuzha Dam on the 16th instant. All the children enjoyed the picnics; while the picnics were designed to entertain, their educative aspect was not lost sight of. The visit to the Sim's Park at Coonoor was particularly instructive and the children learned a great deal from it. A programme of Sports was also gone through at the Railway School at Podanur, on the 15th instant and nearly 200 children participated. Sri S. Chaudhury, Divisional Superintendent, presided over the function and Srimati C. R. Subbaraman, distributed the prizes.

Particular emphasis was also paid to the development of the cultural aspect of Railwaymen's lives. The Fine Arts branch of the Railway Institute, Podanur, staged a Drama in Tamil, SARVADHIKARI. The performance was largely attended, with the D. S. in the chair. There was a variety entertainment on 16th April 1958. The D. S. who presided and Sarvashri C. R. Subbaraman, DOS/OJA, K. Vaidyanath, DME/OJA and S. Ramaswami, APO/OJA, who spoke on the occasion emphasised the need for greater devotion to duty on the part of all Railwaymen in their work on vigilance, punctuality and prevention of accidents. Earlier, the new buildings for the Control Office were opened at OJA by Sri S. Chaudhury. The D. S. who presided, presented cash awards to Sri E. P. Kunhan Nair, Driver/SRR, Sri M. S. Ariyamuthu, Driver/PLNI (Madura Division) and to Sri A. Sankaran Pillai, Havildar, RPF/SRR, for their devotion to duty. The variety entertainment was highlighted by a Veena recital, songs in Hindi, a popular lecture accompanied by music and two short dramas, one in Tamil and the other in Malayalam. The entire cultural programme was got up by Railwaymen and a high artistic standard was maintained by them.

VILLUPURAM

The celebrations at Villupuram commenced at 6-30 p.m. with prayer on the 10th April 1958, after which Sri M. M. Samiullah, Assistant Engineer and President, Railway Institute, Villupuram, requested Sri P. Lonappan, DEN TPJ to preside over the function.

Thirukkural Sri V. Munisamy inaugurated the celebration. Sri S. Rajagopal, DS/TPJ, Sri S. Arunachalam, DME/TPJ, Sri Srinivasachari, Advocate, Virddhachalam, Sri G. Subramaniam, ITP/TPJ and Sri R. S. Ramalingam, Commissioner, Villupuram Municipality, were the chief guests during the Railway Week Celebration, and they said that Railways are public properties and the public should co-operate with the Railway for its better improvements.

Elocution Competitions for children and Adults were held and railway employees and their children took part.

The Railway Scouts and Railway School cubs and bul-buls treated the vast audience with a variety of entertainments. Sports and Fancy Dress Competitions were also held. Farces were enacted by Sri M. A. Rashid & Party and Sri K. M. Srinivasan & Party. Musical entertainments were provided by Srimathi Parvadhavarthini in Veena and Vocal by Kumari Prabhalla, daughter of Sri N. C. Srinivasan, ITP/VM with suitable accompaniments which included Veena performance by Sri R. Thiagarajan, I.Com./VM. On 16th April 1958 being Railway Day, dance performances by Baby Jalaja, daughter of Sri Subramaniam, ASM/SAMT, Baby Malliga, daughter of Dr. D. Thiagarajan, Vice-Chairman, Villupuram Municipality, Baby Ramela and Baby Laiza, local artistes were arranged.

Thirukkural Sri V. Munisamy distributed the prizes and Gifts to the participants in sports and other

MADURA

On 10th April 1958 at 9-30 a.m. Sri G. N. Nair, Divisional Superintendent, Madura, inaugurated the Railway Week. Sri Nair explained in his speech the significance of the Railway Week and said that the high standard of efficiency attained during the Railway Week should be maintained right through so that the standard of efficiency may go up further. He thanked all the staff for their co-operation in all respects in running the Division efficiently and congratulated them on their performance.



competitions. He spoke on the subject of co-operation of the Railway staff and the public. The celebrations were concluded with the vote of thanks by Sri N. C. Srinivasan, ITP/VM.



Top: Actors of the Tamil Drama

Left: Sri R. Jagannathan, DTS/MDU, proposing vote of thanks

Right: Srimathi G. N. Nair playing the Veena



From the evening of 10th April 1958 a series of programme as gone through which included sports for Railway employees and their children, Music and Drama, Elocution Competitions and General Knowledge contests, Variety Entertainments and Fancy Dress Competitions and Baby Show and competition for one year olds.

It is noteworthy to mention here that just to indicate the oneness among all Railway employees and the fact that all Railwaymen belong to one common family. Sri G. N. Nair, Divisional Superintendent and Mrs. G. N. Nair also took active part in the celebrations. Sri G. N. Nair entertained the gathering with a song while Srimathi G. N. Nair gave a display of Veena music.

Except for the Cricket, Volley Ball and Badminton matches the rest of the items were all held in the Railway Mixed Primary School compound. Every evening there was a large gathering of Railway employees, anxiously looking forward for a pleasant entertainment. The staff who took part in the various items revealed their all round latent talents. Special mention has also to be made of the Physical feats and Muscle control exhibited by Driver Sri Figredo and Bharatha Nattiyam by Kumari Sugu, daughter of Sri Itty Itty, Station Master, Ilavelangal.

Another amusing event was that of the Cricket match between the D.S's XI and the D.P.O's XI made up of several Railway Officers and staff. There also the Railwaymen proved that they are all of the same calibre as indicated by the result which was an exciting draw.

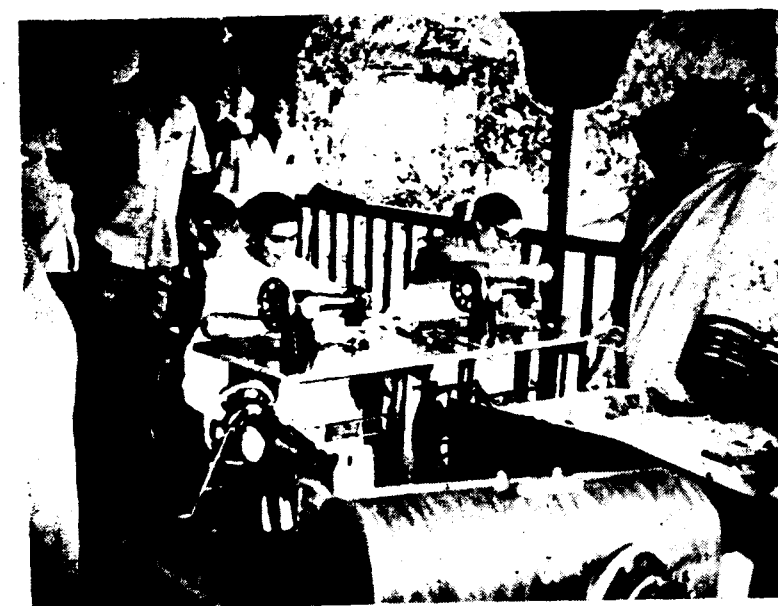


Sri G. N. Nair batting

The Elocution contest included a speech on "Prevention of Corruption" and several of the competitors spoke well, within the short time allowed, bringing out the evil effects of corrupt practice.

A domestic Crafts Centre for the benefit of the Lady residents of the Railway Colony at Madura in respect of dress making, embroidery and needle work was opened on 14th April by Srimathi G. N. Nair in the Railway Mixed Primary School. About 80 ladies are attending the class at this Centre.

The 100 units of Type II quarters which were built for allotment to clerical staff posted to Madura by the administration as a result of divisionalisation were completed and they were declared open by Sri G. N. Nair, on the last day of the Railway Week. A large number of staff were present and Sri G. N. Nair explained to the staff the basis of allotment of these quarters and requested them to keep the colony neat and clean.



Inside the Handicrafts Centre

The Railway Week concluded on the 16th after distribution of prizes by Srimathi G. N. Nair to the winners in the various competitions. Sri G. N. Nair thanked the staff for their hearty co-operation in the celebrations. The closure of the Railway Week was marked by display of fire works.

GUNTAKAL

The Railway Week was celebrated at Guntakal with great enthusiasm from 10th April 1958 to 16th April 1958. The Railway Institute arranged for Cultural Programmes on all the seven days. The functions were largely attended.

Sri K. J. Chandy, Divisional Superintendent, inaugurated the Railway Week on 10th April 1958. He spoke at length on the significance of the Railway Week and stressed the need for a closer co-operation between the various branches of the Division.

Sri K. J. Chandy offering his concluding remarks





Smt. K. J. Chandy giving away the prizes

Sri G. Krishnamurthy, Divisional Personnel Officer, gave a talk on "Workers Participation in Management with particular reference to Indian Railways".

The Kala Samithi of Railway Institute entertained the audience with a short play in Telugu "Kukkapilla Dorikkindi".

There was a dance recital by Kumari Sai Prabhavathi Natakalarani.

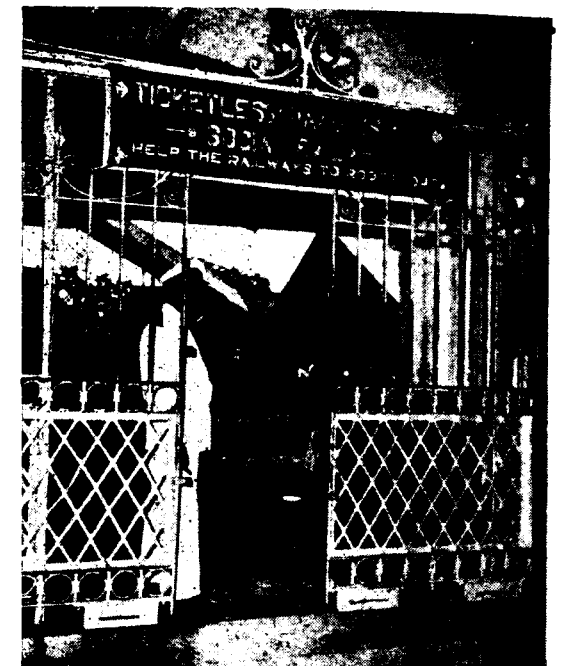
Sri M. Narayanappa, I Class Honorary Railway Magistrate, Guntakal,

presided over the next day's function. He opined that co-ordination between the public and the Railway staff will pave the way for efficient Railway transport. A Kanarese play "Ammayana Atom Bomb" was staged by the Kala Samithi.

During the Railway Week a contingent of 85 children of Railway employees were taken to Bangalore for a picnic arranged by the Institute under charge of Sri R. Ramaswamy, Junior Labour Welfare Inspector, Guntakal.



Sri K. C. Chandy, the present Dy. CCS (R & D)



Banners bearing slogans and appeals to the public to "Help Railways to serve you better" were displayed at all important stations during the Railway Week

A film show in progress at Madras Egmore, during the Railway Week



FIFTY-BED RUNNING ROOM OPENED AT BANGALORE CITY



The President and Members of the Station Consultative Committee, Rajahmundry, who held a meeting recently

Dr. R. P. Sethu Pillai, Professor of Tamil, University of Madras, was felicitated on his 63rd Birthday, at Rajaji Hall by the staff of the Southern Railway. Photo shows Dr. Sethu Pillai (second from right) with Sri Kamaraj Nadar, Chief Minister, who presided over the function



A view of the newly built Running "Room"

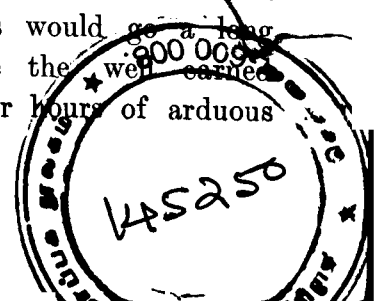
A new Fifty-Bed Running Room constructed at Bangalore City Station at a cost of Rs. 1.5 lakhs for running staff was declared open on Wednesday, the 19th February 1958 by Sri P. T. Padmanabhan, Divisional Superintendent, Mysore.

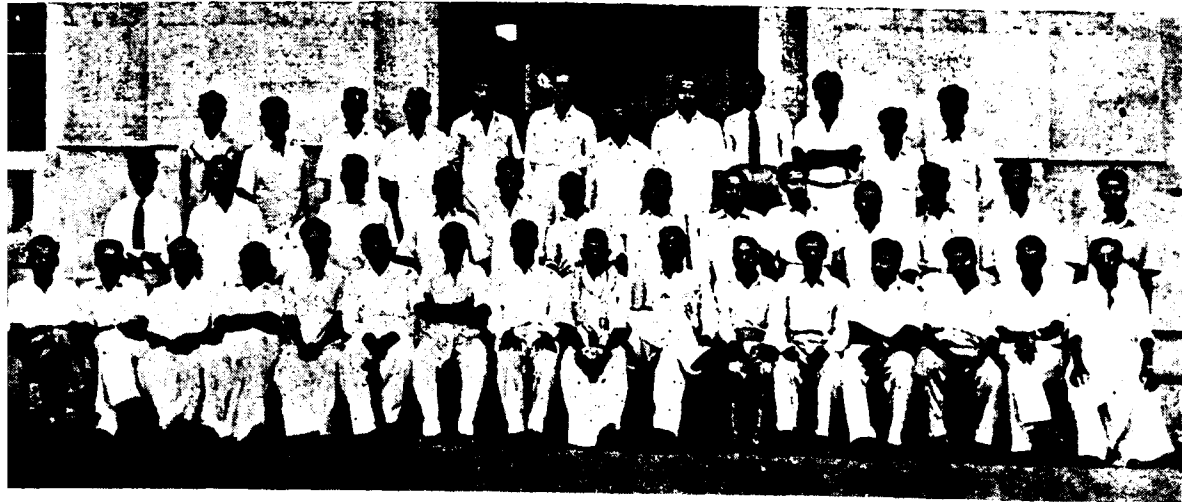
A function was got up in the gaily decorated quadrangle of the newly constructed building. Sri B. Jaya Jaya Rao, Divisional Engineer, extended a hearty welcome to the Divisional Superintendent and the guests and requested the Divisional Superintendent to open the building.

The Divisional Superintendent declaring the building open drew atten-

tion to the various amenities like flush-out arrangements, electric fans, modern furniture, shower bath, etc., provided in the new Running Room.

The Divisional Superintendent congratulated the Engineers and the Contractor for speedy completion of such a beautiful building in spite of several handicaps prevailing at the time of execution of the work and stressed the need for proper use of the amenities provided by the Administration by staff. He said that such a building with good ventilation and modern amenities would go a long way to provide the well earned rest by staff after hours of arduous work.





A group photo taken during the party

FAREWELL PARTY TO SRI R. NATARAJAN

A pleasant party was got up at the New General Office Staff Canteen, Madras, on 2nd April 1958 to bid farewell to Sri R. Nataraja Iyer, Head Clerk, Appeals Section, Head Quarters Personnel Branch, Madras, who proceeded on L.P.R. from 30th March 1958 after putting in a meritorious service of 34 years.

Sri C. Masilamoney, Assistant Personnel Officer, presided. After tea party, the President spoke about the qualities of Sri Nataraja Iyer and narrated about his pleasant manners and handling of complicated issues in the official life. He concluded his speech by bidding him long and peaceful retired life. Sri Nataraja Iyer suitably replied.

Views of the beautifully got up show case of M/s. Calcutta Chemicals at Trichinopoly Junction



CHILDREN'S TREAT, RAYAPURAM

: The Southern Railway Staff Children's Treat Organisation formed under the Chairmanship Sri D. B. Patel, Divisional Superintendent, Madras, and the Secretaryship of Sri P. K. Ranganathan of the Commercial Branch, conducted the Children's Treat this year in the pleasantly decorated Rayapuram Divisional Offices grounds on Saturday the 29th March 1958. The whole area wore a festive appearance on that occasion. Over 1,500 children of Railway staff took part in the Treat. Sweets and several varieties of toys were distributed to each of them. Entertainments such as Merry-Go-Round, Film Shows by United States Information Services, British Information Services and Public Relations Officer of Southern Railway,

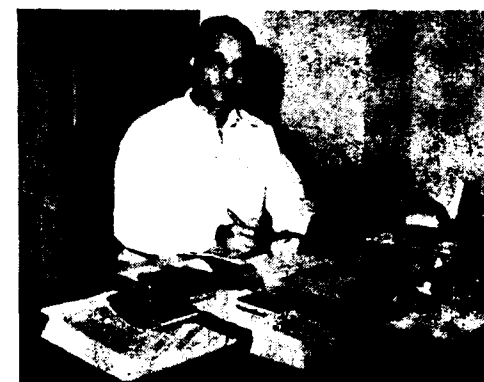
Madras, and Magic Show were provided. Music and Fancy Dress competition as well as sports events under the able guidance of Sri A. B. Krishnaswami, Senior Labour Welfare Inspector, Southern Railway, Madras, were held in the afternoon as part of the Treat.

The function held in the specially erected pandal in the evening was presided over by Sri R. Gopalakrishnan, Dy. General Manager (Personnel), Southern Railway, Madras, Mrs. Mary Clubwala Jadhav, M.L.C., President, Guild of Service, Madras, distributed the prizes to winning children on the occasion. With a vote of thanks proposed by Sri P. R. Krishnaswami, Vice-Chairman, and Dy. Chief Operating Superintendent, Southern Railway, Madras, the function came to a close after the singing of National Anthem.

Sri K. S. Row, DPO, C.Rly, assumed charge as Secretary, Rly. Service Commission, Madras, recently



Sri K. N. Ranga Rao, Chairman, Railway Service Commission, Madras



MONUMENT UNVEILED AT KOTTAYAM

Sri G. P. Warriar, Dy. Chief Engineer (Construction) unveiled on 24th March 1958 a monument to the six workmen who lost their lives during the construction of the tunnel at Kottayam (Quilon—Ernakulam Railway) on 20th October 1957. The memorial was erected by the staff of the Quilon—Ernakulam Railway in response to an appeal made by Dr. B. Ramakrishna Rao, Governor of Kerala when he opened the Kottayam—Quilon Section of the Railway.



Unveiling the monument, Sri Warriar, paid glowing tributes to the selfless work and devotion to duty evinced by workers of all grades in the construction of the Railway.

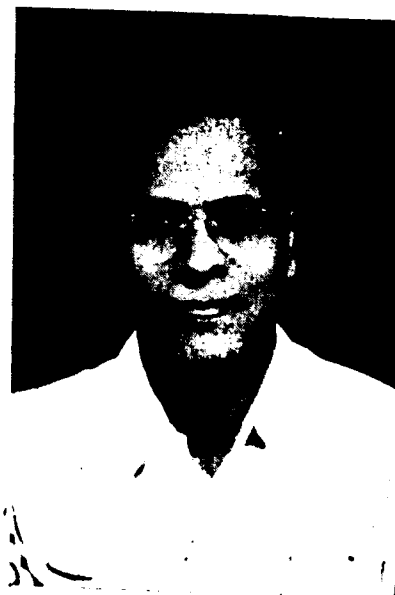
While tying reinforcements for the tunnel at Kottayam, a portion of the cutting slipped and the six men were caught under and lost their lives.

JAMALPUR TRAINEE



Sri D. Nagarajan, B.Sc. (Hon.) son of Sri T. N. Doraiswami, Asst. Yard Master, Erode, has been selected for training at Jamalpur as Special Class Apprentice

Sri P. T. Mathews, Goods Agent, Salt Cotaurs went on L.P.R. from 21-4-58 after a long service of over 31 years



HANDICRAFT CENTRES FOR WOMEN

Opening of Handicraft Centres exclusively for Womenfolk of Railwaymen is an important landmark in the history of the Social Welfare Activities of the Southern Railway.

The idea of opening Handicraft Centres exclusively for the use of women dawned as early as 1954 and in 1955 there was a suggestion to set apart a portion of the funds of the Staff Benefit Fund for the use of the womenfolk of Railwaymen.

The integrated Staff Benefit Fund under the Presidentship of Sri D. B. Patel, Senior Deputy General Manager, at its first and second meeting made a handsome donation of 20 Tailoring machines for opening Handicraft Centres at five places on the Southern

Railway, viz., Tambaram, Jalarpet, Arkonam, Madura and Bitragunta. On the Madras Division alone three Centres have been opened during the Railway Week between 14th and 16th April 1958.

The Handicraft Centre at Tambaram was declared open on the 14th April by Srimathi D. B. Patel, at Arkonam on the 15th by Srimathi Hattikudur, and at Jalarpet on the 16th by Srimathi Ramakrishna Reddi.

The enthusiasm displayed by the women was very encouraging. These centres are intended to teach the womenfolk on the art of Tailoring, lace-making, embroidering, etc. Lady Instructresses have been appointed at these three Centres.

Opening of the centres at Arkonam (left) and Jalarpet (right)



WEDDING BELLS



Srinivasan and Shantha Sankari, daughter of Sri V. Ramasubban, DOS (Goods), S. Rly., were married at Madras on 30-4-58.

Photo taken at the Farewell party to Sri V. T. Krishnaswami Mudaliar, Superintendent, Time-Table Section, COPS's Office. Sri P. H. Sarma, COPS, presided over the function



Handicraft Centre at Tambaram

Top left : Sri D. B. Patel, DS/RPM, speaking at the function

right : Smt. D. B. Patel inaugurating the centre



At these Centres, the women can not only spend their spare time usefully but also learn the art of tailoring. This will enable the middle class families to supplement their earnings, at any rate contribute to economic living by stitching their own rough and ready garments. It is also the intention to develop these Centres as a recreational home for the women-folk.

OFFICERS' ASSOCIATION ANNUAL DINNER



DURING RAILWAY WEEK AT PERAMBUR



(1) A section of the officers at the function, (2) Sri A. C. Mukerji, GM, addressing the officers, (3) Dance performance, (4) & (5) The ladies who attended the function, (6) Sri M. M. Parthasarathy, DME/PER, Secretary of the Association, speaking on the occasion. On his left is Sri M. Singaravelu, CSO and on his right Sri S. K. Mukerji, CCS (facing the camera) and Sri W. C. Liebenhals, CSTE, (7) Sri Chakravarthi, CME, speaking on the occasion, (8) Another section of the officers

SEND-OFF TO SRI T. A. JOSEPH



Sri T. A. Joseph, GM, who went on L.P.R. on 19th March 1958 was given a send-off at Madras Central by the officers and staff of the S. Rly. on 31st March 1958

145250

SOUTHERN RAILWAY

TENDER NOTICE

Separate sealed tenders in the prescribed form obtainable from the Office of the Divisional Superintendent (Works Branch), Southern Railway, Hubli, will be received upto 16-00 hours on dates noted against each :—

Name of work	Approximate value of work	Earnest money	Cost of tender form	Last date and time upto which tender form will be issued	Last date and time for payment of earnest money	Date and time upto which tenders will be received
	Rs.	Rs.	Rs.			
1. Strengthening piers of Bridge No. 63 across Krishna at Mile 75/6-16 on Gadag-Sholapur Branch .	1,15,000	3,450	10	13-00 Hrs. on 3-6-'58	15-00 Hrs. on 6-6-'58	16-00 Hrs. on 9-6-'58
2. Strengthening piers of Bridge No. 91 (Bhima) at Mile 156/2-10 on Gadag-Sholapur Branch ..	58,000	1,740	10	13-00 Hrs. on 24-5-'58	15-00 Hrs. on 27-5-'58	16-00 Hrs. on 30-5-'58

Tenders will be opened at 16-30 hours on 9-6-1958 in respect of item 1 and at 16-30 hours on 30-5-1958 in respect of item 2.

Divisional Superintendent, Hubli.

SOUTHERN RAILWAY

TENDER NOTICE

Execution of works and supply of materials on Zone 'A' Villupuram Section
and Zone 'B' Cuddalore Section of Trichinopoly Division
for one year from 1-7-1958.

The Divisional Superintendent (Works Branch), Southern Railway, Trichinopoly, invites sealed tenders in connection with the above work as noted below :

Last date for the receipt of tenders	...	16-00 hours on 11-6-1958
Last date for remittance of earnest money of Rs. 1,000 to the Divisional Paymaster, Southern Railway, Trichinopoly	...	12-00 hours on 9-6-1958
Last date for the issue of tender forms	...	15-00 hours on 10-6-1958
Date of opening of tenders	...	11-00 hours on 12-6-1958

Further particulars and tender form (not transferable) can be obtained from the Office of the Divisional Superintendent (Works Branch), Southern Railway, Trichinopoly, on production of a receipt for Rs. 5 (Rupees Five only) paid to the Divisional Paymaster, Trichinopoly or to any Station Master on this Railway towards the cost of the tender form.

Telephone: 4577 Telegram: 'LIGHTING'

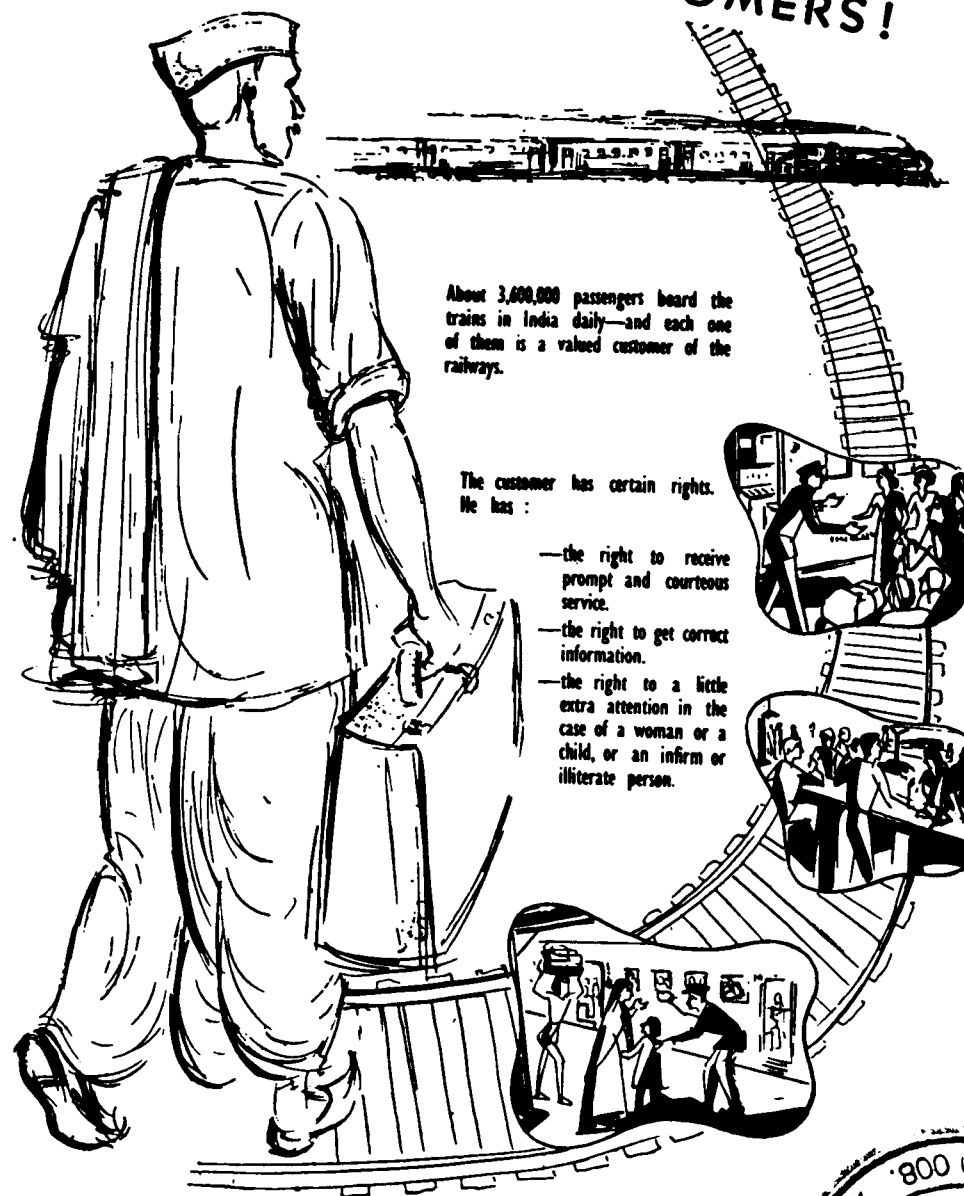
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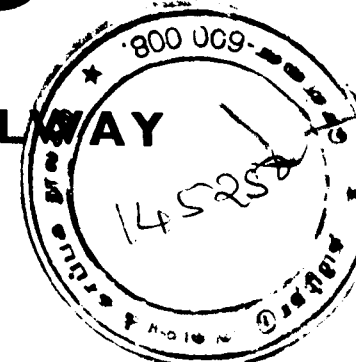


About 3,600,000 passengers board the trains in India daily—and each one of them is a valued customer of the railways.

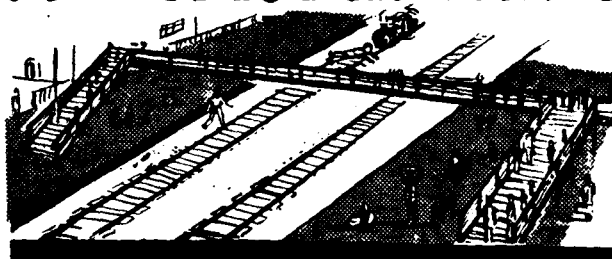
The customer has certain rights. He has :

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

Issued by SOUTHERN RAILWAY



..... IT IS FOR YOUR GOOD !



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

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



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

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



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

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