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PUBLISHED BY THE SOUTHERN RAILWAY

VOL. V

NOVEMBER 1958

No. 8

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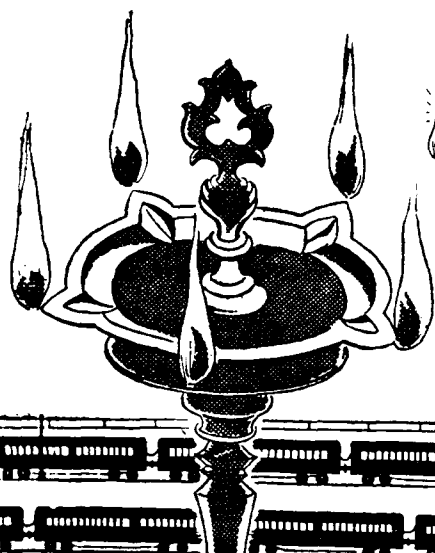
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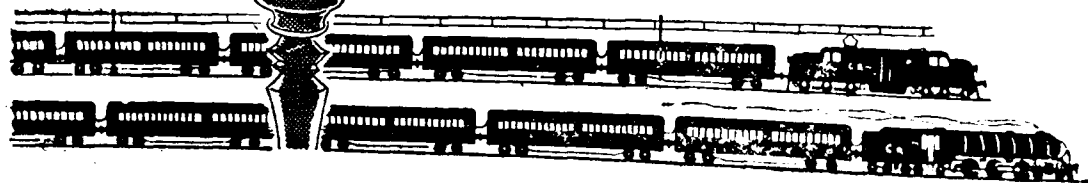


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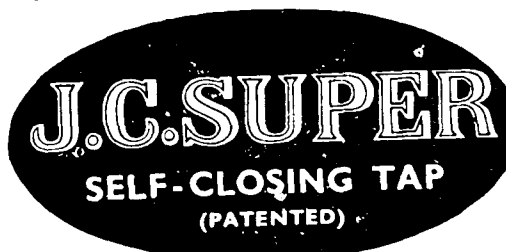
The 'J. C. Super' self-closing tap is approved by the Chief Engineers, Public Health Engineers and Sanitary Engineers to the various State Governments. It is also included in the rate contract of the D. G. S. & D.

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Patent No. 46294/1952 (India)
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TVS 180

SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S/236/1/GBI/1514/PER/5A.

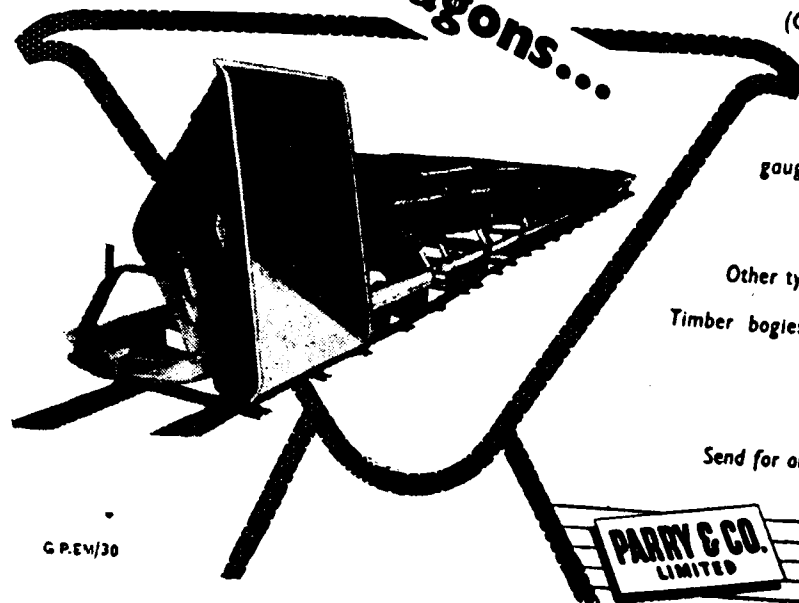
Sealed Tenders are invited for the supply of 184 cwts. of Nuts mild steel black hexagonal screwed to suit $1\frac{1}{2}$ " dia. bolts to specification BSS916/53 and will be received by the Controller of Stores, Southern Railway, Ayanavaram P. O., Madras-23, before 3-00 P.M. on 5-12-1958 and will be opened immediately thereafter.

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

The last date for the receipt of Earnest Money, viz., Rs. 500 by the Chief Cashier, Southern Railway, Park Town, Madras-3, is by 3-00 P.M. on 4-12-1958.

Tender forms will not be issued after 3-00 P.M. on 2-12-1958.

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. . . Make no mistake about this point. We hold this money in trust for you. But you yourselves hold it in trust for the Indian Nation . . .

—R. D. TATA, Chairman,
THE TATA IRON & STEEL CO. LTD.,
addressing shareholders
on June 4, 1925

SOUTHERN RAILWAY

TENDER NOTICE

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

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

The last date for the receipt of Tenders is 15th December 1958. Tenders will be opened on the 18th December 1958 at 10-30 hours in the office of the Chief Signal & Tele-communication Engineer, Southern Railway, Park Town, Madras-3.

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

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

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

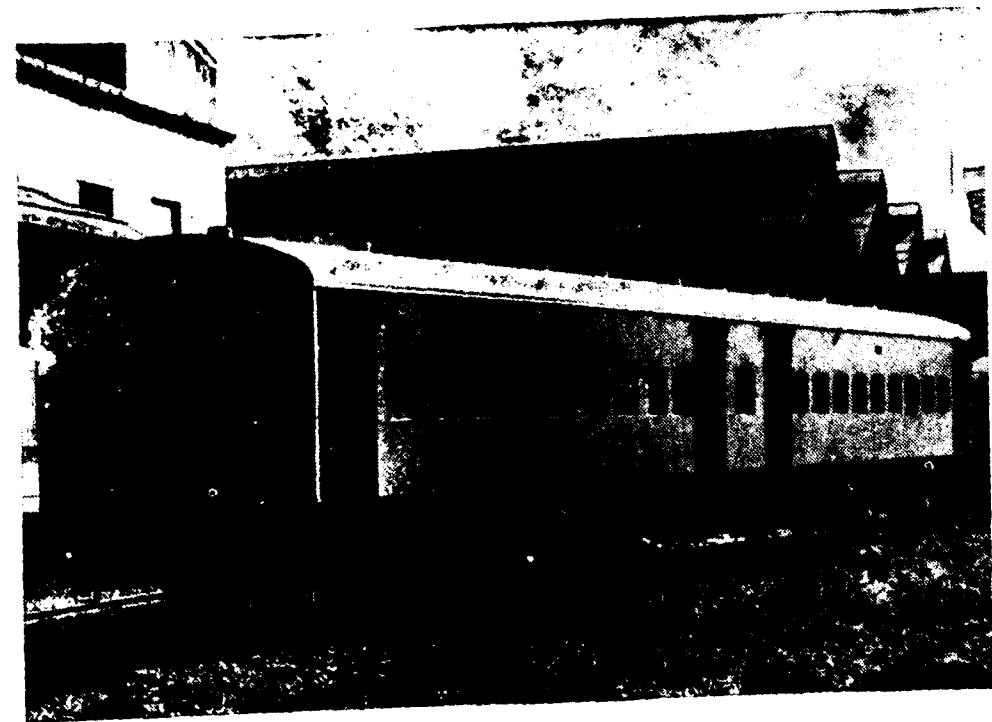
Note.—Cheques, Govt. Securities (Stock Certificates, Bearer Bonds, Promissory Notes, Cash Certificates, etc.) will not be accepted.

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

MADRAS }
Dated 4-9-1958 }

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

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SOUTHERN RAILWAY

TENDER NOTICE

The Deputy Chief Engineer (Construction), Southern Railway, Egmore, Madras-8, invites *separate sealed tenders* for following works upto 13-00 hours on 5-12-1958 :-

Sl. No.	Name of Work	Approximate cash value	Earnest money	Time for completion of work	Cost of tender form
I.	<i>Doubling of Track between Ponpadi and Vepagunta in North-West Line.</i>	Rs.	Rs.		Rs.
	(1) Earthwork in Formation Service Roads etc., between Nagari and Vepagunta (Ch. 14,000 from Nagari to Centre Line of Vepagunta Station in Down Line and from Ch. 20,601 to Centre Line of Vepagunta Station in Up Line)	16,36,000	49,080	One year	10
	(2) Earthwork in Formation Service Roads etc., between Vepagunta and Puttur in the Up and Down Line ..	2,44,000	7,320	Nine months	10
II.	<i>Proposed Regrading and Realignment of Track between Regupalem and Tellamanchili in North East Line.</i>				
	Earthwork in Formation Service Roads etc., between mile 445/24 and 447/24 ..	3,48,000	10,440	Six months	10

Last date of Deposit of Earnest Money with the Chief Cashier, Southern Railway, Park Town, Madras-3. } 12-00 hours on 2-12-1958

Last date of issue of Tender Forms .. 12-00 hours on 2-12-1958

Date of opening of Tenders .. 15-00 hours on 5-12-1958

Further particulars and Tender Forms can be had from the Office of the Deputy Chief Engineer (Construction), Egmore, on production of a receipt for a sum of Rs. 10 towards the cost of Tender Forms in respect of each of the above three works paid to the Chief Cashier, Southern Railway, Park Town, Madras-3 or any Station Master on the Southern Railway before 12-00 hours on 2-12-1958.

SOUTHRAILNEWS

(Published by the Southern Railway)

VOL V

EDITORIAL NOTICE

No. 8

K. SRINIVASAN, Editor

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

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

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

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

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THE EDITOR

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SOUTHERN RAILWAY

TENDER NOTICE No. 16.

The Divisional Superintendent (Works), Southern Railway, Guntakal, invites separate sealed tenders for the following works upto 16-00 hours on Tuesday, the 2nd December 1958 :—

Serial No.	NAME OF WORK	Approximate cash value of the work	Earnest money to be paid
		Rs.	Rs.
1.	Raichur—Construction of 14 Units Type I Quarters—Cuddapah slab roofing	28,280	850
2.	Supply of 1½" and 1" size stone ballast for complete track renewals from mile 64 to 69 and 101½ to 116 in Arkonam-Raichur Section	2,88,100	8,645
3.	Bellary-Rayadrug Branch—12×40' span Girder Bridge on well foundations in place of 107×5'8" openings in Bridge No. 56 at Mile 23/11—proposed reconstruction of.	1,34,000	4,020
4.	Proposed diversion of channel and providing pitching for Bridge No. 53 at Mile 22/14-15—Obulapuram Section	23,340	370
5.	Dronachellam—Construction of a Health Unit and Staff Quarters	78,000	2,340

Earnest money as mentioned above should be paid in advance to the Divisional Pay Master, Southern Railway, Guntakal, within 16-00 hours on Friday, the 28th November 1958 and the receipt thereof attached to the tender form without fail.

The tenders will be opened at 17-00 hours on Tuesday, the 2nd December 1958.

Further particulars and the tender forms can be had from the Divisional Superintendent (Works), Southern Railway, Guntakal, on production of a receipt for the sum of Rs. 10 towards the cost of each tender form paid to the Divisional Pay Master, Southern Railway, Guntakal or any Station Master on the Southern Railway within 15-00 hours on Friday, the 28th November 1958.

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SOUTHRAILNEWS

VOL. V

NOVEMBER 1958

No. 8

FINDINGS OF COMMITTEE ON COAL CONSUMPTION OF RAILWAYS

THE findings of the Expert Committee on Coal Consumption on Railways, appointed by the Ministry of Railways in 1957, were announced on September 7. The Committee had been asked to examine the increase in the cost of fuel consumption on the railways and to assess the railways' requirements of high-grade coal during the next few years.

The consumption of coal on the Indian Railways, says the report, is expected to go up from 13.8 million tons in 1956-57 to 16.5 million tons during the last year of the Second Plan period, out of a total planned production of 60 million tons in the country.

By the end of the Third Plan period, the railway requirements are estimated at 26 million tons out of a total production of 100 million tons. Thereafter the railway requirements are expected to rise rapidly, touching 50 million tons per annum by 1975, if all further increase in traffic is handled by steam power.

The report says, the expenditure by railways on coal in 1956-57 was Rs. 44.2 crores (covering only the pit-head cost plus freight), which is nearly five times

the expenditure on coal in 1926-27. This increase has been caused largely by the rise in coal prices and freight and also by the increase in rail traffic. The total working expenses of the railways, reflecting both the rise in traffic and the price levels, has also increased five-fold in the 30 years since 1926-27.

The Committee has recommended various steps to prevent the consumption of coal rising more rapidly than the increasing traffic justifies, and also to meet the situation created by the mounting coal requirements of the railways. It has come to the conclusion that the railway requirements of coal in the future must be restricted to the level forecast for the end of the Third Plan period (1965-66), and it has recommended that this should be done by progressively replacing steam power by diesel and electric traction.

Although the Committee regards the present fuel consumption trend on the railways as favourable, it feels that there is scope for reducing consumption through effective control on losses and wastage.

As the Committee anticipates a serious deficiency in the required high

grades of coal for the railways by the end of the Second Plan period, it has said it is necessary to wash inferior coals, of which there is an ample supply in the country. The Central Fuel Research Institute has put up proposals for five washeries for the railways, of which three show promise of economic production. Only if the planning of these washeries is taken up immediately can they be brought into commission by the end of 1960-61, affording relief to the railways during the Third Plan period.

It also says that the need for the proper grading of Indian coals is urgent, as the present grading is limited to the Bengal and Bihar coal-fields and even this is based on tests carried out 10 years ago. Coupled with this, the price of various grades of coal should be so fixed as to reflect

their relative values, so that the users of low-grade coal are not placed at a disadvantage.

One should favour the policy of economy because a policy of economy will benefit the people. The men and women of this country are those who bear the cost of Government. If money is wasted, it means that their life is to that extent meagre. If there is more money, their life will be fuller. The money that is wasted has its effect ultimately on the poorer classes of people. Anything that is extravagant is expensive. Where there is a great idea or a principle involved regarding economy, it augurs well for the welfare of the country. It is worthwhile putting forth special efforts to effect economy on a large scale. Noblest motive is the public good.

The eighth meeting of the National Railway Users' Consultative Council held at New Delhi on September 19. Sri Jagjivan Ram, Railway Minister, who presided over the meeting can be seen in the centre of the picture. To his left is Sri Shah Nawaz Khan and to his right is Sri S. V. Ramaswamy, Deputy Minister for Railway

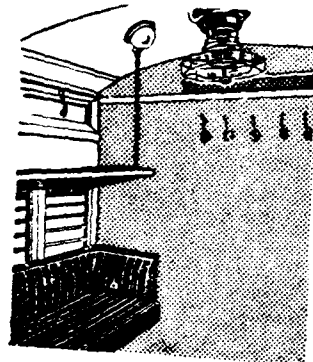


RAILWAY OPERATING CHIEFS MEET AT BANGALORE

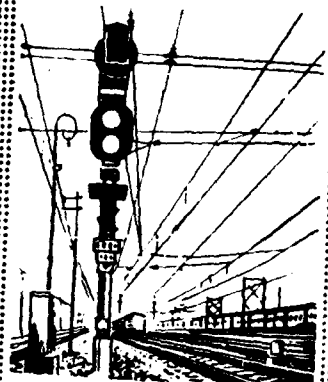


Sri K. B. Mathur, Member, Transportation, Railway Board, may be seen seated second from the left (in the centre picture). Sri P. H. Sharma, COPS., S. Railway, is seen seated in the extreme right (in the bottom picture). Along with him are Operating Chiefs of other Indian Railways

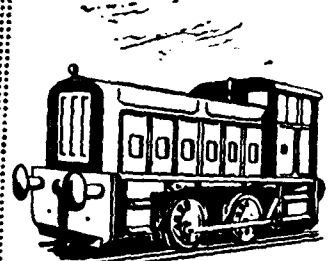
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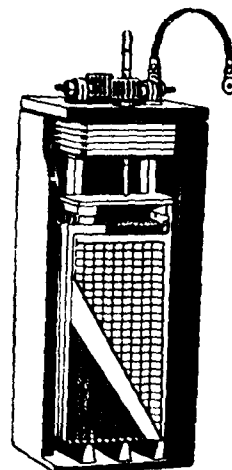
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Panoramic view of the Plant

WOOD WORKING MACHINERY FOR THE CREOSOTING PLANT AT OLAVAKKOT

A. SUKUMARAN

Executive Engineer

THE First and Second Five-Year Plans ushered in for the Railways in India an era of progressive development and planned rehabilitation of the existing railway track. Consequently, the requirement of sleepers for the Indian Railways was steadily going up. There is a general shortage of high quality or durable woods as a result of over-exploitation during the war years. There is heavy demand for high quality timber for building purposes, irrigation and hydro-electric projects and similar other developmental works of the country, while the Forest Departments of the different States would like to go slow with further deforestation before rehabilitating their own forests first. All these led to an urgent necessity for effecting the utmost economy in the consumption of the species of timber generally used for railway

sleepers and make a progressively increasing use of less durable and lower grades of timber which have not been utilised so far. The railways, therefore, decided that all sleepers should be creosoted with a view

(1) to ensure longer life for the durable species, thereby reducing the annual demands for replacements;

(2) to increase the permissible sapwood contents in each sleeper, thereby increasing the available number of sleepers from the same quantity of durable species—it has been found in practice that creosoted sound sapwood is as good as heartwood; and

(3) to make use of such less durable and lower grades of timber as can give good service after treatment.

The implementation of the new policy required quite a few plants at the various sleeper producing areas. The Railways had already two plants at Dhilwan and Naharkatiya even before the commencement of the First Five-Year Plan. The installation of two more plants, one at Clutterbuckganj on the North-Eastern Railway, and the other in the South within the jurisdiction of the Southern Group Sleeper Pool where low grade sleepers are available in sufficient numbers, was found absolutely necessary. The creosoting plant at Olavakkot commissioned into service in September 1957 with an installed capacity of three lakhs Broad Gauge units per annum was the consummation of a long-felt need in this part of the country.

Even though as a long term policy, it is considered that even sleepers of durable species should be treated with a view to increase their life, yet, the capacity of the plants is at present fully utilized in treating sleepers produced only from the less durable low grade timbers, the sleepers procured in the high grade durable species being used untreated as hitherto in view of the ever increasing demands for wooden sleepers under the First and Second Five-Year Plans.

It has been found that some of the species of timbers accepted for railway sleepers offer resistance to treatment even by Bethel or Full-Cell Process which aims at maximum absorption and penetration. Such timbers, which offer resistance to treatment, are called "Refractory Species." In order to achieve effective treatment of these

Refractory Species, an incisor is used for piercing the surface of timber with a view to get better penetration of the wood preservative.

Every one connected with the Railway construction knows that the rails are fixed to sleepers with spikes at an angle of 1 in 20, the cant of both the rails being towards the centre of the track. Sleepers are adzed at the rail seats for this purpose and we, in India, normally get it done by hand. The drilling of the holes for the spikes which fix the rails with sleepers are also done by hand. But, in a factory where sleepers are turned out by the hundreds a day as is the case in a treatment plant, a modernised machinery for purpose of adzing and boring under the rail seats to the required cant or for use with bearing plates can be advantageously installed in order to avoid waste of human energy in such arduous jobs. The use of such machinery has been found economical and convenient for better and quicker output.

Machineries for incising, adzing and boring are already in service at other creosoting plants in India. The machinery under order for the Southern Railway is unique in the respect that the entire operation on a sleeper until it is put in the trolley which carries it to the treatment cylinder is incorporated in a planned flow production line operating automatically. This machinery was ordered on Messrs. Thomas Robinson & Sons, Ltd., Rochdale, England, through their Indian agents Messrs. Marshall Sons & Co. (India) Ltd. at a cost of Rs. 2,43,000 and is expected to be delivered early in 1959.

DETAILS OF THE MACHINERY

The machinery and equipment ordered include—

(i) Robinson Type SB T motor driven sleeper incisor machine and

(ii) The Robinson Type EJ T motor driven sleeper adzing, boring and cross-cutting machine with full equipment.

INCISOR

The main features of the incisor are

(a) that it is designed and constructed for continuous arduous duties;

(b) it incises timber on all four sides at one pass;

(c) its incising rolls are made from solid steel forgings;

(d) its top and bottom and one side roll are flexibly mounted to accommodate irregularities in timbers; and

(e) it is provided with a powerful double drive to top incising roll through heavy duplex roller chains.

The incisions are $\frac{3}{4}$ " long $\times$ $\frac{3}{4}$ " deep spaced at $2\frac{1}{4}$ " pitch 1" apart, with $\frac{1}{4}$ " stagger and are made by a series of lances carried in four heavy incising rolls.

The incising rolls are solid steel forgings having a series of transverse slots machined in their circumferences in which the lances are clamped between the distance pieces. The lances are easily changed or replaced. The

top horizontal roll only is power-driven by double duplex chain and spur gearing; the lower horizontal roll and both vertical rolls rotate by contact with the timber as it passes through the machine. This ensures fewer lance breakages than with all rollers driven. The single roller has ample power for feeding the timber.

The top and bottom rolls and one side roll are flexibly mounted so as to accommodate variations which may occur in the thickness and width of timber and to provide a degree of resilience to meet exceptional demands; pressure is applied through levers and adjustable weights. The other side roll is not flexibly mounted but has lateral adjustment and is set in line with the fence. The top and both side rolls have screw adjustment for setting to the approximate dimensions of the timber to be incised. The maximum size of timber which this type of machine can incise is 18" $\times$ 18". A series of five chain driven live rolls is provided at each end of the machine. The driving gearing is arranged so that the live rolls can be run either at the same speed as the incising rolls when machining heavy timbers or at a speed of 50 per cent faster than the incising rolls when machining lighter timbers such as sleepers. The latter arrangement ensures each timber butting up to the one in front of it when entering the machine and being quickly tailed off when finished.

The normal feed rate for sleepers of wood, this will be reduced to 30 feet per minute. Two long fences at the in-feed end, adjustable to suit the

width of timber being incised, and a long fence at the delivery end of the machine are provided. The drive is by vee belts from a 25 B.H.P. high torque continuously rated s.c.r. motor.

It is claimed that the timber adzed in this machine will absorb 40 per cent more preservative than unincised timber of the same species.

ADZER AND BORER

This comprises of—

- (a) In-feed conveyor,
- (b) Cross-cut saw,
- (c) Main centre section from which are carried two adzing heads followed by two four spindle boring head units and flexible reciprocating dog feed, side fence, top and side guides, exhaust hoods, cutterguards, etc.,
- (d) Feed mechanism.
- (e) Out-feed conveyor,
- (f) Necessary Vee bolts, etc.

The procedure is that conveyor chains feed sleepers into the machine while they are adzed and bored for dog spikes or bolts in one continuous sequence. Both BG and MG sleepers are handled as necessary. This is completely motor driven by a 10 B.H.P., totally enclosed, fan cooled, high torque s.c.r. motor. There are two independent horizontally adjustable boring head units. This can be set to bore any number of holes upto four at each end of the sleeper either at vertically or angular (1 in 20) settings.

For adzing, the top faces of sleepers are set against shoe type guides fixed to the adzing heads, and for boring, the adzed seatings of the sleepers are set against the fixed height guides under the boring heads. Boring and withdrawal of each unit is automatic and synchronised with the feed gear. The out-feed conveyor is generally simpler to the in-feed conveyor. Sleepers are delivered to the out-feed platform for transfer to creosoting bogies, the drive being taken from the machine gear box.

As already stated, this machine is so designed that it can be incorporated in a planned flow production line with the timber incisor, and necessary in-feed and out-feed live rolls for conveyors. The conveyor drive is so arranged that it provides an evenly spaced flow of sleepers to suit the production rate of the adzing and boring machine. The rate of feed for both Broad Gauge and Metre Gauge sleepers is 16 per minute for softwood and five per minute for hardwood. There will not be any stoppage caused by occasional faulty sleepers.

Boring heads have been arranged in such a way that they would rise and fall with the augers almost up to the point of their entry into the wood and this minimises auger breakages to a considerable extent. Further, special guides called slippers give additional support to the augers.

Once sleepers are fed into the sleeper handling equipment and rate

(Continued on page 26)

THE CABIN IN THE YARD

OPRAIL

ON train journeys who has not noticed while approaching a station a double-storeyed building with a name like "Ratnapur East" on it. This building is not the station, but usually near the ends of the station limits, and are known as cabins.

Now what goes on inside one of these cabins? Well, the best way to find out, would be to spend a few hours there and watch the cabin staff at work.

The first thing that strikes one in a cabin is the large row of levers, very much like gigantic handbrakes of cars. There may be about 30 to 40 of these in an average sized cabin. The levers are painted red or blue, with perhaps white or black bands half-way down to indicate their various purposes—some for actuating signals, some for slots, and some for setting points in the yard. The red levers usually control signals and the blue are for the points.

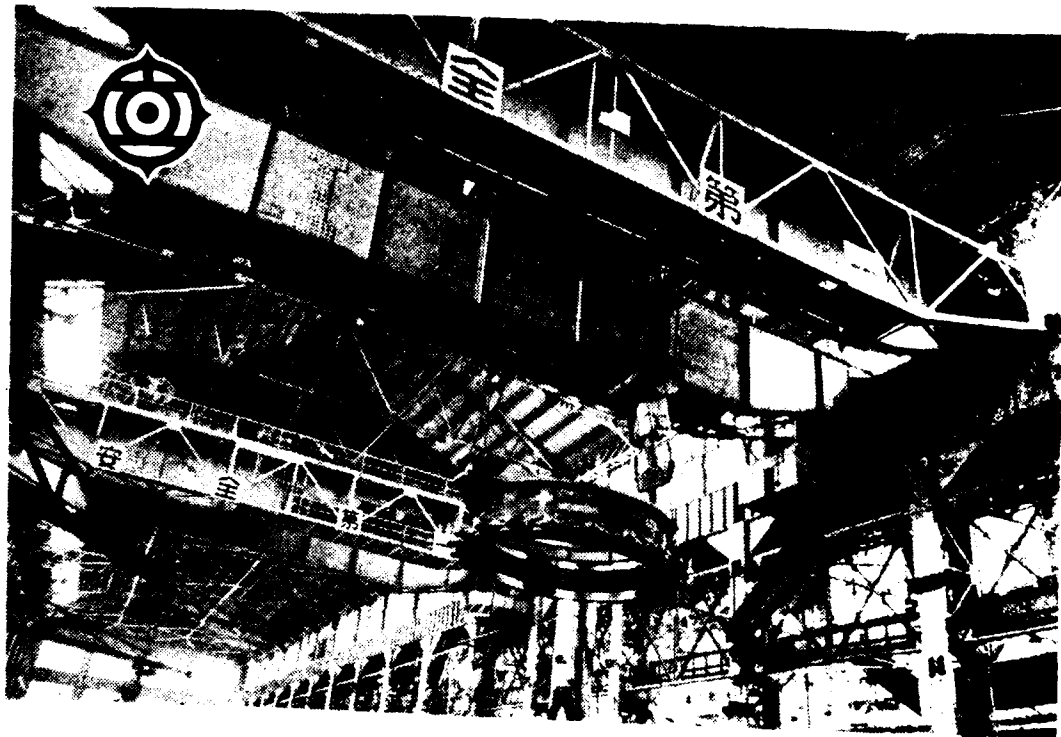
Next, in a prominent position above the level of a man's head, is a diagram of that portion of the station yard controlled by the cabin. Take a close look at this diagram, which looks like a puzzle of parallel black lines, relieved by occasional short curves, grids, black and red circles, square, etc. All these strange symbols are however a clear picture to the cabin staff, by which they know the exact position of every main or loop line, sidings, shunting necks, signals and points, that are controlled from the cabin. There are also Block instruments—box-like gadgets, with glass fronts protecting two

needle pointers, one to indicate the condition of the section ahead, and the other that in the rear, i.e., whether the line is clear, closed, or has a train on line.

Then, there are the telephones—perhaps two, or even three, on the cabin table. Over these telephones, throughout day and night, the cabin-men will receive orders for train and shunting movements.

As soon as the cabin staff come on duty he takes a quick all round view of the yard position. From his vantage point up there in the cabin he can see quite a lot within a few minutes. He makes a rapid appraisal of the activities in progress. What lines are clear or blocked, where goods trains, spare passenger coaches or other vehicles are stabled: what shunting is being done, whether signals are lowered for the reception or despatch of a train. Even the darkness of night is no hindrance as most yards are brightly lit, and the red, green or white pinpricks of light tell him what is happening. His eyesight must be keen, so that engines and rolling-stock loom large enough by night to indicate their positions.

After assessing the yard position, the cabin-man will consult his train signal register to ascertain what trains are due to be received, or if one has left his station, but not yet reached the next block section. If a train is on its way to the next station the movement is not complete until he has received the 'back report' from the station in advance. So he must



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November 1958

THE CABIN IN THE YARD

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be alert for this. He will also see that shunting movements already started must be completed. Before taking over charge of the cabin from the previous man, he has to satisfy himself that all signal levers, points, block instruments, telephones, etc., are functioning correctly. Defects noticed must be promptly advised over the telephone to the Assistant Station Master on duty, who will pass on the information to the departments concerned for quick repair.

The train signal register is a most important document containing about 22 columns to be filled in for each train movement. The essential point about it is the time factor. Exact timings of every movement must be recorded. These details are of such vital importance that in the case of a serious accident, a man's job may depend on a lost or faked minute. If a nasty accident occurs involving loss of human life, and it is proved that the cabin staff did a wrong move, or did not do the right thing in time, he may find himself in prison for a long, long time.

For reception and despatch of trains and for shunting movements involving the main running lines of his station, the cabin-man takes all his orders from the assistant station master on duty. For shunting movements on sidings, loops, goods wharfs, etc., he may use his own discretion.

Now, let us see what happens in a typical movement controlled from a cabin.

A passenger train has rolled into a station and is standing on the down platform line. The engine has to cut off and go into the loco shed. The assistant station master will phone the

cabin concerned of the movement. The cabin-man will receive the order and get going to complete the movement as promptly as possible. However, before setting the points and lowering signals, he must assure himself that the way is clear for the engine to cut off and proceed to shed. He will look over all the levers that have been pulled over, take a peep at the tracks over which the loco must move, and observe all shunting engines moving about in the yard. The road is clear. So he gives an order to the pointsman to pull lever No. 14, set point No. 25, and so on until the road is set for the free passage of the engine. Each order, each movement is recorded. Is that all? Does he now sit back and wait for the loco yard goomtie to tell him that the loco has passed the border line from traffic to loco? No. Even in the midst of other shunting and yard movements, he will keep an eye on the loco, until satisfied that it has proceeded to the traffic limits. When it passes into the loco limits, his movement has been completed. The cabin staff now restore all signals and points back to normal. The information is then passed on to the station master, so that the latter may know that all lines blocked by the movement are now clear.

The cabin-man must always be on the alert and with his wits ever sharp. There is no time for him to doze over his telephones, because they keep ringing practically every minute of the day. Even though he gets an order from the station master for particular train or shunting movement, he is probably in a better position to assess the yard operations. Collisions

(Continued on page 32)



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ARE DOCTORS AND MEDICINES NECESSARY?

Dr. A. RAMDAS
Divisional Medical Officer, Madras

LAY people usually associate health with doctors, bottles of medicines and injections. People with modernized outlook conjure up pictures of white-coated specialists, big hospitals and complicated mechanical gadgets like X-ray machines. Public bodies and Governments vie with each other in announcing fabulous expenditure on medicines and costly medical equipment. Queues waiting in hospital out-patients get longer, making hospital administrators beam with pride about their statistical potentiality. Is all this justified?

The question is a difficult one to answer, if the answer is to satisfy the layman. Modern medicine has made phenomenal contributions to man's health in the field of human welfare. Preventive medicine is fast abolishing from the face of the earth such Captains of Death as Plague, Malaria and Smallpox. Curative medicine has discovered epoch-making drugs like Cortisone. Modern Surgery has advanced its frontiers to such formerly undreamt of territories like the human heart and brain. Still doctors know in their heart of hearts, that these are not the only answer to the vexed problem of ill-health. Like most good things of life, good health need not be purchased at the price we pay.

Primitive man must have enjoyed an enviable amount of good health. He lived in the lap of Nature and so enjoyed of her generous bounty. As population increased, mankind grew up into larger and larger communities.

The glitter of the trappings of civilisation attracted man. With this sweet rose came the thorn of ill-health. The over-populated urban communities of the west at the commencement of the Industrial Revolution, were veritable skittles for that relentless thrower, Death.

It is being gradually realised by enlightened medical thought that it is foolish to create favourable conditions for ill-health and then establish costly institutions for curing it. Hence in the councils of international Health Bodies like the World Health Organisation (W.H.O.) emphasis has shifted from cure of disease to prevention of ill-health. We have even gone one more step ahead. The concept of prevention of ill-health has yielded place to the concept of achievement of positive health, i.e., a surplus of health.

The layman will ask: are we then not to depend any longer on doctors and hospitals? The answer is that one need not depend entirely on them for leading a healthy life. We will still require them. The last word on the conquest of human disease may not perhaps be said for millenniums to come. The human body is a natural prey for a thousand predatory factors. That is the basic pattern of Nature's delicate balance. Human beings like all living things, will be born and must die. Just as we live on innumerable living beings such as plants and animals, other living beings like bacteria live on us. And many of these bacteria cause disease. The human frame has

to wither and fall before the inexorable advance of age. So doctors and medicines will still be required to make full lives fuller. The spirit of human endeavour will not rest on its laurels. The spirit of the Science of Medicine can be no exception to this.

Then why should we talk of getting away from medicines and doctors? The best of medicines presented in the most attractive bottle, will still be medicine. A presentable bottle cannot change the taste of castor oil. The most skilful surgeon working with the best surgical equipment, will still be inflicting a wound. If it is possible, why should we not minimise suffering and pain? We can do so and enjoy ourselves in the process, thus making the world a happier place for all of us to live in. We shall by and by discuss how this could be done.

Wood Working Machinery.....

(Continued from page 20)

of flow is adjusted, all the succeeding operations are automatic and in perfect sequence until the sleepers are dropped on to the creosoting trollies. This is planned flow production line and definitely deserves the name.

It is worth mentioning here that similar machinery has also been ordered by the British and Brazilian Railways. The machinery, when installed at Olavakkot, will be a great asset to the Indian Railways and will go a long way to minimise the cost of the treatment of sleepers.



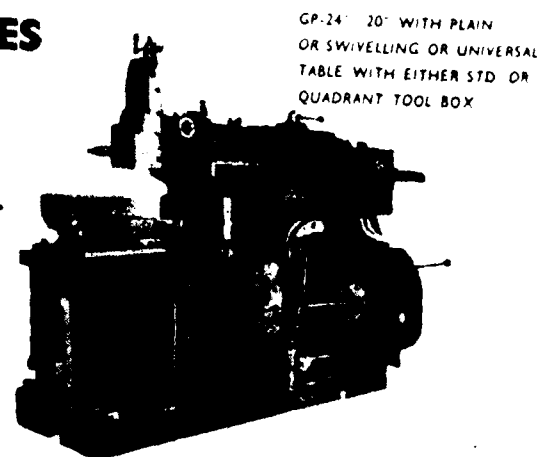
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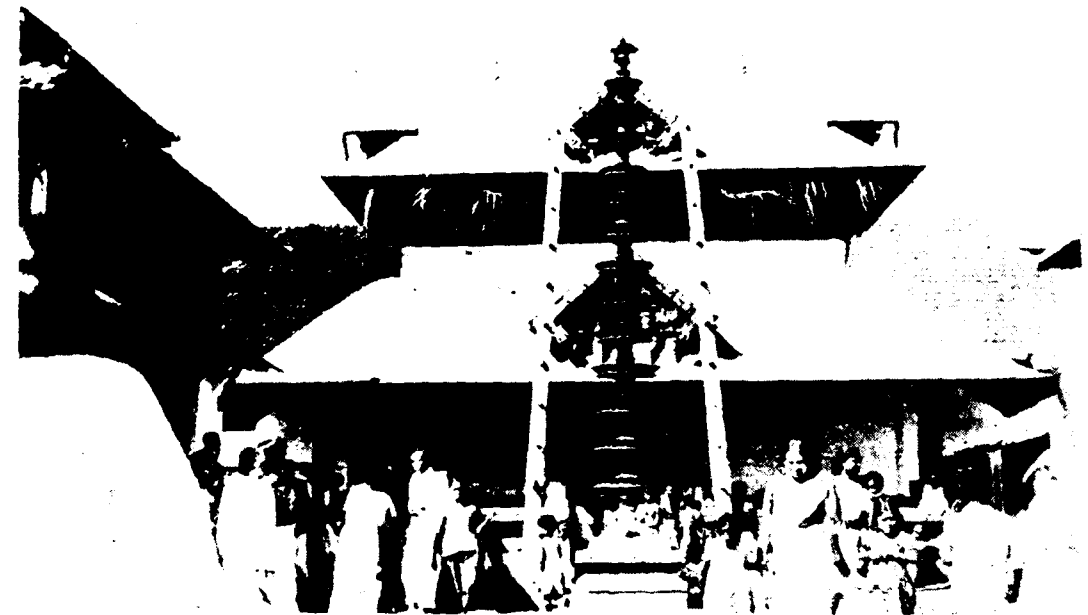
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GURUVAYUR-VAIKUNTA ON EARTH

V. G. SHANKER

Spot Check Inspector, Bangalore



A view of the temple

"TATTAVAT BHATI SAKSHAT GURUPAVANAPURE
HANTA—BHAGYAM JANANAM"

THUS, sang the author of Narayaneeyam. Poet Melpathur Narayana Bhathathri, about the fame and glory of Sri Krishna of GURUVAYUR popularly termed as Guruvayur Appan.

Unsurpassed for holiness among temples in the west coast is the Krishna Temple at Guruvayur, situated about 3 miles from the shores of the Arabian Sea near Chow Ghat in Ponani Taluk. In the midst of the green verdure of coconut plantations, the place has charm and beauty of its own. Guruvayur is connected by roads to Trichur and Wadakancheri on the Shoranur-Cochin Harbour Terminus branch, and

Shoranur, Pattambi and Kuttiparam on the Jalarpet-Mangalore main line of the Southern Railway. Large number of buses are available from these places and all the routes converge at Kunnamkulam (about 5 miles from Guruvayur) where the Railway has opened an Out-Agency with Trichur as the rail head for the convenience of the public.

The flow of pilgrims to Guruvayur is continuous and of a large volume. Except those who are quite familiar with the place, casual visitors will not be able to say which is a festival day and which is not. Every day would appear to be a day of festival,

the gay appearance of which, is contributed by the neatly clad concourse of humanity emerging out of the temple with the sandal paste on foreheads.

The origin of the temple dates back to hoary antiquity of puranic times. As the name itself suggests, Guru the Divine preceptor, and Vayu the wind God, are associated with the temple. The Sthala purana gives some interesting reading.

The readers of the Mahabharata are aware that Arjuna, the central hero of the epic earned the enmity of the Serpent Thakshaka. Thakshaka was always after the blood of Arjuna. Lord Krishna saved Arjuna in the great battle. Abhimanyu died in the field of battle. The blood sought of Arjuna by the spiteful serpent was found in his grandson Parikshit, when Parikshit was killed by Thakshaka. Janamejaya, the son of Parikshit, decided out of revenge that the entire species of serpents should be annihilated. He performed a yaga and in the fire created fell, snake after snake, dwindling the number of the species to a handful. The last few of the species were not burned to ashes when the sister of Thakshaka, Jarath Karu, requested her son Jarath Karu Rishi to go to the place of the sacrifice and dissuade Janamejaya from further annihilation of the survivors. The Rishi came before Janamejaya and convinced him of the large fund of sins he had raised for his own misery. Janamejaya had by then become a leper consequent on the mass killing of snakes which he had pursued with unmitigated ruthlessness and severity. While pondering over this Muni Atrēya came to his palace and after hearing his misfortune advised him to go

to Guruvayur and pray at the Altar to get cured of the reprehensible disease he had invited on himself.

Janamejaya was remorseful and asked the Muni Atrēya how Guruvayur of all temples was selected for his prayer. The Rishi then unfolded the origin of the temple.

In days of yore there lived a couple Sudha and Prajapathi by name. They were very pious but were unhappy that they had no children. Brahma, the creator appeared before them, in answer to their prayers and gave them an idol of Vishnu, which he had acquired from God and said "if you worship the idol with fervour and devotion you can attain your objective." The couple started praying before the idol and Lord Vishnu appeared before them. The couple asked the Lord to bless them with a child who will possess all attributes of God. The Lord smiled and said any one who would own all attributes of God must be God himself and therefore he would himself be born to them thrice in each cycle of births.

In few years the couple had a son. The child was named Prisini Garbha. He remained celibate for life and was going round the world and removed evil from the earth.

The couple were reborn as Kasiapa and Athithi. To this holy couple was born the great Vamana who measured the world in three feet.

The couple were again reborn as Devaki and Vasudeva and to them was born the immortal author of the Geetha.

In each cycle of birth, the idol came to the heads of the couple and after the third rebirth of God, as Krishna,

it was in the custody of Krishna himself and stayed with him at Dwaraka.

The epic battle of Mahabharata was over and Lord Krishna felt it was time for him to shed his mortal coils. He sent for Udhava his devotee and Minister, and informed him that the idol which had the power of resisting the on-slaught of Kali on society should be given for the benefit of the human race. The Lord suggested that the Divine preceptor Guru and Brahaspathi was most competent to undertake the work of installing the idol at the most suitable site. Udhava hurried to the presence of Guru but before Guru could reach Dwaraka to take over the idol the Lord had shed his mortal coils and Dwaraka was under water and the image was seen floating in water. This was picked up and carried on the head of Vayu along with Guru to locate a suitable place for installation. As they were on the sky with the image, Siva

sighted to them near Mummayur (which is very near to Guruvayur) and suggested to them to instal the image at a place which is now popularly known as Guruvayur—since Guru and Vayu installed the image.

Local legends attribute the construction of the temple by "Viswa Karma" the divine architect. From the appearance of the temple and from the inscriptions the present structures cannot be older than 150 years. The construction of the temple is closely characteristic of the temples elsewhere in Malabar. As we enter facing the shrine, from the eastern-side we first enter the Gopuram with platforms on either side with the passage in between. The Gopuram is fundamentally different from the Gopuram of Tamilnad in design, workmanship and construction. The Gopuram has a roof, underneath which are the platforms. One of the platforms serves as an office for the management of the Temple.

The other side is used by the employees of the temple. We then enter the "Anapandal" or the circulating area. From here let us do a pradakshinam round the Lord. As we move to the southern-side we pass in the S. E. corner a koothambalam where religious discourses are held. Then walking on the stone pavement (uttering divine namas!) we come to the western-side where again is another Gopuram. Walking further we come to the northern-side where Guru and Vayu found out the best site for installation of the idol of the Lord.

Recorded events do not take us beyond the year 763 ME or 1588 A.D., for, it was in 763 ME that the Mel-pathur Narayana Bhathathri dedicated

"Thulabaram"



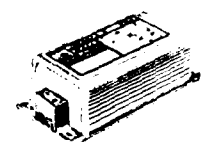
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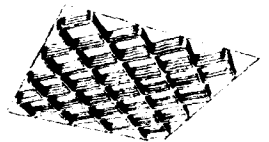
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November 1958

GURUVAYUR

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his famous Sanskrit classic "NARAYANEYYAM" to the presiding deity of the temple. Further research may throw more light on years preceding this event.

At the time of the invasion of Tipu Sultan the divine power of the idol was transferred to a portable image and it was taken to Ambalapuzha near Alleppey where exists another famous temple dedicated to Lord Krishna. After the fear of further inroads by the hoards of the Sultan subsided, the portable image was transferred back to Guruvayur where the divine power was restored to the original idol.

The idol is made of Antimony or "Pathala Anyana." The deity appears with all that we associate with Lord Krishna, viz., Sankha (Conch), Chakra (Disc), Gada and Padma in four hands. Further down on this side is the temple tank. We then move further and come back to the "Anapandal" from where after passing the golden Dhwaja Stambha we enter the Balipura where are installed the stone symbols of Guru and Vayu. We then enter the Nalambalam which is a structure housing the Vathilmadan—the kitchen. Leaving the Nalambalam, we enter approach to the Mandapam. In between the inner side of the Nalambalam and the Sreekovil or Garbhagriha is another circumambulating area. Coming round the Sreekovil by the area we come near the sopanam or the flight of steps leading to the sanctum sanctorum. The glory of the image is that Lord infused his own glory to help devotees in their devotion to cross the Samsara in the Kali Yuga:

to raise from homely miseries to cure the afflicted and bless them with health, happiness and prosperity. Here we stand, gaze and imbibe His endless grace. After dharsan we take the holy water and sandal paste and



come out. One arrangement of the doorways is so accurately done that anybody could see the Lord from any distance despite the deepstambha Dhwaja Stambha and the Mandapa. It is also said that the rays of the morning sun on the summer and winter Solstice days touch the feet of the Lord before they fall on the earth. The architect whether divine or not, certainly can thus claim equality with his divine counterpart.

The important festivals in the temple are, Ashtamirohini or Sri Krishna Jayanti in August-September, Ekadasi falling in the fortnight of waxing

moon in Vrishchigam (Karthigai) Vishukkani in April and Utsavam in February-March. The pilgrims on other days perform Thulabharam—weighing something equal to the weight of the person weighed—marriages, annaprasanam (first feeding of children) and other vows, in gratitude to the Lord who answered their prayers on different difficult occasions.

The mode of worship is unique in that it does not as usual end in Sakalabrahma but extends to Nishkalabrahma where only the pooja ends. Sri Jayadeva author of "GEETHA GOVINDAM" Ashtapathis states that Lord Krishna was not one of the ten Avatars but that ten Avatars were of Sri Krishna.

Legends are in legion about the efficacy of prayers at the temple. The author of Narayaneeyam is said to have been cured of paralysis while his contemporary who wrote the Santhanagopalan in "Pana" metre was blessed with children. Several of the legends have been immortalised in Malayalam literature by Shri Vallathol Narayana Menon the Poet Laureate. In any event, seeing the large concourse of pilgrims the ever heard names of the Lord chanted in sweet melody, the play of the local drums to correct timing and melody and the scrupulous cleanliness observed in and out of the temple remind you the picture of Vaikunta, the abode of the Lord, painted by the poets and savants from days of Yore.

The Cabin in the Yard

(Continued from page 23)

sometimes occur due to wrong or premature orders being passed to the cabin. It is up to the cabin-man always to work on the safety-first principle. The station master may be worrying over getting a train away on time, so that detentions are not marked up against him. The cabin-man eager to help cannot always oblige, if he knows it cannot be done until some other movement is completed. This may often result in arguments between station and cabin staff, but the cabin-man must never take a risk. A little chance may look safe,

but the unexpected may intervene—and the unexpected may result in a major train disaster.

To the passenger riding comfortably in the train, to the man who does not know, the cabin may seem to be of little importance, because it seems to be somewhat away from the hustle and bustle of a railway station. But like every part of a railway station and yard, it is one of the vital links in the great railway chain, whose main function is to help quick and efficient operation, with Safety First!



INTERSTATE COMMERCE COMMISSION OF THE UNITED STATES OF AMERICA

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

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THE Railway Rates Tribunal in India has been reconstituted with effect from 27th July 1958. The Railway Act has also been suitably amended to provide for the new constitution, powers and functions of the Railway Rates Tribunal. These were mainly based on the recommendations of the Railway Freight Structure Enquiry Committee. It will be interesting to discuss the constitution, powers and functions of the analogous body in America, which is the Interstate Commerce Commission, though the powers and functions of the Interstate Commerce Commission cover a wider field than the Railway Rates Tribunal.

The Railway Rates Tribunal in India, is a tribunal constituted for a limited purpose, *viz.* for hearing complaints in regard to—

(1) contravention of section 28 of the Indian Railway Act, *etc.* in regard to undue preference and undue advantage. Section 28 provides as under—

"A railway administration shall not make or give any undue or unreasonable preference or advantage to, or in favour, of any particular person or railway administration, or any particular description of traffic, in any respect whatsoever or subject to any particular person or railway administration or any particular description of traffic to any undue or unreasonable prejudice

or disadvantage in any respect whatsoever" and

(2) to hear complaints in regard to unreasonableness of particular rates in respect of goods traffic.

(These are provided for under Section 41 of the Indian Railway Act).

Apart from administering analogous provisions in the Interstate Commerce Act, the Interstate Commerce Commission has wider powers of regulation in respect of the various matters provided for under the Interstate Commerce Act. These cover rates, accounts, safety measures, services, use of facilities, securities, extensions and abandonments. It is to be remembered that in America the Railways are owned and administered by private companies and government control and regulation is through legislation and the body that administers the legislation and exercises regulation is the Interstate Commerce Commission as far as Interstate Commerce is concerned. The Commission deals not only with railway traffic but also the traffic of motor carriers and water carriers and pipe lines.

The Interstate Commerce Commission was created as a regulatory body by the Act to regulate commerce, passed by Congress in 1887, to administer the provisions of the Act. Since the original Act was passed in 1887 there have been many amendments to

the Act which have enlarged the powers of the commission and extended its jurisdiction. The whole body of legislation comprising the original Act to regulate commerce of 1887 and the various provisions of amending legislation passed in subsequent years is now known as the Interstate Commerce Act. The Interstate Commerce Act in its present form consists of three parts.

Part I pertaining mainly to Railways.

Part II pertaining to Motor carriers.

Part III pertaining to Water transport.

In this article the discussion will be confined mainly to the part of the Act applicable to railways.

As the railways in the U.S.A. are owned and administered by private companies, the government have to control the working of railways to ensure that they work in the public interest, and that certain "public service" obligations are imposed on them. In regard to governmental control in America there are the State Governments as well as Federal government. There is a clear demarcation of authority between the State and the Federal Governments. The Federal government's powers are enumerated in the constitution of U.S. and its powers are those specifically delegated by the States. Among the powers delegated to the Federal government is the power "to regulate commerce with foreign nations and among the several States and with the Indian tribes". This provision is known as the "Commerce Clause" of the constitution. The power to regulate com-

merce is given to the Federal Government only where it is *Interstate Commerce*; but in respect of *Intrastate Commerce* the power to regulate commerce is reserved to the State government. Therefore, under the constitution the Federal government regulates Interstate and foreign commerce and the States regulate intrastate commerce. As far as railways are concerned most of the traffic is interstate but some traffic is intrastate; but there are certain problems which cover both interstate as well as intrastate commerce. Therefore in some respects a certain amount of conflict in authority between the state governments and the federal government is likely to arise.

Every State in the U.S. has some sort of a commission for railways and other public utilities. Thus 47 States and the district of Columbia have regulatory commissions. Delaware is the only State that does not have such a body. The Interstate Commerce Commission is the Federal Authority for regulation.

The conflict between the States and the Federal governments in the matter of railway regulation has resulted in a series of Supreme Court decisions. These decisions mark a gradual process of evolution, enlarging the authority of the Federal government and restricting that of the States. These decisions have clearly established that as far as rules and regulations for intrastate traffic are concerned the states only have authority and therefore the state commissions; and as far as regulation of interstate commerce is concerned it is only the Federal government and, therefore, the Interstate Commerce Commission that has got jurisdiction.

The Interstate Commerce Commission is without jurisdiction over intrastate rates, etc., except to protect and make effective some regulation pertaining to interstate commerce.

In discussing control and regulation of railways, it is to be remembered that the State Commissions or the Interstate Commerce Commission administer only the legislation enacted by the legislature, viz., the State Legislature or the Congress. Therefore ultimately the control vested in the Congress as far as Interstate commerce is concerned. The State and the Federal courts have also certain powers of judicial review which will be discussed later.

We may see briefly in this context the genesis of government regulation of railways in America.

The beginning of railway rate regulation dates back to what are known as the Granger Laws which were enacted by the States during 1870. The Granger movement was an agrarian revolt and derived its name from the grange which was an organisation of farmers. The granges did not officially sponsor railroad legislation. Legislation by way of control enacted by states like Illinois, Iowa, Wisconsin and Minnesota came to be known as the Granger Legislation. Soon after the civil war in America there was distress amongst agricultural population and depression and the farmers felt that in some way railways were responsible for these difficulties and hence legislation which was brought in for controlling railway rates to some extent, came to be called the Granger Laws. Some of these laws prescribed schedules of

maximum charges; some provided that rates should not be higher for shorter than for longer hauls; the laws also contained provisions which prohibited railways from granting free passes to public officials.

The Granger Laws were, however, repealed soon after owing to a number of causes. A vigorous campaign was raised by railways to convince the people that the Granger Legislation was a mistake and was harmful to the business and agricultural interests of the States and that some of the provisions were not quite sound. By 1880 the Granger Laws had been repealed in most of the States. Actually it would have been better if the laws had been modified and only the objectionable features removed but the pendulum swung to the other end and there was a relaxation of all controls. A few years later, however, the Federal legislature thought of bringing more effective control in all the States and the Act to regulate commerce was passed in 1887.

In passing it will be interesting to specifically mention one important point which arose on account of the Granger Laws. The railway managements challenged the validity of the Granger legislation enacted by the States. In 1877 the United States Supreme Court upheld the validity of these laws. The main argument of the railways was that the regulation contained in these laws was repugnant to the 14th Amendment to the Constitution of the United States, which provides that no State shall deprive any person of property without "due process of Law". The Supreme Court, though it conceded the validity of



"Lunch time"

[Photo: C. S. Alcom]

this argument, as far as ordinary businesses were concerned, held, however that it did not apply to the special category of business described as "affected with a public interest". Actually this decision of the Supreme Court was important to the economic life of the country. The decision of the Supreme Court meant that regulation of such businesses like railways as were "affected with a public interest" was constitutional: regulation of other business was unconstitutional.

The Act to regulate commerce of 1887 which was the first important railway legislation, was made applicable to all railways engaged in Interstate or foreign commerce. Some of the important provisions of the Act are indicated below:

Section 1 of the Act required all rates to be just and reasonable: and provided that "every unjust and unreasonable charge" was unlawful.

Section 2 of the Act prohibited personal discrimination. The language of the section is important and is therefore reproduced below:—

"That if any common carrier subject to the provisions of this Act shall, directly or indirectly, by any special rate, rebate, drawback or other device charge, demand, collect, or receive from any person or persons a greater or less compensation for any service rendered, or to be rendered, in the transportation of passengers or property, subject to the provisions of this Act, than it charges, demands, collects or receives from any other person or persons for

doing for him or them a like and contemporaneous service in the transportation of a like kind of traffic under substantially similar circumstances and conditions, such common carrier shall be deemed guilty of unjust discrimination, which is hereby prohibited and declared to be unlawful."

Section 3 which is one of the most important provisions of the Act prohibited undue preference and undue prejudice. The section reads as follows:—

"That it shall be unlawful for any common carrier subject to the provisions of this Act to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation, or locality, or any particular description of traffic, in any respect whatsoever, or to subject any particular person, company, firm, corporation, or locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever."

It should be remembered that what the section prohibits is only undue or unreasonable preference or prejudice and not any preferential and prejudicial rates.

Section 4 which is called the "Long and Short Haul Clause" provided—

"That it shall be unlawful for any common carrier subject to the provisions of this Act to charge or receive any greater compensation in the aggregate

for the transportation of passengers or of like kind of property, under substantially similar circumstances and conditions, for a shorter than for a longer distance over the same line, in the same direction, the shorter being included within the longer distance."

The Interstate Commerce Commission was authorised to make exceptions to this in special cases.

The Act created the body called the Interstate Commerce Commission which consisted of five members to be appointed by the President "with the advice and consent of the Senate". The principal functions of the Commission were to be:—

(1) to hear complaints of alleged violations of the Interstate Commerce Act and make investigations: where the commission found the railways violating any of the provisions, they could order the railways "to cease and desist" from the unlawful practice. The commission was also given powers to award damages to parties who suffered by such contravention;

(2) The commission was given general power to inquire into the working of railways and see how the railways conducted their business;

(3) The commission could arrange for annual reports of their working being submitted by the railways and also ensures uniformity in system of accounts; and

(4) The commission had to make an annual report to the Congress.

The Act also provided for penalties being imposed including imprisonment to parties found guilty of unjust discrimination. It was also laid down that the commission could apply to a Federal Court for an injunction or mandamus to enforce compliance with their orders.

In subsequent years the original Act to regulate commerce has been amended from time to time to improve the working of the Act, to provide for lacunæ and shortcomings in the original Act and to clothe the commission with suitable additional authority. The more important provisions of such amending legislation will now be indicated briefly to show the growth and evolution of the regulatory legislation and with it the powers and functions of the Interstate Commerce Commission.

One of the important Acts accordingly enacted by Congress is the Elkins Act of 1903 which made the railway companies or corporations liable for prosecution for unlawful discriminations. This was necessary because Courts had held under the original Act that penalties could be imposed only on the agents of the railways but not on the railway corporation itself. Another important legislation was the Hepburn Act of 1906. By this Act, the strength of the commission was increased from 5 to 7 members and the term of office was lengthened from six to seven years. The most important provisions of the Act was that the commission was empowered to

prescribe maximum rates where they found that the existing charges were unlawful. Previously the commission had no such powers and could only declare whether a particular rate was unlawful or unreasonable. The power of the commission was however limited to the prescription of maximum rates: neither the precise rate to be charged nor the minimum rate could be fixed by the commission. The Hepburn Act also provided for 30 days public notice being given for all changes in rates. There were a few other provisions in the Act intended to cover particular cases of personal discrimination which were being indulged in by the railway companies. The Act also made a vital provision in regard to the procedure for the enforcement of the commission's orders. The Act made the commission's orders binding upon the railways. Orders of the commission were to take effect in not less than 30 days and heavy fines (5,000 Dollars) were prescribed for disobeying any orders of the commission. This procedure made the commission's orders binding without court action. If the railway refused to obey in order in spite of the penalty attached, then of course the commission had the right to enforce their orders through Courts.

In 1910 the Mann Elkin's Act amended the Long and Short Haul Clause. It deleted the phrase "under substantially similar circumstances and conditions," from the original clause. This prohibited the levy of higher charges for shorter than for longer hauls unless exception was made by the Interstate Commerce Commission. A mere difference in circumstances was not enough for disregarding the long

and short haul clause. Powers were also given to the Interstate Commerce Commission to suspend proposed charges in certain circumstances.

An Act was passed in 1913 directing the Commission to make a valuation of all the railway property in the United States. This was with a view to determining the fair value of individual railways. The United States Supreme Court had held in 1898 that basis of all calculations as to the reasonableness of rates to be charged by a corporation maintaining a highway under legislative sanction must be the fair value of the property being used by it for the convenience of the public. What the company is entitled to ask for is a fair return upon the value of that which it employs for the public convenience. It was accordingly necessary to determine the value of the properties or capital assets in an authoritative way.

In 1917 the size of the Commission was increased from 7 to 9 members and it was also laid down that division benches of the commission may hear cases.

During World War I the President took over the operation of the railways for being run by government acting through the United States Rail Road Administration which had been created for the purpose. After the emergency was over the Federal control terminated and the railways were returned to their owners in 1920. Simultaneously the Transportation Act of 1920 was passed which laid down the provisions for the regulation of railways. The Transportation Act of 1920 opened a new

chapter in the history of Railway Legislation in United States.

different rates for different sections of the country."

The Transportation Act of 1920 which is also known as the Esch-Commins Act increased the Commission's powers and also modified radically certain policies in regard to railway regulation which was being followed till then.

One of the important provisions embodied in the Transportation Act was that the responsibility of giving the railroads an opportunity to earn adequate income was placed on the Interstate Commerce Commission. The most important provision of the Act of 1920 is accordingly Section 15-A of the Interstate Commerce Act. The Section 15-A provided:

"In the exercise of its power to prescribe just and reasonable rates the Commission shall initiate, modify, establish or adjust such rates so that carriers as a whole (or as a whole in each of such rate groups or territories as the commission may from time to time designate) will, under honest, efficient and economical management and reasonable expenditure for maintenance of way structures and equipment, earn an aggregate annual net railway operating income equal, as nearly as may be, to a fair return upon the aggregate value of the railway property of such carriers held for and used in the service of transportation: Provided that the Commission shall have reasonable latitude to modify or adjust any particular rate which it may find to be unjust or unreasonable and to prescribe

The Transportation Act also empowered the commission to prescribe minimum rates. This was with a view to preventing rate wars.

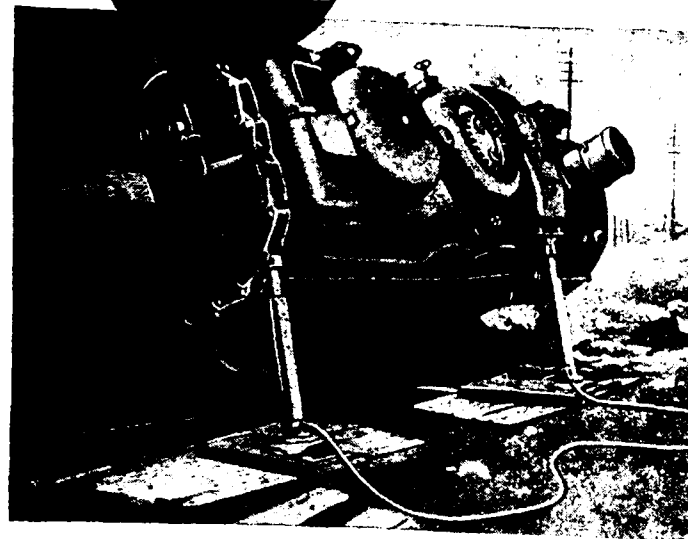
The Interstate Commerce Commission was enlarged by adding two more members making the total strength 11. The Commission was also given powers to prescribe the exact rates to be charged if a rate was found to be unlawful.

Regulatory legislation prior to 1920 which the Interstate Commerce Commission had to administer was mainly to protect the public against extortionate acts and unjustly discriminatory charges. But the 1920 Act gave Interstate Commerce Commission the positive function of also "protecting and fostering the railways". In the words of the United States Supreme Court the railways were placed under "the fostering guardianship and control of the commission." The purpose of the Transportation Act was not only to protect the trade against abuse by railways but "to foster, protect and control the commerce with appropriate regard to the welfare of those who are immediately concerned.....to promote its growth and ensure its safety. Incidentally it may be remembered that it was from 1920 that the legislation pertaining to Interstate Commerce came to be cited as the Interstate Commerce Act.

In 1925 the Hoch-Smith resolution was passed requiring the Interstate Commerce Commission to take into



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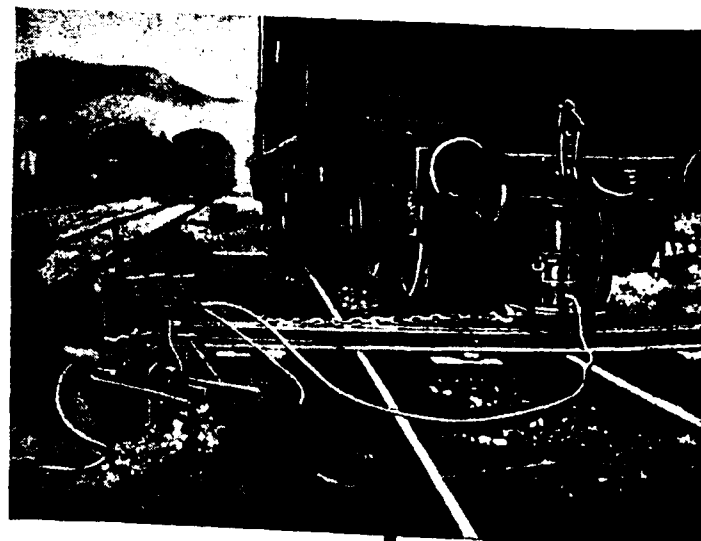
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consideration "the conditions which at any time prevail in several industries.....in so far as it is legally possible to do so to the end, that commodities may freely move." The Interstate Commerce Commission was also directed to make a thorough investigation of the rate structure to remove instances of unjust, unreasonable, unjustly discriminatory, and unduly preferential rates. In making rate adjustments the Commission was also directed to give due regard to three factors:—

"(a) The general and comparative levies in market value of the various classes and kinds of commodities as indicated over a reasonable period of years."

"(b) A natural and proper development of the country as a whole, and

"(c) The maintenance of an adequate system of transportation."

The Commission was also directed in view of the then existing depreciation in agriculture, to establish for products of agriculture including livestock the lowest possible lawful rates compatible, with the maintenance of adequate transportation services.

The next important legislation was in 1933 when the Emergency Transportation Act was passed. Apart from effecting a financial reorganisation of the railways, an important amendment to the Interstate Commerce Act in regard to the rules of rate making was

made under this act. The new rule of rate making read as follows:

"In the exercise of its power to prescribe just and reasonable rates the commission shall give due consideration among other factors to the effect of rates on the movement of traffic; to the need in the public interest of adequate and efficient railway transportation service at the lowest cost consistent with the furnishing of such services and to the need of the revenues sufficient to enable carriers under honest, economical and efficient management to provide such services."

This new rule gave the Commission a wider range of discretion in adjusting the level of rates.

In 1940 the Transportation Act was passed reflecting changes in the nature of the transportation problems that had come about since 1920. The Act covered not only railways but also in view of their increasing importance transportation by Highways, by water and by pipe-line also. The Act extended the commission's jurisdiction over water carriers and a regulating system similar to that for railways, was set up for water carriers also. New sections dealing with water transportation were added as Part III of the Interstate Commerce Act. Part II which was added in 1935 covered motor carriers and Part I applied mainly to the Railways.

(To be continued)

THREE LOANS FOR INDIAN RAILWAYS

K. S.

THE First Five-Year Plan was the first co-ordinated attempt made in India at planned economic development of the resources of the country and as this met with considerable success, the Second Five-Year Plan was formulated and is being implemented with much higher targets.

million tons carried annually in 1955-56. In other words, the increase in freight carrying capacity would have to be of the order of 47 per cent.

Apart from an increase of 47 per cent in freight traffic and 15 per cent in passenger traffic, the railways have also to provide for rehabilitation of



The International Bank for Reconstruction and Development recently made a loan equivalent to 85 million dollars to India to help meet the Foreign exchange cost of a programme to improve and expand the Indian Railways. Left to Right seated: Mr. H. Dayal, Charge-d'affairs of the Indian Embassy in Washington, Mr. Eugene R. Black, President of the World Bank and Mr. B. N. Adarkar. (Standing Left to Right): Mr. J. Dayal, Financial Commissioner, Indian Railways and Mr. K. B. Mathur, Member (Transportation) of Indian Railway Board

The large-scale expansion of the basic and heavy industries, as included in the Plan, has a substantial effect on the traffic load on the railways. According to the latest estimates, the railways are expected to be called upon to carry 168 million tons annually by 1960-61, as compared to only 114

their assets, and for certain ancillary items which in a complex undertaking like the railways, have to be taken note of so as to achieve integrated planning.

In terms of physical targets, the railway Plan provides for 842 miles of new lines, 1,607 miles of doubling



Mr. Morarji Desai, our Finance Minister and Mr. Eugene R. Black, photographed during the former's recent visit to the U.S.A.

of track, 826 miles of electric traction—since raised to 1,442 miles—8,000 miles of track renewals, 2,364 locomotives, 11,575 carriages and 107,247 wagons.

The railways have been making a sustained drive for creating and developing indigenous capacity and the value of stores and equipment purchased indigenously has risen from Rs. 68 crores in 1951-52 to Rs. 126 crores in 1956-57. The imports have continued to be at a high rate, in spite of substantial increase in supplies

from indigenous sources, because of the size of the railway programme.

The question of a World Bank loan for the Second Five-Year Plan was mooted early 1956, followed by technical discussions between a team of senior railway officers and representatives of the Bank in Washington. Later, a technical mission from the World Bank came to India for an on-the-spot study. This was followed by final negotiations, resulting in the grant of a loan of 90 million dollars to the Indian Railways in July 1957

Mr. Dulles, Secretary of State, U.S.A. and Mr. Desai at the Department of State in Washington



Mr. Desai with Mr. Robert Anderson, Secretary of the Treasury of the U.S.A.

covering track materials, locomotive (electric, diesel and a few steam) wagons, electric multiple coaches, etc. The equipment has been supplied from Austria, Belgium, Germany, Italy, Japan, United States, U.K. and Yugoslavia.

Mr. K. B. Mathur, Member (Transportation), Railway Board, who was a member of the two-man railway delegation which went to Washington for negotiations with the World Bank, returned to New Delhi on 28th September 1958.

The entire foreign exchange expenditure of the Indian Railways during 1958-59 on the purchase of stores and equipment would be covered between the World Bank loan of 85 million dollars, the U.S. development loan

and a loan of eight million dollars which the Japanese and West German Governments had agreed to advance for the development of the Indian Railways.

Out of the World Bank loan of 85 million dollars, the Bank had agreed to cover expenditure in foreign currency amounting to 72 million dollars which had already been incurred by the Indian Railways since January 1, 1958, on items like steel, special types of rolling-stock and spare parts, signalling equipment, etc. The balance of the World Bank loan amount would be utilised between October 1, 1958, and March 31, 1959, for meeting foreign exchange payments for stores and equipment in regard to which commitments had already been entered into.

Mr. Eugene R. Black, President of the World Bank, photographed on arrival at Delhi on Sept. 26, to attend the meeting of the Board of Governors of the Bank. With him are seen Mr. B. R. Bhagat, Union Deputy Finance Minister (extreme left) and Mr. Ellsworth Bunker, U. S. Ambassador in India (extreme right).



November 1958

The Development Loan Fund allocation of 35 millions would be utilised for foreign exchange payments for stores and equipment between September 1, 1958 and March 31, 1959. This would include payments for diesel electric locomotives ordered in U.S.A.

For India, the future of the international financial institutions is of direct intimate importance. In stressing it in his inaugural speech, Prime Minister Sri Nehru said that "it has not only served this country well, but has also impressed on the advanced nations the need to look at world economic problems from the angle of new development".

India tops the list of the World Bank borrowers both in terms of the total amount and the number of loans granted during the year ending June 30, 1958. She received seven loans aggregating 165.5 million dollars.

Japan with 77 million dollars and Italy, with 75 million dollars, take the second and the third position in the list.

Sir Arthur Fadden presenting the rail cars to Sri Jagjivan Ram



This is revealed in the annual report of the World Bank which states that India received 165.5 million dollars (Rs. 82 crores) for the development of her railways.

DIESEL CARS FROM AUSTRALIA

Sir Arthur Fadden, Treasurer (Finance Minister) of Australia, presented to Mr. Jagjivan Ram, Union Railway Minister, on 8th October 1958, 24 broad-gauge diesel rail cars under the Colombo Plan Programme as a "practical expression of the close and warm friendship" between the two countries.

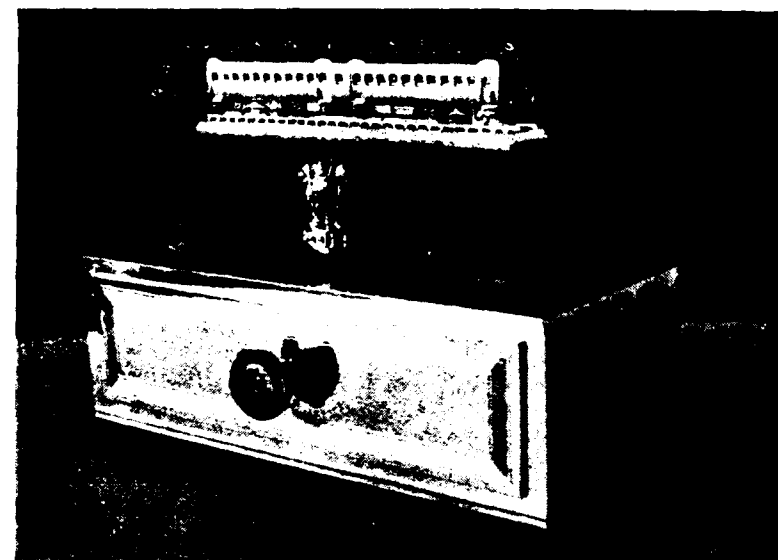
The brief ceremony was held at the ceremonial platform of the New Delhi railway station.

The rail cars form a part of the "gift" sent by the Australian Government to the Indian Railways. The other part of the gift, 2,000 metre-gauge wagons, were received over a period of a year at Madras. Many are

November 1958

THREE LOANS FOR INDIAN RAILWAYS

47



Miniature Silver Scale Model of the Coach manufactured by the Integral Coach Factory, Perambur, presented by the Railway Minister, Sri Jagjivan Ram to the Rt. Hon'ble Sir Arthur Fadden, Treasurer of the Commonwealth of Australia in New Delhi on October 8, 1958

already on the line. The remainder would soon be placed in the service on the Southern and Central Railways. The diesel cars will be allotted to the Northern and Southern Railways in equal numbers.

Sir Arthur Fadden said that one-third of Australia's effort in the Colombo Plan had been in India and the Indian Railways had received over Rs. 4 crores—almost half of the total in the form of these metre-gauge wagons and the rail cars.

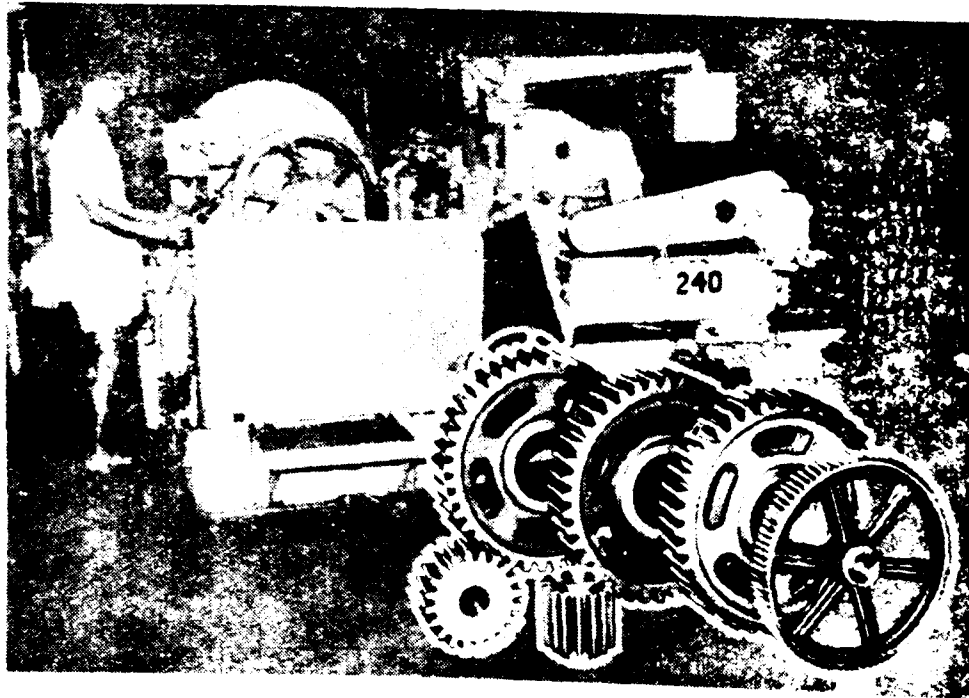
Sri Jagjivan Ram, Union Railway Minister, said that the occasion was symbolic of the spirit underlying the gift, the spirit responsible for the establishment of the Colombo Plan organisation. "I have no doubt that

it was this spirit which has motivated the Government of Australia in presenting to the Indian Railways 2,000 goods wagons and 24 rail cars."

In addition to America and Australia, Canada also has contributed considerably for the development of Indian Railways.

According to latest reports, Canada has provided 120 steam locomotives, valued at \$ 21 millions, for use on the Indian Railways. A ceremony marking the entry into service of the first locomotive was held at Howrah station, Calcutta, on September 14, 1955, and a ceremony was held at New Delhi station on December 28, 1956, on the occasion of the receipt of the 120th locomotive.





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Sub-head, Accounts, PER, Madras-23.

Of parents sublime came a comet very fine
On Fourteenth November, Eighteen eighty nine
Known to the world as Jawaharlal Nehru
To lead us with aims as lofty as *Mora*.

Yes, born with a silver spoon in mouth
Schooled in West, befitting high birth
Called to the Bar. Though composed in wealth
Still courted 'cells' in the struggle for our health.

As a devoted disciple of Saint Gandhi
Bequeathed his torch of blissful *Santhos*
To lit the groping world with non-violence
And prove mankind the prize for patience.

*Aristocratic by birth and breed
But democratic by word and deed,
Socialistic with singular views,
Yet, patriarchic in my personal nose.*

Seemingly childish among cherub children
A solomon sagacious and superman of men
A youth amidst youths of unbending will
A premier, philanthropist, a historian as well.

Plans after plans of 'Five Years' each
Dams after dams for a glorious reach
Pacts and loans for growing more food
And talks after talks to tone brotherhood,

Acts after Acts for *Internal peace*
And tactful deals for *External ease*
Flowing over ever from his peerless brain
He frames and fixes for our prosperous reign

Awfully restless as the active Big Ben
As watchful for the cubs as a lioness off den
As sure as an arrow of unerring motions
He plants our prestige in comity of nations.

With utmost tolerance as an end and goal
Preaches 'Pancha Sheela' with heart and soul
A paragon prince for peace, paramount,
In maddening world of trance malevolent

Dream of Adolf was 'to rule mankind'
Dream of Atomies 'threatens mankind'
Dream of 'Our Jewel' is 'to serve mankind'
Of dreams, such dreams he dreams without end.

4



Our beloved Prime Minister

[Photo : K. S. Ramanujam]

The Great Panditjee:—

What a fate of him to toil so for us!
Why not he repose in sweet bed of roses
With grand kinchins aside like multimillionaire
And command comforts more in proud princely
attire?

A pinnacle of glory, pining in our thought
That serves before *self* and fearless of aught
Sure, privileged are we to enjoy his Era;
A pick of HIS boon to have sent him to this terra.

Our dignity of labour, devotion to duty
And sincerity of purpose he cheers as a beauty
Dear brethren, wherefore in all sobriety
Cherish his SIXTY-NINTH and pray for
longevity.

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INDIA 1958 AND THE RAILWAYS

INAUGURATING the "India 1958" Exhibition—the first National Exhibition of its kind—at Delhi on 8th October, 1958, Prime Minister Mr. Nehru expressed his confidence that India would certainly grow in a big way and attain all material prosperity.

But in building up her material prosperity, Mr. Nehru said, the country should not lose the spiritual and cultural values which had sustained her in the past and enabled her to overcome her difficulties.

A message from the President congratulating the organisers on the excellent work they had done in the short time and expressing the hope that it would "help to sustain the confidence and renew faith in our capacity to build the edifice of new India, the foundations of which have been well laid" was read by Mr. Morarji Desai, India's Finance

Minister. Mr. Desai also congratulated the Director of the Exhibition, the Chairman of the Constructions Committee, the engineers, artisans and workmen and all others, who have combined to make such a beautiful exhibition in so short a time and in spite of many difficulties.

The Vice-President, Dr. Radhakrishnan, in his message, said the Exhibition would give them an idea of their achievements in different directions like engineering, housing, agriculture, hydro-electric works, in the last eleven years and wished it all success.

The Minister for Commerce and Industry, Mr. Lal Bahadur Shastri, said although India was essentially an agricultural country, such a vast land with a large population could not progress without industrial development. Mr. Shastri complimented his colleague, Mr. K. C. Reddy, for

*Sri Jagjivan Ram, Railway Minister, Sri K. B. Mathur, Member
(Transportation) Railway Board and in the Railway Pavilion*





Sri Karnail Singh, Member (Engineering),
Sri K. B. Mathur and Sri M. N. Chakravarti,
Member (Staff) in the Railway Pavilion

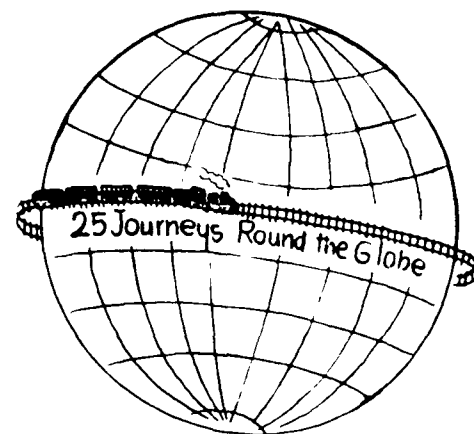
The Nilgiri Mountain Railway Model in
the Railway Pavilion attracts large crowds



the splendid effort the Ministry of Works, Housing and Supply had made in putting up the construction. All aspects of Indian life—Political, economic, social, historic, geographic and cultural—are delineated in the "Indian panorama" pavilion put up by the Directorate of Advertising and Visual Publicity, Ministry of Information and Broadcasting.

Pith and other models catch the grandeur of India's temples, mausoleums and architectural edifices. The flora and fauna are depicted by photographs and stuffed models.

The exhibits, ranging literally from pins to planes and "window-dressed" in show-rooms varying in size from that of petty shops to huge pavilions bring home to the mind of the Indian and foreign visitor the conviction not only that "India can make it" but that "India has made it."



PROGRESS OF INDIAN RAILWAYS

The achievements of Indian railways are vividly portrayed in the railway stall with the aid of static and working models, charts and a running commentary.



A section of the visitors in the Railway's Pavilion

A huge globe with a train girdling it tells the public how Indian railways daily cover 562,000 miles which is 25 times the mileage round the globe at the equator. The visitor learns that the railway run 7,000 trains daily (4,400 passengers and 2,900 goods) and that these serve over 6,400 railway stations round the country. There is a working model of the Bombay suburban electric rail-

way which at peak hours runs a train every three minutes. Statistics show here that the railways are India's biggest nationalised undertaking, employing 1.1 million persons at an annual cost of Rs. 1,550 millions.

Some of the difficult achievements of Indian railway engineers and the effort of railways to reach self-sufficiency in their requirements are also explained.

It is no sin to try and advance one's progress. The path is laid down. You can tread on it, but to be sure that you do not slip, it is necessary to know the bye-lanes and the curves. It is this that IYER'S HANDBOOK FOR RAILWAYMEN seeks to do.
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WHAT EXACTLY IS SCOUTING

MANY have asked the question and others again continue to ask. In what way does it compare with other World Associations like Toc-H, 4-H Clubs, Rotary International, The Lions Club, Youth Hostel, Y.M.C.A., Y.W.C.A., The Boys Brigade, etc.?

Well, it does not do to compare one with another as each has its own ideals and methods of organisation. So far as Scouting is concerned—and in this term of course is included Girl Scouting and Girl Guiding—well, one cannot do better than quote the words of the Founder, Lord Baden Powell:

"It may be taken to be complementary to school training and capable of filling up certain chinks unavoidable in the ordinary school curriculum. It is, in a word, a school of citizenship through wood-craft. It aims to teach boys how to live, not merely to make a living."

Training for Citizenship consists chiefly of building up of character and health and such training includes education both on the moral and on the physical planes. Mere erudition is not sufficient. To enable success to be achieved Scouting—and as said above Guiding, too—embraces chiefly the methods used in harnessing the energies of the youth and directing them in recognised channels without the use of force, or the threat of punishment, by appealing to the natural spirit of youth, and helping it to rise to leadership and co-ordinated effort to replace self with service.

There is what is known as a gang spirit among youths and it is this

effervescent spirit that requires careful direction and channelising and this should be done at the cheapest possible cost.

The first principle is self-discipline. In the first of three stages, *i.e.*, in the Cub and Bulbul stage, on the Scout and Guide side respectively, children between the ages of 7 and 11 are actively encouraged to

- (a) do their best.
- (b) give in to their elders.
- (c) help everybody at all times.

Games are taught and initiative is encouraged and outdoor activities indulged in.

To help them succeed they are taught to make two promises and to stick to them:

- (a) To do their duty to God and their country.
- (b) To keep the cub law and do a good turn to somebody every day.

Their two laws are:

- (1) The Cub or Bulbul gives in to their elders.
- (2) The Cub or Bulbul does not give in to self.

Their motto is: DO THEIR BEST.

In the second stage of Scouts and Guides, between the ages of 12 and 17, boys and girls separately have to learn and fulfil three promises, on their honour, to do their best,

to do their duty to God and their country

to help other people at all times
to obey the Scout/Guide Laws.

The ten laws—in America they are equated to twelve—are so worded that the boy or girl takes a natural and personal pride in them. The person is not told one 'must' or one 'should' do this or that. One simply states that "A Scout Guide is trustworthy, is loyal, is dutiful, is a friend to all, regardless of caste or colour or creed, is courteous, is a friend to all animals and birds, is obedient, smiles and sings under all difficulties, is thrifty and is clean in thought, word and deed. If one has to be a scout one must do one's best to fulfil the three promises and obey the ten laws.

To help one remember the promises the emblem shows the arrow head, fleur-de-lis with three petals; the salute consists of holding up 3 fingers and one uses the hand shake with the hand nearest the heart. One must also do at least one good turn a day.

In these 6 to 7 years one learns various crafts and wins proficiency badges, of which certain are compulsory, viz., cooking, first-aid, signalling on morse and semaphore, mapping, star reading, axing, swimming and camping independently out of doors in any weather for a reasonable length of time.

The Girl Guide should learn sick nursing or ambulance, mapping and star and compass reading, needlework, cooking and be able to camp out for up to half a day out of doors.

There are over 90 proficiency badges to be won by Scouts and over 50 by Guides.

The standard is not so much the quality of the knowledge or skill,

as the amount of effort one puts into acquiring such knowledge or skill.

The motto is BE PREPARED, always, for anything to arise any moment.

In the third stage, between 18 years and 23 years or over, the Rovers or Rangers as the case may be, have got over their shyness, have learnt many useful activities and are available as useful citizens for service—SERVICE is now therefore their motto and this should be done selflessly without expectation of reward.

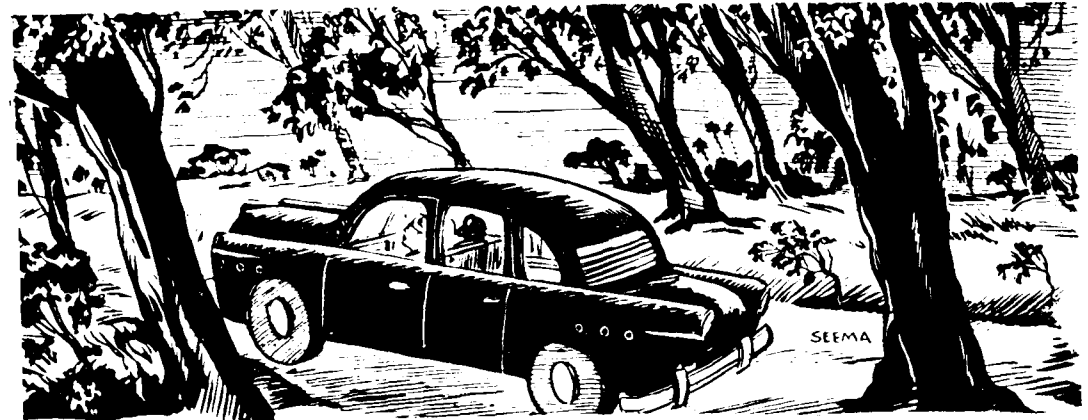
In the second and third stages, each group has smaller units or patrols who elect their own leaders and scribes and make and keep their own records and traditions. They attend training camps in the outdoor and practise simplicity and thrift in their outlook and life.

So far so good, one might say, but where do the laity come in. They encourage these activities by becoming paying members of the organisation and electing their own representatives on the local Councils and Committees and after thoroughly understanding the principles, in helping the attainment of the children's objectives of becoming selfless and helpful citizens. Thrift is a matter of principle, and pomp and show in the ordinary way is looked down upon. The service is purely voluntary and there is no compulsion: it depends therefore entirely on the goodwill of those interested in the Movement.

May God bless you. May we look forward to you, the readers for sympathy and help, in aid of this useful citizenship training! Thank you.

RAILWAYMAN'S RAMBLINGS AND RECOLLECTIONS

(LAUGHING DIPLOMAT)



[The characters in this story are imaginary; wherever the title or office seems to suggest an individual, a characterization of the present incumbent has been avoided.]

ONE Railway Officer was very good in emergencies and one of his bosses called him one day and talked to him. After talking to the boss the Officer went as far as the door mattress of the entrance of the room. he was called back and asked whether the summary of the survey report was ready. This was a survey report pertaining to a survey done for ten months and a major report. This was asked after office hours. The boss was asking whether the next morning a summary of this could be produced. The officer replied that he would try to make a summary and bring it. He slept very little that night and with the assistance of a typist, sat up from mid night and started preparing a summary of the survey report. He expected that as the boss was going on leave in two days the boss wanted to test him: if the officer was ready with the report, the boss would keep the report to be seen by his successor, but if the officer was not prepared, the boss would take up with the officer and this was a double-edged weapon which the officer rightly gauged. He made a summary of the report and at the end of the report he stated 'looking back to the past, looking forward to the future, seeing relative proportions, taking a long range view of the question, he recommended the construction of the line. If it is possible, the proposal may be accepted and executed.'

As for the boss, he saw next morning that the summary report was ready and as anticipated by the officer he asked it to be put up to his successor as he (the boss), was going on leave.

The boss having come to know that the officer was going out on deputation somewhere, wanted to test the officer and asked him whether he is

going for good or will he come back. The officer said that with all circumspection that for the time being he had provisionally decided to go permanently, at which the boss laughed implying that there was provision to come back as well as to go away for good.

Even before these anecdotes one day, there was some interesting conversations and there was stormy weather, about the storm in a mid-afternoon. The air-mass was pushing slowly across this dry place, disgoring its water contents. It had lost its humidity and warmth and became temperate rather than tropical. Nevertheless, it remained warm and more moist than the usual air of this dry part of the country. The conditions of this particular day were such that it looked like the advance of the northern air and the corresponding retreat of the southern air which looked as if all moments in the atmosphere were adjusting themselves.

So from the contact of the air from two directions, the storm sprang. This was something like a new life, a focus of activity began to develop in the breeze and the stormy weather was born.

The boss remarked as soon as a gust of wind raised a few caps along with it in the course of 10 seconds duration a sudden shower spattered the road, verandah of the office, etc., with rain drops. The temperature dropped considerably. "Queer weather" remarked the boss. The Officer remarked something getting ready to begin. The boss phoned up the Meteorologist. When the phone reached the Meteorologist, he answered it mechanically: "weather fair

today and tomorrow. No considerable change in temperature, moderate easterly wind". They started looking at the weather maps. There was forecast of 48 hours of stormy weather.

By this time the office hour was over and the boss got into his car to go straight to his residence, to avoid having to face bad weather but to his chagrin his car did not start. The officer who was a skilful pilot in extremity, went in another car to the nearest motor company, brought a mechanic by patting him on the back and put the carburettor right and then the car started. The boss thanked the officer and was about to start for home in his car. As he felt that he should take the officer who had not brought his own car and drop him at his place as courtesy demanded, he called the officer to get in. Now the conversation turned from storm to tea.

The Officer said no other country had so many tea gardens as India. There are 6,604 tea gardens covering nearly 7,91,640 acres, the biggest tea acreage in the world. Tea is grown in Assam, West Bengal, Bihar, Uttar Pradesh, Punjab, Madras, Travancore-Cochin and Mysore. The total yearly production is 660 million pounds of tea.

The boss told the officer that the tea workers in India are one million. Several thousands more are required down from the factory to the towns to look after tea in the shops and many workers are employed for making cups and saucers from which we drink tea and many other people who provide the gardens with the much needed materials for the production of tea.

The officer pointed out to the boss, tea is like a bank having 113 crores of rupees. This represents the amount of money invested in tea gardens and factories.

The boss referred to how the tea contributes to the wealth of the nation, how tea gave the national exchequer nearly 19 crores from export duty and another 3½ crores Central Excise Duty besides contributing more sums to the various State Exchequers and by way of agricultural taxes, road tax, octroi, etc.

The Officer pointed out that India's tea is the most popular tea because the world demand for tea excluding China, Japan, Formosa and U.S.S.R. is over 1,300 million pounds a year: out of which demand, Indian tea meets 50 per cent.

On his part, the boss pointed out that the tea was consumed by millions—rich or poor, old or young, in India or out of India. More than 27 countries consume 403 million pounds of Indian tea annually which brings the message of cheer and hope to several countries like U.K., U.S.A., Canada etc. The boss was not lacking in his wits to point out how the gold was brought in by the tea for the nation. During 1957-58 tea earned the highest foreign exchange for the country at over Rs. 142 crores. One should be proud that with tea's contribution many of the big projects in India are being undertaken which makes India strong and prosperous.

As for the officer, being a railwayman, he spoke out summing up in the following manner: The tea binds industries together. According to the Industrial Resolution Policy of

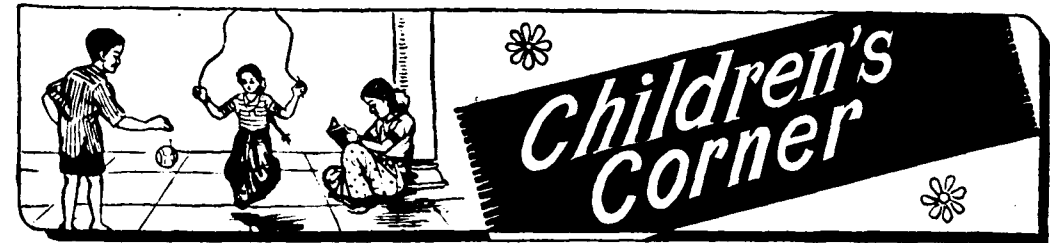
the Government of India, Railway is classed as an Industry. It is not only an industry but it is an industry of industries. It is an industry by itself. It has to feed other industries such as manufacturing industries and also agricultural industries. Agricultural industry is one which has to be developed intensively because what one takes out from the land he can put back in the form of manure. The mining industry has to be extensively developed because if it is intensively developed, there is a chance of its getting exhausted early. All these industries have to rely on the railway industry to convey their products manufactured to the markets where they are required. The railway also has to take raw materials to the industries and take them back after they are converted into manufactured goods. Thus the Railway is an industry of industries and the railway budget in India is nearly equal to the general budget. Tea has to be transported by railway. Such product as tea has to be packed. Six million plywood tea chests are made in India every year. Thousands of cups and saucers are moulded from India clay. Tons of fertilizers are sent to gardens to enrich when tea is nurtured. Thousands of wagons are employed to bring down tea chests from the factories. Ultimately, the tea has to be transported by the railway from the place where it is manufactured to the markets where it is sold. Thus the railway, an industry of industries, has to play its part in growing and also in transporting tea.

Meanwhile, the car was, nearing the officer's bungalow and the conversation ended though the rain had not

ceased and the officer took leave of his boss. The boss then proceeded to his residence.

Acknowledgment: Data on tea in this article have been taken from Tea Board, India Publication.

[The characters in this story are entirely imaginary and have no reference to persons living or dead. In conversations, historic present tense is used.]



STRANGE AS IT MAY SEEM!

HOW many eyes do we have? The answer comes without even thinking about it. Two eyes. That is every man, woman and child has two eyes, and so has every animal. Of course, there are freaks in the human and animal world, with only one eye, or none at all, but that is not the natural order of things. Now let us take a look at the insect world. If you get hold of a bee and look at it under a powerful magnifying glass, it will be found that the bee has five eyes. But that is not all. In addition he has been given no less than five thousand nostrils, with which to smell. Wonderful isn't it?

Have you ever sucked a nice lollipop sweet, or a fat juicy mango. Of course you have. Now what part of your body first tastes the sweet or the mango and tells you that it is delightful to eat? It is the tongue. Now, supposing you were a butterfly flitting from one lovely flower to another, and when you settled on one flower, before you left it, you will have taken something away with you, known as the pollen, which is like a very fine powder. Well, if you were a butterfly, even though you had a tongue, you would not get any feeling of taste on the tongue, because a butterfly tastes with its feet. And what about a dog? He too has a tongue which he uses for lapping up milk or soup, or water. But it is

not his tongue that tells him that his food is nice, but his stomach. And talking about tongues, have you ever seen any animal with a full black tongue? Look into the mouths of most animals and you will find that their tongues are pink in colour like most human beings; but there is a dog that has a black tongue, and he is known as the Chow dog.

Some of us like to watch birds and their habits. If you have ever watched birds while they are flying through the air, you will find that they flap their wings with an up-and-down movement. When they fly fast this wing-flapping movement is done faster, and when they are slowing down their flying speed, the wing flapping is also slowed down. And yet there are times when a bird's wings seem to be still when they are flying. This is when they seem to be sailing through the air, or perhaps when they are a little tired after some fast flying. Now, it would seem that this wing flapping helps them to fly, but there is a large bird known as the albatross that can fly all day without flapping its wings, and just seem to be sailing through the air, like a glider. What is the secret? Only the bird knows.

As we are talking about birds and flying, let us see what other strange things that some birds can do. Like an aeroplane, when a bird rises from the ground to fly, it always moves forward first and then gradually rises

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The earnest money should be paid *in advance* to the Chief Cashier, Southern Railway, Park Town, Madras-3, before 12-00 hours on 28-11-1958 and the receipt thereof attached to the tender without fail.

Further particulars and the tender forms can be had from the Deputy Chief Engineer, Construction, Egmore, Madras-8, on production of a receipt for the sum of Rs. 10 towards the cost of tender forms paid to the Chief Cashier, Southern Railway, Park Town, Madras-3 or any Station Master on the Southern Railway before 12-00 hours on 28-11-1958.

higher and higher. But there is a bird, known as the chimney swift that can fly straight up and down, like the helicopter type aircraft, which can rise straight up from the ground without moving forward at all. Perhaps this is why this bird is called the 'Chimney' swift, because like a chimney it goes straight up and down. But there is yet another strange bird. Have you ever seen an aeroplane flying backwards? No. If we ask this same question about birds, we are also tempted to say no. We have seen birds fly forward and know that they can fly up and down, but surely not backwards. Yet there is a little humming bird that can fly both forward and backward.

When we are tired and weary we long for bed and a long sleep. But there are some of us, lazy people no doubt, who laze about in bed sleeping, when we should be up and alert. Well, it is said that we should have at least eight hours of sleep a day, and babies, and children should have much more than eight hours of sleep each day. But there is a creature, of whom ladies and girls, seem to be afraid of, when he comes flying into the room at night—that is, the bat—who spends more than three quarters of his life sleeping. Some of us may say, how lovely to sleep so much, but who wants to be a 'blind' bat to scare the ladies and girls.

When you step out into the garden in the morning, pick off a lovely rose from the rose plant, bring the flower to your nose and smell, you say, ah! what a lovely scent from that beautiful rose. So, like a lot of other creatures in this world, we smell through our noses, but who ever heard of any

living creature smelling through its front feet. Yet, those who study the habits of both big and small creatures, tell us that the tick smells through its front feet. Don't ask why the ticks do this, or how it was found out. But all we do know about ticks, is that they fasten their little snouts on to the flesh of your pet dog and after having a good long drink of the dog's blood, turn into what look like dirty, fat raisins, only fit to be squashed under a shoe.

Most of us have seen an elephant, and the most prominent part of him seems to be his huge long trunk, which seems to be his nose. And we have seen the elephant use this long trunk for doing all sorts of things, almost as much as we can do with our two hands. With his trunk the elephant can smell. He can put his trunk into a pool of water, take a long sniff, bring it out, and when he blows, he can give himself a terrific shower-bath. Put a little peanut on the ground in front of the elephant and see what happens. That huge trunk seems to have eyes, for down it comes to the ground, with the tip wriggling and feeling, until it finds the tiny peanut. The peanut is then picked up and swung right into its mouth. These are only a few things that an elephant can do with its trunk. But what helps him to do all this are the four thousand muscles in his trunk. Yes, four thousand, in that one part of his huge body: more muscles than a man has in his whole body.

You and I live in houses built with brick and cement and iron, some being large and some being small. There are people who have simpler types of homes, tribes who move

about from place to place. These have their homes in tents, which they can put up and take down and fold away, and then put them on the backs of pack horse and so move on to another place. Now, supposing you were a man of one of these wandering tribes and had no pack animals, and had to carry even one tent on your back for a journey from one place to another. And supposing you had to do this all your life, from the time you were born until you died. You would soon feel so tired that you would cast off your home and go and find even a cave to live in. But there is a living creature that has to

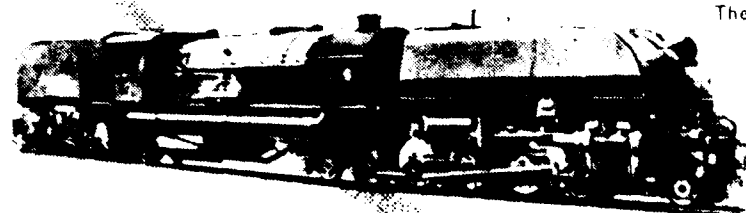
carry his home on his back all his life, wherever he goes, he must carry his home about with him. If his home was suddenly taken away from him that creature would die. Have you guessed what this creature is? None other than the common snail.

Yes, there are so many wonderful and strange things in the world about us, and we do not have to go to far-away lands to see and learn about them. For they are close to us, and there for us to see if only we keep our eyes open and minds alert.

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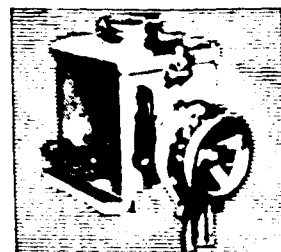


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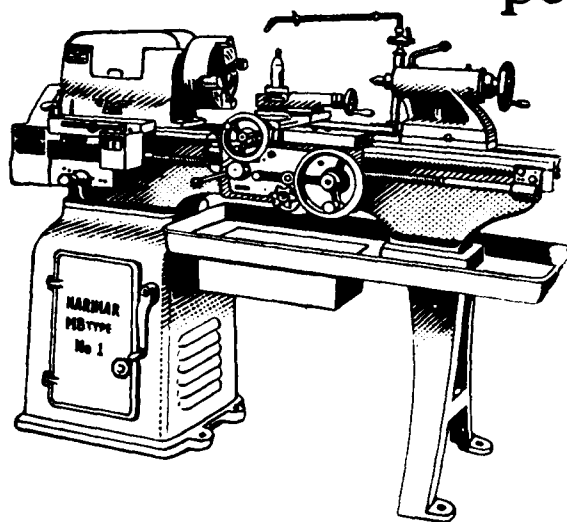
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AMARA ILAKKIYAM

(Immortal Literature)

By **A. V. Subramaniam,**
B.Sc., B.T. (Dip.) S.W.,

(Divisional Personnel Officer,
Southern Railway)

SANSKRIT literature is the life breath of Bharath society. It is easy to plunge into it and enjoy the pleasures of it. But this requires a sufficient knowledge of the language. For such of those who are not equipped with such a knowledge, this book will serve as a helping hand. The author who is a scholar both in Sanskrit and Tamil has made attempts to employ quotations from both the literatures to illustrate the points. By this book he hopes to kindle the readers' mind for an intensive study of the language and literature and there are enough signs to show that his objects will be fulfilled.

Sanskrit is said to have been born from the sound of the small drum in Lord Siva's hand while he performed the cosmic dance to the time kept by Uma, his consort. It is termed as immortal language because it emanated from Lord Siva, it was the language of the immortals, and it contains hymns in praise of the immortals—like Vedas. It is but therefore proper to call the literature of this immortal language as immortal literature. In the history of the world, many literatures have sprung up, many have perished. But, some have withstood the onslaught of time. What are the special features that make these few literatures to withstand the ravages of time? Study

would reveal interesting details. Literature is fine art; and fine art is the manifestation of the sense of beauty in man. This manifestation of the sense of beauty is discernible in every act of man from his childhood to his old age. The child's instinct to have his playhouse built with cowries in various shapes, the desire in the adult to paint, to sing, to dance and write poetry, to get himself attractively dressed, are all expressions of this sense of beauty. A literature that tends to convert a man's life into a fine art will never die. It will become immortal and withstand the time. Sanskrit literature is really vast. It is not possible to have a complete study of it as the span of life is too small. Then comes the question, what are the salient features of it that should be studied. The author has examined the subject under the following heads: (1) Vedas, (2) Itihasas (Ramayana and Mahabharatha), (3) Ancient religious scriptures, (4) Poetry and drama, and (5) Samhu Kavya, i.e., a combination of prose and poetry.

Vedas made their appearance in this world with the dawn of human race. At a time when the rest of the world was in total darkness, in India, people were singing Vedic hymns. Rigveda, the most ancient of the four, is in poetic form and it contains hymns in praise of the Lord. The author has pointed out that the Vedic Rishis described the Dawn as the unfolding of the goddess of beauty. The hymns of Sandhya Devi are one beautiful poem. Yajur Veda which is in prose form deals with the rites and rituals to be

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observed in the performance of Yagas or sacrifices. Sama Veda forms the basis for music. Lord Krishna has said in Gita that "I am Sama Veda among the Vedas". The Atharwana Veda which came in the last has not the eminence and utility of the other three. It is a wonder of wonders, the author expresses, how the Vedas maintain an unaltered shape in spite of the fact, they came into this world thousands of years ago, while there are many differences in versions in Shakespeare's works which are only three hundred years old. The reason for the purity of versions of the Vedas is due to the four different methods employed in learning it, *viz.*, Kramam, Padam, Ghanam and Jatai. By these methods of learning each word of the Vedas, assumes an unalterable position and thus becomes permanent.

Upanishads which form the last part of the Vedas are known as Vedantham, or the end of Vedas, and are 108 in number. Of these ten have been considered as most important by Sankaracharya and other learned people. The author has given a gist of the Katopanishad by narrating the story of *Nachikethas*. Exposition of a lofty idea through a beautiful story captures the minds of the people. *Nachikethas* desires to know what happens after death and he seeks the help of Lord Yama to learn the truth. Yama finally reveals that the Atma or Soul is immortal and limitless and it is only by purity of heart and straightforwardness that one can realise Atma and a man who has had a knowledge of the Atman is freed from the bondage of births and deaths. Similarly the other Upanishads like, *Taitriyam*, *Brihadaranyakam*, *Chandogya*, etc., are in the forms of ques-

tions and answers between the master and pupil and a deep and clear study. They have to this day acted as an immortal flame, keeping alive the religious fervour of the people.

The next in importance the author has taken up for illustration is the *Ramayana* by Valmiki which has all along served as a forerunner and a beaconlight for other poets. All the subsequent creations in the field of poetic dramas in Sanskrit literature have followed the footpath of *Ramayana*. The author has done well to devote a greater number of pages to explain the niceties of *Ramayana*, the story of which is well known to all. He doles out with the equal ease quotations from Tamil literature to illustrate the points he had taken up for elucidation. The portions dealing with *Lakshmana's* rage in seeing *Bharatha* coming with an army to *Chitrakoota*, and *Rama* pacifying his brother and later on *Lakshmana* attempting to recognise from among the jewels of *Sita*, only those worn on her legs, because he was accustomed only to gaze at her feet while prostrating, have been very well handled, with all their poignancy and beauty well brought out. In admitting the dexterity of Valmiki, the architect of this great epic, the author points out how he has achieved to keep the fame of *Rama* alive even in the portions of the drama where he does not actually figure out. Those situations have been employed to praise the qualities of *Rama*. This feat is possible only for Valmiki. Valmiki's aim was to preach *Dharma*, sense of duty, and it came to him in the form of *Rama*.

While writing about *Mahabharatha*, the author has expressed that it is

only the genius of Vyasa that could conceive the Mahabharatha with such complicated parts and more complicated names. The most important feature of the Mahabharatha is the characters in the epic getting themselves entangled in predicament and emerging out of them unscattered. This is no mean feat and once again it has got to be accepted that is only the supreme genius of Vyasa that could achieve it. As an example the author has cited the meeting of Karna and Lord Krishna, when the latter revealed to the former that he (Karna) is the first born of Kunti and thus the brother of the Pandavas. Lord Krishna persuaded the mighty charioteer to join the Pandavas in the epic struggle to come. Karna who was in a fix finally chose to be on the side of the Kauravas and fight for Duryodhana to redeem his debt of gratitude. In the Yaksha Dharmaputra Samvadha (or conversation) lofty ideals are casually handled and preached. When the Yaksha asks Dharmaputra to name one of his brothers who should be recreated, the latter curiously asks for the life of Nakula his brother. The Yaksha surprised to Yudhishtira's words, asks him why he had not asked for the lives of Arjuna or Bheema, to which the saintly king replied that his mother Kunti could console herself because he was alive and he wanted his step-mother Maitreyi to be equally pleased to have one of her sons living. That is why he had asked for the life of Nakula. Much pleased at his reply, the Yaksha granted the lives of all his brothers, who had died because of taking the contaminated water. Any reader of Bharatha cannot and will not miss Bhagavat Gita. Vyasa wrote this, as dictated by Lord. Upanishads

and Vedas can be compared to cows and a cowherd. Lord Krishna, had milked those cows and given us the milk of Gita to be tasted by us, and to be benefited by us.

After making a casual reference to ancient religious literature, the author has devoted one chapter for Kalidasa. Even Goethe the king of German poets had considered Sakuntala of Kalidasa as a treasure in world's literature. In Japan, it is said, the admirers of Kalidasa are increasing day by day. The reason for Kalidasa's worldwide popularity is not very far to seek. Man might change in his external appearance; but his internal make-up and conceptions remain unchanged. Kalidasa has immortalised such conceptions and desires. After dealing with the finer aspects of Raguvamsa, the author has given a list as to what works of Kalidasa have got to be read to enjoy the elysian bliss, viz., Raguvamsa, Kumarasambava, Sakuntalam and Meghasandesam. His Vikrama Urvasiyam, though essentially termed as a drama has not got much place for action. But the verses have been very well conceived and it is full of description about nature.

Sanskrit drama engages the attention of the author. Here he gives an imposing list of authors like Bhasa, Sudraka, Bhavaboothi belonging to the earlier times and the more recent authors like Krishna Misrar, Murari and Ramabhadra Dikshatar. In the field of Kavya he recommends Paravi, Magha, Harsha, Dandi, Bhana and Subhandhi.

We have an idea, after reading the book as to what authors we have to read to know what Sanskrit literature is. This serves as a Trade Directory

and we know what material to get, in which market. This book is not an end by itself but is only a means to an end. It is earnestly hoped that the author will not rest on his oars but take up more to the work of this kind and serve the people. The book under reference is nicely got up and is very handy.

S. VEDANTAM.

PROFILE OF AMERICA

*Compiled by Emily Davie and
Published by the United States
Information Service, Madras*

Pages 414—

There is no denying or disguising the fact that the cultures of diverse nations verily impacted America (and its people) but that despite the impact a unique environment developed and made America (and its people) a great power to reckon with. Small wonder, therefore, that the United States Information Service, Madras, thought fit to usher in this compilation (the credit for text goes to Emily Davie, Foreword to Charles A. Lindbergh, the introduction to Lonis Bromfield and last—not least—the pictorial Editorship unto Bryan Holme) which portrays *inter alia*, through concise examples of source material, the initiative, the thought, the courage and irresistible energy which so quickly transformed this country from a savage wilderness to the locus of world civilisation. Going through the pages one gets acquainted with the ancestral character of coming generations—mechanistic and humanistic: in concord and in contention. And, what is more, by a perception of the past, these pages not only serve to assist (not a

little) an understanding of the present, and anticipate a pattern to emerge in years ahead but also help one to slough off the clutter of current news and propaganda besides gaining a knowledge of America—that (both) spreads across the surface goes to the core.

A MODERN CLASSIC:

The importance of this book of books (PROFILE OF AMERICA) lies in the title and it is an U.S.I.S. (Madras) presentation and it has sent ideas arbiting around the world! It is bound to *become* and remain a modern classic!! The enduring value of this compilation is that it reminds us that we need *books of this kind* to survive. The essential thing comes through in these pages: the sense of the human being struggling to maintain dignity, integrity and above all individuality. There is a wealth of ideas and insights in this book, which delves deeply into the complex relationship between morality and politics, between historical traditions and present predicaments.

Perhaps no question in the world is more difficult to answer than the one "What is the United States?" It is a question which is asked again and again by those who have *never* visited that rich, powerful and prosperous nation. It is also asked by those who were *privileged* to visit the United States but left it bewildered after a short stay; and, it is *even* asked by the thoughtful American who (*more often than not*) finds himself unable to see the wood for the trees!

THE GREAT CHALLENGE:

The book stands the great challenge of our time in the task of shared

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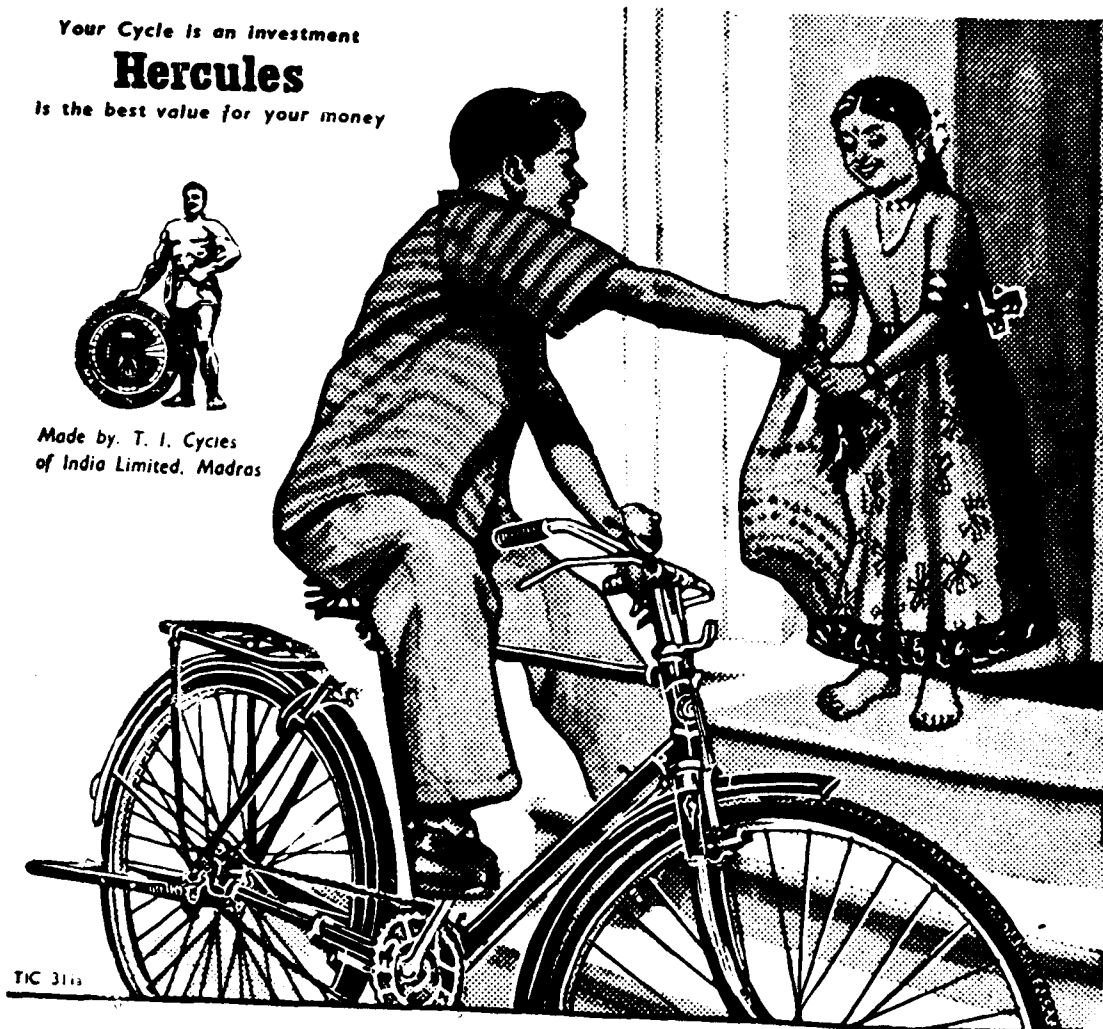
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survival. This book should serve to open wide fields of variorum reading for scholars. The main themes are at times sonorous, serious and emphatic, but, *yet*, the narrative is splendidly lightened with cadenzas! There have (*doubtless*) been countless books written on this subject: a few of those were ecstatic, some controlled or critical and others actually abusive; but none of them captured the whole substance of what the United States *really* is. Perhaps the answer to "What is the United States?" may never and can never be written, for the country itself is not only vast and greatly varied in terms (geographically and climatically) but its people are, far more than any other people on earth, a blend of many races, nationalities, tradition and *even* civilisation. The process of blending has been thorough and becomes increasingly so, and it has *undoubtedly* contributed to the nation vast resources of energy, ingenuity, variety, richness of tradition, and *real* biological force: and, what is more, has produced a wide diversity of opinion, thought and philosophy which have tended to create in turn an extremely lively and varied and force-thinking political picture, in which the most intimate affairs of the nation are carried on in public—sometimes to a point which, at times, seems almost indecent to citizens of other nations. Yet this factor is *the very essence* of American life and, indeed, of *true* democratic theory and practice.

This is a book requiring attentiveness—and one might boldly make a weird statement that it is pedantic without being pedantic! The compiler

has, doubtless, been involved in an immense amount of reading and research to produce a fair, comprehensible—and at the same time readable—volume which explains better than any other (previous publication) what is the United States and what is an American. Certainly its immense variety arrives at a total objectivity of presentation beyond that possible and ere the pen is laid it must be asserted most emphatically (*without the least fear of contradiction*) that the most interesting part of the book is the beauty of its physical production and the excellent and significant choice of the illustrations and photographs which it contains. This is a panorama of America.

INDIA AND AMERICA:

It is said (and rightly, too) that books create friendship, understanding and goodwill and this book should, beyond all doubts, go a great way to maintain *esprit-de-corps* and enhance good relationship between India and America.

The profile of America gives us the following impressions:—

The American is not only a citizen, a worker and a union member, he is also father, brother, church member, lodge member, voter, tax-payer, home owner, member of an ethnic group. He gives of his personality to dozens of activities, and his personality colours and helps to shape them all. In the very plurality of American society, in its delicate but natural balance of interests and forces, lies its unity. All this is brought out by the profile of America.

V. T. NEELAKANTAN.

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J. M. LAMBERT,
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S. R. NEWS

RETIREMENT OF RAILWAY PRESS HEAD CLERK

The staff of the Southern Railway Press had an enjoyable function on the evening of 3rd October 1958 in the Rayapuram Divisional Office Canteen premises, to bid farewell to Sri A. A. Doss, Head Clerk, who was retiring after 34 years of service over the ex-MSM and the integrated Southern Railway.

Sri P. V. Shanmugasundaram, Senior Clerk, spoke expressing gratitude for all the kindness and assistance given by the retiring Head Clerk which rightly earned for him the affection of all.

Sri M. S. Rao, Press Superintendent, who presided over the function, associated himself with the sentiments of the speaker and exhorted others

to follow the example set by the retiring Head clerk.

Sri A. A. Doss entered service in the Binding Department on a monthly salary of Rs. 27 in the old M & S M Railway. He rose gradually by dint of loyal, diligent and efficient work to the position of a Head Clerk.

The chief guest replied thanking everyone for the affection shown to him and help given to him during his period of long service and also at the time of his retirement.

Messrs. A. S. Arathoon, Assistant Press Superintendent, and P. K. Mathews, General Foreman were also present among others on the occasion.

With a vote of thanks proposed by Sri C. K. Lakshmanan, the function concluded.

(R. to L.) Sri A. A. Doss, Sri M. S. Rao, PS. and Sri A. S. Arathoon, Assistant Press Superintendent



CHIEF PURCHASE SUPERINTENDENT RETIRES

A pleasant function was got up on the evening of 7th August 1958 by the staff of the Controller of Stores' Office, Perambur in the New Joint Office compound to bid farewell to Sri S. Ignacimuthu, Chief Purchase Superintendent, on the eve of his retirement after about 30 years of service.

After tea, Messrs. S. Narayana Iyer, A.C.O.S. and R. Gopalachari, Head Clerk and others spoke highly of the guest in the various capacities he had served.

Sri P. N. Talati, C.O.S., who presided over the function, while fully endorsing the remarks of the previous speakers, wished the guest a happy retired life. Other officers were also present.

Sri S. Ignacimuthu, thanked the staff for the kindness and affection with which they had got up the function and explained the true significance of the independence and exhorted the staff, more particularly the young men, to be really independent in their work and conduct and serve our mother land.

With a vote of thanks proposed by Sri S. V. Ekambaram, Head clerk, the function came to a conclusion.

KEYMAN'S VIGILANCE AVERTS ACCIDENT

On 9th September 1958, Sri S. Govindasami, Officiating Keyman of Gang No. 5 in Vriddhachalam Section during his morning patrol duty, found that fish-plates had been removed from the track between



Sri S. Govindasami

Ulundurpet and Parikkal in the Villupuram-Trichinopoly Chord line, close to a Girder Bridge over Gadilam river. He stopped Train No. 108 Dhanushkodi-Madras Passenger proceeding towards Madras and thereby averted what might have been a very serious accident.

Two pairs of fish-plates were found removed from the outer rail and one pair from the inner rail. In a fourth joint, the fish-bolts were removed, but the fish-plates were in tact.

The track which is on a high bank of 12 ft. height is in a curve of radius 2865' and on a rising grade of 1 in 400 towards Madras.

DRIVER AWARDED FOR AVERTING COLLISION

On September 20 1958, during the Divisional Staff Council meeting, the Divisional Superintendent, Mysore, Sri P. T. Padmanabhan took the

opportunity of awarding recognition to Sri P. Periera, Bangalore (MG) Mail driver for his vigilance in averting what would otherwise have been a collision between an important passenger train and a goods train.

Sri P. Periera was the driver of No. 204 Poona-Bangalore City Express on 29th November 1957. The train was stopped at Yeswantpur Outer signal, which was subsequently lowered for the train to run through the station. Soon after the driver resumed running, he observed a goods train some distance ahead standing on the same line on which his train was due to run through the station. He acted at once and brought his train to a stop 165 feet short of the goods train, thus averting a collision. The incident occurred in the early hours of the night, at about 19 hours.

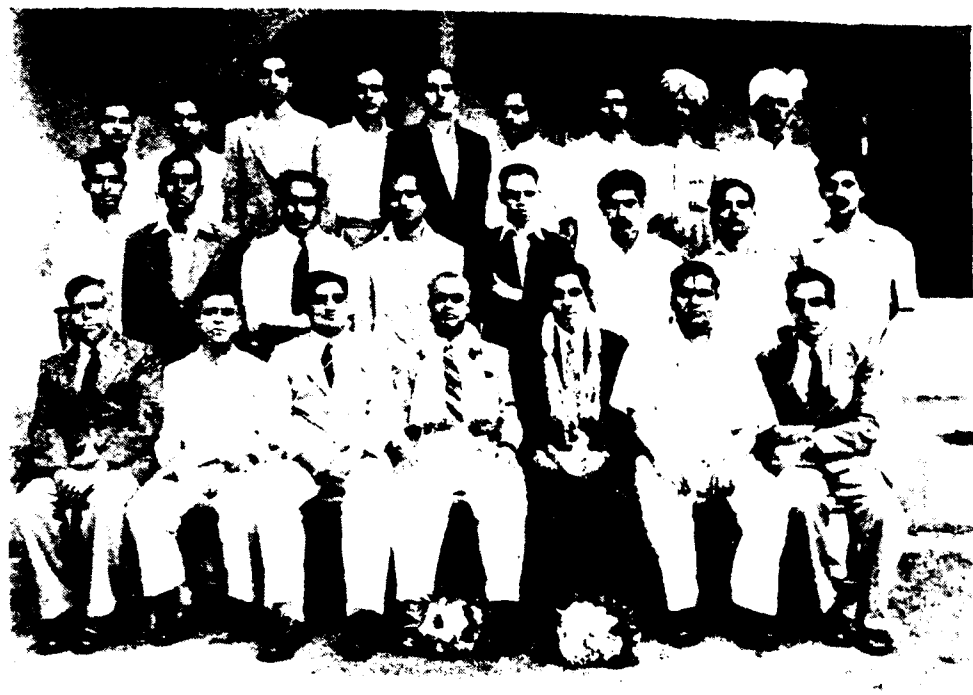
Introducing the driver to the members of the Staff Council, the

Divisional Superintendent briefly explained to them the circumstances of the incident. He then announced that the General Manager had been pleased to agree to a cash award of Rs. 150 in recognition of the driver's vigilance and promptness in stopping his train. The Divisional Superintendent said he was sure Sri P. Periera would appreciate the spirit with which the award was being made.

The incidence of train derailments have, of late, been the cause of much concern both to the travelling public and the Railway Administration. It has even been more disquieting that human failures should have been responsible for these accidents in no small measure. The Divisional Superintendent, therefore, expressed the hope that the sense of vigilance and duty displayed in this particular case would be an example to all railway staff in recovering railway prestige in the matter of safety.

Sri P. Periera receiving the award from Sri P. T. Padmanabhan





Sri A. Naganathan, Chief Controller, Mysore and Sri C. Homiah, Section Controller, Mysore (sitting fourth and fifth from left respectively) were honoured by the Control Staff on their transfers on promotion to Trichinopoly Division and Vigilance Department, Madras, respectively



Sri R. Viswanathan, B.Com., son of Sri V. S. Ramanathan, Power Controller, Chavakkott, has been appointed as Probationary Asst. in the State Bank of India



Born in 1927 at Trichinopoly and educated upto Intermediate, Sri C. N. Jayaraman entered Railway service in the year 1950, after a brief career as a Journalist. He has served the Railway in the capacity of Travelling Ticket Examiner most loyally and efficiently. He met with a tragic accident near Arambakkam station while trying to chase some ticketless passengers in the course of his duty on train No. 79 of 13th July 1958.

He leaves behind him four children and four brothers, two of whom are Gazetted Officers of this Railway.

Sri S. V. RAMASWAMY,
Dy. Railway Minister at Bezwada

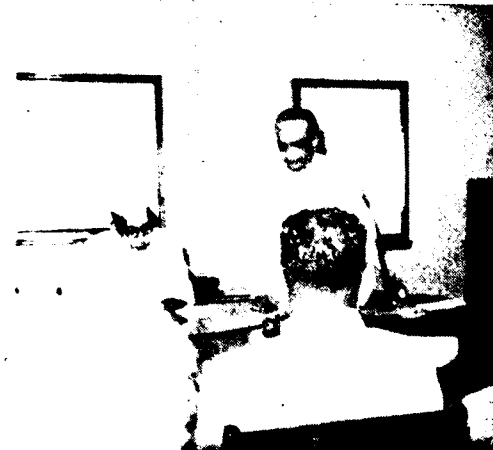
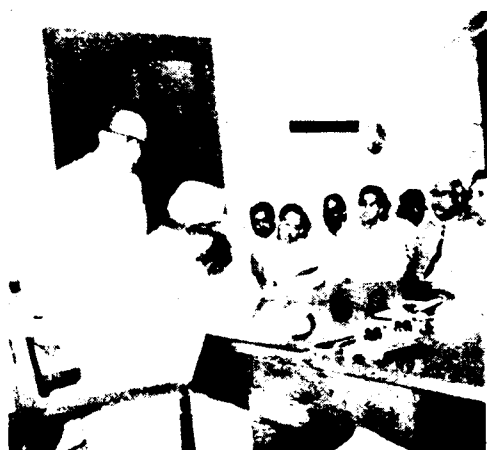


The Deputy Minister inspecting the guard of honour presented by the Railway Protection Force



Sri Ramaswamy meets the members of the Chamber of Commerce

The Deputy Minister holds discussions on various problems with the officers of the Division

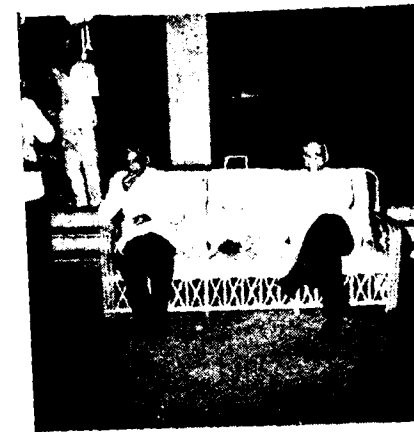


SOUTHERN RAILWAY OFFICERS' CLUB HONOURS

SRI J. DAYAL, Financial Commissioner, INDIAN RAILWAYS



The Art Section, Railway Institute, Villupuram, put on boards a Tamil Drama "Andamankaidhi" on 28th September



Sri A. C. Mukerji and Sri Dayal



Sri Dayal addressing the officers

The Villupuram Railway Institute Volley Ball Team



Sri K. Swarup, CAO/ICF, Sri Dayal and Sri P. N. Talati, COS



Sri Dayal

Sri Dayal with some of the lady guest



The Bookstall Committee preliminary meeting held at Madras on 18-10-58. Seated from right to left are Sri C. Anna Rao, Sri K. Krishna Menon and Sri S. G. Manavala Ramanujam (extreme left) members of the Committee



ANNUAL HORTICULTURAL EXHIBITION AT MYSORE

RAILWAY GARDEN WINS FIRST PRIZE



Eighteenth
All India Khadi, Hand-loom,
Swadeshi & Industrial Exhibition,
SALEM, 1958.
 (CONDUCTED BY THE MUNICIPAL COUNCIL, SALEM.)

CERTIFICATE.

We do hereby certify that this Certificate
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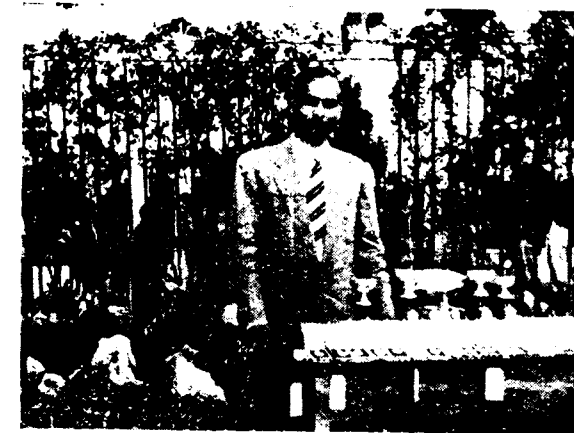
working models of Nilgiris
 Mountain Railway and photo
 exhibits of scenic beauty
 of towns and places.

Secretary.

[Signature]
 President.
 A. C. V.



The D. S. receiving the First Prize



*Sri Madappa with the Lal Bagh Centenary
 Rolling Trophy and other cups won by him*

The well laid out garden in front of the Railway offices at Mysore won the first prize, a silver cup, for medium gardens at the Annual Horticultural Exhibition (1958) held at Mysore recently. Sri P. T. Padmanabhan, Divisional Superintendent, Mysore received the prize on behalf of the Southern Railway on 7th October, 1958.

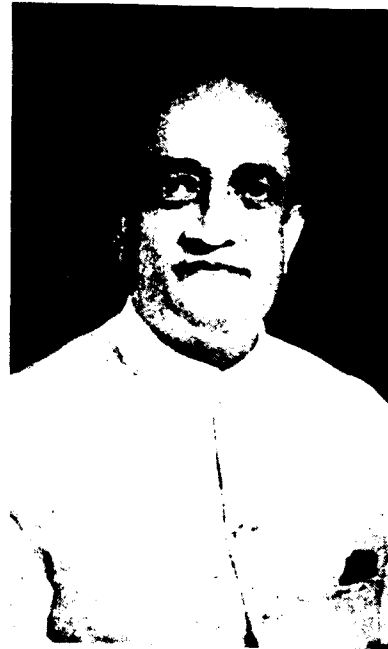
It is pleasing to note that this was possible by the keen interest and sustained efforts of Sri Madappa, A.P.O. Mysore, in the lay out and maintenance of the garden. In addition, Sri Madappa secured several First and Second prizes in his personal capacity for maintenance of gardens and garden plants.

*The Divisional Railway Users' Consultative Committee, Hubli, met at Bijapur on 20-6-1958.
 The Divisional Superintendent, Hubli, is seen seated in the centre*





N. V. Gopalan, D.S.'s Office, Rayapuram and Pattammal were married on 20-8-58 at Uttiramerur



Sri M. S. Murthy, DS BZA who is going as Chief Mechanical Engineer, Chittaranjan Loco Works

AT TAMBARAM

The Hon. Home Minister Sri M. Bhakthavatsalam declared open the new Studio "UMA" at Grand Trunk Road, Tambaram, on 15th September 1958. The function was presided over by Mr. O. V. Alagesan. A very large number of invitees were present, among whom were Messrs. Duraiswami Reddiar, M.L.A. and K. Srinivasan, Public Relations Officer, Southern Railway. Mr. V. S. Balasundaram, M.L.C., welcomed the distinguished guests and Mr. G. K. Vale, President of the South Indian Photographic and Allied Trade Association, spoke on the occasion, drawing the attention of the Minister about the shortage of photographic materials, due to import restrictions with a request to recommend for a relaxation of Import to the Union Commerce Minister.

Some of the Directors and all the Managers of the Photographic Manufacturers and Distributors in India participated in the function. Several executive members of the South Indian Photographic and Allied Trade Association were present and congratulated Mr. T. Ekambaram, the Proprietor of the Studio, who is also a Committee Member of the Association, on his new venture and wished him all success.

A Comic Drama was also arranged by Nagesh Party for the amusement of the invitees which was enjoyed very well.

With the vote of thanks by Sri T. Ekambaram, the function came to a close.



(Top) Sri M. Bhakthavatsalam, Home Minister, Madras, speaking on the occasion of the opening of Uma Studio at Tambaram. Left to right are Sri Danapal, member, Southern Railway Suburban Committee, Sri Balasundaram, M.L.C. and member, Railway Book Stall Committee, The Home Minister, Sri O. V. Alagesan, ex-Railway Deputy Minister and Sri Duraiswamy Reddiar, M.L.A.

(Bottom) The Home Minister cutting the tape and declaring the Studio open

(Inset) Sri Vale of M's. G. K. Vale, speaking on the occasion

NEW RUNNING BUNGALOW OPENED AT BEZWADA



The new Running Bungalow of 48 beds for the use of the Central Railway running staff at Vijayawada was declared open by Sri M. S. Murthy, Divisional Superintendent, Vijayawada on 25-9-58 under the presidency of Sri G. P. Warriar, Deputy Chief Engineer, Construction



Sri M. S. Murthy declaring the building open.
Sri G. P. Warriar is seated beside him

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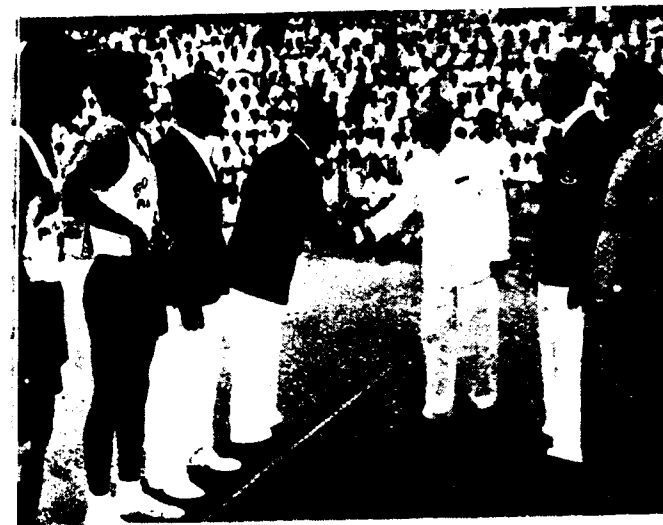
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CE-532

INTER-RAILWAY VOLLEY BALL TOURNAMENT

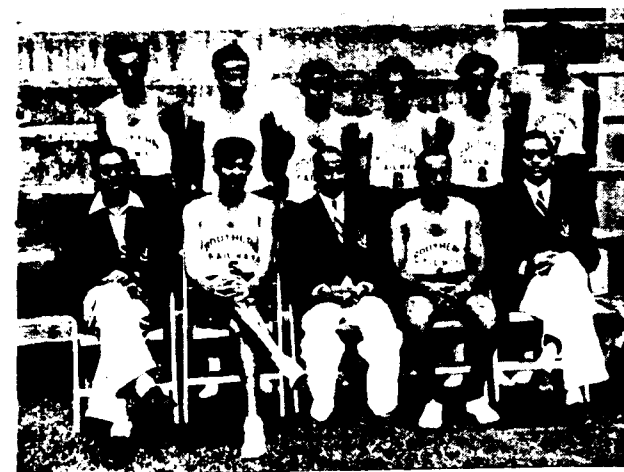


Sri A.C. Mukerji meets the Southern Railway Team
before the finals



Sri A. C. Mukerji, who presided on the final day
addressing the gathering

The successful Southern Railway Team



The Western Railway Team—Runners-up





Sri P. H. Sharma, who inaugurated the Inter-Railway Volley Ball Tournament, being introduced to the Southern Railway Team



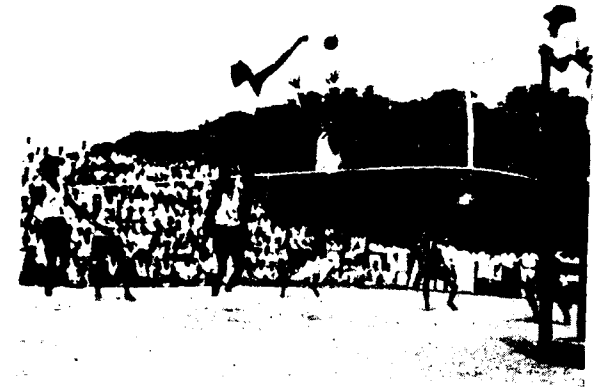
Srimathi Mukerji giving away the trophy to the Manager of the Southern Railway Team

CANONS OF SMOKING

- * In Homes, Offices, Clubs and other places ash-trays kept in convenient places contribute to the pleasure and safety of smoking. A covered metal container is a safe place to empty ash-trays. It is better to leave ash-trays unemptied a few hours than to empty them in unsafe places.
- * When lighting a match outdoors or in places such as Cinemas, Trains, Buses where ash-trays are not available, it is particularly important that the match be put out before it is thrown away. It is still better if the match is not thrown away till its head is cool enough to touch.
- * Always keep awake while smoking. Many lives are lost and homes destroyed by sleepy smokers whose cigarettes fall on their clothes, upholstered furniture or bedding.

THE SIXTH INTER-RAILWAY VOLLEY BALL CHAMPIONSHIP

The Sixth Inter-Railway Volleyball Championship conducted by the Southern Railway Athletic Association was inaugurated by Sri P. H. Sarma, Chief Operating Superintendent, on 12th October 1958 at the Egmore Tennis Stadium. Ten teams had sent entries for this tournament, but actually nine teams participated. The tournament gained interest from the Quarter-final rounds onwards. The Northern Railway, who were the winners of the Championship for three years consecutively from 1953, lost to the second string of the home team who put up a spirited display in beating them by 2 games to 1.



Palaniswami's (S.Rly.) smash blocked by Munnalal (W. Rly.)

In the First Semi-final match, the Western Railway, Runners-up of last year's Championship, had to work very little to beat the second string of the host Railway. The Second Semi-final was played after a lapse of two days due to rain and the Southern Railway 'A' team scored a splendid victory over the North-Eastern Railway, holders of the Championship. The victory was all the more creditable in that the home team made the final grade in straight games, the scores being 15-5, 15-11 and 15-13. Southern Railway dominated the first game with powerful spiking and services. In the second and third games, the North-Eastern Railway put up a good fight before going down to the Southern Railway.

The tournament ended in a victory for the Southern Railway on October 19 when they beat the Western Railway by 3 games to 2, the scores being 4-15, 12-15, 15-8, 15-13 and 15-12. As the score indicates, it was a very close fight and the home team

had to fight for every point. Though the winners lost the first two games, they combined well to win the next three games. Arunachalam, Palaniswami and Athikannu, the All-India players rose to the occasion to help the Southern Railway team to win the last three games. G. Ranganathan, a promising youngster, delighted the crowd with his powerful smashes and scored many points by his unerring placings. Western Railway had outstanding players in their Captain, Mani and Munnalal. Munnalal was the best player of the day, spiking with either hands effectively and equally sound in defence. Western Railway showed excellent team work.

A capacity crowd witnessed a thrill packed battle for supremacy for about 110 minutes in the Final match. Sri R. Gopalakrishnan, Chief Personnel Officer, welcomed the gathering and Sri A. C. Mukerji, General Manager, presided on the occasion. Mrs. Mukerji gave away the prizes.

Whether it be

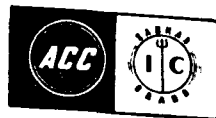
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SOUTHERN RAILWAY

TENDER NOTICE

The Deputy Chief Engineer Construction Egmore, Madras-8 invites separate sealed tenders for the following works upto 13 hours on Thursday, the 11th December 1958 :—

S. No.	Name of Work	Approximate cash value of the work	Earnest money	Period of completion	Cost of tender form
I.	Proposed Doubling of Track between Talamanchi and Musunur in North-East Line.	Rs.	Rs.		Rs.
	Earthwork in Formation and Service Roads, etc., between Bitragunta and Musunur ...	7,92,000	23,760	Twelve months	10
II.	Proposed Doubling of Track between Tettu and Ulavapadu in North-East Line.				
	Earthwork in Formation, Service Roads, etc.	8,50,000	25,500	Twelve months	10
III.	Proposed Doubling of Track between Bommidi and Danishpet in South-West Line.				
	Earthwork in Formation, Service Roads, etc., between Bommidi & Lokur (Down Line).	11,70,000	35,100	Eighteen months	10
IV.	Proposed Doubling of Track between Vinnamangalam and Tirupattur in South-West Line.				
	Construction of Staff Quarters Types I & II, at Jalarpet ...	39,000	1,170	Six months	10

Earnest Money as mentioned above should be paid *in advance* to the Chief Cashier, Park Town, Madras-3, within 12 hours on Monday, the 8th December 1958 and the receipt thereof attached to the tender *without fail*.

The tenders will be opened at 15 hours on Thursday, the 11th December 1958.

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

SOUTHERN RAILWAY

TENDER NOTICE

Sealed tenders are invited for the supply of the following items and will be received by the Controller of Stores, Southern Railway, Ayanavaram P. O., Madras-23, before 15 hours on the dates mentioned against each and will be opened immediately thereafter.

The prescribed form of tender is obtainable from the Office of the Controller of Stores on payment of Rs. 5 per copy of each tender in cash or by Money Order. Remittance by any other means will not be accepted.

A sum of Rs. 500 should also be remitted for each tender to the Chief Cashier, Southern Railway, Madras-3, as earnest money on or before the dates mentioned against each.

Serial No.	Tender No., Brief Description and Quantity	Last Date for		
		Sale of Tender Documents (15 hours)	Receipt of Earnest Money	Receipt of Tender
1.	S 236 I EB2 174/A/1/PWP/1 Cast Iron Push Cocks complete to drawing Nos. 0016-038/156 etc.—1800 Nos.	9-12-1958	11-12-1958	12-12-1958
2.	S/236/V/EB2/E/250 Aluminium sheets of various sizes and grades (9 items)	10-12-1958	12-12-1958	15-12-1958
3.	S-236/1/GB5/24A4/PWP/1 (a) Synthetic Enamel Light Buff finishing to ISC. 358 and Specn. ISI. 520—750 gallons (b) Do. do. undercoating 380 gallons	12-12-1958	16-12-1958	17-12-1958
4.	S 236/VI/GB4/AJJ/1958-59/Wires/7 Steel Wire galvanised solid for signalling purposes :— (a) 6 SWG, 60/70 tons per sq. inch to IRS-S14-53—30 tons (b) 10 SWG, 70/80 tons per sq. inch to IRS-SI-51—57 tons	15-12-1958	17-12-1958	18-12-1958

SOUTHERN RAILWAY

TENDER NOTICE No. 17.

The Divisional Superintendent (Works), Southern Railway, Guntakal, invites **separate sealed tenders** for the following works upto 16-00 hours on 8-12-1958 :—

Serial No.	Name of Work.	Approximate cash value	Earnest money
		Rs.	Rs.
1	Supply of granite stone ballast from mile 223½ to mile 234½ between BAIVANHAL & GUNTAKAL Stations	89,850	2,695
2	Supply of granite stone ballast from mile 285½ to 299½ between MALKAPURAM & BETAMCHERLA Stations	1,33,350	4,000
3	Supply of granite stone ballast at the Depot at mile 159½ (along the Ballast Train siding) between CHANDRAGIRI & PANAPAKKAM Stations	1,16,000	3,480
4	Proposed experimental ballasting between mile 0/5 to 4/5 and 32/4 to 40/4—DHARMAVARAM-PAKALA Section	2,19,200	6,580
5	RAMGAD—Construction of Type I Staff Quarters 4 units	6,800	205
6	Reconstruction of Bridge No. 10 at mile 3.3-4 between GUNDA ROAD & RAMGAD Stations as 4 × 10' Rail concrete slab bridge in lieu of existing 1 × 12' Girder Bridge	8,420	255

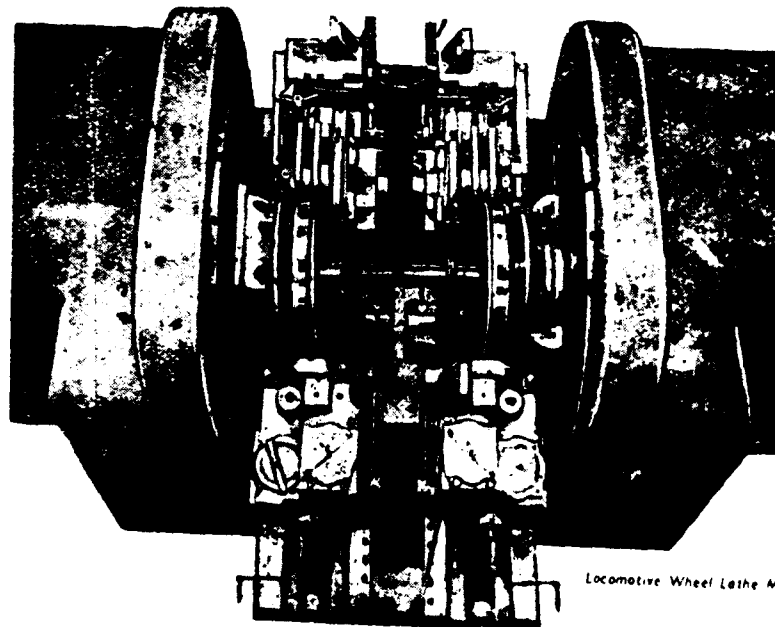
Last date of deposit of earnest money with the Divisional Pay Master, Southern Railway, Guntakal. 16 hours on 5-12-58.

Last date of issue of tender forms ... 15 hours on 5-12-58.

Date of opening of tenders ... 16 hours on 8-12-58.

Further particulars and tender forms can be had from the office of the Divisional Superintendent (Works), Southern Railway, Guntakal, on production of a receipt for a sum of Rs. 10 towards the cost of tender forms in respect of EACH of the above works paid to the Divisional Pay Master, Southern Railway, Guntakal or any Station Master on the Southern Railway before 15 hours on 5-12-58.

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SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S/236/II/D/851/G 278

Sealed tenders are invited for the supply of 1,00,000 Nos. Tie Bars, M. S., BG. for CST9 sleepers to IRS drawing No. T. 404 and to IRS specification No. T8-50 and will be received by the Controller of Stores, Southern Railway, Ayanavaram P. O., Madras-23, before 3 P. M. on 10-12-1958 and will be opened immediately thereafter.

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

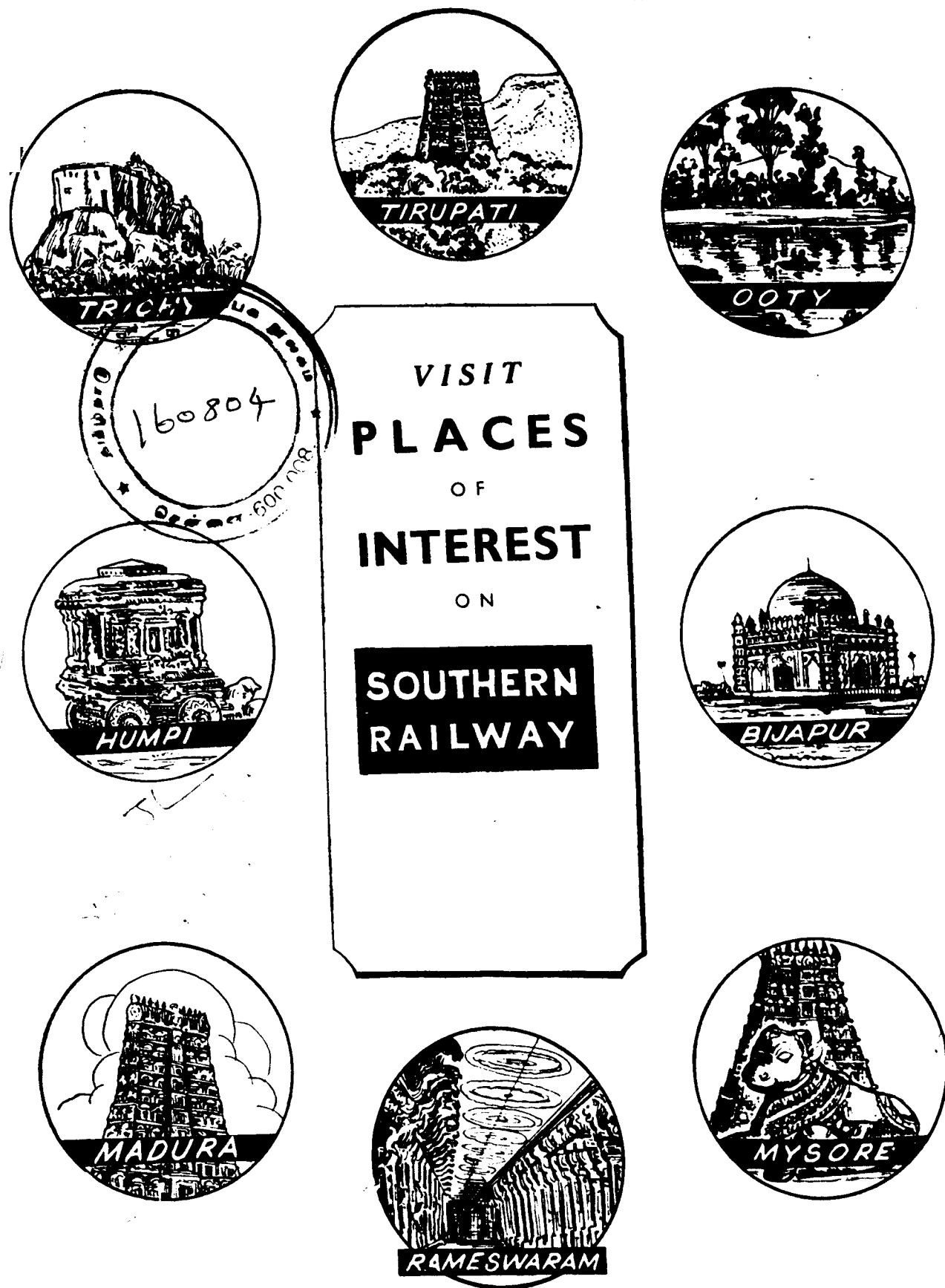
The last date for the receipt of Earnest Money, viz., Rs. 500 by the Chief Cashier, Southern Railway, Madras-3, is 8-12-1958.

Tender forms will not be issued after 3 P. M. on 5-12-1958.

SOUTHERN RAILWAY

TENDER NOTICE—CANCELLATION OF

Notice calling for tenders by the Deputy Chief Engineer (Construction), Egmore, Madras-8, in respect of the work "Proposed Doubling of track between Bommidi and Danishpet in South-West Line—Earthwork in Formation, Service Roads, etc., between Bommidi and Lokur—Down Line" is hereby cancelled.



Please help to eliminate Beggars and Hawkers from Trains.

Elimination of Beggars and unauthorized Hawkers from Trains will make travel more comfortable and SAFER. Railways are doing everything possible in this direction. But complete success cannot be achieved without the whole-hearted co-operation of the traveller. Giving alms to Beggars and buying from unauthorized Hawkers on trains is the surest way of encouraging them. Apart from inconvenience, there is a danger that the things sold by the Hawkers are spurious.

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