

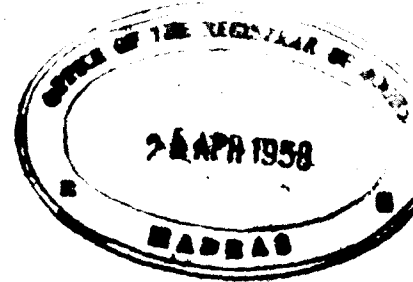
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01-4 March-1958 NO-12



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Southrailnews

PUBLISHED BY THE SOUTHERN RAILWAY

VOL. IV

MARCH 1958

No. 12

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

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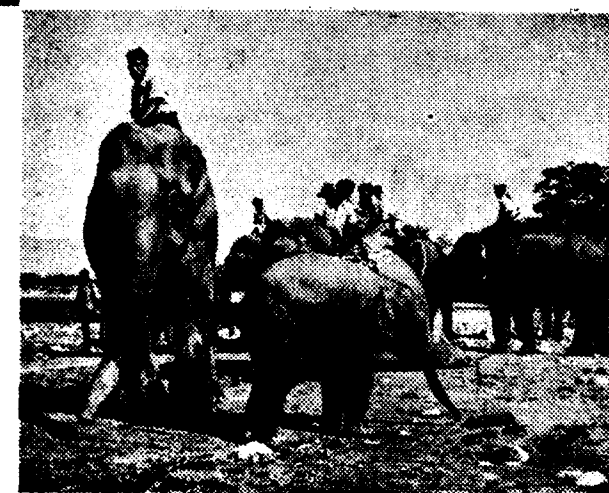


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Elephants at work, Assam

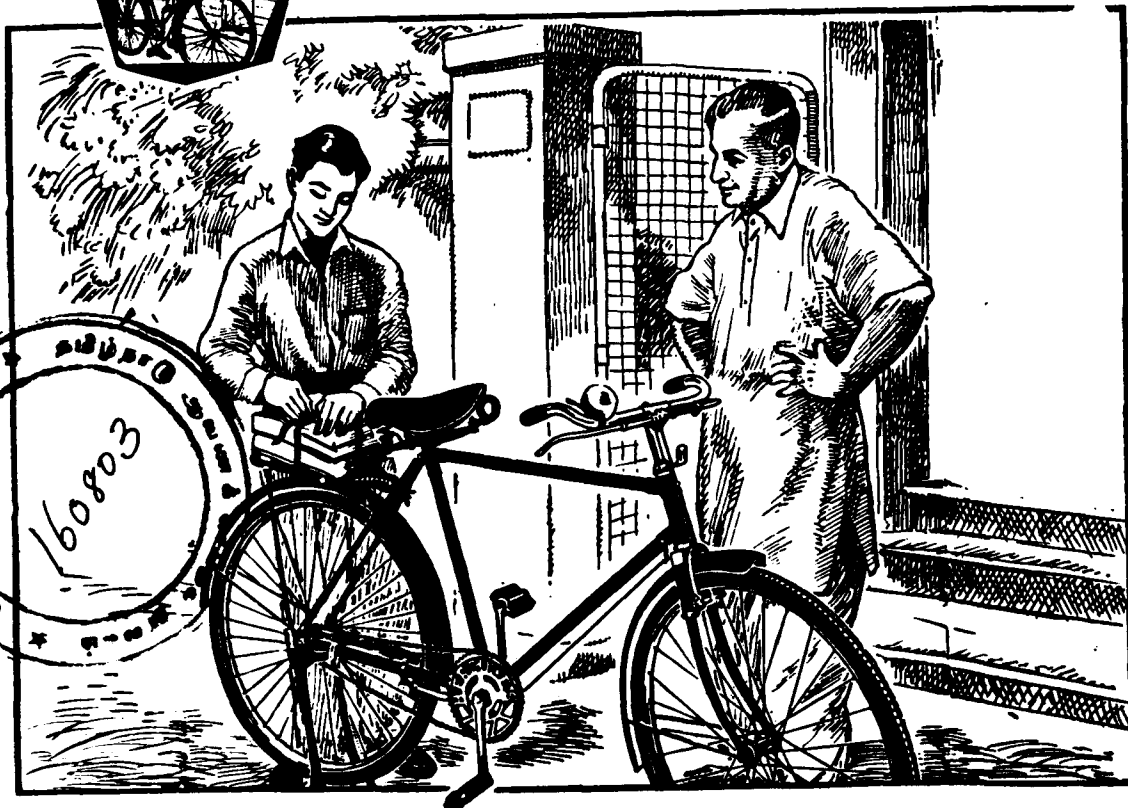


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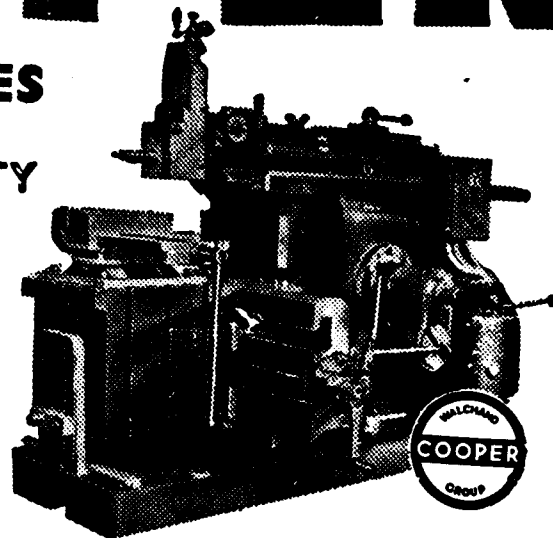
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TENDER NOTICE

Sealed tenders will be received by the Divisional Superintendent (Works), Olavakkot, upto 16 hours on 24-3-1958 for "Execution of works and supply of materials in Zone I Cannanore and Mangalore Permanent Way sections for one year, two years and three years".

Last date for payment of earnest money of Rs. 1,000
to the Divisional Pay Master, Olavakkot. } 15 hours on
20-3-1958

Last date for payment of earnest money of Rs. 1,000
for issue of tender forms. } 15 hours on
19-3-1958

Date of opening of tenders ... 12 hours on
25-3-1958

Further particulars and tender forms costing Rs. 5 not refundable paid to the Divisional Pay Master, Southern Railway, Olavakkot or to any Station Master of this Railway can be obtained from the Divisional Superintendent (Works), Olavakkot.

Tender forms are not transferable.

SOUTHRAILNEWS

(Official Organ of the Southern Railway)

EDITORIAL NOTICE

VOL. IV

No. 12

Editor :

K. SRINIVASAN

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

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

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

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

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THE EDITOR

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and drive
your
tiredness away

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I am
your friend
in your
worst and best
moments

PST 183

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FACTS AND FIGURES SPEAK FOR THEMSELVES

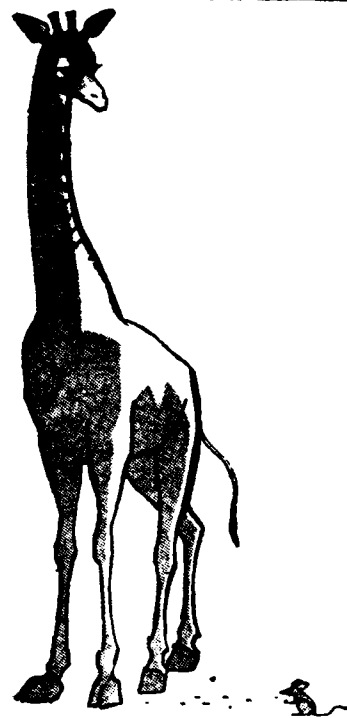
WHILE thousands of good acts done and services rendered by the Railway will be conveniently forgotten, a few small blemishes incidental to a big organisation like the Railways, will perhaps be talked about. A proper understanding of some facts will make it difficult to criticise the Railways. They have had to recover from the two World Wars. After the achievement of independence, there is self-consciousness in every average Indian which has made necessary the provision of more facilities than in the pre-independence period. With the available number of carriages and wagons, more coaching and goods traffic had to be handled. The First Five-Year Plan imposed a stress on the Railway. Much more so in the case of the Second Five-Year Plan so far and it is feared the strain will be more during the coming years on account of the Second Five-Year Plan projects such as Bhi, and Durgapur Steel Plants and other big projects. With this back-ground, the Railways' performance showing progressive improvement year by year is a matter for gratification.

Indian Railways touched new peaks of performance, both in regard to goods and passenger traffic. Goods traffic increased by 8.77 per cent and the number of passengers originating increased by 6.57 per cent over the previous year. Goods traffic touched a new height of 125 million tons and 40,225 million ton miles compared to the previous year's record of 115 million tons and 36,472 million ton miles. The number of originating passengers rose from 1,297 million in 1955-56 to 1,383 million in 1956-57. Passenger miles increased from 39,033 million to 42,194 million. Wagons loaded for the public averaged 12,168 per day on Broad Gauge and 7,819 on the Metre Gauge as against 11,374 and 7,263 on Broad and Metre Gauges respectively during the previous year, thus making an increase of 6.39 per cent on the Broad Gauge and 7.23 per cent on the Metre Gauge. Goods loading also increased almost in the same proportions.

Another indication of the improvement effected during 1956-57 is afforded by the net ton miles per wagon day index (which is the key statistics) which rose from the previous year's figure of 541 to 570 on Broad Gauge and from 203 to 210 on Metre Gauge, an increase of 5.36 per cent and 3.45 per cent respectively. This has been achieved by the steady effort to secure

RAILWAYS' PERFORMANCE SETS UP NEW RECORDS

The first year of the Second Plan period 1956-57 discloses that during the year under report, the



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better wagon loading and better wagon usage. Passenger train miles increased during the year by 2.70 per cent and Goods train miles increased by 4.85 per cent over the previous year's figures.

As for Income, the gross receipts of Indian Railways during the year amounted to 347 crores, made up of 116.33 crores under passenger traffic and 203.96 under goods traffic. The balance of 27.28 crores being contributed by parcels, luggage and other miscellaneous sources of revenue. Incidentally, it will be seen that goods traffic accounts for nearly 2/3rds of the revenue of the Railway. The ordinary working expenses for 1956-57 amounted to Rs. 233.94 crores or Rs. 20.99 crores more than the previous year.

The appropriation to the Depreciation Fund was Rs. 45.63 crores including Rs. 63 lakhs chargeable to the capital suspense of the Chittaranjan Locomotive Works, of the Integral Coach Factory as depreciation charges accruing on its plants and machinery, etc., payment to worked lines as their share of net earnings amounted to 33 lakhs. The operating ratio (ratio of working expenses, excluding suspense but including appropriation to Depreciation Fund to Gross earnings) during the year was 79.90 per cent as against 81.95 per cent in the previous year. After meeting all the charges including apportionment to the Depreciation Fund, which was raised from 30 crores to 45 crores in 1955-56 and which is proposed as the annual contribution during the period of the Second Plan, the net revenue for the year was Rs. 58.38 crores, out of which Rs. 38.16 crores were

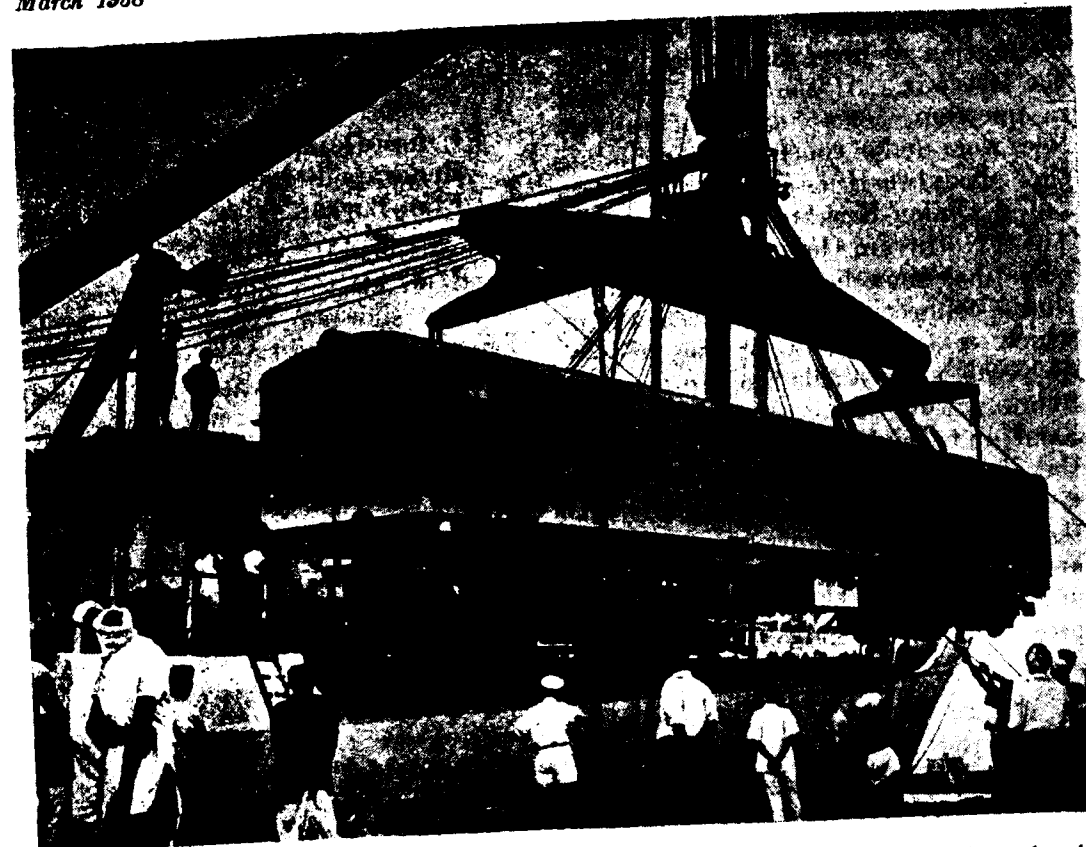
paid to the General Revenue as dividend under the Convention of 1954. The net surplus for the year amounted to Rs. 20.22 crores which was allotted to the Development Fund. (It was forecast recently that judging the working of railways upto the end of December 1957, the net surplus during the current financial year which is going to end on 31st March 1958, is likely to be about 30 crores).

The higher level of earnings of the Railways have to be viewed taking into consideration the economic situation of the country such as the increased production in agriculture, amounting to 68.7 million tons, i.e., 3.4 million tons more than the previous year. Under Commercial crops, increases were shown under Oil seeds, Cotton, Sugar-cane, Jute, etc. The rising trend of industrial production and the increase in output particularly cement, general engineering material, automobiles and bicycles was well maintained. There was a substantial increase in the output of coal from 38.5 million tons to 40.3 million tons.

Passenger amenities undertaken with the object of making rail travel more comfortable and safe were particularly watched and progressed with care. Vestibuled Deluxe trains between Delhi and Howrah, Delhi and Bombay, and Delhi and Madras were introduced during the year 1956-57.

It is reported that 1,301 new coaches of all the three gauges were placed on line, out of which 910 were lower class coaches built to improved specifications.

Apart from fitting 1,306 third class coaches with fans, special attention was devoted to supplying cool drinking



One of a consignment of 12 Diesel Rail-Cars manufactured in Australia and sent to India under the Colombo Plan Aid Programme being landed at Madras from the Norwegian vessel S.S. "Belkarin"

[Courtesy: The Hindu]

water to passengers by installing an increased number of electric water-coolers. During the year under report, sleeping accommodation for third class passengers was provided on 7 pairs of trains including 4 pairs of Janata trains. Arrangements were also made for reservation facilities for third class seating accommodation a week in advance of the date of the journey,

from starting stations, from intermediate stations from where sectional coaches run and also from certain other selected intermediate stations subject to a mileage limit generally of not less than 200 miles on broad gauge and 150 miles on metre gauge.

A length of 115.89 miles was opened, out of which 95.82 miles represented

new lines and 20.07 miles represented restoration of lines dismantled during the last war. At the end of the year in question, 569.45 miles of railway lines were under construction including the Kandwa-Hingoli link (187.23 miles), Quilon-Ernakulam (59.32 miles). The Kottayam-Quilon link (59.32 miles) has since been opened to traffic thus connecting Quilon-Ernakulam which is a landmark in the history of Kerala since it fills the gap between Shoranur and Ernakulam on the one hand and Trivandrum and Quilon on the other. This was opened on 6-1-1958. This line runs as a girdle right along the country swinging in and around all the important towns and villages and bringing an era of prosperity to the people of that part of the country.

The remaining mileage of about 120 miles is accounted for as under :—

	Miles
Indore-Dewas-Ujjain ..	49.23
Reniwara-Bhildi ..	43.61
Etah-Barhan ..	36.27

Departmental catering was introduced on all the Zonal Railways on which it did not exist. The quality of food served and the service rendered in the departmental catering establishments has come to be appreciated by the travelling public.

The Railways settled 492,962 claims during the year as compared with 435,694 during 1955-56. The number of claims which remained outstanding at the end of the year stood at 56,891 as against 73,609 at the end of the previous year.

NOTES ON CURRENT RAILWAY TOPICS

RAILWAY BUDGET 1958-59

Presenting the Railway Budget for 1958-59 in the Lok Sabha on 17th February 1958 the Railway Minister, Sri Jagjiwan Ram, said that gross traffic receipts for the budget year were estimated at Rs. 407.48 crores, compared to the revised estimate of Rs. 384.40 crores for the current year.

The estimated net surplus for the coming year was Rs. 27.34 crores, as against the revised estimate of Rs. 21.66 crores for the current year.

The Minister said that examination of the Railway Freight Structure Committee's recommendations regarding revision of the rates structure "is now in the final stages, and decisions thereon

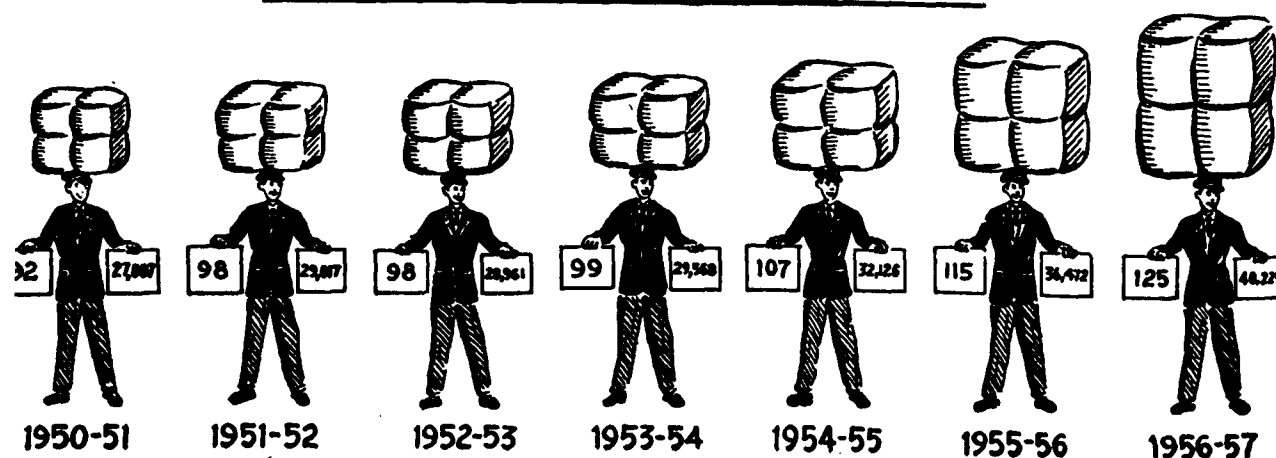
are expected to be taken and implemented in the near future".

The Minister continued that during the coming year the railways would be called upon to handle an additional 12 million tons of traffic, raising the total to 145 million tons, as against the Second Plan provision for 162 million tons. Operational efficiency during the current year, the Minister added, had touched new high levels.

Giving a picture of the large scale development works now in hand, the Minister disclosed that at present a labour force of 1,50,000 was engaged on a number of railway projects in different parts of the country.

Left panel shows tonnage total lifted and right panel shows total ton-miles (both figures in million)

RIISING GOODS TRAFFIC ON INDIAN RAILWAYS



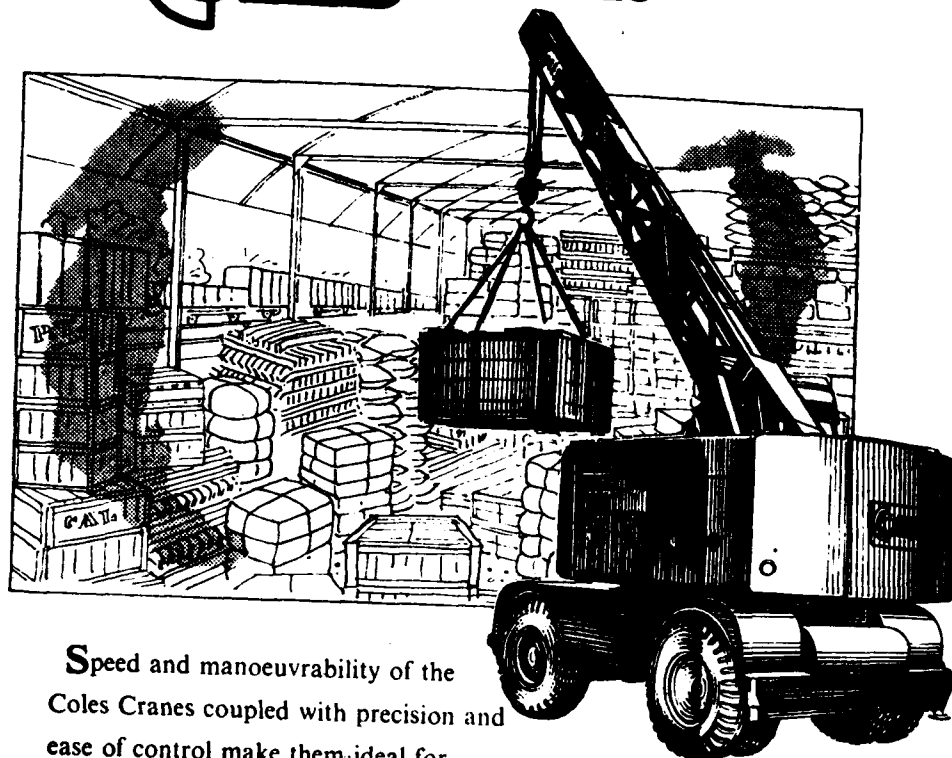
BUDGET AT A GLANCE

(Rupees in crores.)

	Actuals.	Revised Estimate 1957-58.	Budget Estimate 1958-59.
Gross Traffic Receipts	347.57	384.40	407.48
Ordinary Working Expenses	233.94	259.16	268.35
Net Miscellaneous Expenditure	9.92	14.01	16.99
Appropriation to Depreciation Reserve Fund.	45.00	45.00	45.00
Payment to Worked Lines	33	33	22
Total	289.19	318.50	330.56
Net Railway Revenues	58.38	65.90	76.92
Dividend to General Revenues	38.16	44.24	49.58
Net Surplus	20.22	21.66	27.34

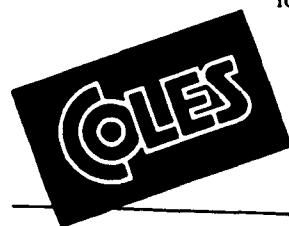
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March 1958

NOTES ON CURRENT BLY. TOPICS

15

RAILWAY MINISTRY'S ANNUAL REPORT (1956-57)

STAFF MATTERS

The Indian railways are the largest single employers in the country. The total staff on Government railways—permanent, temporary, open line and construction—was 1,054,343 on March 31, 1957, as against 1,024,828 (revised figure) on March 31, 1956. The increase is due principally to the setting up of the organization to cope with various developmental works and projects in connection with the railways' Second Five-Year Plan.

Salaries including allowance, provident fund and gratuity paid to the staff of the Government railways during 1956-57 totalled Rs. 155.74 crores as against Rs. 148.22 (revised figure) crores during the previous year. The increase was due to the increase in the number of staff, annual increments, contributions to provident fund, special contribution to provident fund, gratuities, etc.

During the year, 9,645 quarters of different types for various categories of staff were constructed.

Railway administrations continued to take active steps to develop staff canteens and to establish and enlarge the activities of co-operative societies for distribution of consumer articles and also co-operative housing societies.

The medical organization of the railways continued to look after the health of, and provide medical aid to railway servants and their families.

In all, 81 well-equipped and adequately staffed hospitals and 434 dispensaries with 3,543 beds provided medical attention and treatment to railway employees and their families. In addition, the maternity and child welfare centres continued their activities, including personal visits by health visitors and supply of milk in certain cases to under-nourished children and expectant mothers.

During the year were added 8 new health units. 153 additional indoor beds and 3 mobile vans for the benefit of railway staff working in places away from dispensaries and where train services were not frequent.

CORDIAL LABOUR RELATIONS

Relations between railway administrations and labour were generally satisfactory.

The permanent negotiating machinery set up in 1952 with a view to maintaining contact with labour and resolving disputes and differences which may arise between staff and the administration continued to function satisfactorily during the year under review.

The National Railway Users' Consultative Council met twice during the year and made recommendations on a variety of subjects. At the railway level, the Railway Users' Consultative Committees representing local interests, held in all 103 meetings.

INDIAN RAILWAYS—1956-57

A popular handbook, entitled "Indian Railways—1956-57", has been published by the Ministry of Railways, presenting in a readable style the different aspects of the working of the Indian railways during the financial year 1956-57.

The publication, which is available from the Manager of Government Publications, Delhi, presents in simple, non-technical language a brief account of the operations of India's largest nationalised undertaking. Besides comparative figures relating to the year's performance, as against that of a few preceding years, there are a number of useful appendices. There are 28 charts and 22 statistical tables giving statistics from 1938-39 onwards.

CAREERS ON INDIAN RAILWAYS

The Railway Board has published a small brochure entitled *Railway Careers* describing in brief the different types of jobs offered by the Indian Railways, their future prospects, requirements, educational and technical qualifications required and age limits prescribed for recruitment.

The brochure, which has been published to assist prospective candidates interested in a career on the railways, has been priced low, at 25 naye paise per copy, and is on sale with the Manager of Publications' agencies stocking Government of India publications.

Our Commercial News Letter

EARNINGS :

The approximate earnings for the month of December 1957 compare as under with the figures for the corresponding period for the previous year :

	(Rupees in lakhs)	
	December	
	1956	1957
Passengers ..	1,49.43	1,46.61
Other Coaching ..	28.27	31.58
Goods ..	1,99.14	2,32.91
Sundries ..	13.36	9.05
Total ..	3,90.20	4,20.15

COMPENSATION CLAIMS :

No. of Compensation Claims received during the month of December 1957—3,849.

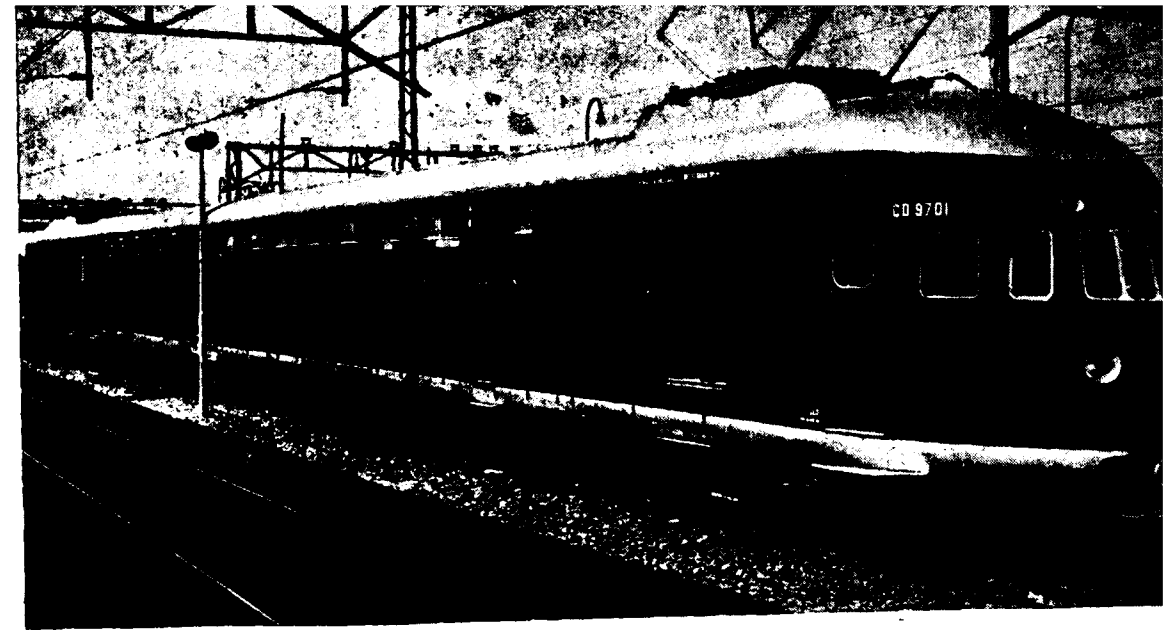
No. of Claims disposed of and the amount paid during the month of December 1957—4427—Rs. 1,96,354.97.

No. of Claims outstanding at the end of the month of December 1957—3,842.

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

TICKETLESS TRAVEL :

During the month of November last year 50,761 persons were detected travelling without tickets. Out of these 47,144 paid fare and penalty on demand which amounted to Rs. 1,19,709 ; 3,068 were prosecuted and 1,734 were imprisoned.



Four-car multiple-unit electric train on the Holland Railways which employ Automatic Train Control

WORLD OF RAILWAYS

ARTHUR L. STEAD

Our London Correspondent

THROUGHOUT the world of railways, tremendous improvements are being recorded in equipment and operating techniques. One of the most promising developments is that of Automatic Train Control.

India's Southern Railway and other big systems all over the globe may conceivably in the future operate without any of the trackside signals with which we are all so familiar. For the moment, it is true, Automatic Train Control is a supplementary device to ensure the safe operation of trains and assist engine-crews in their job. Rapid progress, however, is being made in the elaboration of A.T.C., so as to enable it ultimately to replace trackside signalling, and Britain is a

leader in this great effort to simplify train working and ease the load on locomotive men.

Automatic Train Control now is being introduced on a big scale on the main-lines radiating out of London. In addition to extensive installations of this clever device already in service on the trunk routes leading west and east out of the metropolis, A.T.C. now is coming into use on two important north-going main-lines. One is that linking King's Cross Station, London, with Edinburgh ; and the other that between Euston Station, London, and Glasgow.

On the mainland of Europe, many countries are pushing ahead with big

A.T.C. installations to meet the growing traffic needs of their respective systems. These lands include France, Germany, Belgium and Switzerland. Judging by recent progress, it will not be long before most of the principal trunk routes are covered by A.T.C. protection.

Automatic Train Control, in its essentials, consists of track apparatus actuated in conjunction with fixed signals which, in the event of a locomotive driver failing to observe a danger or caution signal, automatically gives a warning in the driving cab and applies the train brakes.

As long ago as 1840, several British patentees brought out devices which laid the foundations of modern A.T.C. Daniel Gooch, the first Locomotive Superintendent of the Great Western Railway, patented a device which took the form of a primitive three-aspect signal system in the locomotive cab. A ramp on the track was worked by a wire in conjunction with the signal, while a vertical rod fitted with a roller at the bottom and attached to the engine tender, engaged with the track ramp, operating red, white and green signals aboard the locomotive.

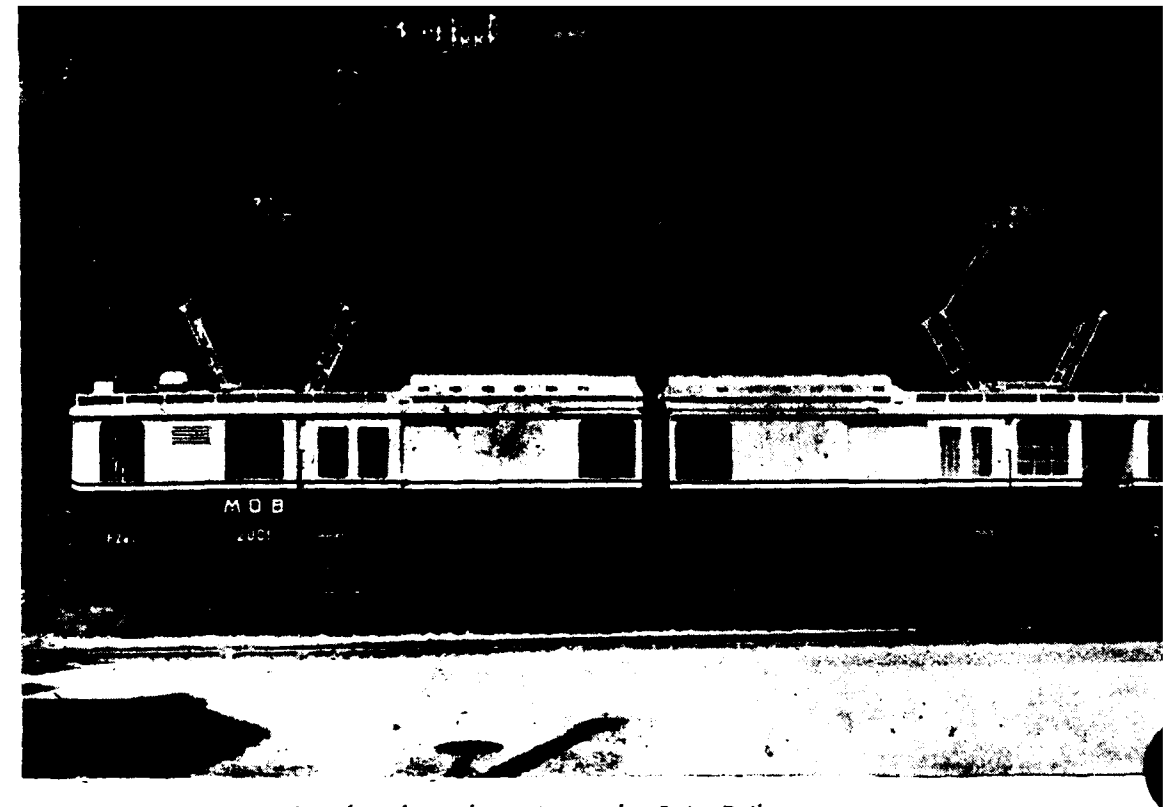
Audible warning to engine drivers was first given in the middle of last century by an invention of Digby's. This device was a steam whistle controlled by an electro-magnet which was energised from a brush on the locomotive. On passing a signal in the "danger" position, the brush collected current and operated the electro-magnet. Actually, this arrangement was extensively employed throughout Europe, and especially in France, in the eighteen-seventies.

Probably the chief obstacle to the general utilisation of A.T.C.—apart from capital cost—has been the large numbers of moving parts involved in apparatus of this nature. However, one British railway—the Great Western Company, operating main-lines out of London to the west and north-west—commenced to employ A.T.C. in 1906, and today all the Western Region of British Railways (formed out of the old G.W. Company) enjoys this fine protection.

The Great Western A.T.C. system was devised by three clever G.W. officers—Messrs. Jacobs, Insell and Bowden. It uses a metal ramp about 50 feet long fixed in the middle of the track. The ramp is electrically connected to the "distant" lever in the signal box, and is energised when the signal is in the "line clear" position. The locomotive is fitted with a contact shoe, while a local circuit governs a relay working the steam whistle and vacuum brake. If the locomotive passes over a track ramp which is not energised (*i.e.*, "distant" signal showing "caution") the contact shoe comes into contact with the ramp and is raised, thereby breaking contact and dropping the controlling relay. The engine whistle is sounded and the train brakes are automatically applied.

When the track ramp is energised, the shoe making contact completes a circuit through a polarized relay, which rings an electric bell on the engine and prevents the controlling relay from dropping.

Somewhat different A.T.C. known as the "Hudd" system—has been operated for some years with great success on the London-Southend section of the Eastern Region of British



A modern electric locomotive on the Swiss Railways

Railways. In this system, there are no moving parts on the locomotive, the equipment being activated inductively.

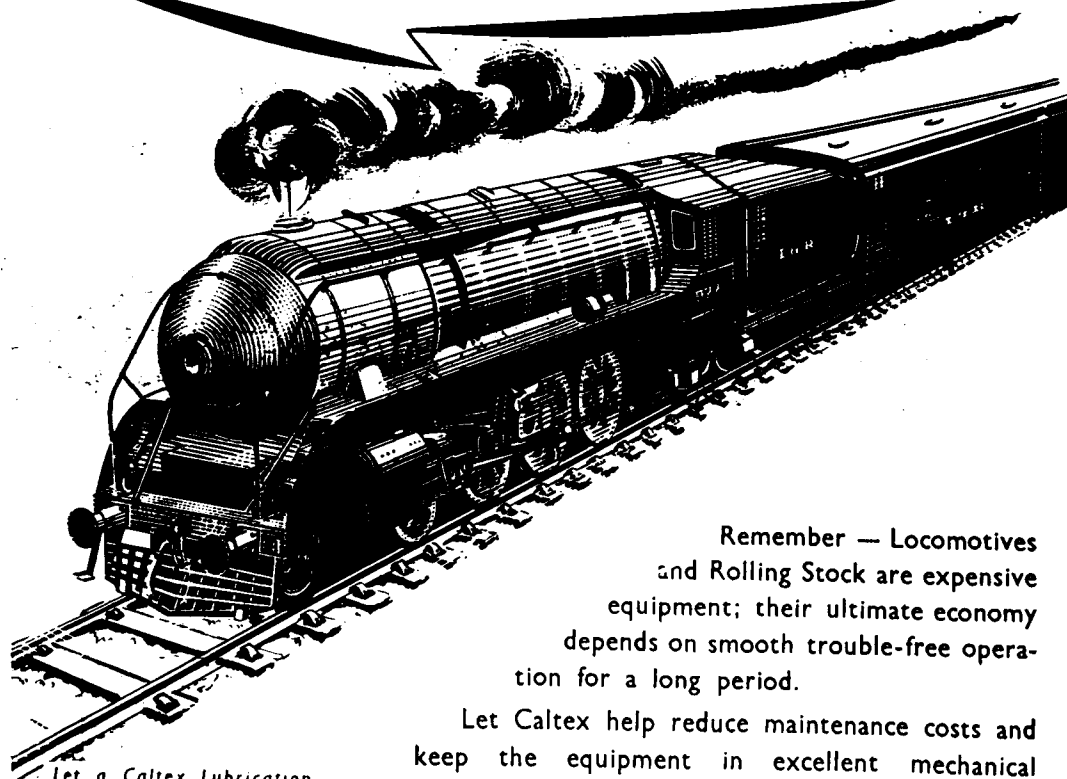
Under the "Hudd" plan, two inductors are placed between the running rails, about 60 feet apart and about 600 feet outside the "distant" signal. The first inductor is a permanent magnet with the south pole directed towards oncoming traffic. The second inductor is an electric magnet which, when energised at 12 volts, produces a powerful magnetic field. In this instance, the north pole of the magnet is directed towards oncoming traffic, the inductor being energised through a circuit controlled by the "distant" signal in the "line clear" position.

On the locomotive, there is a receiving unit taking the form of an

iron collecting plate with pole pieces, the plate passing over the inductors with a clearance of about four inches. Between the pole pieces, there is fixed a special permanent magnet armature mounted on ball bearings. This armature is connected to the vacuum apparatus on the locomotive, and on passing over the permanent magnet the inductor is partially rotated and the vacuum horn on the engine sounded. If the second inductor is energised—through the "distant" signal showing "line clear"—the armature is restored to its original position and the horn closed. If the second inductor is de-energised, the horn continues to sound and the train brakes are applied.

Actually, the new A.T.C. installations on the London-Edinburgh and London-Glasgow trunk routes of British

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Railways embrace warning control apparatus combining the best features of both the "ramp" and "inductive" systems. Use is made of the Great Western bell, siren and brake-actuating cab apparatus, operated by a magnetic inductive receiver passing over magnets on the track with a clearance of about four inches.

In addition to the A.T.C. on the main-lines of British Railways, there is a very fine automatic control system in operation on the busy lines of the London Underground undertaking. These lines are completely track circuited, and where there are no points to be operated all signals work automatically. Every signal—whether manipulated from a box or worked automatically—has its own train stop.

The train stop consists of a T-shaped arm, pivoted at base, and electro-pneumatically operated. When the signal is at "danger", the arm is vertical. All trains are equipped with the Westinghouse air-brake, and a trip cock is placed on the outside of the leading motor truck. This hangs down vertically and in such a position that, when passing a signal at "danger", contact is made with the train stop arm, and the trip arm is knocked open. This, in turn, opens a valve in the main air pipe, thereby applying the train brakes.

On the signal indicating "proceed", the train stop arm is moved out of the engaging position by a small electro-pneumatic motor. The arm travels forward to an angle of eighty degrees, and an electro-pneumatic valve, worked from the same relay controlling the signal aspects, controls admission of compressed air to the train stop motor.

Should a driver on London Underground overrun a "danger" signal, he must descend from his cab and reset the trip cock on his motor truck. It is impossible to restart the train until normal air pressure has been restored to the main-line pipe. All trains on the Underground routes are electric, the rush-hour intensive service allowing only one-and-a-half minutes headway. Two-aspect signaling is employed, and every signal which cannot be easily sighted from an adequate distance has its repeater showing yellow and green.

On the mainland of Europe, travel safety owes much to A.T.C. In Switzerland, A.T.C. operation is general. Most Swiss "distant" and "starting" signals are equipped with A.T.C. devices. These consist of electro-magnets installed on the track at the signal. A corresponding apparatus is fitted in the engine cab. If the driver passes a "distant" signal at "caution", or a "starting" signal at "danger", the power is cut off and the brakes automatically applied, unless he acknowledges the working and takes proper action.

In Germany—where a whole host of fast new trains have recently been introduced—all lines on which passenger trains are run with a maximum speed of more than 75 m.p.h. are equipped with A.T.C. The German apparatus provides for a train to be automatically stopped in the following cases: (1) if the "distant" signal (warner) has been passed in the warning position without operation of the vigilance device by the driver; (2) if the speed of the train has not been reduced to less than 55 m.p.h. within 22 seconds after the "distant" signal in warning position has been passed;

(3) if the speed has not been reduced to less than 40 m.p.h. in advance of the main signal (Home) in the "stop" position; and (4) if the main signal in "stop" position has been passed without operation of the device to be used if the main signal cannot be put into "clear" position.

In France, A.T.C. in its strictest sense is not employed. There is, however, an elaborate safety plan which employs a locomotive cab indicator to show the "stop" or "proceed" aspect of warning signals. An iron ramp is located in the centre of the track near the signal. If the warning signal is at "danger", a positive current is put on the ramp and is picked up by means of a metallic brush on the engine, when a whistle

blows in the cab and has to be stopped by the driver. When the signal is "off", a negative current energises the ramp, and in this case a short whistle only blows in the cab and stops itself.

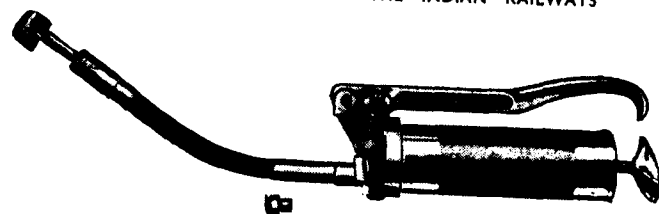
In order to ensure that French drivers do not rely on the track ramps and fail to watch the signals, all engines are equipped with a vigilance device jointly with a speed recorder. On the speed recorder strip there are registered the workings of this device, as well as the handling of a small lever the driver has to operate as soon as he comes within sight of a signal at "danger" and before the working of the cab control. The recorder strips are examined after each run, and a check thus kept on drivers.

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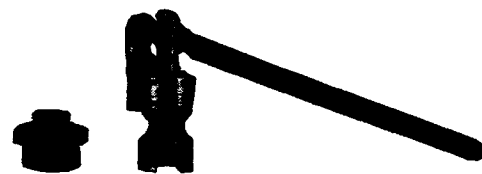
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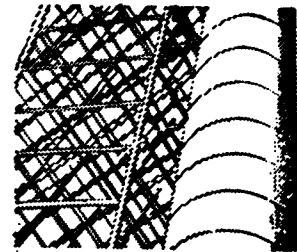


The Paris-Lyons express of the French National Railways

To sum up, the advantages of introducing an efficient system of Automatic Train Control with continuous cab signals may be summarized as follows: (1) a driver can run at the maximum permissible speed fixed for his train without constantly being on the look-out for signals which may be against him; (2) when his train approaches a signal with a "caution" or "stop" aspect, he is pre-warned of it by means of a loud whistle in his cab, the showing of a red light, etc.; (3) if he is sufficiently alert, he can push a button, silence the warning, and carry on observing the indication of the signal ahead; and (4) if he is not alert and fails to obey the warning given him in the cab, the brakes of the train will be automatically applied

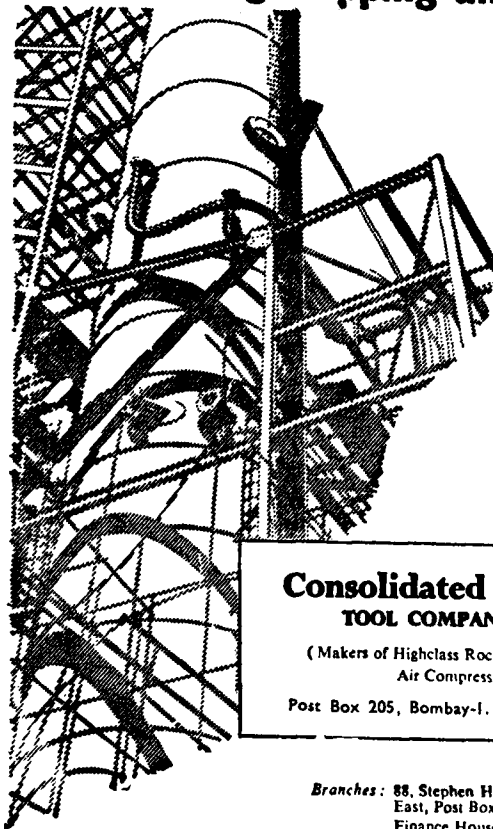
and the train brought to a standstill within the braking distance allowed for him.

There is no doubt Automatic Train Control has a very big future, and the Indian Railways will be watching with intense interest the big developments now proceeding with this refinement on many of the European systems. In Britain, the development of A.T.C. is closely associated with the extension of colour-light signalling, track-circuiting, power-operated signal boxes, and other aids to safer and more efficient working, and the whole scheme evolves around the constant search of the railways for safer operation and the more rapid and economical handling of passenger and freight business of all kinds.



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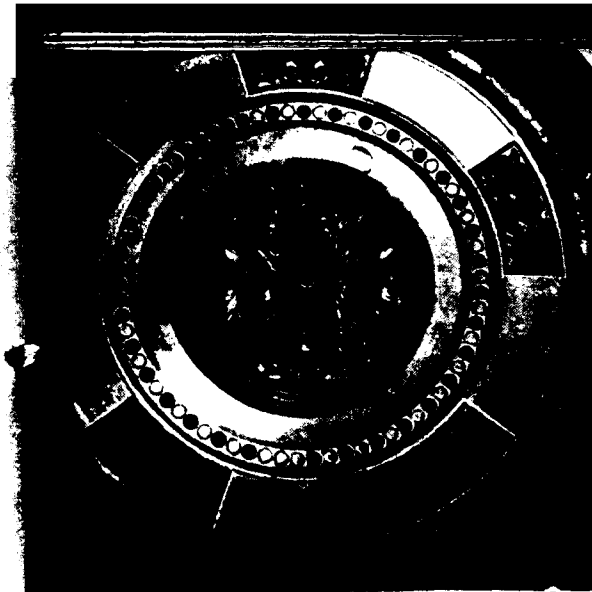
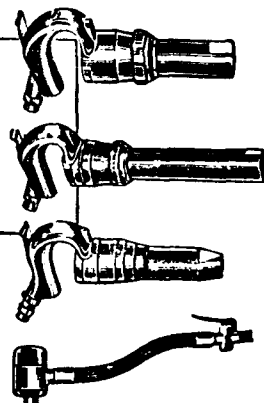
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An unfinished silver plate—Sita's marriage to Rama



Bold silver figures on copper and bell-metal

THE METAL MOSAICS OF TANJORE

E. S. M.

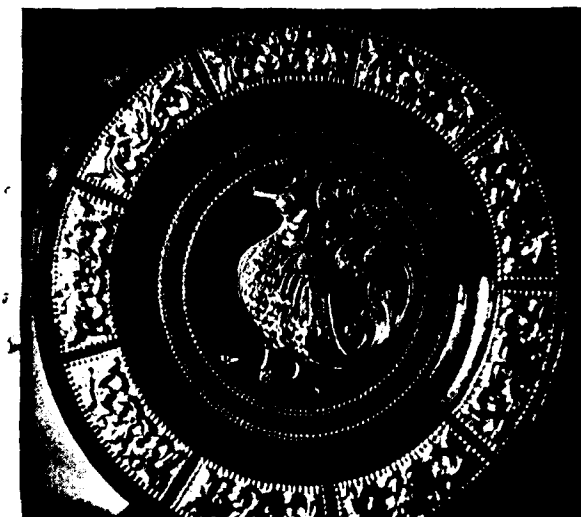
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In ancient times, the Indian craftsmen worked and inlaid brass and copper on silver, silver on steel, gold on silver and did all sorts of experi-

ments to make the weapons of war and the implements of peace, as beautiful as possible.

Today, the silversmiths are engaged all over India, in producing articles of utility and elegance, to be used in the homes, as well as to adorn the drawing rooms. The artistic imagination and the aesthetic taste of these craftsmen

Another superbly finished pattern



Replica of the Temple, Tanjore



have given the world a variety of beauty goods, plates, bowls, mugs and jugs, turned out of gold, silver, bronze, brass and other metals.

Tanjore happens to be one of the chief centres of such an industry in the South. The silver articles manufactured at Tanjore—plates, bowls and tumblers and other specimens, with mythological figures, encrusted in silver on copper background and on bell-metal—have earned a unique reputation in the type of metallic handicrafts. The bold silver figures projecting elegantly on copper and bell-metal, and the inwrought ornamentation and the superb touch of finish make these art objects, very attractive and sell well all over the world. This is yet another foreign exchange earning industry, which requires attention and uplift.

Our Fellow Passengers

(Continued from page 29)

greetings are neither hearty nor pleasant. He merely feels a little relieved that another nightmare train journey is over. In his fear-haunted mind he has been the victim of everything horrible that can ever happen on a train journey, from being assaulted and robbed by train thugs, to finding himself a mangled corpse pinned under the wreckage of a capsized coach.

But, even though he may never realise it, the Pessimist is usually one of those fortunate people who travel by rail from infancy to old age without ever meeting disaster, and ends up by dying peacefully in his own bed.

Our Fellow Passengers

THE PESSIMIST

OPRAIL

THE passenger who is of a pessimistic turn of mind invariably boards a train well fortified against the inconveniences and possible hazards of a train journey.

Amongst the odds and ends carried by him, apart from bedding, suitcase or steel trunk, will be found a large tiffin carrier, a tiffin basket and a large goblet of water. When the average traveller feels like a meal on the journey he will get the same from the dining car, or from the refreshment room bearers who board trains at meal stations for orders, and so keep himself from the pangs of hunger. But not the Pessimist. He will reach for his large tiffin carrier, extract plates and cutlery from his tiffin basket, eat his fill, and wash it down with a glass of water from his large goblet. After that he will carefully wash the plates and cutlery and replace them in the tiffin basket. The Pessimist always imagines that food supplied from other sources than his own may contain disease-ridden germs, and never takes a chance. Another phobia with him, is that he will probably be overcharged for whatever food is ordered on the way.

Now watch the Pessimist bedding down for the night. He will first ensure that all his baggage is as close to him as possible, so that any attempt to move an item will promptly come to his notice. Next he will carefully place his valuables like wallet, etc., either under his pillow, or inside the

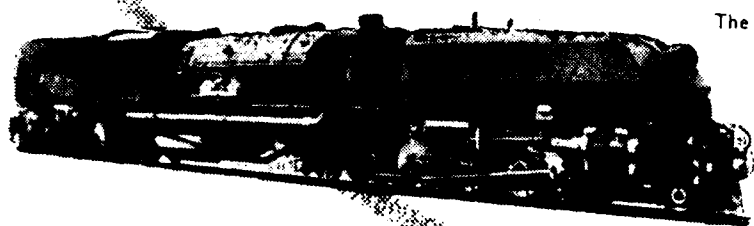
pillow slip, or perhaps in a belt round his waist. He will then examine each shutter to see that all security gadgets are shot home. Then he will fuss around the doors of the compartment, making doubly sure that all bolts and slip-over catches are secure, so that no intruder from outside can slip in without practically battering down a window or door.

If any of his fellow passengers prefers to keep a shutter open, the Pessimist will keep glancing apprehensively at the offender, or plead with him to shut it fast. He will then take a good look around the bathroom to ensure that nobody is lurking there. Assured that all is secure, he will probably look askance at his fellow travellers, wondering if any of them may be a train thief or prospective killer. Not having the means of sure identification on this point, he spends the night in a turmoil of suspicious thoughts and unnecessary fear.

As the train rumbles through the night, the other passengers sleep peacefully, but not the Pessimist. He dozes fitfully, tormented with horrible thoughts of what the long night hours may bring forth. If one of the other passengers stirs and makes for the bathroom, the Pessimist will watch him alertly, in expectation of an attempt being made to steal his baggage, or perhaps a murderous assault with intent to stage a spectacular hold-up. It is only when the passenger returns

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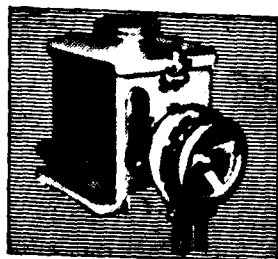


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INDIAN TUBE ON THE RAILWAYS

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.

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from the bathroom and tumbles back on to his berth and falls asleep again, that the Pessimist breathes a little easier.

Whenever the trains halt at a station, the Pessimist lies tensely, ears strained to catch every sound. If he hears any knock he will imagine that a suspicious character is trying to gain entrance. But nothing happens. Sometimes, a passenger seeking accommodation at a late hour of the night, will knock thunderously, but the Pessimist will yell out that the compartment is full, with every berth reserved. The disappointed passenger passes on and all is quiet again as the train moves on.

Once again the Pessimist sleeps in fits and starts. He dares not allow himself the luxury of a deep, peaceful sleep. From under him, his ears detect all the various sounds of a fast train moving over the track. There is the clickety-click of the wheels passing over the evenly spaced rail-joints, the rapid and uneven clicks and metallic squeaks as the wheels negotiate points and crossings in a station yard. Every sound is magnified and ominous to his fear-ridden ears. If any unusual sound suddenly impinges on his eardrums, the Pessimist will feel his pulse racing faster, and even almost hear his fast-thudding heart beats inside his rib box. Is everything all right? Or is the train heading for one of those terrible disasters one reads about? Perhaps, his imagination running amok, transposes him to some other world, and he finds himself reading the report of a train smash in his newspaper. The headlines are vivid—"Express train jumps bridge into deep river! One hundred killed! Two hundred injured!" And

reading further he finds his own name amongst those reported dead. The Pessimist is now clammy with the sweat of fear. He wipes his brow as the horrible picture haunts his mind. But the train is running smoothly and sweetly. Yes, the night is a long and awful vigil for the Pessimist.

With the coming of dawn and sunlight, the Pessimist feels a little comforted. The train is still running well on the rails and no thieves have broken in. His fellow passengers all look decent law-abiding citizens. The Pessimist however checks all his baggage to make sure nothing amiss has occurred during the night.

But the train journey is not yet over and the Pessimist is still apprehensive. Even in broad daylight one can never tell what may go wrong and what may happen. Suddenly the train comes to a halt between stations. He looks out of the window to ascertain the reason for this out-of-course stoppage. Immediately below the carriage he sees the train riding high on an embankment. A nasty spot, he thinks, for an accident. Then he glances ahead and sees a small makeshift semaphore signal at danger. From dead stop the train moves again at a slow pace and traverses a bridge structure. When his carriage is on the bridge itself he shudders with dread and again imagines what would happen if the bridge collapsed. But his fears are only in his own mind. The bridge is under repairs and so the train moves over it at a snail-crawl and on to firm track and ground again.

At last the journey is over. At his destination the Pessimist is met and welcomed by loving relatives. His

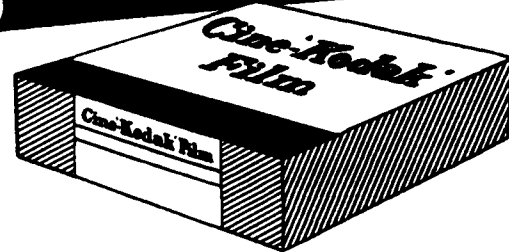
(Continued on page 26)

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PAZHANEE

(PALNI)

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A view of the sacred Hill and Temple from 'adivaram'

A picturesque hemispherical hill standing boldly against the background of a series of undulating dark lofty mountains, with beautiful fleet of white clouds poignantly resting of their flanks and with a vast expanse of a blue sheet of water in front, will be a rough but accurate description of this reputed place, Palni, held very sacred for the worship of *Sri Skanda* in His aspect as *Sri Dandayuthapani*. The charming background is offered by the *Varahagiri* and the *Kodaikanal* ranges of the western ghats, while the water-expanse in front is the famous *Vyavipuri* lake, more popularly known as the "*Vyaapuri-eari*". This place is a station on the Dindigul-Coimba-

tore metre-gauge line of the Southern Railway and is about 37 miles, west of Dindigul junction. On the western side are the commercial towns like Pollachi, Udamalpet, Palghat, and so a network of bus-routes also pass through this place. The town of Palni is a fairly big one with a population of about 40,000 people and being a commercial centre, especially for tobacco, is provided with all modern amenities to make one's stay there comfortable and pleasant.

The present name "Palni" is a corrupted and mutilated rendering of its original form—"Pazham nee" (பழம் நீ), by which name Siva and

Parvati addressed their adorable child Sri Skanda. To support this derivation, the local *sthalapuranam* gives a legendary narrative, which is interesting and appropriate. Once when the Divine Parents—Siva and Parvati were together on Mount Kailas, sage Narada, the celestial saint came to worship them. As a token of his devotion and more to create some mischief, as that was his chief job, he handed over to the Divine Couple, a lovely fruit which some say to be a mango and others say was a pomegranate fruit. However, the two children of Parvati—Ganesa and Skanda, who were then there, scrambled for this one fruit. To satisfy them, the all-knowing Iswara set them on a competition and offered the fruit as the prize for the one who would go round the world once and reach Him first. On hearing this, Muruga perched on his agile vehicle, peacock, and started on the race. But the burly Ganesa viewed with dismay his puny mouse and was in a fix. On a moment's consideration, Ganesa struck on a bright idea and so he slowly went round his Divine Parents and bowed before them, demanding the fruit as his prize, on the acknowledged dictum that Siva and Sakthi together represented the entire Universe and everything was contained in Them. Siva had to admit the truth of this dictum and so gave away the dainty fruit to Ganesa, who avidly consumed the same. After a long while, Skanda returned, only to know that the fruit had already been given to his big brother, which made him very angry and dejected. However much Siva and Parvati tried to appease him by calling him that he was himself the fruit—“பழம் நீ”—the fruit of

all wisdom and knowledge, the young child refused to get satisfied with the wordy comforts of his parents. So he cast off his rich jewels and dainty apparels to wear a single bit of loin-cloth round his groin and garlands of sacred rudraksham seeds round his neck, with a pole or staff in hand. Leaving his parents, Skanda came to this sacred hill of Siva-giri to do penance and to appease himself. This accounts for the great sanctity attached to this place and even today, Sri Muruga, as He is worshipped here, is represented as a little charming youth with no jewellery and clothe, except for a loin cloth and beads, standing with a staff in one hand and the other resting on the thigh, smeared with the divine *vibhuti* or sacred ash all over the body.

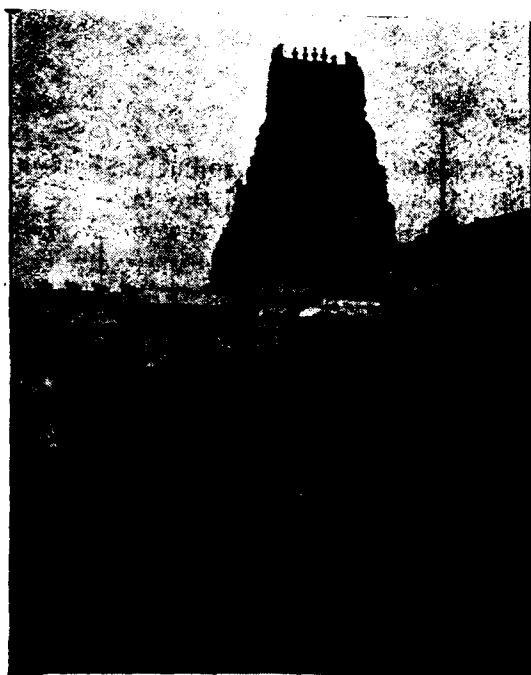
Even when viewed from the railway station, the hill of Palni stands prominent and adjacent to this sacred hill stands another hill of lesser eminence and the two look as a pair of hemispherical mounds. The other hill known as *Idumban malai* is really a companion of the Palni hill and according to the *sthalapuranam* of this place, these two hills were originally two peaks of the holy Kailasa hill—the abode of Siva. When the marriage of Siva with Parvati was about to be celebrated on the sacred Kailasa mountain, all the gods and devotees of Siva assembled there to witness the wedding. On account of this, the earth weighed heavy at that part and so a tilting was about to take place. To avoid this catastrophe, Siva asked the great sage Agasthya to go to the south and counterbalance the earth by the weight of his divine heaviness. To oblige the great Lord, the sage consented to proceed to the south but requested

Siva to give him two counter-weights to be carried with him. Siva bestowed the two peaks of Kailasa mountain known as *Siva-giri* and *Sakthi-giri*—the embodiments of Himself and His divine spouse—to be taken to the Podigai mountains in the south and for that purpose commissioned one of his own *Bhutha-ganas*—*Idumban* by name, to carry these two peaks. To enable Idumban to carry these two mounds, sage Agasthya advised him to sling them over his sturdy shoulders by placing them each in the pans of a *kavadi*, using the *Dhandu* of *Brahma* as the main rod, and the snakes like *Vasuki* and *Karkotakan* as the ropes to tie them. Thus equipped the sage and the servant started on their southerly journey and while nearing the forests near the lake of Vyavipuri, Idumban showed signs of fatigue and wanted to rest a while. So he placed

the *kavadi* on the ground and slept on the cool banks of the lake for a short while. On waking up, he wanted to proceed on his journey to the ashrama of sage Agasthya further down, but found the two peaks having fixed themselves firmly on the spot. To know the reason for this mishap, Idumban climbed over the bigger of the two hills and saw there a youth with a baton-staff in hand standing on its crest, claiming the hill as His own. Not knowing who the youth was, Idumban sought to fight out the owner of the hill, when he was felled to the ground by Skandha. Agasthya came to the spot and knowing the greatness of the youth, requested him to restore Idumban to normality and the latter also sought the grace of the deity. Idumban was restored to life and as was his prayer, he was allowed to be the door-keeper—the *dwarapalaka*

Panoramic view of Palni town and Vyavipuri lake from the hill-top





The "Pradakshina" and the Rayagopuram
of the Hill Temple

of Sri Murugan's shrine here. Idumban also prayed that the custom of carrying the offerings to Sri Muruga here in *kavadi* must be sanctioned by the Lord and from thence, the pilgrims carry milk and other offerings by this peculiar form of portable carrier—the *kavadi*. So the larger hill—containing the temple of Muruga became His abode and the smaller hill was called after Idumban.

The town proper of Palni extends from the station-side to the hill along the flanks of the lake and as one approaches towards the hill, one first comes across the "*Giri-vedhi*"—the sandy road about a mile in length that runs round the foot of the sacred hill. It has four mandapams on its four sides, each with an image of peacock in stone—the sacred bird of Skanda—enshrined in them. The road is pleasant with vegetation and the fragrant smell that emanates from the numerous wild flowers and plants.

It is said that many medicinal herbs grow here and so many afflicted with lung diseases do the *giri-pradakshinam* in the cool hours of the morning for physical comfort coupled with mental peace. The crowd of such pilgrims is more during the *Agni-nakshathram* festival in the hot months of *Chitrai* and *Vaikasi* (April to June) when they find it exceedingly pleasant to inhale the fragrance of these freshly blossomed flowers.

About two miles away from here, is the sacred river known as "*Shanmukha nadhi*" the stream of the six-faced Shanmukha and it has six tributaries—the *Palar*, the *Varaththar*, the *Porundalar*, the *Suruliar*, the *Kallar* and the *Pachaiar*. It is considered essential to have a bath in this river first before ascending the Hill and at the bathing ghat, there are small shrines dedicated to Vinayaka and

Tower over the Sanctum of the Hill
Temple, Palni



Kailasanathar. It is from here that the *kavadi* offerings are taken up to the hill. Moreover, the *abhisheka*-water is brought from this stream and taken up to the hill every day morning by the pandarams of the temple. Round this place there is a luxuriant growth of *Kadamba trees*—*Eugenia recemosa*—the *sthala viriksham*, whose flowers are particularly held sacred for the worship of Sri Dandayuthapani here.

The pilgrim, as he approaches towards the hill, sees first a small temple on the left side of the road leading to the hill very near to the foot of the hill. This is the ancient *Tiru-avi-nan-kudi* temple, which is considered even older than the hill temple, for mention of this shrine occurs in the famous "*Tiru-Murugarup-padai* of Nakkirar, for therein the poet describes this place as under :—

"With speed-like wind over waves where fishes
roam,
And might resembling fire in the blasting wind,
And voice like thunder crashing fire behind
So our War Lord with His divine Bride comes
To rest for a time in Tiruvavinankudi."

As the old temple had gone into ruins, the Nagarathars of Chettinad had the temple renovated in 1910 and as such the temple looks new. The temple, though small, is nicely built and contains a shrine for Sri Shunmukha, whom Lakshmi (*Tiru*), the sacred cow Khamdhenu (*Aa*), the Sun (*ennan*), the goddess Earth (*Ku*) and the fire-god Agni (*de*) worshipped here.

The pilgrim now reaches the foot of the sacred hill, which is about 450 feet in height and is reached by a winding flight of about 650 steps, recently relaid by the philanthropic

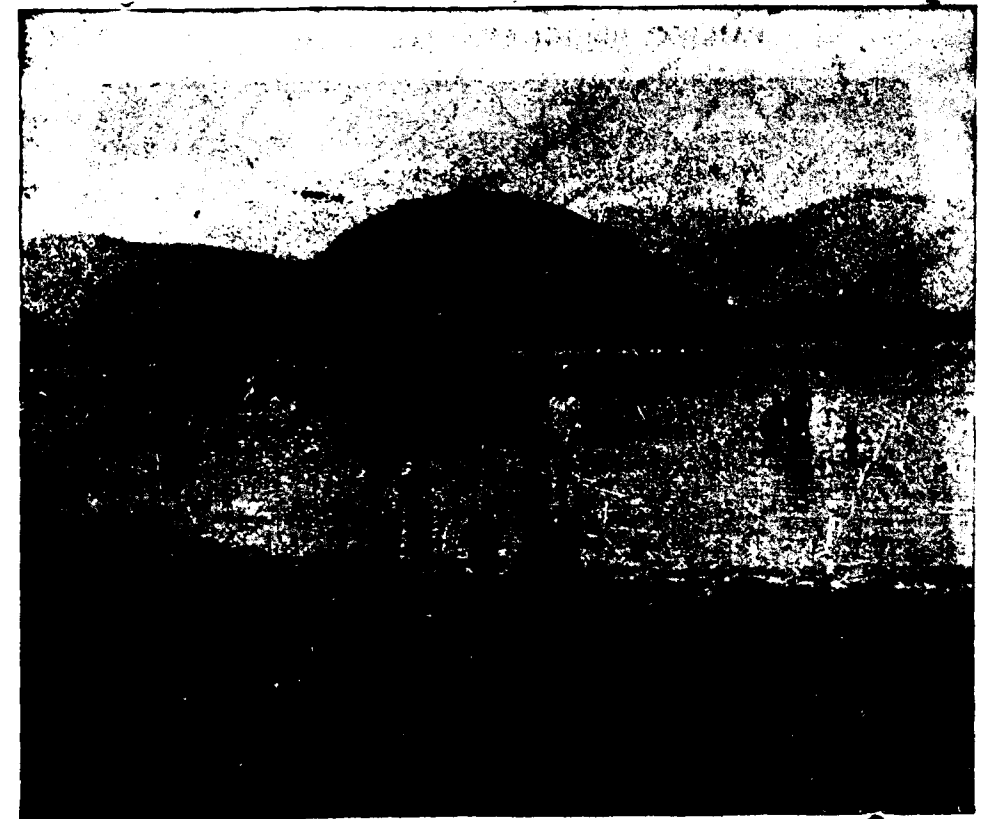
members of the Nagarathar community. *En route*, there are a few mandapams for the pilgrims to take rest and recover their breath. Besides this traditional pathway, there is also another route to climb this hill on the other side, where there is a small cave called *Pancha-varna paduk-kai* with a perennial spring called *Kannachchonai* nearby. Midway on the main route of steps stands a small shrine dedicated to Idumban, whose figure is installed inside this shrine, along with the images of Muruga and a Siva-lingam. Another small shrine opposite to this house '*Kura-adi-Velavar*'—the young form of Muruga as He appeared to Idumban under the '*Kura*' tree.

Reaching the top, one feels gratified to have come to the sacred shrine of their Beloved Lord and the wafting cool breeze soothes all the fatigue of the pilgrim, making him fit to go inside the temple—the main object of his visit to this place. The temple, though small, is well kept and it was recently renovated and reconditioned to suit the modern requirements. The outer wall of granite is pierced on the western side by the entrance gopuram called the *Manik-katti* or *Kattai-gopura vassal* and is flanked on either side by Nayakkar mandapams of *Palni* and *Ayakkudi Palaiyagars*. The northern portion of this Nayakar mandapam has in it a nicely-worked shrine dedicated to '*Subramanya-Vinayaka*'. Entering the doorway, the *Vaisya Mandapam* is reached and adjacent to this on the northern side is a small mandapam named after its donor as '*Tanjavoor ammal mandapam*'. The inner quadrangle is crowned by the five-storeyed *Raya-gopuram*, which the pilgrim first sees even from a

TRAVEL HABITS

- * CLEANLINESS is next to Godliness. Let us cultivate the habit of cleanliness. We can help by not throwing scraps of food, skins and peel of fruit and water on platforms or in compartments. These should be consigned to the dust-bins.
- * SPITTING indiscriminately on platforms is unhygienic. It is also bad manners. Let us use spittoons.
- * Let us not use cooled and filtered drinking water for other purposes.
- * Let us avoid sitting with the feet on the seat. This is annoying to others in the compartment, and is not good manners either.
- * Booking our heavy luggage in the brake-van will give our fellow passengers and ourselves more room in the compartments.
- * It is an offence to smoke in a railway train when requested by a fellow passenger not to. Let us avoid smoking when requested, or when the compartment is crowded or the doors and windows are shut.
- * Railways are the Nation's property. We can help to safeguard these by apprehending persons pilfering or causing damage to railway property. They should be pointed out or turned over to uniformed Railway Staff on duty. Unsocial elements indulging in unauthorised alarm chain pulling could be dealt with in like manner.

ISSUED BY THE CENTRAL RAILWAY



The lake with the hill in the background

distance, as the one crowning the crest of the hill. On reaching the interior, there are numerous mandapams like the *Vadhya mandapam*, the *Navaranga mandapam* and many others. Here are the Devasthanam offices, the stores and other accessory apartments of the temple. In the *Palli-arai* or the bedroom of the deity, one worships the Chinna-Kumara image, the small replica of the Deity.

At the eastern side of the *Navaranga mandapam* is the *sanctum-sanctorum* of *Sri Dandayuthapani swamy*, the presiding deity of this temple. In front of the holy of holies is the *ardha mandapam*, where the priests of the

temple keep the *abhishekha* and the *aradhana* materials. The pilgrim is more than compensated for all his troubles when he sees before him the adorable lovely image, small in stature but great in eminence and reputation. As a short lithe youth stands the Lord Muruga with a thin baton-staff held in the right-hand while his left-hand is let down to rest on the thigh in *Kataya* pose. He stands without any ornaments or clothing except for the *kowpeenam* or loin-cloth round his groin. But pilgrims, from far and near, throng to the presence of this reputed deity, as Palni is one of the famous *prarthana-kshethrams* in South India. Vows of tonsure of the head

STEEL RAILWAY BRIDGES

RAILWAY BRIDGE CENTRAL RAILWAY

March 1958

PAZHANEE

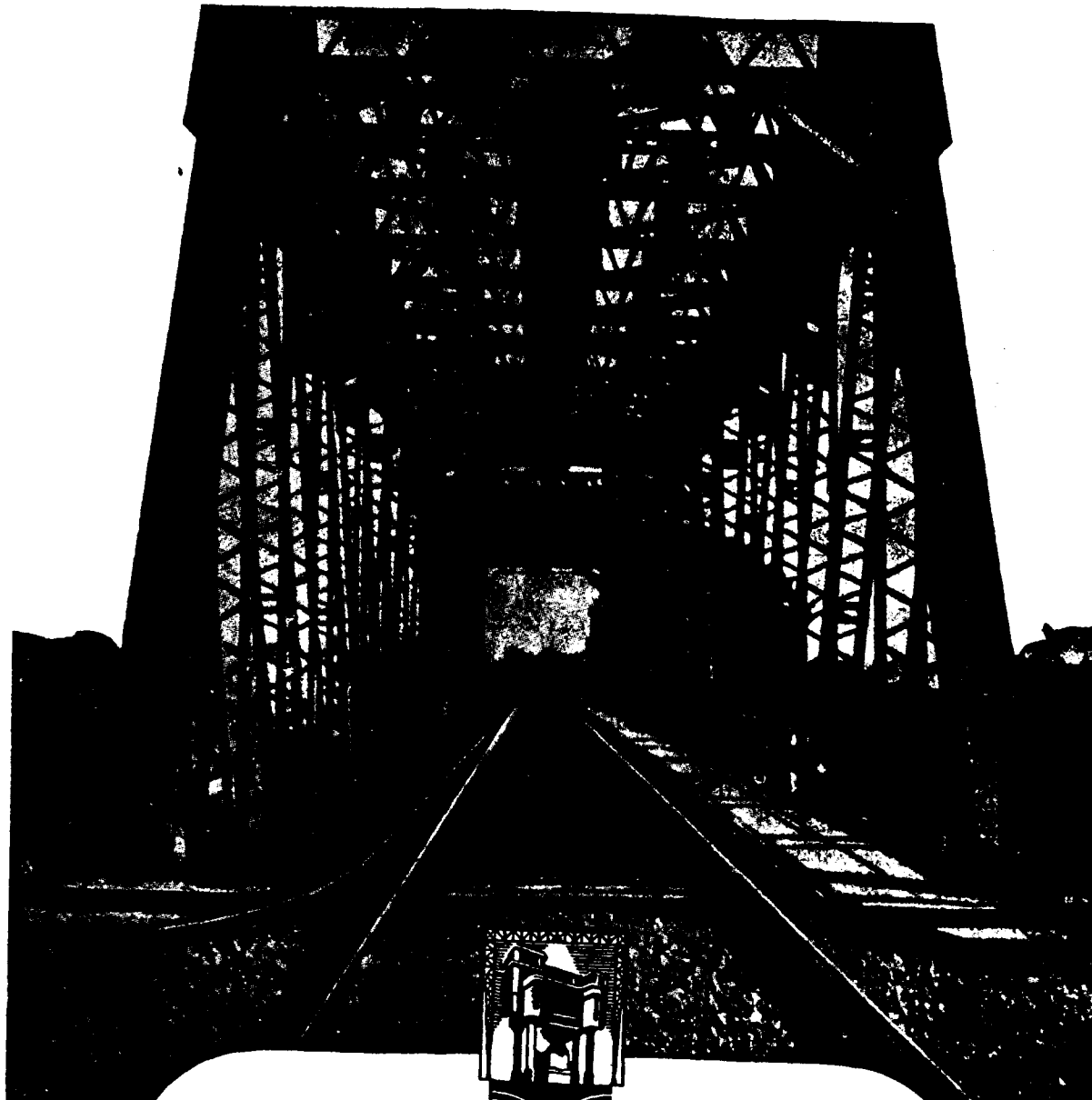
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are the most common form of devotional offering done here. Besides this, the carrying of *kavadis* and the peculiar vow of piercing one's tongue with a sharp *vel* or spear and the custom of locking the mouth with an improvised locker are some of the quaint forms of vows in which the pilgrims coming to this place indulge. The one other common way of devotional offering is the performance of the *abhishekam* to the Lord with '*panchamritham*'. For this purpose, the five ingredients, plantain fruits, honey, sugar, rosewater and milk are mixed into a semi-liquid paste and poured over the image of the deity. This sacred *prasadam* is then given to the devotee, which he usually carries home. One peculiar feature of this sacred *prasadam* is that it keeps well for an indefinite period, though the same *panchamritham* prepared in our households and elsewhere gets spoilt in the course of a few hours, not to speak, of days or weeks. Though the more pious and the devoted attribute this to the inexplicable sanctity of the deity here, yet a rational explanation is also available. It is believed that the image of *Sri Dandayuthapani swamy* here is not made out of the usual materials in which such *moola vigrahams* are usually made—such as stone, wood, brick and mortar and other materials. It is said to be made of a peculiar type of amalagam got from the residues of pounding several herbs and natural products including very poisonous drugs collectively known as '*navapasanam*' and the creation of the image out of this amalagam is attributed to that great *siddhar Sri Bhogar*, a saint who lived long ago and attained '*siddhi*' here. Hence by mere contact with the image the

perishable articles that go to make up the *panchamritham* gets insulated and the deteriorating hormones removed from the perishable materials. This is a rational way to explain the wonderful manner in which this preparation keeps well for months together. As such a lucrative trade is carried on, for parcels of this reputed *panchamritham* is sent to devotees in far-off places, even to distant places like Malaya and South Africa, where devotees of Muruga live in large numbers.

Having worshipped the Lord to his heart's content, the pilgrim can now go round the *pradakshinam*, in which are a few small shrines like the shrine of *Sri Vallabhi-Vinayaka*, *Sri Chandeswara*, *Sri Sivalokanathar*, and the shrine of the *Siddha-Bogar* in the south-western corner of this quadrangle. Nearby is an underground passage which is said to lead below the sanctum, into which the sage is said to have entered and disappeared mysteriously.

Though the temple had been in existence for quite a long time, there are very few inscriptions left now to show the antiquity of the temple. Possibly, due to repeated renovations, most of the stone-slabs carrying such records might have been obliterated by fresh stones and consequently there are only seven inscriptions on the northern and southern walls of the main shrine, relating to later Pandya and Vijayanagar epochs of South Indian history. But the literary references to this temple takes the date back to the early Chera rulers, who had endowed this temple with large grants of land and valuable gifts of gold for the maintenance of the daily worship to the deity. Coupled with



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the fact that the deity stands facing west—the Malabar side, a large portion of the pilgrims that come here are from the land of the Keralas, who adore Muruga here, as the presiding deity of their mountainous highlands known as 'Kuringi' land.

As is usual in all the reputed temples in the south, there are number of festivals conducted at Palni temple. Of these, the most important are the *Thai-poosam* festival in January, the *Panguni-Uttaram* festival in April, the *Agni-nakshathram* festival in May, *Visakam-utsavam* in June and the *Skanda-shasthi* festival in November months of the year. Being a richly endowed temple with a large income from votaries, these festivals are conducted on a very grand scale, when the deity is brought down from the hill and the processions conducted in a magnificent manner.

References to this ancient shrine are made in the famous tamil lyrics like the '*Tiru-murug-arrupapadai*' and the famous *Tirupuggazh* of saint *Aruna-giriyar*, who has sung no less than 95 songs in praise of this deity. Later on, several poems and local traditional accounts have been written and it is noteworthy to mention here that among them is one called '*Pazhani-andavan thala varalaru*' written by a muslim devotee named N. K. Mahommed Sheriff. The muslims of this locality hold this shrine in great veneration,

for they come here and worship at the niche on the back of the main shrine offer sugar and burn incense there, showing that after all the fountain head of GOD-HOOD is one for all of us, though the paths taken by the various sections of people are different, yet leading to that one and the same nucleus of all the Universe.

Besides this famous temple, there are many other smaller temples at Palni. Down-hill, there is the temple of *Sri Brahman-nayaki amman*, dating back to the Nayakan period of the 16th century. There are some vaishnavite temples here like the temple of *Sri Lakshmi-Narayana swamy*, the small temple of *Sri Ahobila Varadaraja perumal* at Balasamudram and many others. Nine miles west of Palni is a famous hill called '*Aivarmalai*'—the hill of the five, which the local tradition connects with the puranic Pandava princes. It is said that the princes rested here for a while, when they were wandering about in disguise and a flat stone here is known as '*Pancha panadavar paddukai*'—the bed of the five Pandava princes. Of course, one interesting thing to be seen here is the existence of a small cleft on the hill, in which sixteen images of what appears to be *Jaina tirthankars* are carved. Possibly it might have been one of the several places in which the Jainas have left their religious carvings like the famous Sithannavalasal cave in the Tiruchirapalli district.



REAPPRAISAL OF INDO-AMERICAN T.C.M.

K. SRINIVASAN

THE history of the United States Technical Co-operation Mission in India (U.S.T.C.M.) goes back to June 24, 1949. This was the day when President Harry S. Truman recommended to the U. S. Congress an expanded programme of economic assistance to newly-developing countries. This was the fourth point in his historic address, and thus the scheme of assisting free countries to development became popularly known as "Point Four".

The American Aid has been and is being extended to India as a consequence of two agreements between the countries. A general bilateral agreement was signed on December 28, 1950, for technical assistance under the Point Four Programme. A further agreement was signed on January 5, 1952, contemplating an extended programme, with joint projects tied in with the Five-Year Plans for promoting India's economic growth.

India's Five-Year Plans which form the Charter of her economic development programme are undertakings of great scope and magnitude, developed with imagination and courage, and are being pursued with industry and enthusiasm. "The people of the United States are watching with sympathy and hope India's efforts to prove to Asia and to the rest of the world that an economically under-developed country can modernize rapidly under democratic institutions and by democratic methods. We want her to succeed—for their sake, for the sake of all the free peoples of the world. Without economic freedom, political freedom is bound to perish."

Since 1947 U.S. assistance to India in the form of loans and grants for economic development has amounted to more than 450 crores of Rupees. The two countries have signed over 60 operational agreements to assist in specific projects in the First and Second Five-Year Plans. Under these, till the middle of last year a total sum of \$393 million has been allotted by the U.S. Government. Of this, \$130 million has been in loans and \$253 million in grants.

As for the initial emphasis of the Indo-American programme, it was on agriculture, which occupied top priority in India's First Five-Year Plan. Accordingly, commodity and technical assistance stressed such activities as community development, tube wells, river valley development, fertilizer and steel for agricultural implements.

The emphasis has now shifted somewhat from food production to industrial development and transportation. The United States aid in these fields alone now amounts to \$160 million. The modernization and expansion of India's railways was augmented with \$63 million worth of equipment, including the import of 100 locomotives and thousands of goods wagons.

Besides the United States Government private organisations and private business in America have played—and continue to play—a substantial part in this country's progress. For example, the Rockefeller and Ford Foundations are assisting the Government of India in the fields of health, education, public administration, community development and in other ways. The



Mr. Howard E. Houston, Minister-Director, USTCM (extreme right) with editors of leading newspapers and other guests at the USIS (4-2-58)

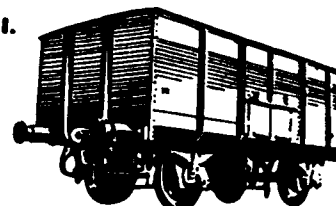
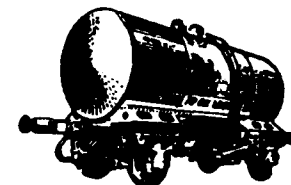
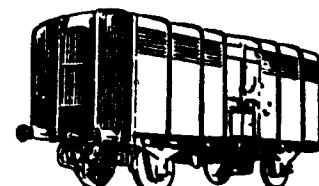
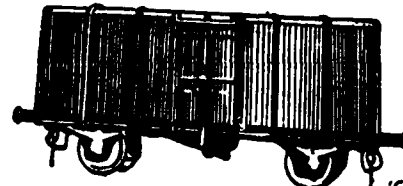
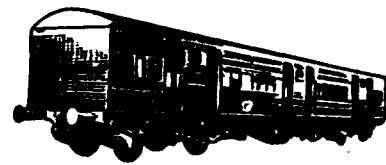
Ford Foundation, in co-operation with Indian Government and the United States steel industry—both management and labour—will train between 900 and 1,000 young Indian engineers in the United States during the next five years. These young men will return to India to take their places in her growing steel industry.

Referring to the recent announcement of \$225 million loan-aid Mr. Howard E. Houston, Minister-Director of the United States Technical Co-operation Mission in India, said: "This will be in addition to the \$392.3 million in loans and grants extended to India by the U.S. Technical Co-operation Mission in the past six years. This does not include \$1,000 million extended by all American sources, public and private, in the last 10 years or so. Explaining the reasons for the aid programme, Mr. Houston said: "Those of us who believe in freedom and

democratic ideas want to keep and strengthen those institutions, wherever they may be." Thus it is in the interest of all who believe in the ideals of democracy, such as democratic India, to band together and help one another. That is the elementary idea behind American economic aid.

In transportation, the U.S. programme has provided 100 railway locomotives, about 9,000 goods wagons and many millions of dollars worth of railway steel.

Reasons justifying Foreign Aid.—Mr. Houston also referred to some striking parallels in history between the two countries. He said: "Had it not been for foreign investment, the United States of America might not have survived. After gaining our Independence, we had a wealth of ambition and a paucity of economic resources. From the European



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countries came the capital investment, which helped us to achieve our economic stature and maintain our political freedom.

Concluding his survey of the aid programme, Mr. Houston said: "Your plans have been well laid out and we know that you have the determination to carry them through regardless of aid from the United States or any other source.

The assistance of various forms which the United States is supplying to India is just one facet of our economic relations. Two-way trade between the two countries is growing in amount and importance. In 1956, goods imported from America, steel, heavy equipment, trucks, electrical devices and food grains amounted to nearly 100 crores of rupees. As the Second Five-Year Plan gains momentum that total will probably increase.

The United States too has become a good customer of India. For example, one-third of U.S. manganese, three-quarters of the jute, 30 per cent of the mica, 70 per cent of the shellac, half of the pepper, and more than a third of the tea America uses go from India.

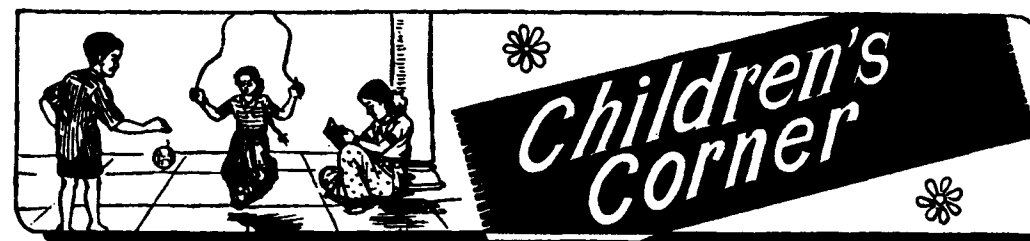
The progress of the Indo-American programme cannot, however, be measured or interpreted solely in terms of men and money. Its continuing success is expressed most vividly by the growing spirit of co-operation between the free peoples of both the countries".

[The information and some data contained in this article have been gathered from the Bulletin issued by the U.S.I.S. Madras on February 4, in connection with the visit of Mr. Howard Houston, Minister-Director, T.C.M., New Delhi to Madras.]

Our Prime Minister and Mr. Burke Knapp



(Courtesy : Indian Express)



"TO LIGHT A FIRE."

WHEN you want to light a fire what do you do? Well, you look for a box of matches, take out a match and strike it on the side of the box, and the flame spurts on the tip of the match-stick, ready to be applied to whatever you want to light. It is just a tiny flame, isn't it, but it can do a lot of good by lighting a fire to cook food, and a lot of harm if the flame touches the wrong thing, and perhaps burns down a house.

Now let us take a peep down the ages to see how we eventually came to our little box of matches for lighting fires. Long, long ago when a man wanted to light a fire to warm himself or cook his food, he did not have his box of matches to do so. Then how did he get the fire? Well, he found if he got hold of two dry sticks and kept rubbing them together, he would get a flame hot enough to set fire perhaps to dried grass. Then he thought out another way. He would make a hole in a dry piece of wood, put one of a stick into this hole and turning it round and round as fast as possible, would soon find flame and smoke starting.

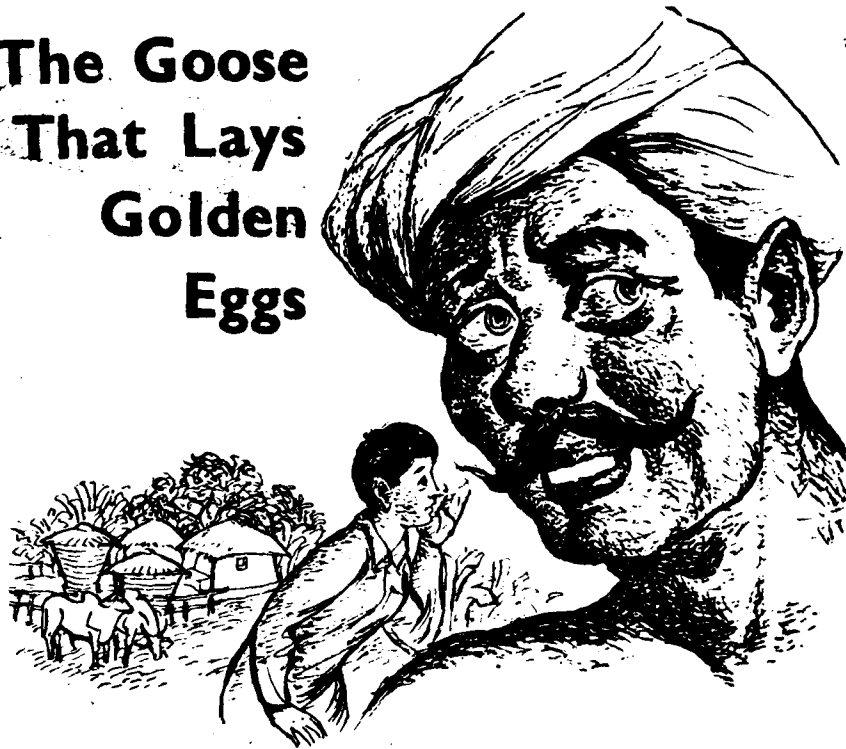
Next man found flint, a sort of metallic stone, and by striking one piece against another, he would get a tiny spark, which, with a lot of patience would set fire to some dried stuff and so get his flame.

As time went on, man looked for a more convenient way of starting fire. Thus came the tinder box. This was a small metal box which contained a piece of lint and steel for striking the spark, and a bit of burnt cloth called the tinder, which caught the spark and started a tiny smouldering flame. This was really man's first Match-box, or should we say fire-box.

But man was not content with this tinder box, which he found was too clumsy for fire-making purposes and wanted a better way for starting a flame. So in 1805 a Frenchman made the first match, which was somewhat like our present match-stick. This was a thin piece of wood with a head tipped from many chemicals, and to light it the head had to be dipped in a bottle of acid to start a flame. This again was too clumsy, as it meant always having a bottle of the right kind of acid with you. Something better than this was still wanted.

An Englishman, named Walker, eventually invented the first match like what we have today. Even then it was not quite like ours, for to light it, you had to scrape it between two pieces of sandpaper. Eventually, after many years of experiment, came the yellow or white phosphorous tipped match stick. This phosphorous was a dangerous poison, and the people who made these matches by hand—there were no machines then—caught a disease that ate away the bones of

The Goose That Lays Golden Eggs



Madhu is wise for his years. His father is a farmer of means. The boy knew that his father's savings were hidden in the house. He was rather puzzled. His teacher had explained at length how hoarded wealth is unproductive. Besides, robbers could take it away at will and there was the risk to life too. But he was afraid to talk the matter over with his hot-tempered father until a theft in the village gave him the chance. "Wealth wisely invested is like the goose that lays golden eggs; idle money does not multiply," he was bold enough to say. The instant acceptance of his counsel dazed Madhu but he had talked sense. Who does not value his life or his assets?

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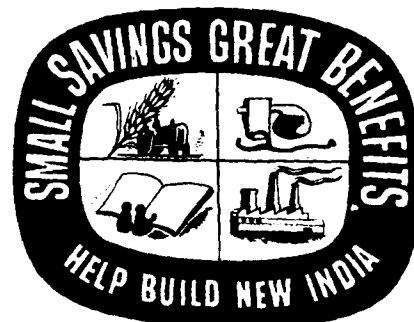
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the jaw. To stop this, the use of yellow phosphorous for match sticks was banned by international law.

At last came the Safety-match of the kind we use today. It was discovered by two Frenchmen at the time the Belgian Government offered a prize for a match to be made with no poisonous phosphorous in it.

Certain matches will strike only on the box. In these a certain chemical is left out of the match stick tip, but is applied on to the sandpaper-like scratching surface on the side of the Match-box. When you strike a match against the side of the box, the two chemicals come in contact and causes the flame to spurt.

It does seem strange that man should have taken hundreds of years to puzzle out so small a thing as a little match-stick, which seems so simple, so plain and so common today.

Now, let us see how our Match-boxes and match sticks are turned out in their millions.

A machine peels a thin spiral layer of wood from a log. Another machine takes thin pieces of wood and makes them into the sliding boxes we know so well, turning out from six to ten thousand boxes every hour. A third machine takes the wood and carries it continuously through the processes of splitting, dipping and drying, until you have the finished match stick ready to strike a flame, coming out of these various machines at the amazing speed of 700,000 every hour. At this point, boxes and match sticks

meet, and another marvellous machine opens each box, fills it with the correct number of sticks—perhaps 50 or 60 to each box—and sends it out for wrapping and putting on those fancy labels, which we call match brands, and love to collect as a hobby.

Sweden, Russia, Japan and the United States of America are the greatest centres of match production. One huge Swedish company at one time practically controlled the match market of the world, and here in our own land of India, there was a time when most of our matches had the trade mark "Made in Sweden" or "Made in Japan". But that was quite some years back. Gradually India started her own Match-making factories, with the result that today, we do not have to get our matches from any foreign country. We make our own matches now in their millions and millions, and the rich man in his big mansion, or the poor man in his village hut, if he wants a box of matches, only has to step up to the nearest "pan-biddi" stand and get it for as a little as one anna. And there was a time when a box of matches could be bought for just one pice.

Today too we have our fancy cigarette lighters, but these require various flints and liquids for them to work properly, and cost too much for the common man. For him the little box of matches is all he needs to light his cooking fire, or his modest biddi when he feels like a smoke.

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MORE OF PUBLIC RELATIONS

PHILOSOPHER DIPLOMAT

PUBLIC relations has suffered due to lack of definition, lack of scientific approach and methods and probably most important of all from a number of people in public relations organisation or in the administration thinking that the duties and responsibilities to their clients are being fully done in getting any number of lines of favourable publicity into the nation's publications.

Public relations is a phenomenon of modern times. It has been created by the forces that the tempo of the world, casting people in diversified groups, all seeking different objectives, yet thinking to work together towards common advantages and progress. There were no complete social, economic, political and religious classifications in olden times. During the present age, the complexity of civilisation has created problems undreamt of.

Beyond a few techniques of utilising various media of communications to influence public opinion, the public relations man is mainly concerned with the application of creative intelligence to a set of facts that vary from case to case.

If an organisation expects goodwill from the public, they must deserve their good opinion. It must decide first who should think well of the organisation. It may be that the support of a majority of all the people in the nation is essential. If the support of public opinion is to be obtained, actions alone are not enough to assure it. In today's society which is rather complex, most of us form

impressions about people, organisations, places, things and subjects with which we have little or no direct contact. We are influenced by what we read, by what we hear and by what we see. Simply giving the public the facts is not in itself sufficient to bring about understanding and acceptance of your case.

The public relations practitioner who is unwilling or unable to render the complete public relations' service needed by a client is handicapping himself, his client and his profession. Public education is a basic job of the public relations practitioner. For this purpose, the Public Relations Officer must work at many different levels, national, regional, state, local, etc. He must work with many different segments of the public employees, Government officials, customers, management, labour, educationists—in brief he must work with the people both as individuals and as members of the multitude of special interests.

It is said that the centres of human magnetism which attracts the public are (1) the eye and (2) the throat (that is, looks emanate from the eyes and the voice emanates from the throat). Pleasing thing, to the eyes gives a soothing effect. As for word of mouth, it can spread like wild fire. If the subject and context are right, it can burst into spontaneous combustion as an entire forest may suddenly be overrun by a conflagration. Through word of mouth, rumour and innuendo may spread with extreme speed and spontaneity if the subject is close to

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GLOUCESTER RAILWAY CARRIAGE & WAGON CO. LTD., Railway Coaches & Wagons,
Components.

VULCAN FOUNDRY, LTD., Locomotives; Boilers and their Components.

ALFRED WISEMAN & CO., LTD., Reduction Gear Units; Spur or Helical, Worm or Bevel.

WONHAM, INC, Tapered Rail Shims & Track Appliances.

BROWN BAYLEY'S STEELS, LTD., "LONGSTRAND" Steel, High Speed Carbon Tool
Die & Spring Steel, etc.

COMPTON F. B. T., Locomotive Copper Boiler Plates & Tubes.

AND OTHER MANUFACTURERS OF RAILWAY MATERIAL AND EQUIPMENT
Also for MACHINE TOOLS & GENERAL ENGINEERING EQUIPMENT

also contact the various divisions for getting information about meetings, functions and getting data which enables the expeditious finalisation of cases and correspondence, etc. This has relieved congestion on the Public phone and has been a facility.

A public relations man will be called upon to talk. The ability to speak will be vital in campaigns. The public relations man will be required to handle committees. Without necessarily being an orator, the skilled public relations worker should know how to say enough and not too much in simple language. In other words, the public relations man should say all that is necessary.

As for the publicity done through newspapers: in comparing the value of the newspapers with other types of media, the space buyer recognizes certain advantages the newspapers offer. The newspaper reaches all classes of the population. Consequently, the newspapers can be used to augment or supplement the national campaign and make any class of media. Careful buying of space in newspaper offers thorough local coverage. Newspapers are published daily. Hence advertisements can be prepared and published more quickly than any other

media like magazines. This gives the advertiser control over his campaigns if any, so that he can alter or stop his advertising at short notice, if local emergency or change the campaign strategy should warrant the move.

The third advantage is selectivity of readership obtained by newspapers. The Railway can limit its campaign to a suitable regional paper as and when found necessary. In addition, small units of space can be purchased that in turn permit the use of larger number of media for a campaign. At the same time, the position of advertising in the publication can be controlled to a greater extent than in magazines.

Public relations advertising means advertising to tell a story or a point of view rather than to sell product. This is called paid publicity. Indeed, tender notices issued by the railways are for advertising the product or giving a contract, etc. This public relations advertising flourished during the war, when there were too few products to satisfy the demands. The publicity value of public relations advertising has been so soundly established that it will number as a permanent major technique of publicity.



'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)



SOUTH-EASTERN RAILWAY MAGAZINE

*Published by the South-Eastern
Railway—Price Annas 8*

The Inaugural issue under review is brilliantly got up with plenty of reading matter specially with reference to the Second Five-Year Plan. In his message to this magazine Sri Jagjivan Ram, Minister for Railways, comments that House Magazines of this type are useful vehicles for conveying information about the organization to all those responsible for running it. In any task which an organization embarks upon, it is easier to win the co-operation of the employees if they are well informed about the organization's aims and activities and the part that they have to play, than if they are ignorant or ill-informed. According to the Editorial also, the primary aims of this magazine will be to make the staff of the South-Eastern Railway and railwaymen as a whole 'Plan-conscious' and to make all railwaymen realise the arduous tasks that lie ahead of them and the heavy responsibility which rests on their shoulders in respect of the large-scale developmental plans which are being introduced and implemented during the Plan period, and to foster the friendliest and the warmest relationships between the various categories of staff and also between them and their patrons—the general public.

Sri A. K. Basu, General Manager, South-Eastern Railway, in his article

says that indefinite patience is the price that the public servant must pay for discharging his high responsibility towards the public. The article 'Modernisation Plan of British Railways' is very interesting. "The Role of South-Eastern Railway in the Second Plan" is another interesting article. The author Mr. M. B. Patel gives in brief the important role of the South-Eastern Railway in the Second Five-Year Plan. The South-Eastern Railway has a route mileage of 34,000 which is one-tenth of the total mileage of Indian Railways. The magnitude of the task facing the Railway is enormous, particularly as this Railway will have to carry nearly half the total increase in traffic anticipated during the Plan period over the Indian Railways as a whole. To meet this traffic, Mr. Patel says that the South-Eastern Railway has planned developments which will cost Rs. 230 crores. The article "Planning for Development on Railways" is also interesting. About 3,200 wagons are loaded a day at present on the South-Eastern Railway; this will go up to about 6,900 wagons a day by the end of the Second Plan period. To meet this demand maximum utilisation on line capacity is necessary. The author brilliantly discusses the ways and means for the same. "For the execution of the enormous development programme of the Railway, the war-time tempo of work, as well as the economical practices of the railways in late thirties are essential factors" says Mr. Chopra

in his article 'Tempo of Construction'. Mr. B. C. Basu brilliantly portrays in his article 'Capacity of a Single Line Bridge' the various aspects of the improved signalling system now being introduced in the South-Eastern Railway, with diagrams. The article on Bhubaneswar is specially illuminating the magazine. Other fare supplied all over this magazine is also interestingly delicious. The magazine carrying the messages of Sri Shah Nawazkhan, Deputy Minister for Railways and the Chief Ministers of West Bengal, Bihar, Andhra Pradesh, Orissa, Madhya Pradesh and Bombay, is well got up and sets up a standard for journals of its kind.

METRIC MEASURES

*Published by the Director,
Publications Division, Government of
India, New Delhi*

We are all aware of the present chaotic state of our weights and measures. Weights and measures in use vary from place to place, and even in the same place, from one trade to another. Units like the seer and the maund do not have the same magnitudes everywhere, or in all trades. The value of the seer varies from district to district, sometimes from one area to another in the same district. Even in the same area there may be one seer for food grains, another for sugar and so on. This state of confusion must be ended. It must be accepted as one of the functions of the State and the community to ensure that goods are exchanged according to standards laid down by law, that

no false weights or measures are used, and that in every transaction the seller gives and the buyer receives the correct quantity of goods specified in the contract or bargain. The Government has taken two main decisions after prolonged considerations. First, to standardise weights and measures throughout the country, and secondly to establish the metric system. The accent is, however, on the first, namely standardization of weights and measures, which is one of the primary needs of a developing country. Once it is decided to standardize weights and measures, the adoption of the metric system in view of its simplicity and decided advantages and its world-wide recognition, follows as a logical sequence.

The metric system was invented in France during one of the greatest crises in French history. It was Talleyrand who said of the metric system that it was an enterprise which though conceived in France would one day belong to the whole world. This prophecy has been fulfilled. The metric system is today recognized the world over. The metric system is a decimal system and that is one of its chief merits. India can claim to have made no mean contribution to the evolution of the decimal idea. Many thousands of years ago, an Indian thinker invented the zero and the place value system, by which any number may be written down using the zero and the 9 symbols, the contribution of each symbol to the value of the number depending on its position.

As said by our Prime Minister Sri Jawaharlal Nehru, the advantages of adopting this system in weights and

measures are great indeed. All our work will be simplified and made more speedy. Children in schools will also profit by this change. But, above all, in the development of science, industry and new techniques, the use of the metric system is essential. Indeed it has to be used anyhow. To have two systems in the country, one for growing industry and science and one for the other purposes of daily life, will not only be confusing and wasteful but a burden to all concerned. For a progressive country like India, every consideration points to this change over. Apart from the differences in nomenclature of the weights and measures in different parts of the country, the values of weights and measure which go under the same nomenclature are bewilderingly different without any relation to each other. For example, there are more than 140 different values of weights going under the common name of seer. To what extent this chaotic condition handicaps internal as well as external trade can be realized only if one devotes a little thought to the matter.

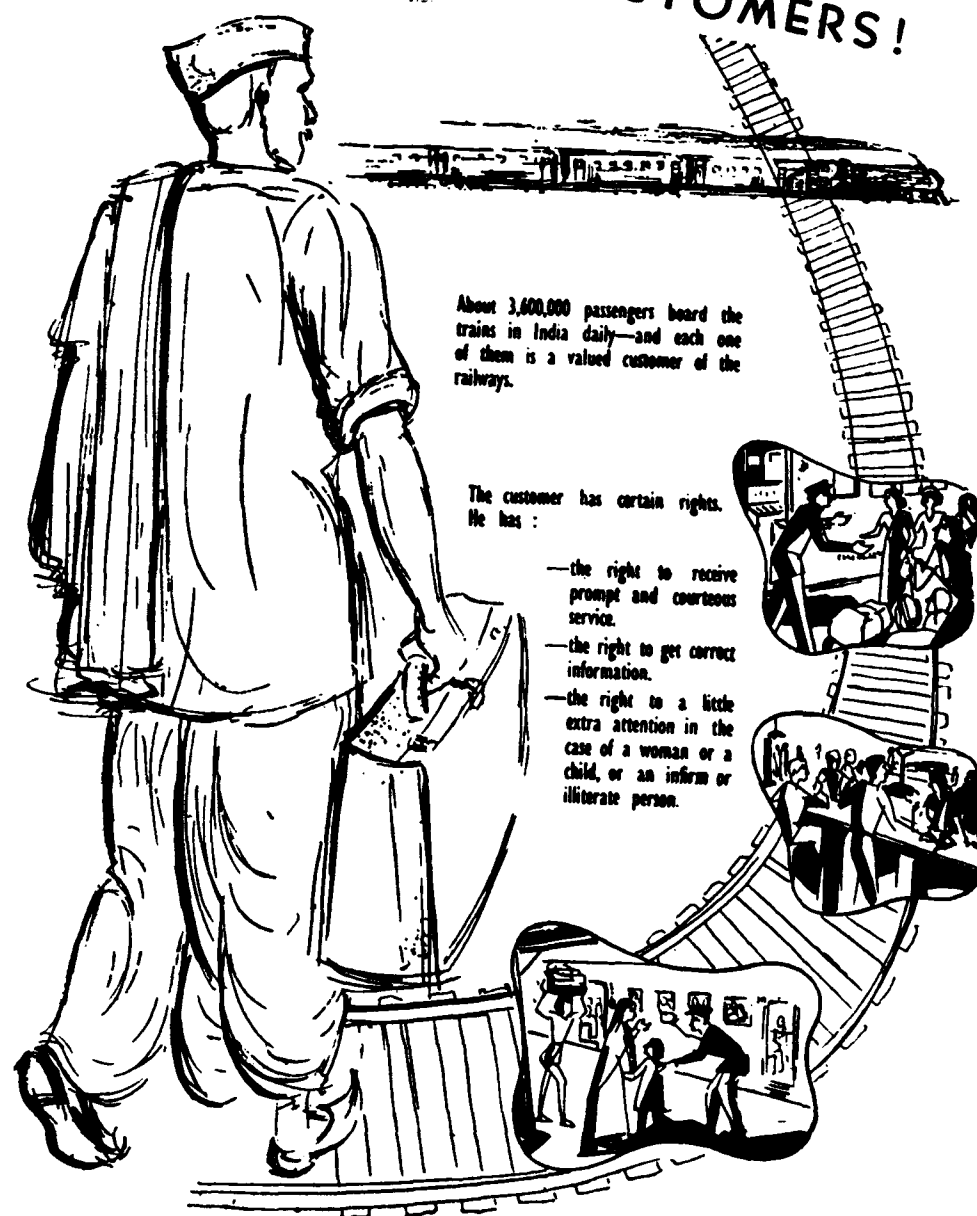
The success of the proposed reform will depend largely on public co-operation. The public will have to be told what the metric system is, how and by what stages it will be introduced and what benefits may be anticipated from it. Therefore, parliament after careful consideration has decided to adopt the metric system in a phased programme. The first phase is to explain the advantages of the system and the urgency of adopting it.

The Journal under review which is published with this view serves the purpose. The inaugural issue contains messages and articles from eminent leaders like Sri Jawaharlal Nehru, Sri Morarji Desai and other Government officials. The various aspects of the metric reform are dealt with in different angles in this issue, with excellent illustrations. The contents are of highly educative value and will be very useful to businessmen and public alike. Printed in art paper, the magazine is well got up and makes itself useful in its mission.

S. VEDANTAM.

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).

VALUED CUSTOMERS!



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**

UPPER QUADRANT SIGNALLING

MYSORE DIVISION

The Provision of Standard I Upper Quadrant, Multiple Aspect Signalling at 15 Stations on the Mysore-Arsikere Section, one of the Major Signal Works under the Five-Year Plan on Mysore Division, was completed by the introduction of this type of Signalling on 12th February 1958 at Belagula.

The Mysore-Arsikere Section of the Ex-Mysore State Railway was formerly non-interlocked. It was essential to

provide signalling which permitted higher speeds and a greater measure of safety, in order to meet the changing and growing Railway Traffic of the new Mysore State.

Traffic trends which are showing and which are anticipated due to industrial expansion and contemplated new lines which will link Mysore with the other Southern States, prove that the decision taken a few years ago to provide this section with Upper Quadrant Signalling at a cost of Rs. 6.66 lakhs approximately was indeed a far-sighted one.

A photo taken at the inauguration. Sri P. T. Padmanabhan, DS/MYS, is seated in front (sixth from right)



In Health **PHILIPS** aid the science of healing

INDIA's doctors need the most modern medical aids in tackling their tremendous problems. They are aided in this noble task by organisations like Philips who are proud to place their many years of research and experience at their disposal.

Whether it's the highly intricate X-Ray unit, which is one of modern science's contributions to accurate diagnosis; or the super-sensitive cardiograph which registers every tremor of the heart; or whether it's the assured supply of flawless lighting or a whole range of tested pharmaceuticals Philips aid in many ways the noble science of healing and point the way to recovery.

PHILIPS INDIA LIMITED



Contributing today to India's future

March 1958

S. R. NEWS

61

The installation work commenced about June 1956.

Thereafter the work at each station was completed and handed over at the rate of one or so a month.

During the course of installation, there were several problems and difficulties to contend with; particular mention may be made of non-availability of suitable local artisan staff. Casual labourers were therefore imported from other localities. It was necessary to provide 36 Nos. Electrical Arm and Light Signal Repeaters at Stations and cabins and to erect new Railway aerial lines and alignments for the purpose. The new system was inaugurated on 12th February at Belagula in the presence of the DS/MYS.

ROYAPURAM AMBULANCE DIVISION

FIRST ANNIVERSARY

The Royapuram Ambulance Division, No. XX, Southern Railway District, The St. John Ambulance Brigade (India), celebrated its first Anniversary on 25th January 1958 at the Royapuram Railway Offices compound.

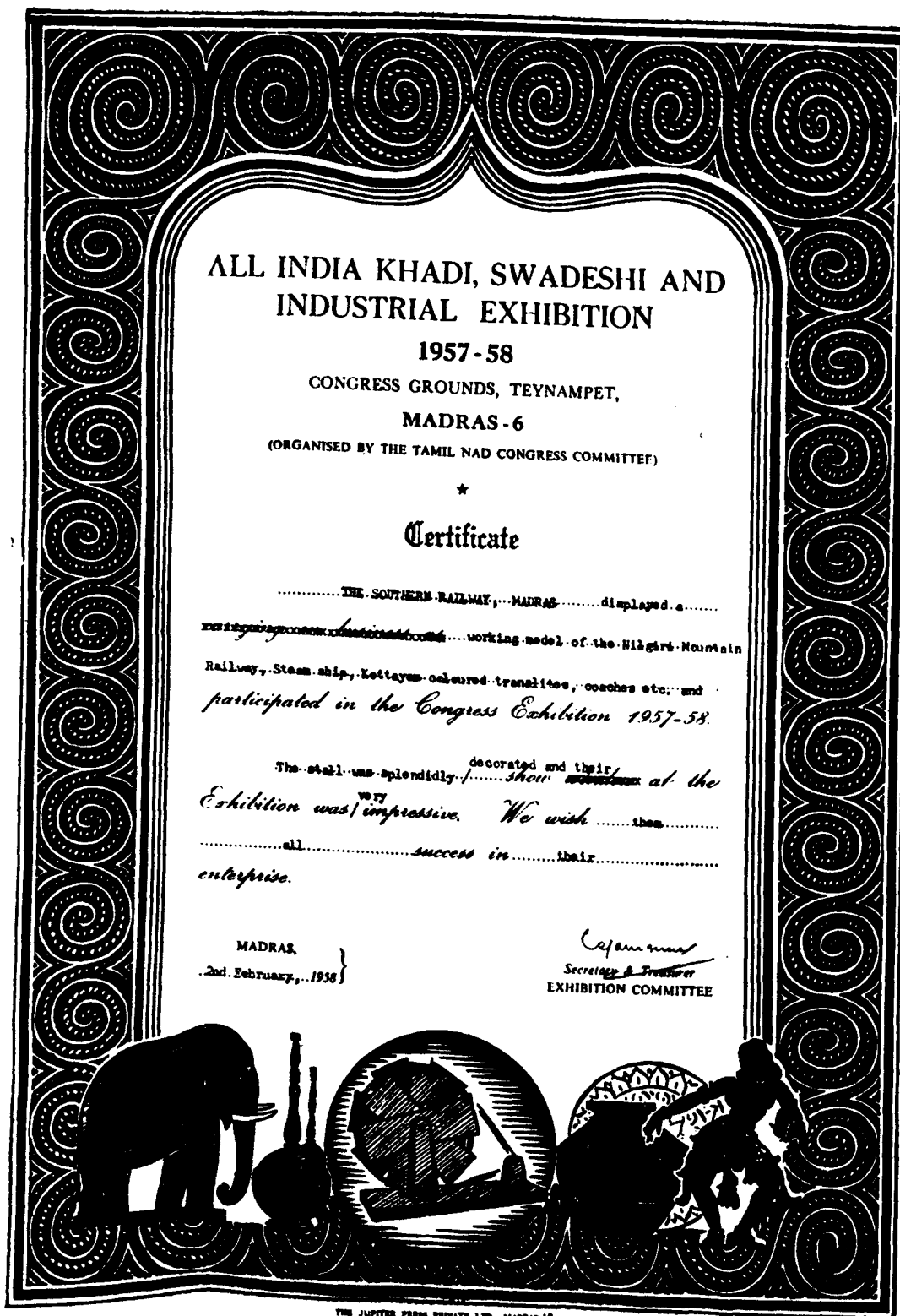
Sri D. B. Patel, Divisional Superintendent, Madras Division, Southern Railway, presided over the function.

Sri D. B. Patel reviewed the Division, accompanied by the Ambulance Divisional Superintendent.

Artificial respiration by Schafer's method and Silvester's method and

The Royapuram Division of the St. John Ambulance Brigade





Sri D. B. Patel reviewing the Division

Brigade and formation of an Ambulance District on the Southern Railway and the Royapuram Ambulance Division. He explained the objects of forming Ambulance Divisions on this Railway and importance of first aid in modern times.

The Divisional Secretary, Sri S. Subbusundara Rao, read the first Annual Report on the progress and review of work done by the Royapuram Division for the year ended 31st December 1957.

The President of the evening, Sri D. B. Patel was very happy to see the demonstration so smartly performed by the personnel. In his address, he explained the high ideals of the Brigade and stressed the need for first aid training and drills to all Railwaymen. He appealed to the men to take keen interest in such voluntary services, get themselves trained more and more and always be prepared to serve humanity. He paid a tribute to Dr. V. T. Naidu for having formed the Brigade on this Railway.

treatment of injury and transport by stretcher were demonstrated by the Members of the Royapuram Ambulance Division. A running commentary on the demonstrations were given by Sri M. Palanivelu, Ambulance Officer.

In his introductory speech, Sri S. Narayanaswamy, Divisional Superintendent, Royapuram Ambulance Division, welcomed the guests. He traced the origin and growth of the

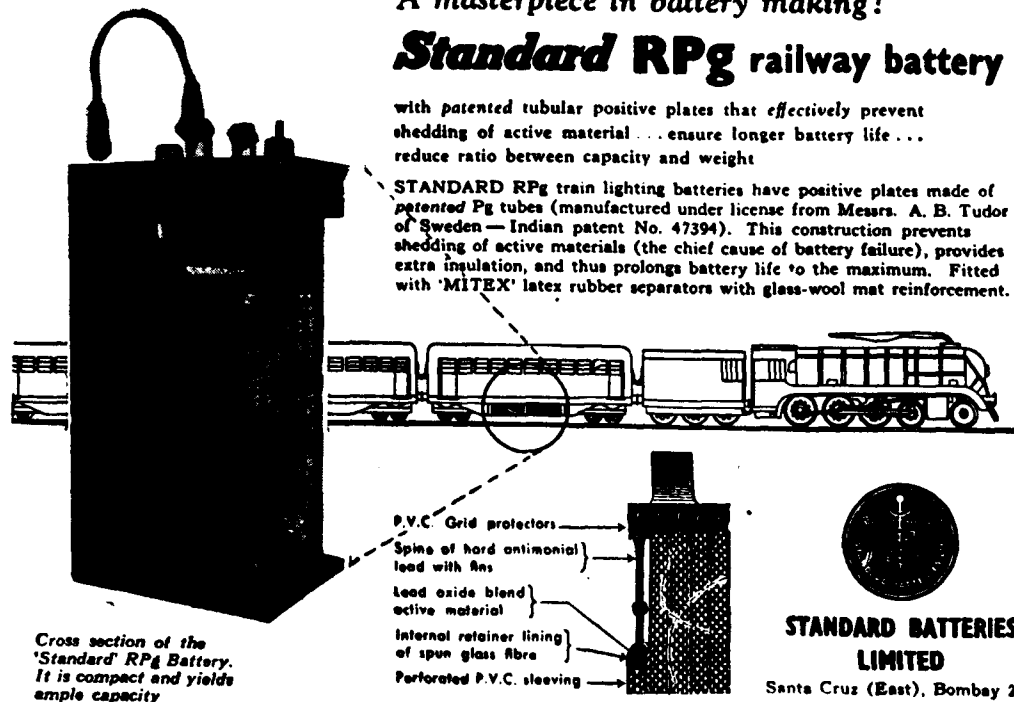
Photo (below) was taken at a farewell party arranged by the staff of PRO's office, Madras, to Sri P. S. Vedachalam, APRO (5th from right) and Sri P. S. Ramratnam, Publicity Inspector (4th from left) on the eve of their retirements. Sri T. S. Subramaniam, the new APRO, is seen on the right of the PRO



A masterpiece in battery making! **Standard RPg railway battery**

with patented tubular positive plates that effectively prevent shedding of active material... ensure longer battery life... reduce ratio between capacity and weight

STANDARD RPg train lighting batteries have positive plates made of patented Pg tubes (manufactured under license from Messrs. A. B. Tudor of Sweden—Indian patent No. 47394). This construction prevents shedding of active materials (the chief cause of battery failure), provides extra insulation, and thus prolongs battery life to the maximum. Fitted with 'MITEX' latex rubber separators with glass-wool mat reinforcement.



SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S/236/1/GB5/28/PWP/4A.

Sealed tenders are invited for the supply of 1,325 gallons of Enamel Synthetic Gulf red finishing brushing exterior type I to ISC 473 and specification IS 520/2 in 5 gallon new drums, which will be received by the Controller of Stores, Southern Railway, Ayanavaram P. O., Madras-23, upto 3 P.M. on 2-4-1958 and will be opened by him at 3 P.M. on 3-4-1958.

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 of Rs. 500 by the Chief Cashier, Southern Railway, Park Town, Madras-3, is by 3 P.M. on 31-3-1958.

Tender forms will not be issued after 3 P.M. on 28-3-1958.

Controller of Stores.

SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S. 236/1/GB5/96/PER/3A.

Sealed tenders are invited for the supply of 2,500 gallons of paint Red Oxide Ready Mixed Brushing finishing for Railway Wagon stock I. S. shade No. 446 to specification I. S. 123 which will be received by the Controller of Stores, Southern Railway, Ayanavaram P. O., Madras-23, upto 3 P.M. on 19-3-1958 and will be opened by him at 3 P.M. on 20-3-1958.

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 of Rs. 500 by the Chief Cashier, Southern Railway, Park Town, Madras-3, is by 3 P.M. on 18-3-1958.

Tender forms will not be issued after 3 P.M. on 17-3-1958.

SOUTHERN RAILWAY BHARAT SCOUTS AND GUIDES—ANNUAL RALLY

Sri T. A. Joseph, President (GM., S. Rly.) and Sri S. K. Mukerji, State Chief Commissioner (CCS) reviewing the Units at the Annual State Rally and Competitions of the S. Rly. Bharat Scouts and Guides held at Perambur from 20th to 22nd February [A detailed account of the function with illustrations will appear in our April Issue—Ed.]





The members of the Divisional Railway Users' Consultative Council held a Special Passenger Amenity Session at Mysore on 22nd February

SOUTHERN RAILWAY

TENDER NOTICE

Tenders for—Madras Teynampet—Construction of 6 flats for senior scale officers at—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 10th April 1958. The total approximate value of the contract is Rs. 1,26,000.

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 3rd April 1958. The earnest money of Rs. 3,800 should be paid in advance to the Divisional Pay Master, Southern Railway, Rayapuram, Madras-13, before 12 hours on 5th April 1958. Other particulars can be had at the office of the Divisional Superintendent, Works Branch, Madras Division, Southern Railway, Rayapuram, Madras-13.

MEETING OF CLAIMS PREVENTION OFFICERS AND SECURITY OFFICERS OF INDIAN RAILWAYS



Sri S. K. Mukerji, CCS, inaugurating the Conference of Claims Prevention Officers and Security Officers of Indian Railways which was held at Madras on the 7th and 8th February



SOUTHERN RAILWAY

TENDER NOTICE

Collection and training out of ballast in connection with insertion of granite ballast (superior) between miles M. 201/2 and 211 and between miles M. 247/12 and 253 in Mayavaram-Karaikkudi Branch.

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

Serial No.	Mileage of Collection Depot	Size of Ballast	Quantity Cubic Feet	Approximate cash value	Earnest Money
				Rs.	Rs.
1	Tiruverambur Station Yard ...	2" 1 1/2"	208,000 104,000	83,100	2,495
2	In the Depots in Tiruvennamalai Section ...	To be supplied from any of these Depots			
3	In the Depots in Chinnasalem Section ...				
4	Keeranur Station Yard ...				

Last date for the receipt of Tenders 16 hours on ... 20-3-1958

Last date for the remittance of Earnest Money to the Divisional Pay Master, Trichinopoly. } 12 hours on 18 3 1958

Last date for the issue of Tender Forms 15 hours on ... 19 3-1958

Separate percentage may be quoted for each depot and they will be considered separately at the discretion of the Administration.

Tender Forms can be obtained from the office of the Divisional Superintendent, Works Branch, Southern Railway, Trichinopoly, on production of a receipt for Rs. 10 (Rupees Ten only), paid to the Divisional Pay Master, Trichinopoly or to any Station Master on the Southern Railway towards the cost of the tender form. Further particulars can be seen in the tender form.

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 hours on Thursday, the 20th March 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 Road Transport shed and office ...	77,400	2,325	10
(2)	Construction of a shed for Tyre heating Furnace and Oxy-Acetylene plant, etc. ...			
(3)	Extension to Train Lighting Depot and Chargeman's office ...			
(4)	Construction of C. & M. Laboratory ...			
(5)	Construction of Compound Wall ...			

2. Last date of deposit of Earnest Money with the Chief Cashier, Southern Railway, Park Town, Madras-3. } 12 hours on Monday, the 17th March 1958.

3. Last date of issue of Tender Forms. } 12 hours on Monday, the 17th March 1958.

4. Time and date of opening of Tenders. } 15 hours on Thursday, the 20th March 1958.

Further particulars and the Tender Forms can be had from the Deputy Chief Engineer (Construction), Egmore, Madras-8, on production of a receipt for the 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.

SOUTHERN RAILWAY

TENDER NOTICE

Tender No. 160803 (1) PERAMBUR—Provision of 52 Units Type II Staff Quarters—(Storeyed Type).

(2) " —Provision of 24 Units Type III Staff Quarters—(Storeyed Type).

(3) " —Provision of 16 Units Type IV Staff Quarters—(Storeyed Type).

MADRAS DIVISION

The Divisional Superintendent, Southern Railway, Madras Division, Rayapuram, Madras-13, invites **SEPARATE** sealed Percentage Schedule Tenders for the above to reach him **NOT LATER THAN 16 HOURS ON 26TH MARCH 1958**. The total approximate value of the contract and the earnest money to be paid in each case is furnished below :—

Serial No.	TYPE OF QUARTERS	Total approximate value of the contract	Earnest money to be paid
1	Type II—52 Units	Rs. 2,13,000	Rs. 6,400
2	" III—24 "	1,44,000	4,300
3	" IV—16 "	1,30,200	3,900

The cost of tender form for each is Rs. 10 (RUPEES TEN ONLY) which is not refundable. The last date for sale of tender forms is 15 HOURS ON 20-3-1958. The Earnest Money should be paid to the Divisional Pay Master, Southern Railway, Rayapuram, Madras-13, before 12 HOURS ON 22-3-1958.

Other particulars can be had at the Office of the Divisional Superintendent, Works Branch, Madras Division, Southern Railway, Rayapuram, Madras-13.

ask Jacks about it

AGRICULTURAL MACHINERY

Tractors, Trailers, Plows, Harrows, Cultivators, Threshers, Seed Drills, Sprayers.

CONSTRUCTION EQUIPMENT

Earth Moving, Graders, Scrapers, Cranes, Shovels, Stone Crushers, Batching Plants, Concrete Mixers.

ELECTRICAL PLANT

Motors, Generators, Transformers, Cables, Electro Boilers, Welding Sets.

MACHINE TOOLS

All Types of Machine Tools, Small Tools, Measuring Instruments, Foundry and Furnace Equipment etc.

MACHINERY AND EQUIPMENT

Oil and Sugar Mill Plant, Laundry Plant, Pumping Sets, Diesel Engines and Mechanical Handling.

HARDWARE STORES

H. S. and Alloy Steels, Metal Doors, Abrasives, Crucibles, Water Proofing Compound, Wire Fencing, Aga cookers.

William Jacks & Co. Ltd.

Bangalore Office: Shaukat Buildings, Silver Jubilee Park Road, Bangalore-2.

“SOUTHRAILNEWS”

NOTICE

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

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

This Annual Number apart from providing articles of lasting interest, will serve as a guide to our readers for the best products available in the market—from heavy machinery to pencils. And those who advertise in this magazine do so to their advantage. You will be interested in this issue under preparation. Send in your advertisement material so as to reach the Editor before 25th March 1958. Please advise your space requirements now and help us reserve for you the best positions. The rates, mechanical and other details are given below for your ready reference.

RATES FOR ADVERTISING

ORDINARY :

Full Page	..	..	..	..	..	..	100
Half Page	..	..	..	..	..	..	55
Quarter Page	..	..	..	..	..	..	30

COVER :

Front	..	..	..	..	..	..	Not available
Back	..	..	..	..	..	..	250
Inside Front	..	..	..	..	..	..	200
Inside Back	..	..	..	..	..	..	200

SPECIAL POSITIONS :

Facing—

(i) Front Inner Cover ..	..	..	..	..	150
(ii) Back Inner Cover ..	..	..	..	..	125

Facing Editorial—

(i) Full Page	..	..	..	..	..	125
(ii) Half Page	..	..	..	..	..	70

By the side of Contents and Editorial Notice—Half Page

Facing Contents—

(i) Full Page	..	..	..	..	..	..	125
(ii) Half Page	..	..	..	..	..	..	70

MECHANICAL DATA

Blocks	..	..	..	..	..	Screen 100
Full Page	..	..	..	..	..	8" x 54"
Half Page	..	..	..	..	..	4" x 54"
Quarter Page	..	..	..	..	..	4" x 27"
Cover Page	..	..	..	..	..	Art Paper
Inside Pages	..	..	..	..	..	Imitation Art Paper.

CIRCULATION

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

18-A, Mount Road,
MADRAS-2. }

EDITOR,
'Southrailnews'

[illegible]