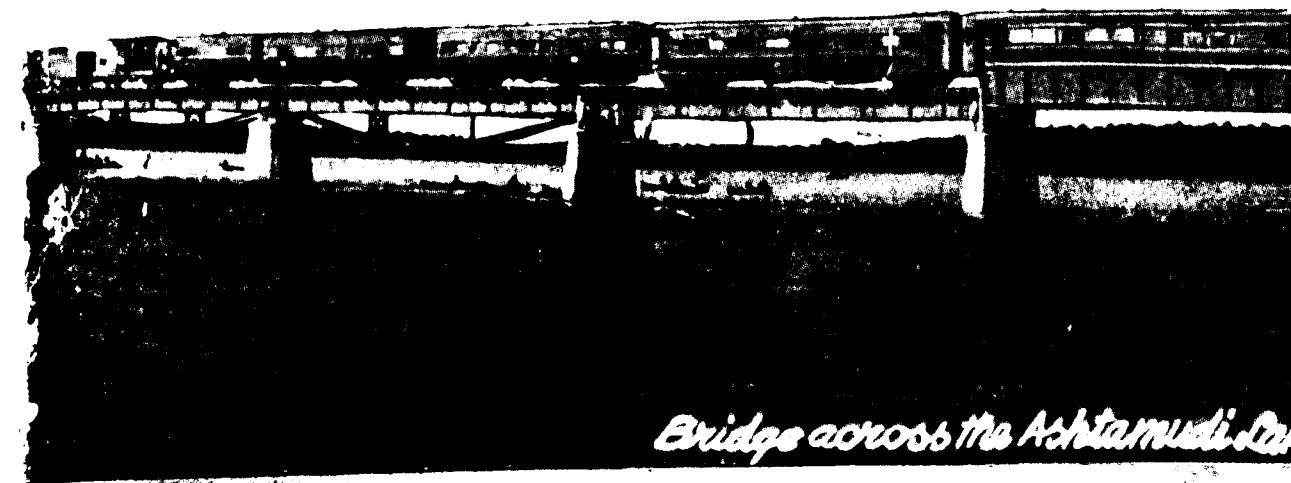


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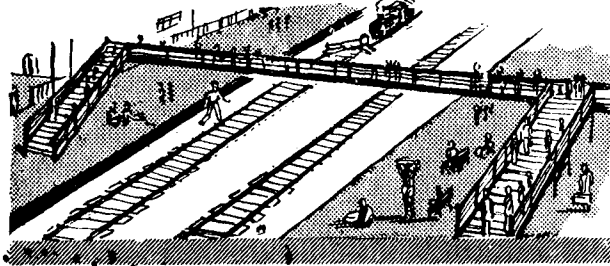
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VOL. IV

JANUARY 1958

No. 1

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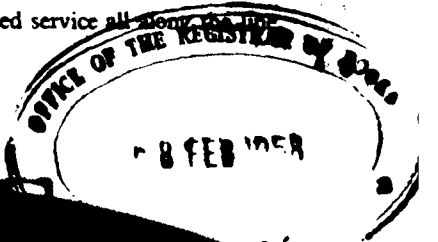
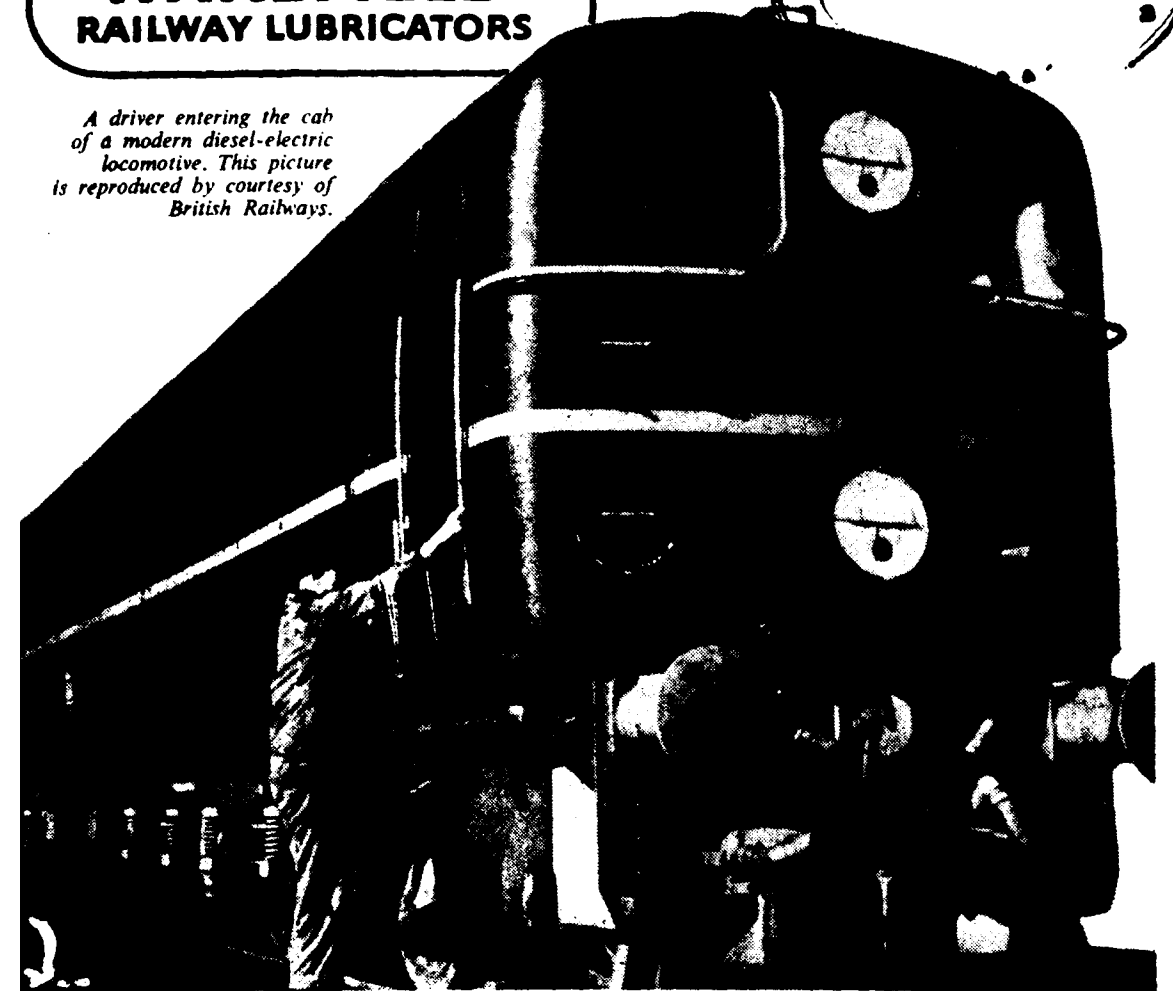
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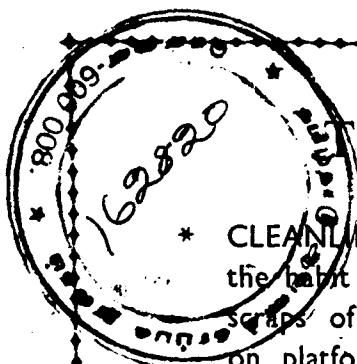


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(Official Organ of the Southern Railway)

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VOL. IV

No. 10

Editor :

K. SRINIVASAN

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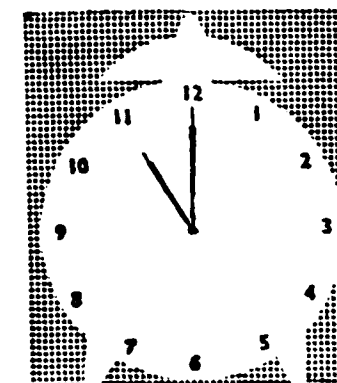
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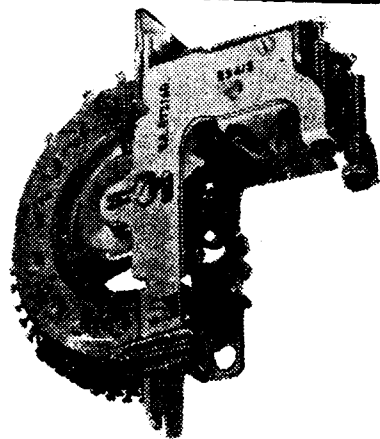


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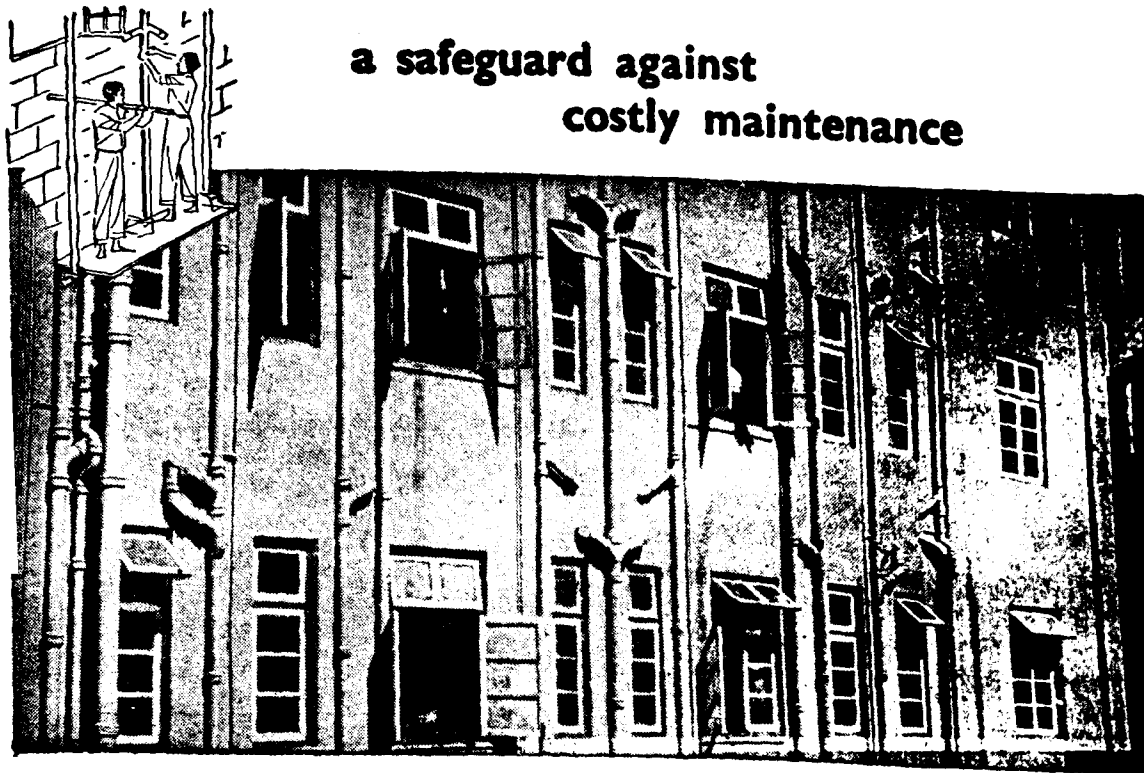
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Southrailnews

VOL. IV

JANUARY 1958

No. 10

OPENING OF QUILON-KOTTAYAM LINK OF QUILON-ERNAKULAM RAILWAY

BY HIS EXCELLENCY

Dr. B. RAMAKRISHNA RAO, Governor of Kerala

THE Quilon-Kottayam Section, a part of the 100 mile Quilon-Ernakulam railway line of the Southern Railway was declared open by His Excellency Dr. B. Ramakrishna Rao, Governor of Kerala, on January 6, 1958, at a special function in a tastefully decorated pandal at Quilon.

Welcoming the gathering, Sri T. A. Joseph, General Manager, Southern

feet and worked there for three hours at a time. As a result of their skill and endurance, the piers of the bridges were completed in record time and at a cost far less than what is current in major bridge works elsewhere.

The Railway Minister could not be present for the opening of the line as he was busy in an urgent work in North India.

We send

**The Season's Greetings to our Readers
Contributors and Advertisers**

Railway, traced the history of the Quilon-Ernakulam railway project. The General Manager added that with a zeal equal to that displayed in the building of the Assam rail link some years ago, the Quilon-Kottayam rail link builders overcame the difficulties of a terrain "criss-crossed by perennial streams, hills and dales and back water creeks." A hundred bridges had to be built calling for the best from the divers from Kozhikode who went under water to depths of 70

His Excellency Dr. Ramakrishna Rao, Governor of Kerala, said that the inauguration of the new rail link marked the fulfilment of one of the keenest desires of the people of Kerala for the past 35 years. Though the original idea of this rail link was envisaged as far back as 1922, it could be fulfilled only now. The Governor complimented the engineers in charge of the project and 10,000 workers for completing the construction according to schedule. He

expressed his appreciation for utilising manual labour in preference to machine in the construction of this project and commended the example to those in charge of similar projects in other parts of India.

He hoped that the new rail link would further strengthen the physical, mental and moral integration of the three units of Kerala, Travancore-Cochin and Malabar. He also suggested to the railway administration to run train services between Trivandrum and Ernakulam as early as possible. The Governor then pulled a lever which set the first train in the section in motion amidst loud applause from the large gathering.

Sri Karnail Singh, Member/Engineering/Railway Board, addressing the gathering said that one million railwaymen had dedicated themselves to the service of the nation in providing the needed safe and speedy transport. Sri Singh dealt at length with the difficulties which Indian Railways had to face as a result of partition and said that he was happy that now conditions had improved as a result of planned development. Speaking as an engineer with 30 years experience Sri Karnail Singh said that the construction of the Quilon-Ernakulam line was no mean achievement. He said that the engineers who were responsible for its construction did their job well and deserved congratulations.

Proposing a vote of thanks, Sri D. R. Boli, Chief Engineer, Southern

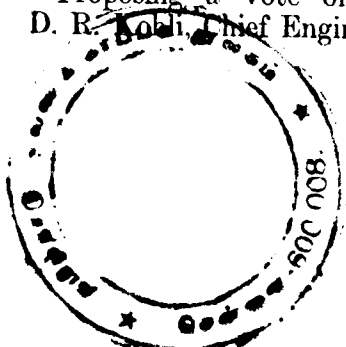
Railway, acknowledged the support and co-operation received from the Railway Ministry, particularly Sri Karnail Singh, Member in charge of Engineering, Railway Board, the Kerala Government and the public of the areas covered by the new Railway line.

It can be noticed that the Southern Railway has inaugurated three projects within 14 months, i.e., Kottayam-Ernakulam (37 miles), Gudur-Renigunta (52 miles) and Quilon-Kottayam (59 miles).

The opening of the Quilon-Ernakulam Railway is a landmark in Kerala History since it fills the gap between Shoranur and Ernakulam on the one hand and Trivandrum and Quilon on the other. This line runs as a girdle right along the length of the country swinging in and around all the important towns and villages and ushering in an era of joy to the people.

ELECTRIC TRAINS FOR CALCUTTA

It is gratifying to note that Calcutta, the largest city in India, has solved the transport problem of its suburban dwellers by introducing Electric Train Service and it is hoped the fast and frequent electric train service of Eastern Railway will satisfy the public who, it is anticipated, will appreciate what a facility and amenity this will be.



Notes on Current Railway Topics

NATIONAL RAILWAY USERS' COUNCIL MEETING

The Railway Minister, Sri Jagjivan Ram, said that a steady increase in goods loadings during the first 11 months of 1957 had enabled the Indian Railways "to meet the demands for transport in a much larger measure".

Inaugurating the seventh meeting of the National Railway Users' Consultative Council, the Minister said that during October, loadings of coal in the Bengal and Bihar coalfields had touched an "all-time record".

The Minister said that while he had no doubt that the railways would meet the challenge of the heavier demands of goods traffic which were likely to be made during the second Plan period, with regard to passenger transportation, "I am not in a position to speak with equal confidence". However, he listed various steps which had been taken within the available resources to ease overcrowding.

IMPROVING OPERATING POSITION

Since the Council's last meeting, the Minister added, the general operating position on the railways had continued to improve steadily, and there had been sizable increases in the loading of coal and other goods traffic.

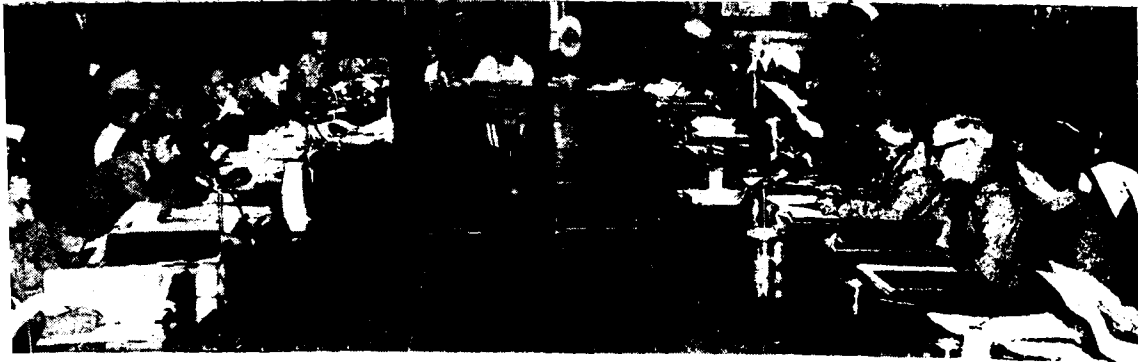
The Minister said:

"During the period January to November 1957, there has been an

increase in loading to the extent of 6 per cent on broad gauge and 9.6 per cent on metre gauge, compared with the corresponding period of the previous year. This increased rate of loading has naturally enabled the railways to meet the demands for transport in a much larger measure. The outstanding registrations on November 30, 1957, in terms of wagonloads awaiting clearance, were 65,334 on the broad gauge and 26,814 on the metre gauge, as against 70,381 and 1,09,545 respectively, on January 31, 1957".

"There has been a 8.7 per cent improvement in the loading of coal during this year compared to the corresponding period of last year. In fact, in October this year, the loading in the Bengal and Bihar coalfields touched the figure of 3,984 wagons per day on the average, which was an all-time record. Coal loadings from the other areas had also been substantially more than during last year. Similarly, the daily average movement of coal beyond Moghalsarai had also been well above the quota, and in October this year reached the record figure of 1,604 wagons per day on the average."

The Minister said that there had been a marked increase in the number of wagons transhipped at the break-of-gauge junctions and the riverine points. This was inspite of the particularly difficult conditions that prevailed at the riverine points. Such performance had enabled the railways to substantially increase the quotas



Sri Jagjivan Ram addressing the meeting

via some of the important transshipment points.

All these improvements in loading and in operational efficiency had been achieved largely as a result of constant chasing and more efficient utilisation of the existing resources.

"I would assure this Council", the Minister said, "that the results achieved so far have not, in any way, engendered any feeling of complacency. The railways are fully conscious of the heavier demands which are likely to be made on their transport capacity in the later part of the Second Five-year Plan period. I have no doubt that the railways will rise to the occasion and meet the challenge."

RELIEF OF OVERCROWDING

On the subject of transport of passengers, the Minister continued, "I am not in a position to speak with equal confidence. I can hold out no hopes of being able to reduce the prevailing overcrowding to any appreciable extent.

"This problem is basically one of limitation of resources. Within the available resources, however, we have been able to provide some extra passenger transport capacity, which reached 192,263 train miles on the broad gauge and 117,951 train miles

on the metre gauge on December 1, 1957, as compared to 189,800 on the broad gauge and 117,100 on the metre gauge on the same date last year.

"Our aim now is to ensure that the resources which are and will become available are so used that such overcrowding as is inescapable is fairly evenly distributed, instead of being particularly heavy in certain areas and on certain trains.

"I would, in this context, like to mention specially certain measures which have been taken lately to reduce overcrowding on some of the long distance trains.

MORE CLASS III CARRIAGES

"Air-conditioned accommodation has been replaced by class III bogies on 10 trains on the broad gauge and 10 trains on the metre gauge. Similarly, keeping in view the poor patronage of dining cars on certain trains, and the extent of overcrowding on such trains, dining cars have been ordered to be withdrawn from a number of trains, to make room for extra class III bogies.

"Railways have also been asked to strengthen the loads of passenger trains even upto 15 bogie coaches where justified and feasible, subject

January 1958

NOTES ON CURRENT RLY. TOPICS

11

to availability of stock. On our railways, since January 1 this year, as many as 169 trains on the broad gauge and 206 on the metre gauge have been strengthened by one or more coaches."

CLASS III SLEEPING COACHES

At the last meeting of the Council, the Minister continued, he had made mention of a proposal to experiment with a new type of sleeper-cum-sitting coach having a two-tier arrangement, in addition to the three-tier sleeper coaches already on trial. Six such coaches each on the broad gauge and the metre gauge had since been introduced on certain selected trains on various railways.

Inviting the Council's views regarding the relative merits of the two types of coaches, the Minister observed: "We are anxious to come to an early decision regarding the type of class III sleeping coach to be accepted as a standard for the future, so that more coaches of the accepted type may be constructed, and the facility of sleeping accommodation in class III introduced on a number of additional trains."

Arrangements had existed on the railways for some years now to provide advance reservation of seats in class III on certain trains. These facilities had recently been liberalised and now include provision for reserved accommodation in class III on all mail and express trains, including Janata trains, both from the starting stations and selected intermediate stations.

DEVELOPMENTS IN CATERING

Turning to catering, the Minister mentioned two developments which had taken place since the Council met last.

There had been repeated complaints that one of the reasons why catering by contractors had been unable to give satisfaction was the level of the licence fees recovered from the contractors. The question of evolving a uniform basis for the levy of licence fees, rent, etc., in respect of the various types of catering and vending establishments was, therefore, discussed by the Railway Board at a conference with the representatives of the Zonal Railway Users' Consultative Committees of Railways in July 1957. As a result of this discussion, it was decided that a reasonable licence fee for each catering and vending establishment should be fixed by the local Railway Administration, taking all relevant factors into account, namely, the estimated sales and profits, the size and importance of the station, etc. Instructions had been issued to Railway Administrations asking them to review the position in the light of the decisions arrived at at this conference.

With a view to avoiding the wastage of foodstuffs which was occurring consequent on the somewhat liberal provision that had been made of rice and chapaties to be served as part of the standard meal in Indian style, the Minister added, he had recently ordered that reduction should be made in the quantities of cooked rice in the standard meal from 20 ozs. to 16 ozs. and of chapaties from 10 ozs. to 8 ozs. Railways had been advised, at the same time, to provide, on demand, additional helpings of cooked rice weighing 4 ozs. and of chapaties weighing 2 ozs. at a price of two annas each.

The price of the standard meal, however, had not been changed, as in the general background of prices of

commodities, it was not found feasible to charge a lower price for the standard meal with the reduced quantity of rice or chapaties.

SEPARATE DIVISIONAL COMMITTEES

The Minister said that it had been decided to form a separate railway zone, to be called the North-East Frontier Railway, by bifurcating the existing North-Eastern Railway. This decision was taken with a view to improving the prevailing conditions in respect of railway services in the easternmost part of India, particularly Assam. The proposed new zone, with headquarters at Pandu, was expected to be inaugurated by the middle of January 1958.

The Council members had shown keen interest in the working of the users' consultative committees and had sent a number of suggestions for their re-organisation and for changes in their rules of business and the scope of their functions. All these suggestions were being carefully considered and decisions thereon would be taken shortly. But one important decision had recently been taken.

With effect from January 1, 1958, on the Railways at present working on the divisional system, as distinct from the district system, a Divisional Railway Users' Consultative Committee was to be constituted for each division, instead of a committee for two or three divisions taken together, as at present. On the Railways organised on the district system of working (North-Eastern, South-Eastern and the proposed North-East Frontier Railways), the existing system of Regional Committees for a group of districts would continue.

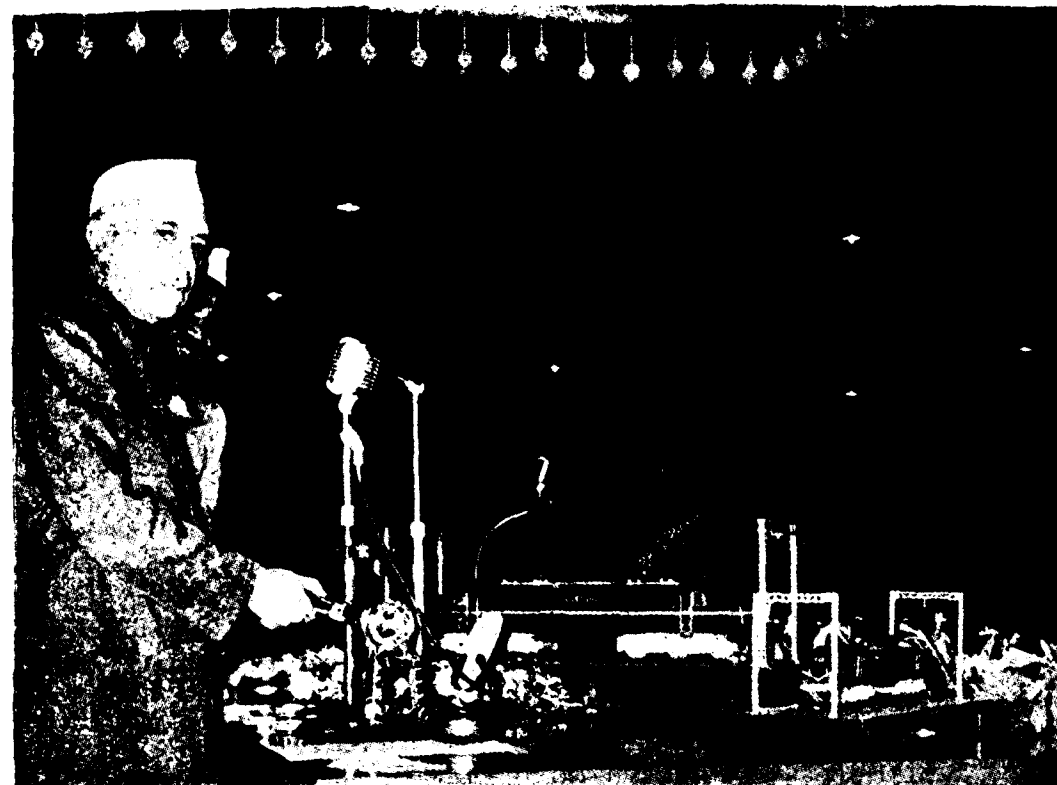
PRIME MINISTER INAUGURATES ELECTRIC TRACTION ON EASTERN RAILWAY

Inaugurating formally the electric traction on the Eastern Railway at Howrah Station in the afternoon of December 14, 1957, the Prime Minister declared that it marked a milestone in the progress of transport in India. Describing the occasion as a 'marriage between an old and a new era,—a link between the past and the present', the Prime Minister urged railwaymen to work like members of a single big family and serve the nation.

Several thousand people thronged the Howrah Station long before the inauguration ceremony. They greeted Sri Nehru with lusty cheers. About 3,500 invitees, including a large number of railwaymen, attended the function. The function over, it was announced that electric trains would start running over an extended stretch up to Bandel Junction, 24 miles from Howrah, from the next day.

A UNION BETWEEN OLD AND NEW

Speaking in Hindi from a dais inside the station concourse, decorated with flowers and coloured fabrics, Sri Nehru said that when he arrived and looked around he felt he was in the midst of a marriage ceremony. In a sense, he added, it was a marriage ceremony—between the old and the new. This marriage was essential because India could hardly live in an old age. When science was making very fast progress and the advanced countries of the world were turning to atomic age, India, in her humble way, is making an effort to achieve progress through electrification project.



Prime Minister pulling a lever to show green signal to the special train

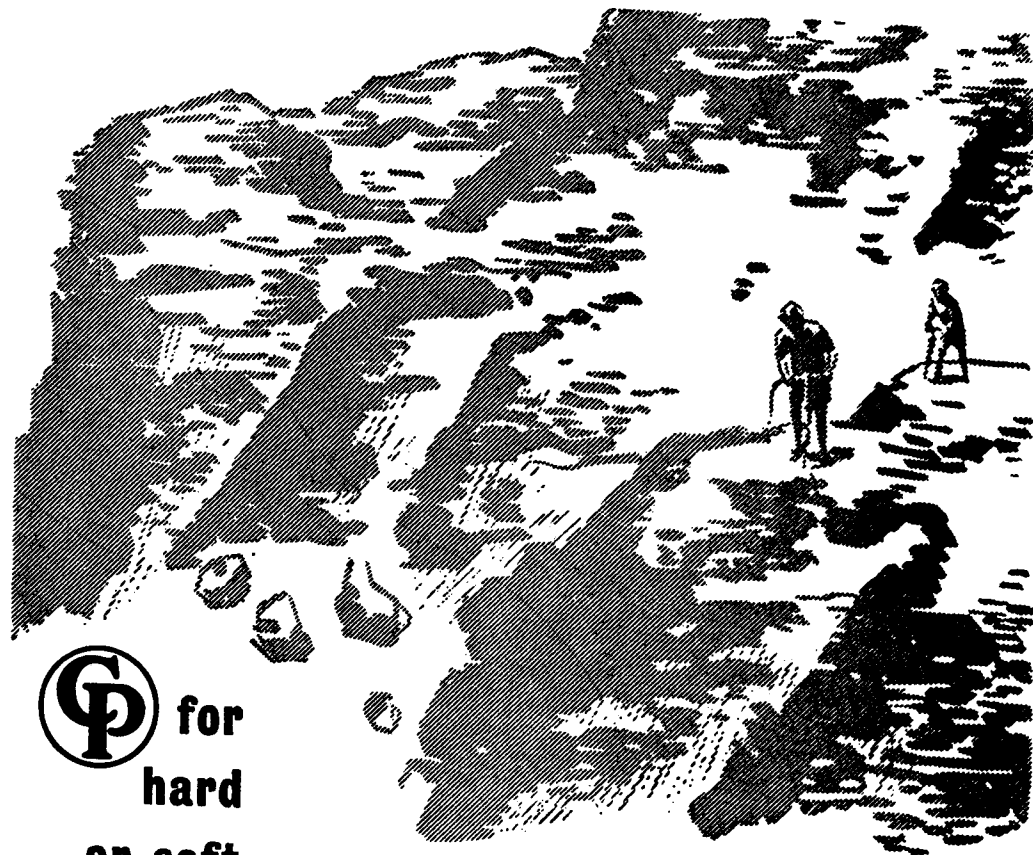
India, Sri Nehru said, wanted to step into the new age and to increase her strength and wealth and improve the conditions of her people. In India, almost everyday something was happening somewhere, and these things were taking place, so that the condition of the people would be better.

the railways were the bloodstream of the country. He condemned vandalism on the part of the public. He said that the public must feel that the railways belonged to them.

NO POSTPONEMENT OF SEALDAH ELECTRIFICATION

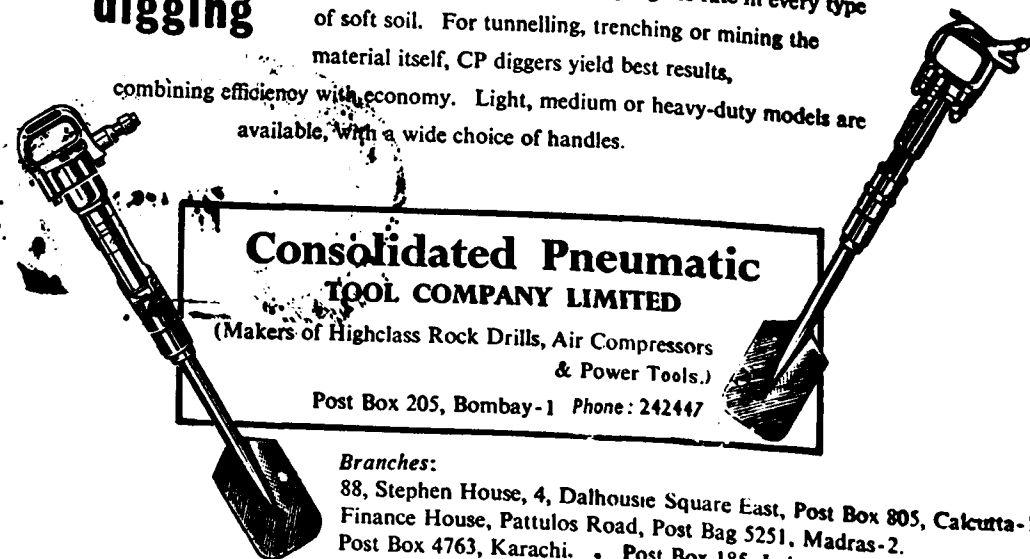
Congratulating the workers on their achievements in completing the Project which brought electric traction for the first time to eastern India, Sri Nehru stated that even more important than the machine was the ingenuity of men behind them. He called on the railwaymen to work as a team remarking that if the railways failed to function properly, the progress of the nation would be affected, since

Sri Jagjivan Ram, the Union Railway Minister, announced at the function that there had been no change in the programme of electrification during the Second Five-year Plan. Referring particularly to the Sealdah suburban section, he said that the plan had not been postponed or delayed, but would be implemented according to the original schedule. The Government had foreign exchange



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difficulties, but the Railway Ministry was trying its best to see that the schedule was kept.

systematic electrification of the trunk routes on Indian Railways.

TRANSITION FROM STEAM TO ELECTRIC AGE

Earlier, Sri S. Sarangapany, General Manager, Eastern Railway, welcoming the Prime Minister and the guests said that the inauguration of electric traction marked the beginning of a new epoch in rail transportation in the country—a transition, so to say, from the steam age to the electric age. It was not only that the premier city in India would be connected today by electric train services to Bandel as the first instalment of the complete electrification of all suburban services around Calcutta, but that it was also the beginning of the

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Various Railway Administrations will announce shortly the routes on which this facility is to be provided and the date from which it will come into force.

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Bombay Central Station for delivery to passengers at suitable points between Ratlam and Bharatpur.

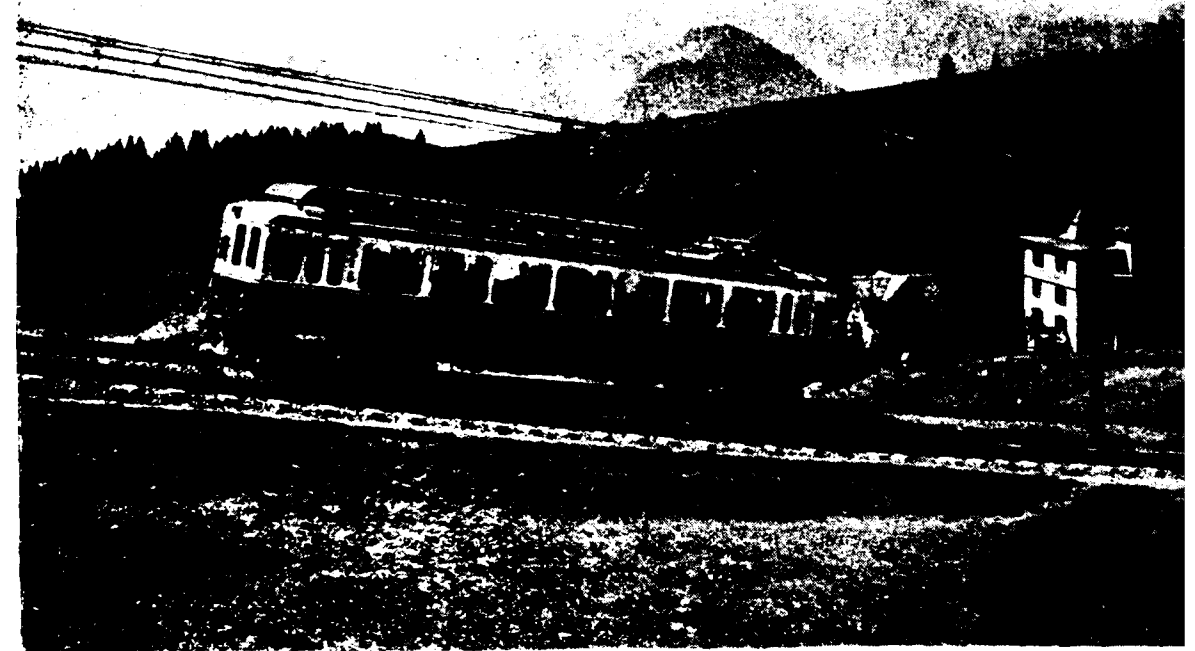
The Railway Board has now decided that, for the convenience of passengers, this service should be provided to air-conditioned and First Class passengers on all important trunk routes in the country.

YOUNG INDIAN DOCTOR'S GALLANTRY IN LONDON TRAIN SMASH RESCUE

Warm tributes have been paid in the British press and Parliament to the doctors, nurses and civilians who

helped in the rescue work following the London train collision in thick winter fog on the evening of December 4, when 95 passengers were killed and 177 injured. One of the first doctors to aid in the rescue work was a young Indian—Dr. P. Iyengar, who is at present attached to St. Alphage's Hospital, Greenwich.

Although he was observed crawling into the mass of wreckage immediately below a tottering bridge to administer morphia to trapped and badly injured passengers, Dr. Iyengar has modestly declined to tell the press of the dangerous mission he undertook.



New Electric Railcar introduced on the Righi Rack Railway, Switzerland

SOUTHERN RAILWAY

TENDER NOTICE

Sealed tenders on prescribed forms will be received upto 13-00 hours on Friday, the 21st February 1958, for completing within six months "Earthwork required between Kettandapatti and Jalarpet in connection with the Doubling of Track in South-West Line." The approximate cash value of the work is Rs. 3,73,500. Earnest money, viz., Rs. 11,205 should be paid *in advance* to the Chief Cashier, Southern Railway, Park Town, Madras-3, before 12-00 hours on Monday, the 17th February 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 tender form paid to the Chief Cashier, Park Town, Madras-3, or any Station Master on the Southern Railway.

WORLD OF RAILWAYS

ARTHUR L. STEAD

Our London Correspondent

RAILWAYS, like human beings, usually conform to well-defined standards in build and general appearance. One main-line railway looks pretty much like another in its essentials, and on long-distance trips a passenger often moves in a through train from one railway system to another in blissful ignorance that any change has occurred.

Just, however, as human beings sometimes vary radically in build and looks from "standard", so too, in the world of railways, "freaks" are occasionally encountered. Some

of these curious railways have come into being as a result of efforts made by engineers to meet special and peculiar conditions existing in areas where the operation of an ordinary standard railway would be impossible for physical or other reasons. Others owe their origin to nothing more than the whim and caprice of some unconventional mind.

Here and there throughout the five continents, the traveller comes across some pretty peculiar "railways" railways without tracks, railways that soar like helicopters high into the sky.

and trains that twist and turn on mountain routes that seem little better than goat tracks. Europe, more than any other continent, appears to possess a remarkable number of these freaks.

In many mountain regions, the "Iron Horse", as most of us picture it, is quite unknown, and in its place there have been introduced haulage systems of the most unusual kind.

Europe's mountain railways fall into three classes—adhesion, rack and cable systems. The adhesion type most nearly conforms to the conventional railway, except that such lines are usually of narrower gauge than main-line systems, and the engines and carriages which form the trains are specially adapted for working over

steep gradients. In constructing locomotives for work of this sort, the greatest possible amount of weight is placed on the driving wheels, thus increasing the adhesion, or "striking power", of the train on the rails. In addition, both locomotives and carriages are specially built so as to pass freely around severe curves which usually abound on lines of this type. Switzerland, above all other lands, is the home of the mountain adhesion railway.

Rack railways are even more interesting. The rack railway originated in England in the early 19th Century on the Middleton Colliery line, near Leeds, and the rack principle takes the place of the mountain adhesion system

Listowel terminus of the Listowel and Ballybunion Railway, in the nineteen-twenties, showing the curious "Siamese Twin" Locomotive and divided passenger cars in rear



on particularly steep gradients, where even a specially-constructed adhesion locomotive could not be run with safety.

Rack railways employ specially-designed locomotives having a cog wheel fitted into the teeth of a rack rail laid on the track, usually in the centre of the running rails. The track is of more than ordinary strength to withstand the immense strain to which it is subjected, the sleepers being embedded in the ground at their lower edges to prevent track slip, with the rack rail usually bolted to heavy iron supports. Instead of the running wheels driving the train, as is normal, the rack line trains are virtually dragged inch by inch up the track by the operation of the cog wheel of the engine engaging in the rack rail. When descending, the train is in similar fashion lowered by degrees to the foot of the slope, the running wheels working loosely on their axles and merely acting as guiders.

Among striking examples of the rack railway are the Snowdon Mountain Railway in Wales, and the Swiss Righi and Jungfrau lines. The Snowdon Railway, five miles long, was opened in 1895. It climbs up the steep slope of Mount Snowdon, to a height of several thousand feet, taking about 40 minutes to make the ascent. The Righi and Jungfrau rack lines climb even higher—the Jungfrau to no less than 13,664 feet, the highest point reached by any railway in Europe. For almost the entire length of the line the Jungfrau electric trains run through tunnels cut out of the mountain side. The Righi Railway, too, is electrified, and has modern rack railcars replacing the locomotives formerly utilised.



*Trains literally cling to the mountain-side on the unique Mount Pilatus Rack Railway
[Photo : Emil Goetz.]*

Cable railways are a feature in many parts of Europe. These are formed of two carriages to the ends of which is attached a stout steel cable wound around a drum at the top of the mountain up which the line operates, one carriage ascending as the other descends. Examples of this type of operation are the Lynton & Lynmouth line, in North Devon, England (now closed), and the Devil's Dyke Railway at Brighton, on the English Channel Coast. An outstanding cable line on the European mainland is the Wetterhorn system, in Switzerland.

One European railway—the Mount Vesuvius line, in Italy—actually utilises all three systems in its ascent

of the Vesuvius peak—adhesion, rack and cable. The height of Vesuvius is 3,870 feet, and the trip up the line is full of thrills. On the first section of the route the ordinary main-line type of electric traction is employed. Then comes the rack section, with cars propelled up the steep ascent by means of an electric locomotive geared to the toothed wheels of the rack line. Finally, cable haulage conveys tourists to the upper station, whence a narrow footpath leads to the very edge of the seething crater.

As a connecting link between the ordinary cable railway and another unusual class of line—the overhead railway—we have the overhead cable system. Lines of this type have been developed extensively in Central Europe, and they usually consist of stout wire ropes hung on steel lattice towers erected at intervals up mountain slopes. The passenger coaches are suspended from the rope and movement is controlled from a stationary engine located at the bottom of the mountain. A good example of this exciting means of transport is the overhead cable railway connecting Bozen with Kohlern, in the Italian Tyrol. Another example is the Beckenreid-Klewenalp line in Switzerland.

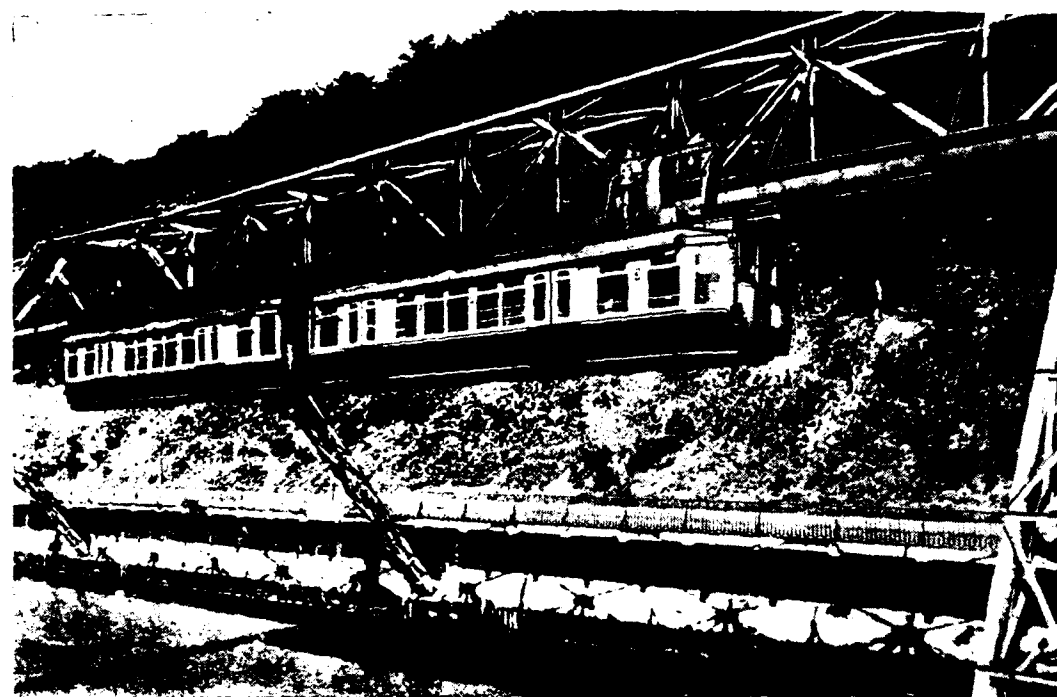
In the employment of the more conventional form of overhead railway, the United States of America was a pioneer, New York City having enjoyed overhead transport for many years, through the medium of its famous "Elevated". In Europe, however, the overhead idea has been carried a stage further with the development of a system of transport which takes the form of the suspension

of trains from a rail erected high above ground-level, thus dispensing with the railway track proper with its high construction and maintenance costs. Northern Germany provided an early example of this sort when the curious overhead electric system between Barmen and Elberfeld was opened in 1901.

Trains on the Barmen-Elberfeld route are suspended from a rail erected at heights varying from 27 to 40 feet above ground-level. About eight miles in total length, the Barmen-Elberfeld Overhead runs for a great part of its route directly over the River Wupper. Passenger coaches each accommodate 70 persons, and each train is composed of either two or three vehicles. Electrical energy for operation is taken from a current rail laid alongside the suspension rail, and maximum train speed is 25 m.p.h. In a single year, no fewer than 18,600,000 passengers are handled by this unique railway.

For a really "freak" railway—now, alas, closed for traffic—we have to turn to Ireland. Up to 1924, the quaint Listowel & Ballybunion mono-rail railway, in County Kerry, drew fascinated visitors from all over the world.

The Listowel & Ballybunion line took the form of a single central rail elevated three feet three inches from the ground, with a guide rail nine inches above ground-level on each side. Locomotives and passenger and freight vehicles were hung on each side of the central running rail in the form of a letter "A", each locomotive really consisting of two engines combined in one, with a boiler and chimney on each side. Passenger coaches, too, were of twin design.



Two-car Passenger train on the Barmen-Elberfeld Overhead Suspension Railway, Germany

One of the most remarkable working railways in the world was constructed near Moscow, Russia, some years ago. This was actually a system having trains without wheels and without a track in the ordinary sense of the term. Trains were driven by electricity, and they ran on ball bearings in a shallow trough. Very high speeds were said to have been attained, and there was talk of producing a practical system with trains operating at speeds as high as 190 m.p.h. However, nothing has been heard of this system for some time, and the assumption is it proved a failure as a commercial proposition.

On investigation, "freak" railways prove far more numerous than is commonly supposed. Out-of-the-common transportation systems are constantly springing up, but for everyday use the conventional type of railway will undoubtedly retain its place of honour. There is no fear that the Southern and other efficient railways of India, for example, will be replaced within the foreseeable future by some novel form of transport, yet these "freak" railways scattered about the world certainly add much colour and variety to the transportation scene.



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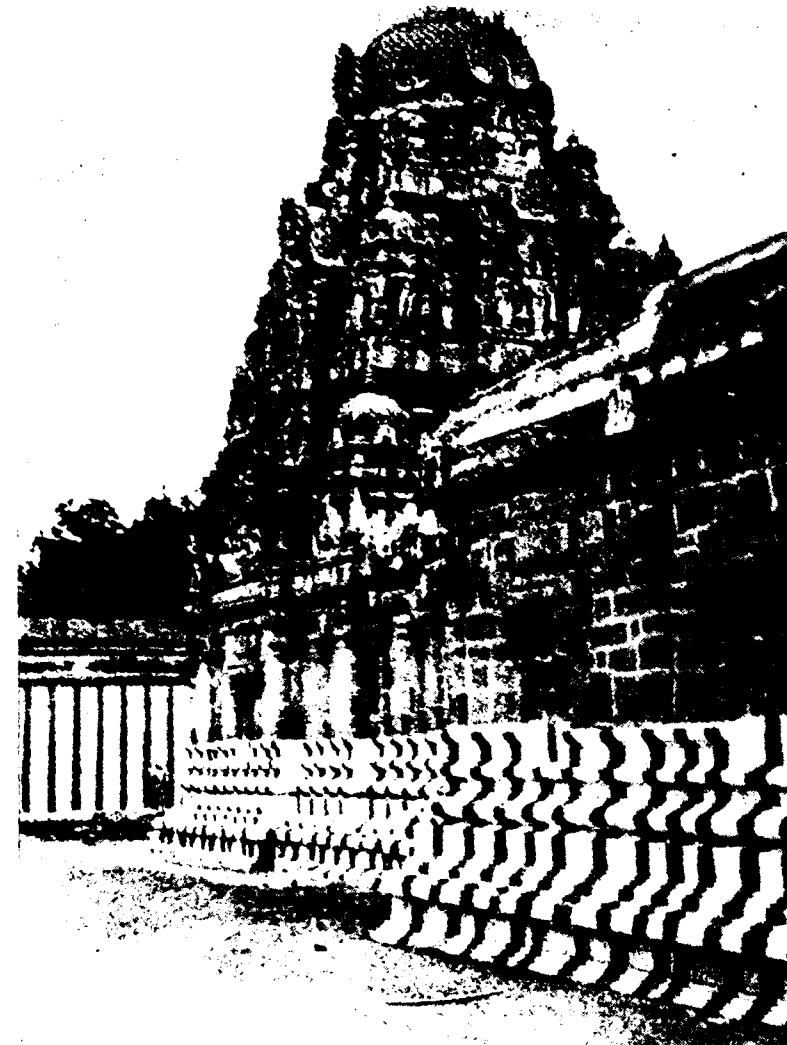


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'Suddhananda' Vimanam over the main shrine at Tiruvinnagar

TIRUVINNAGAR UPPILIAPPAN KOIL

T. N. SRINIVASAN

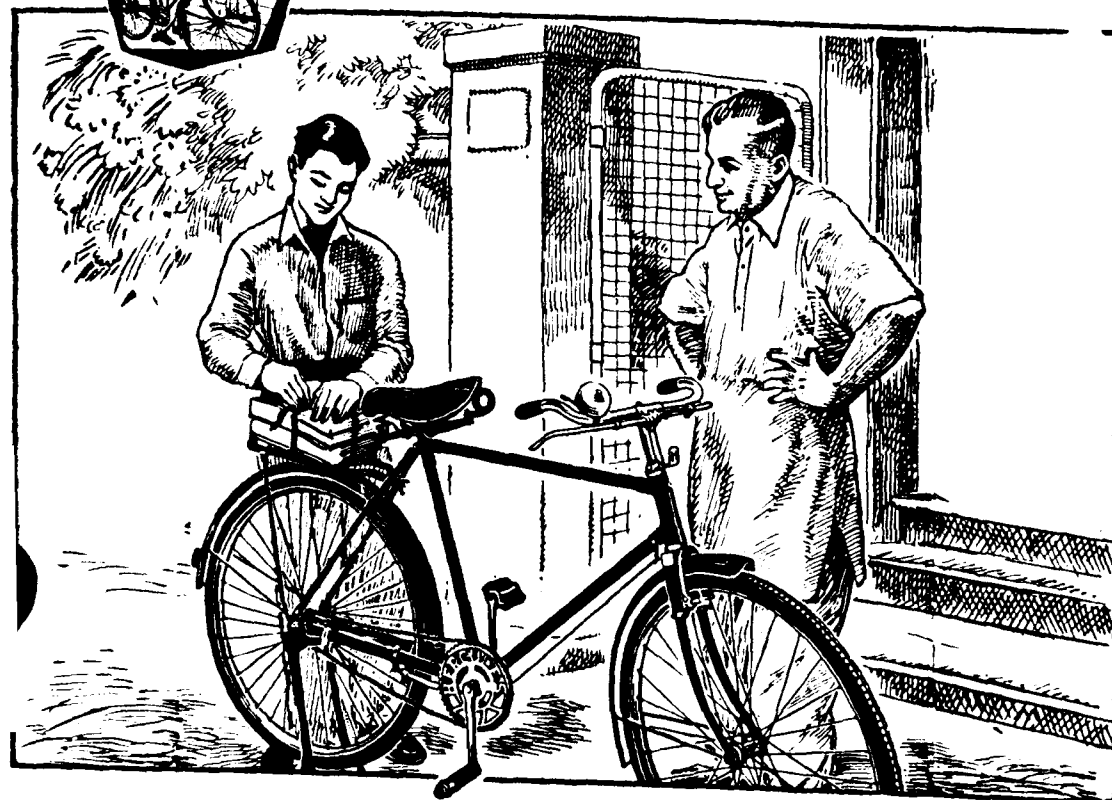
EVEN Gods have fastidious tastes and preferential predilections, for in some cases they prefer one or other varieties of food as being most acceptable to them. For instance, the famous "Tirupati Vadai" is too well

known as the offering made to that famous deity *Sri Venkateswara* of Tirumalai, which, unlike similar preparations made in other temples, keeps well for a considerably long time and so every pilgrim that visits this reputed



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shrine, makes it a point to buy and taste this savoury. So also for the *Sri Bhuvarahaswamy* at Srimushnam the morning pongal is made along with a sweet preparation called *Korai-kizhangu pattu*, prepared with the roots of that tuber, which is a favourite food of Varaha the boar. Equally interesting is the fact, that in the small but reputed shrine of Sri Srinivasa at *Tiruvinnagar* more popularly known as *Uppiliappan Koil* in the Tanjore district, the several varieties of *nivedyam*, that are offered daily to the deity are made without the addition of salt at all. Though most of the preparations are savouries that need salt essentially, yet they are all free from this commodity and it is worth while stating that all of them taste well when taken. In fact, it must be admitted that a full meal prepared here when taken has the taste so suited that it is consumed with as much avidity as one would take a normally-prepared food.

This sacred place *Uppiliappan Koil* is about a mile south of Tirunageswaram Railway station, which is between Mayavaram and Kumbakonam, on the metre gauge line of the Southern Railway, in the Tanjore district. It can also be reached from Kumbakonam and a good road connects this place at a distance of about three miles from the latter place. It is one of the important Vaishnavite shrines here and being one of the 108 tirupatis extolled by the Azhwars, it is visited by pilgrims all the year round. Moreover, it is held as one of the important *prarthanasthalams* in South India and hence during the marriage season, several marriages and other functions are done here, by those who had taken vows to do so. It is considered that the deity here is



Front mantapam and inner gopuram

a counterpart of the deity of the same name at the famous temple at Tirumalai Hills—*Sri Srinivasa* and hence vows, such as tonsoring the head, performance of ear-boring and upanayanam ceremonies, celebration of marriages and such similar ones are done here.

The temple of *Sri Srinivasa* though small, is situated in a characteristically well-set rural surroundings for which the district of Tanjore is justly famous. The place is reached by a Straight road from Tirunageswaram, a place of religious importance to the Saivites and even from a distance, the sight of the tall slender view of one side of

the gopuram silhouetted against the green background of cocoanut-palms and other trees is a sight so commonly seen in that fertile deltaic area of the river Cauvery. Approaching this place, one sees the orderly disposition of the streets at whose central point stands the ancient temple of *Sri Uppiliappan*, after whom the place is named. Round about the streets of this place are green cultivated lands and no less than three rivulets, all tributaries of the Cauvery, run within this area.

Though this temple dates back to pre-Chola period, as may be evidenced from the writings of the Azhwars and other epigraphical records, it looks rather quite modern to the visitor today, for it had been renovated quite recently when most of the old structures, which were in a dilapidated

condition, were replaced by new and modern ones, to suit the present-day needs of the more sophisticated visitors. In fact, even the old image—the *moolā vigraham* of *Sri Uppiliappan* has been removed, as it was one made of *daru* (wood), which showed signs of decay and deformities and has been supplanted by one of stone a few decades back. Similarly many parts of the old temple have been altered to suit the changing conditions. But if one ponders over the *pasurams* of the Azhwars and the *sthalapurānam* of the temple, one can easily realise the age and antiquity of this much venerated place.

This temple is dedicated to an aspect of *Lord Sri Srinivasa*, whose main shrine is at the famous *Tiruvannadam Hills*—popularly known as

Tirupati temple. This place is considered by the residents of the Tanjore district as "*Then Tirupati*"—the Tirupati of the South and hence the custom of paying the vows and other *prarthana* obligations to this deity is in vogue now. To suit the needs of such parties, convenient choultries have been constructed where the conduct of marriages are done in comfort. This place, besides the names already mentioned, is known by many other names according to the local traditions and legends. It is called "*Akasa Nagaram*" or "*Vinnagar*" and also as "*Markandeya Kshetram*", as it was the abode of the famous sage Markandeya. The original name of "*Oppila-appan*" which means the Lord without a parallel, later changed over to "*Uppiliappan*" by usage and in which name the place is known at the present day. The name of the presiding deity is *Sri Srinivasa* or *Sri Venkatchalapathi* and His consort is known as *Sri Bhumidevi*.

The *sthalapurānam* of this place occurs in the "*Brahmanda purānam*"—that great and compendious compilation in which the genesis of practically all the important places of worship in our country is said to be narrated. It is Brahma—the creator that narrated the origin of this deity at this place to his son Sage Narada.

In brief, the puranic version is that at one time the goddess personifying the sacred plant *tulasi* (*Ocimum sanctum*), which is held very sacred to Vishnu—prayed to Lord Vishnu that though she was allowed to adorn Him in the shape of garlands and offerings, she did not find a place of importance in His midst. Her complaint appealed to the Lord and so He advised her to go down to the

earth and be born as a *Tulasi* plant at the sacred spot where now stands *Tiruvinnagar*, near the hermitage of the Sage Markandeya, who was then living there and spending his time in penance to the Lord. Later Vishnu directed His Divine Consort *Sri Mahalakshmi* to go also to the world in the shape of newly-born female child and be laid under the *Tulasi* plant as embodied by the goddess *Tulsi*. These divine orders soon took place and so one morning when the sage Markandeya was returning home after his morning ablutions in the river he heard the cry of a little child. He hastened to the spot from where the cry came and to his bewilderment, he beheld a resplendent female child under the *Tulsi* plant. He carried the lovely divine child home and adopting the same as his own, he brought her up to the age of youth.

One fine day in the month of *Aippassi* (October-November), an old man bent both with age and piety, wearing the sacred marks of Vishnu, came to the hermitage of the sage Markandeya and prayed for shelter and food. The rishi received him with all honours and treated him very well. After sometime, the sage seeing that his guest showed signs to depart, asked him what he earnestly needed so that he could give the same to him. Extracting a promise from the sage that he would not fail to keep up his word of promise first, the stranger immediately demanded the hands of his lovely foster-daughter in marriage. The sage was amazed and became a bit angry too. He explained to the old man the incompatibility of such an alliance and tried to favour him with any other prayer. But the old man insisted on the fulfilment of the

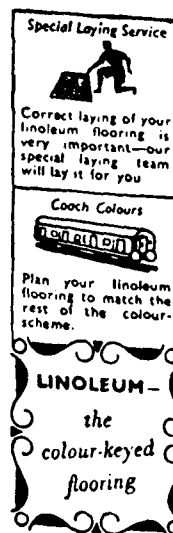
Interior of a railway air-conditioned coach featuring linoleum flooring



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promise made by the sage and even threatened to curse him and his daughter. Frightened by this, the sage tried to console the little girl and in the meanwhile, he beheld before him the divine form of the Lord Vishnu with His sacred *Sankha* and *Chakra* glowing in all splendour. Realising his fault, the sage fell at His divine feet and prayed for acceptance of his folly. The Lord was happy at this and commanding all the Gods to be there instantly, held the hand of Sri Bhuma—as the girl was known, in marriage under the Tulasi plant. While the marriage was going on, Bhuma herself offered to prepare the food for her spouse and as was her custom, she made them without adding any salt to it. This was communicated to the Lord by the sage, who said that his daughter had not been trained

to prepare food well and her cooking would be wanting in salt. The Lord was pleased with the food thus made and ordained that henceforth, the offerings made to Him at that *kshetram* should be without any salt. This accounts for the temple *prasadam*s most of them are savouries and the usual dishes of food like those made for dinner are all without salt.

But it must be admitted that the preparations made at this temple, even though salt had been eliminated, taste well, and full dressed dinners—what are called *thathiaradam*s are done in which hundreds of people eat with the same avidity as they may do in normal dinners of that kind. In fact it is prohibited to take any salt with us inside the temple and if anyone dares to do so, it is said that some

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Sri Uppiliappan with Sri Bhumidevi on His right

mishap befalls to that person sooner or later.

Entering the temple by the lofty gopuram on the eastern side, one enters the first prakaram of the temple. A pillared vestibule takes the pilgrim along the *darajasthanam* to the second enclosure of the shrine. Passing this way, on the right hand side, is the local temple-tank known as "*Akoratra pushkarini*". A bath in this sacred tank, before worshipping the Lord, is held very auspicious, for it was here that Devasarma, a brahmin was given relief from a curse. This brahmin had beheld that charming daughter of the famous sage Jaimini and being smitten with love for her, had a forced contact with her. Hearing the cries of the girl,

the sage saw the crime done by the youth and so cursed him to become a bird. This cursed bird went flying from place to place and one day, while perched on a tree on the banks of the tank at Tiruvinnagar, it went into a nap. Loosing the grip on the tree the bird fell down into the waters of the tank and at once the bird became transformed into a lovely youth—the original brahmin lad, rid of the curse of the sage.

Entering the inner prakaram through a doorway with a small gopuram on top, one reaches a spacious hall. Going round this, one makes a *pradakshinam* of the central vimanam over the main shrine of the temple—the vimanam being known as "*Suddhananda-vimanam*". All the sides of this prakaram have newly-built corridor-like mandapam, along which the deity goes in procession on all festival days. Coming back to the eastern side, one goes into the *ardha mandapam* in front of the *sanctum sanctorum* of the deity. Here one beholds the tall majestic standing figure of *Sri Srinivasa* installed under a huge *prabhamandla*. On His right side is the seated image of *Sri Bhumidevi* and on His left side is the seated image of the sage *Markandeya* in the aspect of giving the bride in marriage. The Utsava image is installed in the side and He too is represented as *Sri Srinivasa* with His right hand held out for taking the bride's in His. He has only one *nachiar* on His right—the bride *Sri Bhumidevi*. This is a peculiar disposition, for in almost every Vishnu temple, the utsavar has two consorts—the *apayanachiar*s *Sri Devi* and *Bhudevi*. Here at Tiruvinnagar, the Lord has only one consort and there is also one other peculiarity

here. There is no separate *Thayar* shrine here and the Utsava image of Sri Bhumidevi serves as the *Thayar*. But as is the case in all shrines, this *Nachiar* comes out with the Lord in all processions and She goes in front of Him. In fact, the *Thayar* is given precedence in all respects and during *Brahmotsavam*, She goes in front of the *Perumal* in appropriate *vahanams*.

In addition to the "*Akoratra Pushkarani*" already made mention of, there are other tirthams also here—of which the more prominent are the *Saranga tirtham*, the *Surya tirtham*, the *Indra tirtham* and the *Brahma tirtham*. These are small tanks situated round about this place but none of them are in usage now. Besides these tirthams, this place is noted for the three rivers here just as we have at Prayag three sacred rivers. The *nattar* to the south of the temple is compared to Ganges of the north and is called the "*Dakshina Ganga*". The "*Arisolar*" now known as *Arasalar* is compared to Northern *Yamuna*, while *Dakshina Godavari* is the *Kirthi-*

man river, which is farthestmost one in this place.

As already mentioned this is one of the 108 tirupathis and no less than four azhwars—*Poigai azhwar*, *Peyazhwar*, *Tirumangai azhwar*, and *Sri Nammazhwar*, have sung *pasurams* in praise of this Lord in 47 hymns. Among them *Sri Nammazhwar* in his *Tiruvaimozhi* sees this Lord in five forms, for he calls Him by five distinctive names as "*Ponnappan*, *Maniappan*, *Muthappan*, *Ennappan*, and *Tiruvinnagarappan*". *Sri Vedantha Desika* also had praised this Lord in his "*Dravidopanishad Tatparya ratnavali*" in one slokam.

Besides the *Kalyana utsavam* in the month of *Aippassi*, two *Brahmotsavams* are celebrated here in the months of *Purattasi* and *Panguni*, each ending in the asterism of *Sravanam*, which is the birthstar of this Deity—the star under which *Sri Vishnu* Himself has manifested Himself.

This place is not otherwise important but is noted for its cultivable lands and also of some great scholars and administrators.

Our Fellow Passengers

(Continued from page 33)

the launching of the 'Baby Moon' by the Russians. Ah, here was something worth talking about, rockets and so on.

"Science marches ahead", he started. "It won't be long before we will be boarding a space-ship for travel to some other planet..... But that reminds me of a story I

heard from an air force pilot. You know how it is, when they are up there they see some queer things which often puzzles them. Well, this pilot told me of an experience of his

But like the other passengers who have to listen to the Talker's boring tales, we too have had enough of his stories.



Our Fellow Passengers

THE MAN WHO TALKS TOO MUCH

(2)

OPRAIL

WE can call him the Talker. If he happens to be one of our fellow passengers in the confined space of a railway carriage compartment for a long journey, we can be sure that he is always alert for the opportunity to start the conversation. Even if the other passengers prefer a more or less silent journey, he will talk about his personal experiences, his likes and dislikes, or about what he has heard from others. Let us review some samples of his technique.

Someone in the compartment may be a little apprehensive about his luggage, his thoughts being on train thefts, so he may say, "Well, gentlemen, there are four of us in this compartment, and if some enterprising train thief tries to pinch our luggage, he will have considerable opposition

The Talker does not let him proceed further, interrupts and has his say.

"Talking about train robberies reminds me of an experience I had once with a burglar who managed to sneak into my house one night. Let me tell you the whole story from the beginning. I was sound asleep that night when I seemed to hear my wife calling out to me. At first I thought I was dreaming, but her voice was persistent. I awoke in a sort of sleepy daze and was really irritated that my rest had been disturbed. Well, I asked what was the matter

and my wife retorted by asking what I was doing at her almirah. I promptly replied that I was in bed and that she must be dreaming. But I turned over, and what do you think I saw. A man clad in dark-coloured clothes near the almirah. My wits were a bit fuzzy from sleep, but I got out of bed to tackle the intruder. He must have detected me, as he then made a dash for the door. Suddenly, he ran past me, and if I had been quick enough I could have shoved out my leg and tripped him up and had him on the floor at my mercy. But he was too quick for me, and before I knew what was happening, he was past me. I gave chase right on to the street. But I realised I was still in my night-suit, and then what do you think happened?"

The Talker paused in his story, looked around at the others, waiting to see if anybody would ask the question he was waiting for. He had deliberately paused on a note of suspense, but somehow it had not had the effect he hoped for. But this did not deter him.

"Well, as I was saying, I gave chase, but he got away. Back in the house, which was now ablaze with lights, we checked up on our losses. We were lucky, and the burglar not so lucky. All he got was a few rupees and a fountain pen. We called in the police, answered a lot of questions and there the matter ended."

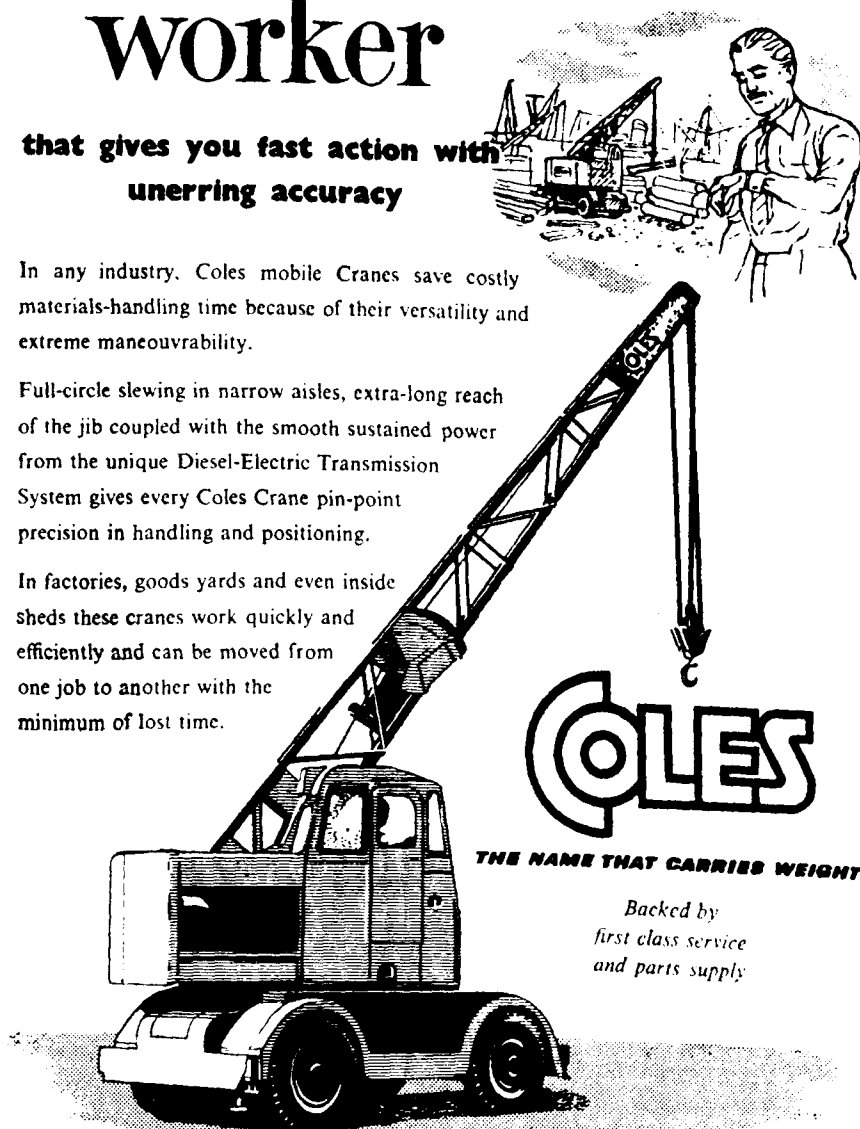
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OUR FELLOW PASSENGERS

33

The Talker surveyed his fellow passengers to see what effect he had achieved with what he considered a real good story, but the response was silence. However, this indifference from the others did not worry him. He would await the next opportunity to get talking again.

One of the other passengers was reading a newspaper in which he came across a news item of a railway accident. Commenting on this, he remarked: "Another rail accident . . . mail train derailed . . . people killed and injured . . ."

The Talker interrupts again to start another story. "Talking about accidents reminds me of a story I heard from a friend about a little old lady who had a horror of rail accidents. Whenever she had to make a train journey, she would always think that the train was doomed to disaster, and that she should not survive the journey. Before she boarded the train she would pester the railway officials and ask whether the engine and coaches and track were in good condition. In spite of receiving every assurance she would worry about the possibility of an accident. During the journey she would tell her fellow travellers to look out for an accident and would keep poking her head out of the window anxiously to see if there was any obstruction on the line ahead and so on. If the train gave a sudden lurch over points or when changing tracks, she would be in abject terror expecting the next moment to be her last. Well, strange to say, the little old lady's forebodings were somewhat correct. On one of her train journeys, there was an accident, and a rather nasty

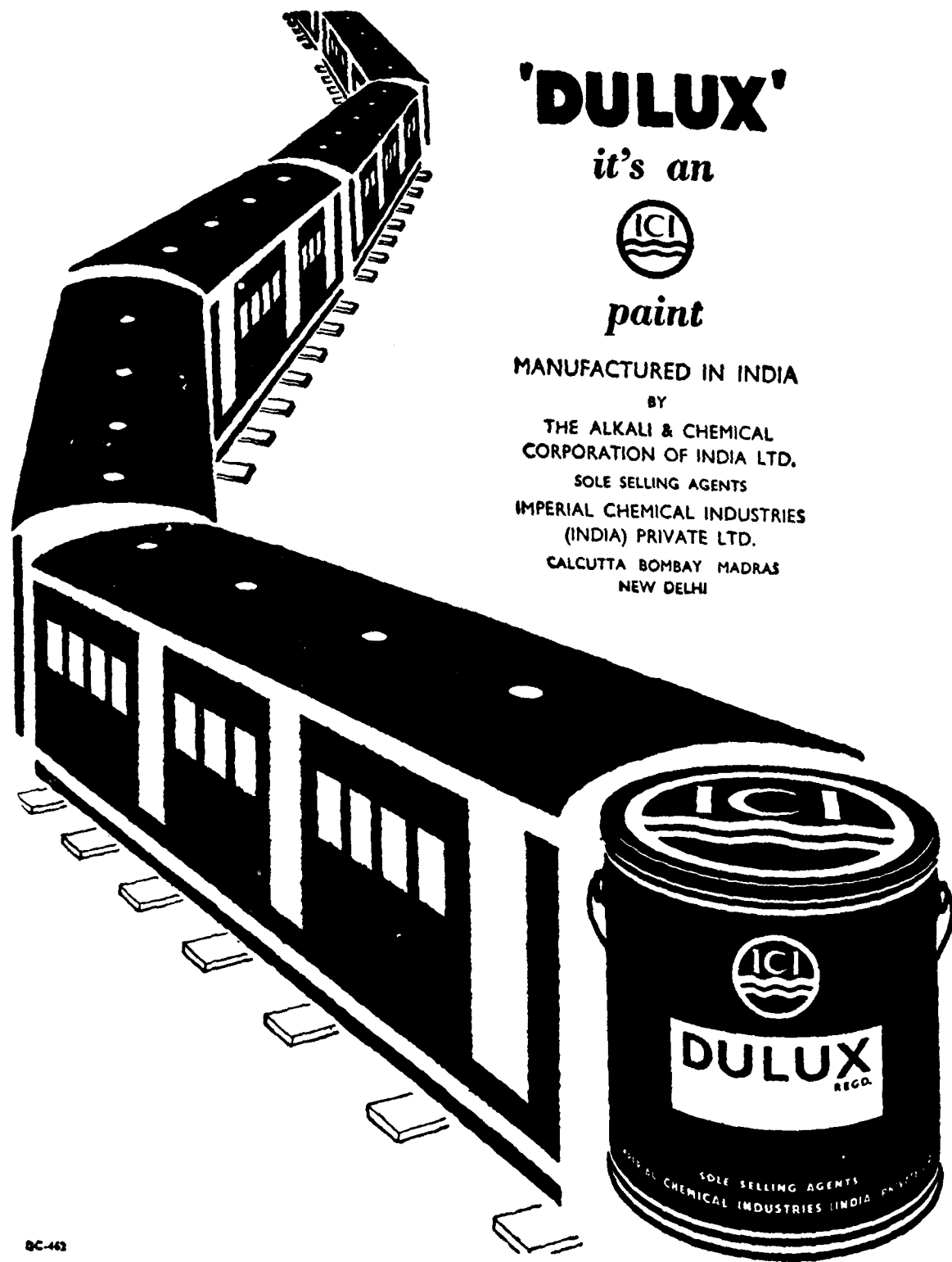
one too. Engine jumped the rails, coaches telescoped and were smashed, scores of people were killed and injured, and the wreckage was terrible. But what happened to the little old lady? She was one of the lucky ones. The relief people found her trapped under the wreckage, unhurt and eventually helped her to crawl out. One would have expected this terrible ordeal of hers to upset her mental balance, but far from it. The old lady got rather cocky after that, as every time she travelled again, she would tell the railway chaps, with a sly wag of her head, that she was not afraid of accidents, and trains could not kill her. She was confident of dying comfortably in her bed."

The Talker again looked around for expressions of appreciation of this story, which he considered to be far, far better than his first. After all there was a real twist to it, and it almost read like a good short story in a magazine. But there was no vocal response, and he just could not fathom how he could have such dull-witted fellow passengers. However, he had an almost inexhaustible fund of stories, and there was still a lot of time left on the journey.

But the Talker now noticed that the others displayed a marked disinclination to talk or give him another chance for talk. Well, he would wait a little while and start the talking himself.

Like the newspaper reader, he knew that the daily news always offered a good starting point for a story. He opened his paper and there read about

(Continued on page 30)



'DULUX'

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ACCIDENTS AND THEIR PREVENTION

T. S. PARTHASARATHY

Deputy Chief Operating Superintendent (Coaching)

A problem that is seriously exercising the minds of the travelling public and railway administrations alike at the present moment is the question of accidents. A few weeks ago it formed the subject of a prolonged discussion in the Lok Sabha. The reasons for this deep concern are not far to seek. The performance of the Indian Railways, which had in the past a creditable record in the matter of accidents, was recently marred by a few accidents which followed each other with a disquieting frequency. Although thorough enquiries were held into these accidents by high-ranking railway officials and members of the Judiciary and their reports were published for the information of the public, an impression that all was not well with our method of operation lingered behind and has proved hard to dispel.

The railway in its crudest and most elementary form first appeared over two hundred years ago; the steam locomotive about a century and a half; but for practical purposes railway history is comprised within the last hundred years. Today there are about 800,000 miles of railway in the world, over 200,000 engines, mostly of modern dimensions and types, engaged in hauling either passenger coaches or goods and coal wagons and these wagons and coaches together number over 6,000,000.

We may laugh at the Chinaman who, barely seventy years ago, wrecked the first railway in the then Celestial Empire and forced the first engine

to be buried to save it from being destroyed as a "fire-devil". But the dangers attendant on speedy locomotion were realized even in the early years of railway operation. It was first believed that travelling by road would be rendered dangerous and ironically enough, the first man to lose his life in a railway accident was Mr. Huskisson, a famous Member of Parliament, who was knocked down and killed by George Stephenson's "Rocket" in 1829. But today the uses and conveniences of our railways are such necessities of existence that it is impossible to conceive of a system of life which does not involve the railway to carry the materials required by industry, to take away the finished products and to supply great cities with food.

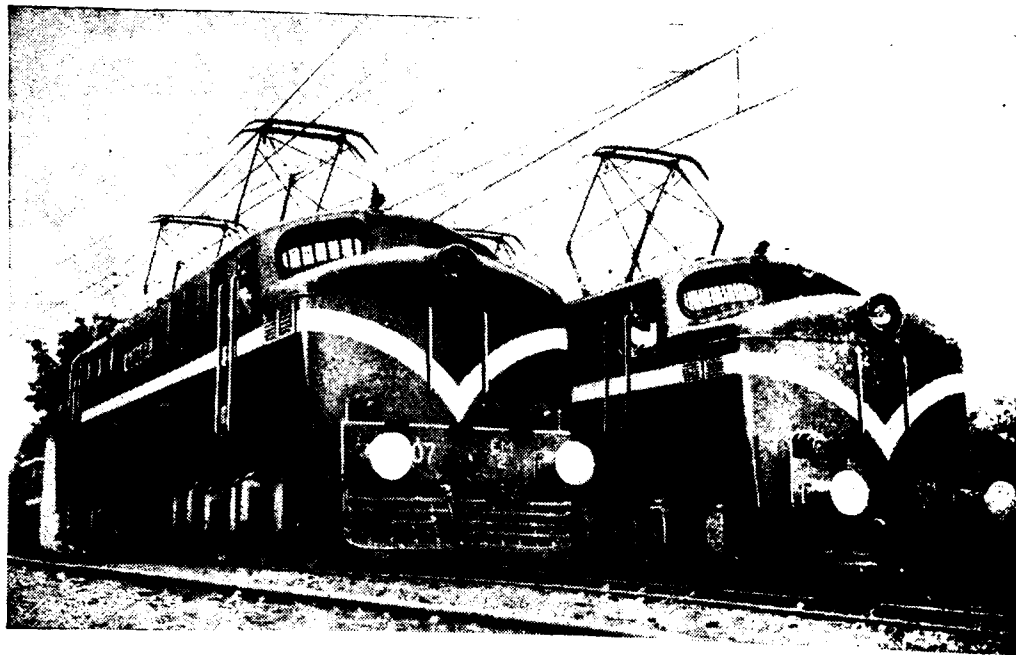
With the passage of time, the railways have come to adopt the safest and the most reliable gadgets and systems of working which human ingenuity could invent. Where the traffic is dense and speeds are high, the most up-to-date methods of signalling and interlocking are introduced irrespective of the cost, the safety factor being of paramount importance. Signal engineers employed by railways as well as by private engineering firms have worked hard to perfect systems which would be fool-proof and which would reduce to the minimum the element of human failure. The framers of rules have been at great pains to lay down a code which, if strictly adhered to, will practically eliminate the possibility of accidents.

'ENGLISH ELECTRIC'

Locomotives for Calcutta Electrification Project

Twelve 3120 H.P., 3000 volt D.C. mixed traffic locomotives have been supplied to the Eastern Railway for the Calcutta Electrification Project. The locomotives are capable of hauling a 630 ton passenger train at 70 m.p.h. and a freight train of 2600 tons at 43 m.p.h. on level tangent track.

India's first electric line, the Bombay suburban line of the Central Railway, was equipped by "English Electric" in 1925. Since then the Company has built electric locomotives and traction equipment for trains totalling over 150,000 H.P. for Bombay, Madras and Calcutta. The Vulcan Foundry, now a member of the "English Electric" Group, supplied the first locomotive for India in 1853 and since then has built over 2,750 locomotives for this country including the mechanical parts for these magnificent, new, beautifully finished locomotives for the Eastern Railway.



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How then do accidents happen and happen with such disturbing frequency? Accidents occur as a result of failures, both human and mechanical and may be classified broadly under the following heads:

(1) Small accidents in workshops and yards due to lack of attention and disregard for safety rules.

(2) Derailments and damage to wagons due to rough shunting.

(3) Derailments and collisions of trains due to violation of rules.

(4) Derailments due to mechanical defects of rolling-stock.

(5) Derailments due to track defects.

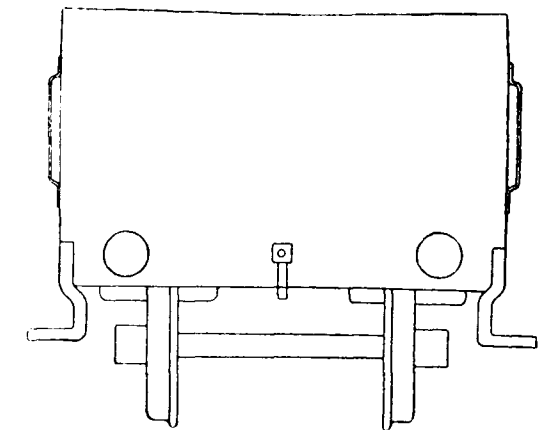
Some of these will be analysed below with comments on practices adopted by railways in other countries to prevent them.

SMALL WORKSHOP ACCIDENTS:

These accidents do not affect the travelling public and are purely 'domestic affairs' for railway administrations. They should be the subject of a constant campaign with posters, booklets with illustrations and lectures. Safety devices on tools and machines should be checked regularly. Many railways supply safety clothing, including safety belts and shoes with metal noses to employees who have to deal with machines. Premiums or safety shields are awarded to workshops and stations with the smallest incidence of accidents.

Although our rules prohibit fly-shunting, riding on buffers of wagons and other risky practices, quite a number of railway staff are injured every month as a result of accidents

while shunting. On the Continental European railways, each wagon has, at the corner, a step and corresponding grip for the riding of shunters and also at each wagon end two grips, which shunters who move in between wagons can grasp in case wagons start moving (see diagram).



Continental wagon fitted with steps and grips

ROUGH SHUNTING:

Most modern yards are fitted with wagon retarders which are operated electrically or electro pneumatically but many hump yards, both in India and elsewhere, continue to be worked with skids or brake-shoes which are applied by men. These skid-men, who are often recruited from among unskilled persons, have no idea of a scientific application of the skids which depends upon the gradient, the speed of the wagons and the distance they have to travel. The result is heavy bumping of wagons with damages to both the rolling-stock and the consignments loaded in them. It is no easy task to locate when and how the damages occurred. The Dutch Railways have a system of periodically hiding 'shock-meters' into wagons or

January 1958

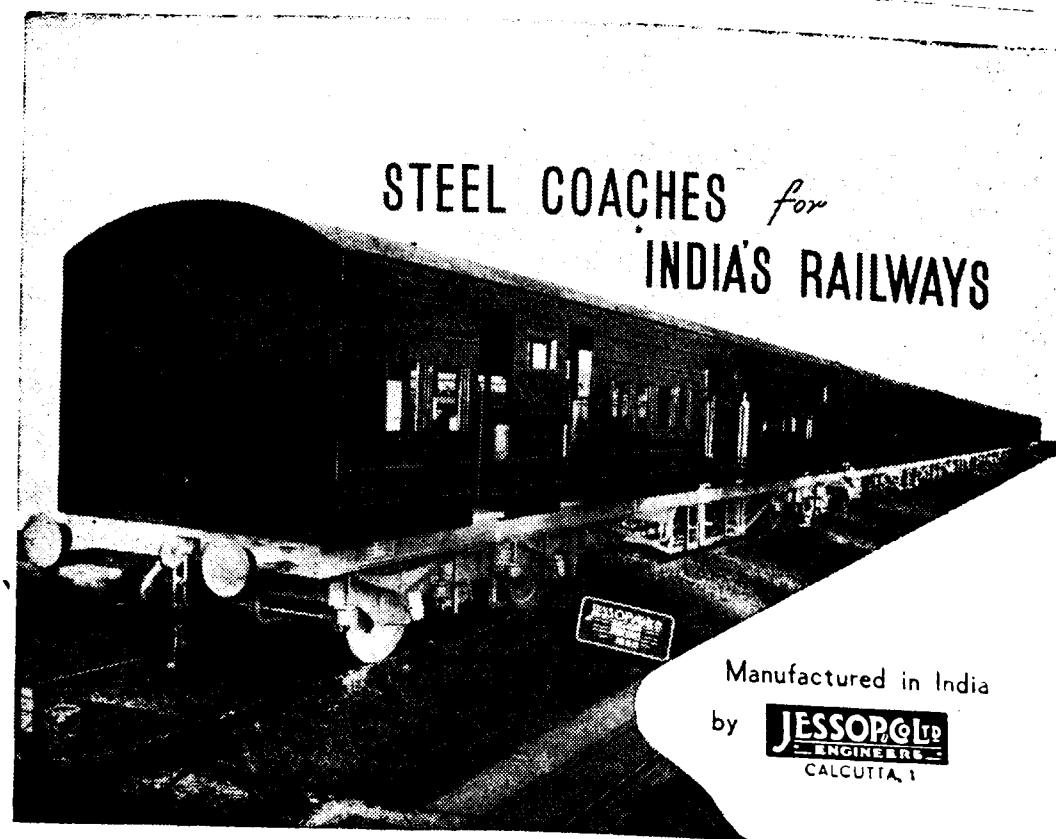
even into consignments and fixing responsibility for rough shunting. These meters, which work like brake-meters used by the traffic police to check car brakes, record the intensity of the shock the wagon was subjected to at the time of humping. A more effective step would, however, be to recruit semi-skilled men as skid-men, put them through a suitable course and make them work under qualified supervisors.

DISREGARD FOR RULES:

Many railwaymen argue: "Accidents will always happen as long as there is human failure. Discipline and obedience of rules are, therefore, the

first necessity. Rules should be so framed that they can be obeyed without difficulty and without causing delays. Simple and clear rules are a pre-requisite to obedience of rules".

As the first Indian Railways were built by Englishmen, our General Rules are more or less a copy of the British Rules with departures and variations to suit local conditions. Several railway experts, especially from the States, who perused the bulky volumes containing the General and Subsidiary Rules of the Indian Railways, have roundly criticized them as being written in legal language. Quoting the example of "The Standard Code of Operating Rules, Block Rules



January 1958

and Interlocking Rules" of the Association of American Railroads, which is a pocket-size book of 124 pages, they have said: "Rule books should be short and composed in simple language. They should leave things unsaid which can however be covered by such general remarks as:

"In case of doubt, do whatever is safest.

Expect at any moment, on any track, a train or shunting movement in any direction."

Rules should never be so stringent that personnel have to disobey them in order to avoid delays. (The usual targets of criticism in this respect are our rules regarding station masters checking the last vehicle boards, shunters performing shunting at 5 m.p.h., and drivers taking turnouts at 10 m.p.h. which, according to these critics, are observed more in the breach). On the contrary, rules should be such that they can always be obeyed. All rules should be known by heart by every single railway employee. Some of your rules look as if you do not expect any staff to obey them normally but under which you can hold them responsible if anything goes wrong. You have tried to make provision for every possible contingency without leaving anything to the initiative of the staff. After every accident, new rules are added to the already bewildering number". Such critics, naturally, conclude by saying: "It will be a boon to many railways if the rule books are completely overhauled."

The "Standard Code" mentioned above is, no doubt, a marvel of brevity although it does not make any provision

for many contingencies and situations which arise in day-to-day railway operation. It starts with a "General Notice" which, however, deserves to be written in letters of gold in every railway rule book. This notice reads:

"Safety is of the first importance in the discharge of duty.

Obedience to rules is essential to safety.

To enter or remain in the service is an assurance of willingness to obey the rules.

The service demands the faithful, intelligent and courteous discharge of duty.

To obtain promotion, ability must be shown for greater responsibility."

The question of framing rules depends largely upon the tradition built up in a country after decades of experience. In countries where the staff are accustomed to be told what exactly they should do, rules like "they must expect the movement of trains, engines or wagons at any time, on any track, in either direction" may be perplexing. The British system is the oldest and as it was bred in a country with much tradition, the most conservative. In America, early railway operation was unhampered by tradition and almost reckless practices were in vogue in the beginning, which were later consolidated into a reasonably safe system that gives far higher capacity of lines than what is possible under the European and Asian systems. The highest confidence is placed on the staff who respond with the maximum loyalty and efficiency so far as work goes. Admission of guilt is voluntary and hence prolonged

enquiries into accidents and labyrinthian procedures to deal with the staff held responsible are eliminated. A special report by an official (often of the rank of a Traffic Inspector) and a single interview with the employee concerned usually decide the entire issue even in the case of fairly serious accidents. An officer of the Indonesian Railways told me that although they have no block instruments and stations are non-interlocked, they have had a few accidents as staff strictly adhered to rules and did not hesitate to own their lapses if they failed to observe rules. Enquiring officials are not put in the unenviable position of having to take down depositions which they know to be totally false.

Rules should therefore be concise and clear and a tradition should be built up for staff to obey them implicitly and admit their mistakes if they fail to act according to rules.

MECHANICAL DEFECTS :

Good maintenance is a pre-requisite for the prevention of accidents arising out of defects in the rolling-stock. The introduction of roller bearings even on goods wagons on the Netherlands, Swedish and German railways has practically eliminated the incidence of hot boxes and resultant accidents. These railways also have a control over axle numbers to remove a X series of axles from circulation when they become unreliable due to fatigue. Similarly, modern stress-meters are used to discover undue stresses on rails caused by rolling-stock.

LEVEL-CROSSING ACCIDENTS :

Perhaps in no other country of the world level-crossings present such a serious problem as they do in India.

Each of the Zonal railways in India have a few thousands of level-crossings, situated on either side of stations and between stations and the majority of them have to remain unmanned and unprotected by gates and signals as the cost of manning them would be colossal. Only important level-crossings are interlocked or protected by gate signals and manned by gatemen and the justification rests on the number of road vehicles crossing the track at the particular place.

Foreign railways have different ideas about level-crossings. Signal-protected level-crossings are practically unknown in Continental Europe. But level-crossings are constructed at right angles to the roads, with good visibility from both sides and provided with signboards "Cross at your risk". These boards are studded with luminous stones which light up at night by the head-lights of road vehicles. Important unguarded level-crossings are protected by approach-operated signals or automatic gates which are worked by an approaching train. Such gates are also provided with flares (fusees) which burn for about a quarter of an hour with a bright red light if they are forced open by road vehicles.

Wages being high in the western countries, no gatemen are employed but arrangements exist for signalmen to open and close level-crossing gates near stations by operating a wheel or other appliance. The absence of a large number of cattle-driven vehicles, unlike in India, makes the problem far less complicated in other countries.

AUTOMATIC TRAIN CONTROL :

The most serious of the dangers in railway operation is the possibility of

drivers passing fixed signals at danger as a result of

- (1) negligence,
- (2) inability to stop the train short of the signal, and
- (3) temporary incapacity.

More collisions and averted collisions have occurred as a result of this failure than through other causes. The discovery of Automatic Train Control, therefore, proved to be a great blessing and railways lost no time in introducing it on their systems. (A full length article on Automatic Train Control was contributed by the present writer to the May issue of this journal). The benefits of A.T.C. are briefly :

(1) When a train approaches a signal with a 'Caution' or 'Stop' aspect, the driver is pre-warned of it by means of a loud whistle in his cab, the burning of a red light, etc.

(2) If he is sufficiently alert, he can push a button, silence the warning and carry on.

(3) If he is not alert, the brakes of the train will be automatically applied and the train brought to a stand within the braking distance allowed for him.

The A.T.C. is, however, a costly apparatus and has been provided only on a few railway systems in the world.

ENQUIRIES AND DISCIPLINARY MEASURES :

It is considered a healthy tradition by many railways that 'fact finding'

should be the first duty of an enquiry committee and reproaches are to be made only after the facts have been established beyond doubt. Unlike a police case (in which a witness can retract from a previous deposition given by him) the first statement given by a witness is to be taken as the primary evidence at an accident enquiry and further evidence elicited from him as necessary by cross-examination. Both the conducting of enquiries and action taken on the reports should be prompt as any time-lag will make the matter a cold issue. Brief summaries of accidents (with details of disciplinary action taken, omitting names) should be published widely to staff for their guidance.

Disciplinary action against the staff held responsible should also be prompt and deterrent. On many railways, where the system is permitted, fines are imposed but these have little influence on the prevention of accidents. Demotion has probably the greatest effect as a demoted employee serves as a walking example of disregard for rules.

Several railways, like the Formosan Railways, give collective premiums to station staff for "periods of no accidents". According to the size of the station, such periods vary from 1 month to 3 years. The fault on the part of one man deprives the whole station of its award and there is, therefore, a check by every one on obedience of rules by others. This practice is worthy of adoption by the railway systems of all countries.



RAILWAY (ORE) TRAFFIC AND FOREIGN EXCHANGE AND AID

K. SRINIVASAN



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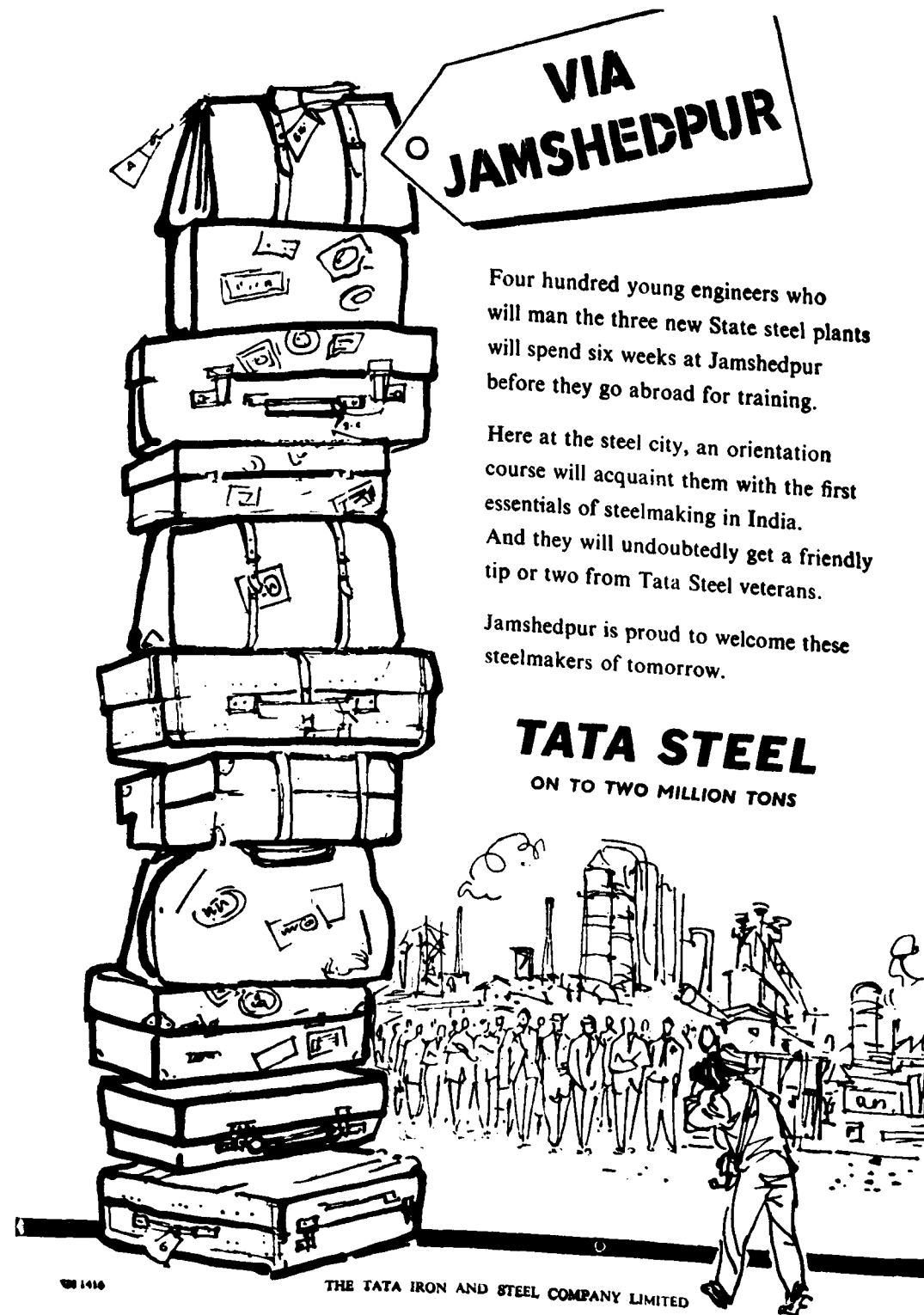
AFTER the Second World War there arose an ever-increasing demand for iron ore by Belgium, Holland, Denmark, and especially by Japan, and by 1951 extensive mining operations had begun in most ore-bearing areas. Only limited quantities of high-grade iron ore were available, but there was also a market for low-grade ore. The most important areas where these activities have since been carried on are near Collem, Kalay and Sanvordem in Goa, and around Bellary and Hospet. Manganese ore is also produced in large quantities in the Londa-Dandeli and other areas near Bangalore in Mysore State. Londa is the junction on the Southern Railway metre-gauge main line from Bangalore to Poona. The latest area to be worked is near Bezwada, on the East Coast, where large quantities of fairly high-grade iron ore lie near the surface. Both iron and manganese ore deposits are worked in that part of India south of a line running due east and west through Bombay.

On the Southern Railway ore traffic has shot up nearly two and a half times - from 3.61 lakh tons in 1951-52 to 8.85 lakh tons in 1956-57. This has naturally put a severe strain on the line and clearance capacity of several sections and harbour terminals. The problem was aggravated by the closure of the rail route to Mormugao (in Goa) in July 1955 and the subsequent diversion of traffic to Indian ports. Plans are now in hand to further develop rail line capacities. A Rs. 2 crore scheme has been drawn up to increase the line capacity on the

Hospet-Guntakal and the Guntakal-Madras Sections to enable movement of one million tons of ore per annum to Madras Port.

The expansion of mining development from 1951-52 to 1956-57 - indicated by a rise in output of all ores - has thrown a considerable burden on the Southern Railway and caused considerable congestion at the east coast ports of Madras, Vizagapatam, Cocanada and Masulipatam, especially since November-December 1955, when, for political reasons, the Londa-Mormugao railway was closed.

The difficulties were line capacity of Hospet-Bellary Section and Guntakal-Arkonam Section, the transshipment capacity at Guntakal-Bezwada and Bezwada-Masulipatam sections, until the middle of 1956 only 28 wagons per day of iron ore being transhipped from Metre Gauge to Broad Gauge at Guntakal. Since then, however, the capacity has been diversified for transshipment of 50 Metre Gauge wagons per day and works are in hand to step up the transshipment by 25 wagons more per day. Even general transshipment capacity at Guntakal is being increased from 2.56 lakh tons to 3.83 lakh tons per annum. The present capacity for the movement from Metre Gauge portion of Bellary area to the four ports, viz., Madras, Vizagapatam, Cocanada and Masulipatam is 4.31 lakh tons. When the increase in the capacity via Guntakal traffic is achieved, this capacity is expected to be augmented to 5.58 lakh tons. As clearance capacity of



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New tracks laid on the foreshore of Madras Harbour

Bellarv-Hospet area Metre Gauge is less than the volume of ore traffic from Metre Gauge the said traffic is to be diverted to the Broad Gauge stations like Guntakal, Timmenacherla and Gooty. The clearance capacity for these Broad Gauge Stations is 4.02 lakh tons per annum. Thus, the combined Metre Gauge and Broad Gauge capacities for ore from that area are :

Metre Gauge 4.31 lakh tons.

Broad Gauge 4.02 lakh tons.

Total capacity being 8.33 lakh tons.

This is expected to be increased to 9.6 lakh tons per annum.

As for rail capacity available the movement of ore at different sections of the Railway totals to 14.72 lakh tons per annum.

Regarding the estimated capacity of the Madras Port at present, it is 4 lakh tons per annum, as against this facilities for moving over 6 lakh tons by rail at Madras are available on the Southern Railway. In order to cope with the traffic brought by the Railway and also to cope with the proposed increase in traffic in view of the

encouragement for sending ore *via* ports out of India to Japan, Holland, Yugoslavia, Poland, Czechoslovakia and Denmark, it is necessary to increase the Madras Port capacity. A separate yard has already been laid on the foreshore of the present Madras Harbour. The work of constructing Quays is in progress and is expected to be completed about the middle of 1958. A separate Marshalling Yard for accommodating wagons from the Mining areas is also being laid out on the foreshore opposite to Fort St. George, Madras. When these works are completed, Madras Port expects to handle about a million ton of ore annually.

WAYS OF GETTING FOREIGN CURRENCY

In pursuance of the policy of utilising exports in iron ore and getting foreign currency India Government negotiated in September 1956 with a delegation of Japanese Industrialists who visited India to examine expeditious means of promoting industrial collaboration and commercial understanding between the two countries, and the possibilities of expanding iron ore exports to meet

The marshalling yard nearing completion on the foreshore opposite Fort St. George



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January 1958

RAILWAY (ORE) TRAFFIC

47

the needs of the Japanese steel industry.

Two important conclusions were reached from the discussions that took place between the delegation and the Ministry of Commerce and Industry. Firstly, the scope for supply of heavy plant and machinery by Japan was recognised. Foreign exchange resources were limited either on credit terms or by substantially increasing Japanese purchases from this country. Secondly there was an immediate possibility of Japan making additional purchases of iron ore either from existing mines or from new mines to be opened up. It was realised, that Indian iron contributed to greater economic collaboration between the two countries. Accordingly, a long term deal with Japan was negotiated with Japanese delegation. The steel mills of Japan invited a delegation from India to visit Japan later in the year. This long term arrangement secured for the steel mills a guarantee of supply for at least five years of high grade ore, while for India, it secured an assured market and a firm basis for progressively planning her mining operations. The agreement involved an increase of India's average exports of iron ore to Japan by 70 per cent. In the initial year the export was to be of the order of 1.3 million tons and to rise up to 1.5 million tons in the last year. The contract for the supply of iron ore to Japan has been entrusted to the State Trading Corporation for execution since, and with effect from July 1, 1957, the entire export trade of iron ore has been canalised through the Corporation.

Moreover, for the supply of iron ore within the limits of available

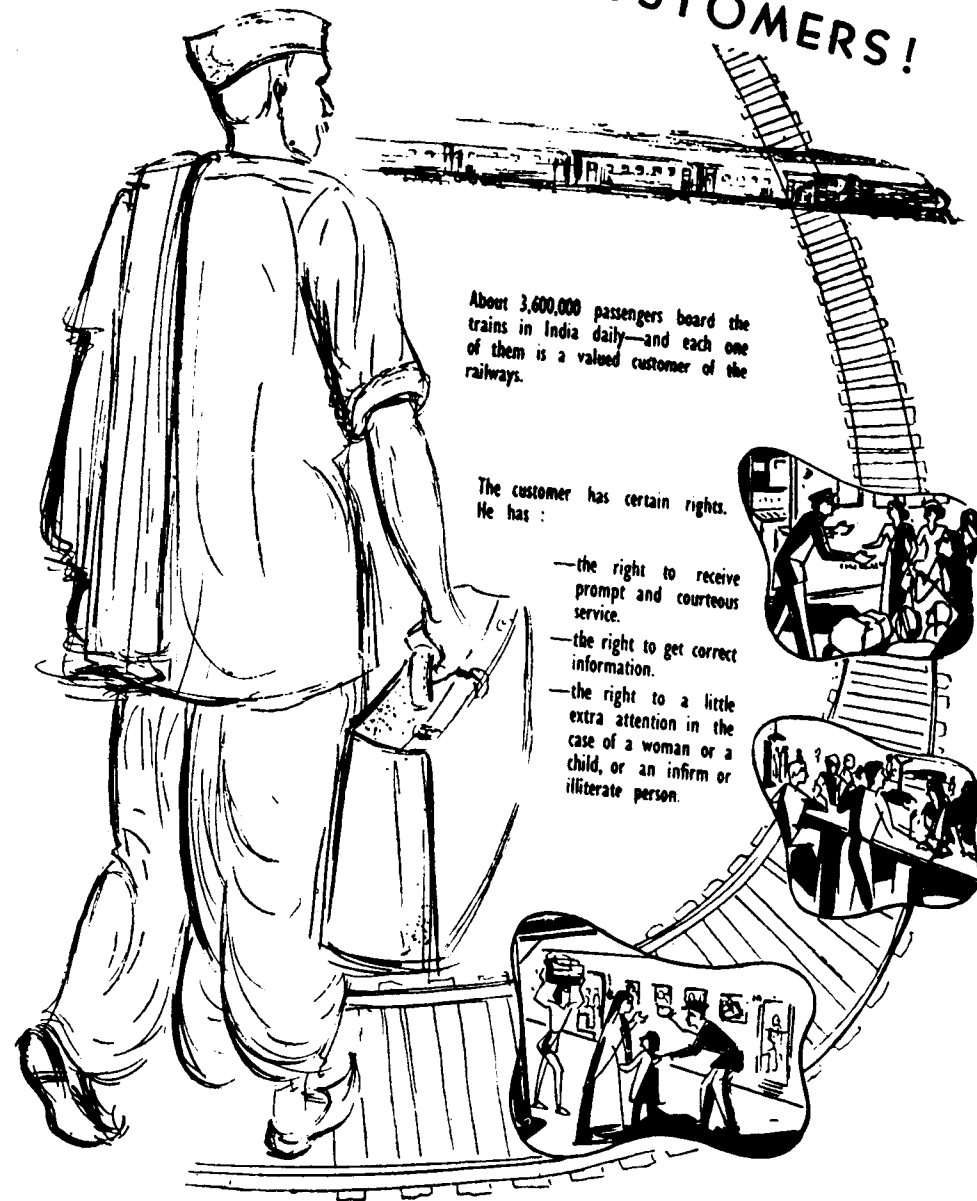
transport and port capacities in India, the Japanese steel industry has been interested in exploring the possibilities of new developments in mining and transport. Various schemes have been under consideration of the two Governments and the State Trading Corporation. One such scheme is the Rourkela Project which aims at development of iron ore mining in Sambalpur District of Orissa State for shipment through the port of Visakhapatnam which is to be expanded and developed to handle an additional quantity of 2 million tons. The scheme envisages development of mining, laying of a new railway track and provision of additional berths at Visakhapatnam.

It is now increasingly recognised that there is a greater scope for the export of iron ore from India and that in a relatively short period such exports could bring substantial amounts of foreign exchange. Considerable advance has already been made.

India and Japan reached a broad agreement in New Delhi on November 6, 1957, which would eventually increase the export of iron ore to Japan to four times the present quantity and make the Indian supplies the basic ore for the Japanese steel industry.

But, as a result of the latest agreement, negotiated by an official delegation from Japan and the representatives of the State Trading Corporation, the export of Indian iron ore to Japan was expected to rise in about five years to 6 million tons per annum. A salient feature of the agreement was that the Japanese undertook to collaborate on a project to develop iron ore mines and the necessary railway and port facilities for increase

VALUED CUSTOMERS!



exports. It would take four to five years to complete the project.

In order to have railway and port facilities it was settled that the Rourkela-Visakhapatnam project should be taken up. This would involve development of new iron-ore mines around Rourkela, the laying of new railway lines to connect these with Visakhapatnam and the expansion and improvement of Visakhapatnam port.

Thereafter it is believed, India and Japan would jointly approach U.S.A. for financial assistance from the special \$ 100 million fund created by President Eisenhower specifically for financing development projects on which two or more countries collaborate.

As for financial implications at current prices, the value of 6 million tons of iron ore would be about Rs. 40 crores. But, the firm price at which the export would be made on a long-term basis was yet to be settled between the two contracting parties.

Yugoslavia, Poland and Czechoslovakia, which are among the principal importers of Indian iron-ore are also understood to have offered to collaborate on projects connected with iron-ore export.

EXPORT PROMOTION COMMITTEE'S RECOMMENDATIONS

The Committee appointed by the Government of India recently to suggest ways and means of expanding the country's exports, in its report published on November 4, 1957, said that, with appropriate measures, it would not be too difficult to step up exports to between Rs. 700 crores and Rs. 750 crores a year as compared to Rs. 637 crores in 1956-57. It has also suggested the complete exemption of export goods from excise duties and sales-tax and a measure of income-tax relief of traders who increased exports.

The Committee appreciated that underdeveloped countries were now permitted under GATT to impose quantitative restrictions on imports even when they had no difficult balance of payments position to face so as to afford protection to their growing industries, but suggested that such countries should be enabled to afford aids and incentives to their exports of manufactured goods. In the Committee's view, this was not likely to affect the exports of manufacturers by industrially advanced countries.

Another view of the new tracks on the foreshore

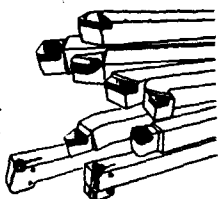


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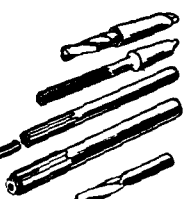
SINGLE-POINT TOOLS

For turning, planing, shaping, slotting, boring, etc.



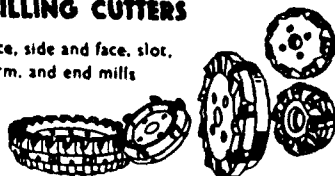
DRILLS AND REAMERS

Including expanding and adjustable reamers.

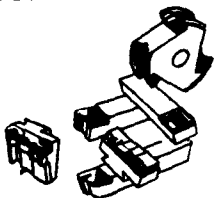


MILLING CUTTERS

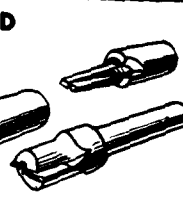
Face, side and face, slot, form, and end mills



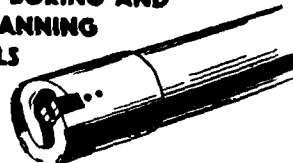
FORM TOOLS



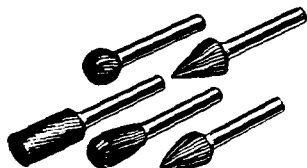
ROUTING AND KEYSEATING CUTTERS



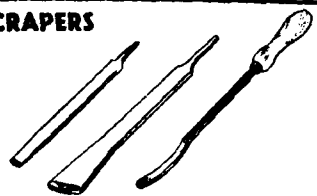
DEEP BORING AND TREPPANNING TOOLS



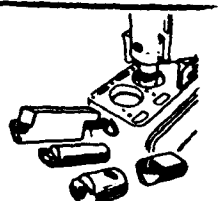
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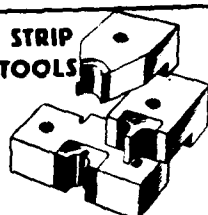
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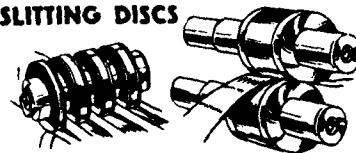
CYLINDER BORING TOOLS



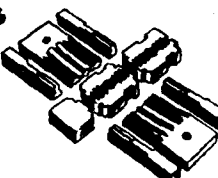
WIRE AND STRIP FORMING TOOLS



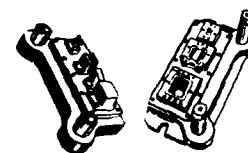
STRIP SIZING ROLLS AND SLITTING DISCS



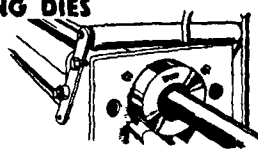
BLANKING AND PIERCING TOOLS



PRESS TOOLS



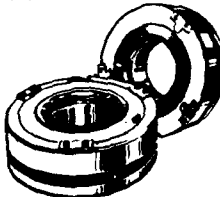
BAR AND TUBE DRAWING DIES



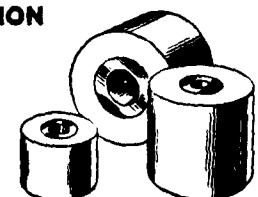
WIRE DRAWING DIES AND NIBS



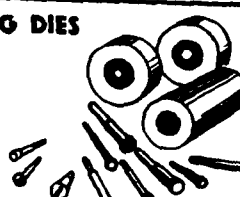
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WOMEN'S PAGE

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THE ART OF ENTERTAINING

V. S. SHANTHALAKSHMI

WE were invited to attend a huge dinner party the other day at London. It was such an unwieldy gathering, that we hardly saw the hostess, but just twice perhaps—once when we came in and next when we left! We emerged out more with a feeling of having visited a public place of entertainment like a restaurant, rather than having been at an invited party!

We all like to think we are good hostesses, but entertaining, however modestly, is an art and must have much thought given to it.

The first and foremost duty of every host and hostess, is to give the heartiest possible welcome to their guests. Sydney Smith spoke of the hostess who 'welcomed her friends with that honest joy which warms more than dinner or wine', and that suggests the proper spirit. One remembers too, Lady Macbeth's appeal to her husband:

'Come on, gentle my lord,

Sleek over your rugged looks, be bright and jovial

Among your guests to-night'

Unfortunately in the case of that particular dinner party, Macbeth had a good many things on his mind, and could be forgiven therefore for finding it difficult to rise to the occasion.

Nobody really wants a studied formality made of any visit but,

behind the scenes, before and after the guests arrive, there must be spade work put in. You must always try to make the guests feel that they are really 'in' the family, and not that her coming has given you extra work with the house turned upside down for her benefit. Give her enough attention for her to feel that she is really welcome but never stress the hostess-guest motif.

What a difference it may make when both the host and hostess can play their parts all right in this respect! It has been truly said, indeed, that half the secret of the guests enjoying themselves at any entertainment is for them to see that their entertainers are doing this. If, on the contrary, the latter are obviously anxious and worried and preoccupied as to 'how things are going', it will be the guests rather than the party that will be likely to 'go' as soon as the opportunity presents itself. But, nodoubt, precept is a good deal easier than practice in this matter, and certainly the task of the hostess striving to smile and look pleasant while her heart is wrung with secret anguish over a burnt *mysorepak*, or a over-salted *murukku*. Yet only in so far as she can accomplish it successfully, can she claim the proud title of the Perfect Hostess.

One fault the good hostess should always guard against is that of showing herself more cordial and attentive to some than to others. Yet even here,

A PRESENT WITH A FUTURE



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one should distinguish, perhaps between the special respect which may properly be paid to someone genuinely entitled to it, perhaps on account of her age or distinguished achievements, and that bestowed on someone merely on account of his wealth and social importance. But, in general, equal favour and 'indifferent justice' to all will be the rule of the ideal host, coupled naturally with all the geniality which she can command.

In the middle ages, I believe, it was laid down as a hard and fast rule, that people can't entertain more than ten guests. Even during the last century the theory was prevalent that too many guests spoiled the party and that eight should be ideal number. This principle seems even to have crystallised into the familiar saying 'not less than the Graces and not more than the Muses'. Thus Thomas Walker, the famous gastronome of Early Victorian age and the author of that culinary classic 'Aristoloty', wrote sententiously 'Eight I hold to be the golden number, never to be exceeded without weakening the efficacy of concentration'; while Sir Henry Thomson, no less renowned at a later period as a scientific student of culinary arts, adopted the same rule in the case of his famous 'Octaves'. But of course now-a-days the question of the number of guests, depends more on the nature of the party, and the entertaining capacity of the hostess. There is no rule laid down to this effect as of old.

This reminds of another story of one Dr. Williams who was a very strict and stern host. As I mentioned before we must try not at all to emphasise the host-guest relationship

when we entertain people but to stress more on the friendship aspect of it. But how unflinchingly this Dr. Williams exercised his rights as host may be gathered from the fact that for a guest to be even one minute late was sufficient for him to be excluded irrevocably from the feast. 'As the clock struck', Dr. Williams is said to have 'shut the door and taken the seat, that the late-comer had to clamour in vain for admittance!' If we are going to take a lesson from this Doctor, then we are sure to become the most unpopular creatures in the district and people will just dread to accept our invitations.

The seating arrangement of guests at a party is also of quite an importance. We should take the greatest care to spread them out and mix them properly. At the dinner about which I was telling you in the beginning, I was really shocked to find ladies all on one side clustered together, the more sociable and friendly type of men in a congregation, leaving the more socially timid ones to themselves! This just reflects on the organising capacity of the hostess. She shouldn't stop with just introducing her guests to one another, but should also take care to see that they all mingle properly, the more reserved one thrown in the company of the garrulous, the shy ones made to associate more with the forward and more experienced ones, etc., etc.

Conversation at a party is also quite an art. You must be intelligent, witty, sensible and entertaining. Never venture to make any remark about a fellow guest or anybody for that

(Continued on page 60)



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U. S. CONTRIBUTION TOWARDS INDIA'S SECOND PLAN

K. S.

ONE influential Senator of America, J. F. Kennedy, in a signed article, emphasizes the importance of the United States' Aid to the successful completion of India's Second Five-year Plan. He termed India as the Show-case of the democratic experiment in Asia. He said that U.S. will help for the best prospects of any nation in that part of the world for making a real attack on endemic poverty, security, an industrial base which can raise national and *per capita* income and providing the health, education and community services necessary for a diversified and democratic society.

The Government of India is undertaking a broad plan for economic progress. It involves spending on a scale that has prompted a new quest for aid in Europe and America and elsewhere, but it is apparent that carrying out a vast plan satisfactorily, great as may be the need, is going to be very hard. Not only do Americans have a real interest in the progress of other human beings who are in great need, it is also of major importance to them, how India proceeds in the development of its political and economic life.

United States Congressman, Dalip Singh Saund, during his recent visit to Madras said that he is confident that the Government and the people of the United States are not going to let India down on her Second Five-year Plan. Speaking to Madras Newspapermen, Mr. Saund said that the

people in the United States realize that India's credit is excellent and that India has never defaulted on its debts. India's external and internal debt is within sound limits and India's programme is sound and is being well executed. The California Congressman further said that when there is a request for 500 million dollar loan, negotiations cannot be completed overnight. Both countries must work diligently and iron out all the details of such a transaction. The people of the United States are very friendly towards India. They know that India is a living democracy. India has demonstrated this fact beyond any doubt by the two general elections and the way the Government is run. Mr. Saund concluded that India is a democratic State and the people of the United States will do anything to see India's democracy succeeded, and America will not let India down in her Second Five-year Plan.

Rs. 142.8 CRORE U.S. ECONOMIC AID
TO INDIA :

An agreement in principle to provide India with roughly 300,000,000 dollars (Rs. 142.8 crores) worth of U.S. Economic Aid is likely to be announced around the turn of the year. It is understood that the precise Dollar amounts in each category are still being worked out which depends upon a variety of facts.

India urgently needs 500 to 600 million dollars worth of foreign

exchange and that its total foreign exchange needs for the Second Five-year Plan would be about 1,500 million dollars, during the next three and a half years. It is understood from authoritative sources that the 300,000,000 dollar Indian Aid plan has been developed in U.S. by a group of leading officials from several Government agencies including State Department, which has been fairly definitely settled in the minds of the Planners. This would be a contribution towards the early needs of the India's Second Five-year Plan.

According to the Newspaper report, the Export and Import Bank would lend India 70,000,000 dollars as a first instalment and perhaps more than 200,000,000 dollars altogether during the Second Five-year Plan. The

said Bank loan, whatever its size, would have to be repaid in Dollars. This is one of the Bank's rigid rules. Another rule is that the money must be used to buy American goods. United States sources were however careful to point out that an agreement to provide this amount of aid would not necessarily mean that the dollars immediately become available. The development loan fund itself is allowed to lend money for specific projects. Presumably it would take some time for India to come forward with suggested projects for the assistance and obtain United States agreement.

There is now a strong hope that the efforts the Government of India has been making to induce Western countries to take a hand in rescuing the Indian economy, will bear fruit.

U.S. Congressman Dalip Singh Saund met elder statesman Sri C. Rajagopalachari at "Agnor", residence of the American Consul-General. He is seen enjoying a joke with Rajaji and others. (L. to R.): Miss Ellie Saund; Mr. Saund; Mr. Allison, Deputy Principal Officer of American Consulate General; Sri C. Rajagopalachari; Mrs. Saund; and Mrs. Thomas Simons, wife of American Consul-General. Right: Answering questions at a press conference at the United States Information Service premises on Thursday, December 12



WHAT NATURE GIVES US

THIS world in which we live is full of wonders and amazement. Stand near a cotton-tree and all around you will see little puffs of what looks like white wool. Stoop down and pick up one of these puffs and inside you will find a little seed. This is the cotton-seed. Just a tiny seed, and perhaps you will not give it any more thought and flick it away.

But wait and think. That cotton-seed has come from a cotton-tree, and all of us should know what use is made of cotton, especially if we live in warm countries. Your vest, your shirt, your pants, your socks, the towel with which you dry your body and face after a bath, the dab of cotton wool with which you stem the flow of blood from a cut finger, have all come from the long strands of cotton that once grew on the cotton-tree.

But what has happened to the cotton-seeds. Well, up to about fifty years back, these seeds were only used to grow more cotton-trees after they had been planted in the earth, and the millions and millions of seeds that were not needed for new trees were thrown away, or perhaps burned. Just so much waste.

Then one day a chemist you can call him the magician of today's world took a closer look at a cotton-

seed and found that it contained a lot of things that could be of immense use and profit to man.

Look carefully at a cotton-seed and you will see that there is a fine fuzz of cotton fibre sticking to it. This is known as linters and can be parted from the seed by machinery. By adding a certain chemical known as a nitrate, these linters can be used for making smokeless gunpowder or celluloid, and from celluloid you can make all kinds of exciting and useful things. If you cut open the seed you will find that it consists of a thick oily kernel inside a thin brown hull, or outer shell. From each ton of cotton-seed you can get 700 to 900 pounds of hull, and at one time this large quantity of hulls was burnt. Now, these hulls are ground up into fine flour-like substance and used to feed cattle, or made into fertilizer.

Next, let us see what can be done with the kernel. When this kernel is pressed a yellow oil is squeezed out, and the meal-like cake remains. This meal-cake when mixed with the ground hulls makes an excellent and tasty food for fattening cows and bulls, and goats and sheep. At one time, during the First World War, fine cotton-seed meal was added to the dough for making bread in America. This bread was nice to taste and good for building up the body. The cotton-seed meal contains about 40 per cent

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THE biggest battery development in recent years—the Pg Battery—now brings you the highest power capacity, low weight, and far longer service than ever before... thanks to its patented Pg Tubular Positive Plate. Pg Batteries are made in India by Standard Batteries Limited exclusively under licence from Messrs. A. B. Tudor of Sweden (Indian Patent No. 47394).

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The 'Standard' Pg Tubular Positive Plate consists of a row of Pg tubes. This patented construction effectively prevents shedding of the active material—the most important cause of battery failure. It thus greatly increases the service life of the battery.

Also, the Pg tube has very thin walls, allowing room for more active material—which means more power capacity for the 'Standard' Pg Battery.

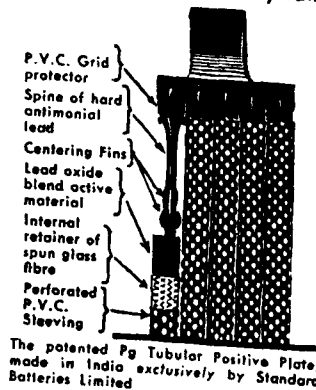
'Standard' Batteries for every electrical power use

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- 8 Low self-discharge
- 9 Low internal resistance
- 10 Even discharge voltage
- 11 Lower battery costs per annum

of what is known as protein, which is a kind of chemical that is valuable food stuff.

But the most valuable part of the cotton-seed is the yellow oil that comes out when the seeds are pressed. The seed contains 20 per cent of oil, most of which can be squeezed out of the hot seeds by hydraulic pressure. The oil that comes out is a liquid red in colour, and with rather a bad smell. This oil is then purified by various chemical means, and by blowing air and steam through it. Eventually you get a yellow oil that is suitable for use in various foods.

At the end of the day when you are tired and weary you climb into bed and lay your head on a soft pillow, and your body sinks into a soft mattress. If you rip open your pillow and mattress you will find that both are stuffed with cotton and you may even find scores of tiny cotton-seeds. The cotton in your pillow and mattress came from the fibres sticking to the cotton-seeds.

When you want strong twine to tie up a package, or strong rope for some purpose, there is hardly anything better than white twine and rope made from the cotton strands that first came from the cotton-seed.

There is a substance known as cellulose, which is used for making a number of things. The paper on which you write a letter home, the varnish used for polishing a table or chair or bed, the film you roll into your camera for taking photographs, the hundred and one little toys and gadgets made from various kinds of plastic materials, all contain some cellulose. And where

does this cellulose come from? Yes, from the ordinary cotton-seed.

If you have ever been into the dressing-room of a big hospital, or watched doctors and nurses doing an operation, you are sure to find a lot of cotton-wool being used for soaking up blood, wiping away all the bad stuff that comes out of sores and cuts and wounds. Where did all this cotton-wool come from? Once again, the answer is, from the tiny cotton-seed.

Today, those who live in cities and large towns, where electricity can be found in almost every home, will rarely see the old-fashioned candle. But even electricity sometimes fails and a house is plunged into sudden darkness. Then there's a shout, "fetch some candles and light them quick". Now every candle contains a lot of oily matter. Long, long ago this oily matter came from the fats of animal bodies. But today, most of it comes from the oily substance that can be squeezed out of seeds like the cotton-seed. But unlike the candle there is something that you must use every day of your life; if, of course, you have clean habits. You must wash and bathe, and to do this you must use not only water, but soap as well. Like the candle, long, long ago, when soap was first made, animal fats were used, but today, it is once again the oily matter that comes from the cotton and other seeds that helps to make and provide you with your cake of soap.

Is this the end of the uses to which we can put our little cotton-seed? Far from it. When it is raining hard you slip on your raincoat to keep off the rain, on your way to and from

school. Now what keeps the rain from soaking you to the skin when you put on a raincoat? It is the 'water-proof' substance over the material from which the raincoat is made. And this waterproofing, by the magic of chemistry, partly started from the tiny cotton-seed.

You may have seen what looks like a hard rubbery substance covering the floors of rooms. This is known as linoleum, and can be bought in all sorts of delightful colours and designs. If you took a piece of linoleum to a chemist and asked him to break it down into the various parts from which it was made, you would find that what came out of the cotton-seed, was put into that piece of linoleum.

There was a time when most people used ghee for cooking food; but today when ghee is so costly, that few people can afford to use it as a cooking medium. So in place of ghee, the fatty matter used in cooking comes

from vegetable oils: that is, from oils squeezed out of various kinds of nuts and seeds. Cotton-seed is one of these.

We could go on adding to the large number of things that can be made from, or get something, from the tiny little cotton-seed. But the few we have read about are enough to make us wonder and wonder. Somewhere I read about a man who picked up a seed from the ground, and after thinking about it for a little while, said to himself, 'just imagine, here in my hand I hold a vast forest of trees'. From that one tiny seed planted in the ground, and with the passing of the years, one day there will be a huge forest of trees. But, today, thanks to the wizard we call the chemist, when we hold the little cotton-seed in our hand, we can picture hundreds of useful things that can come from that tiny seed.

UNCLE TELLATALE.

Women's Page

(Continued from page 53)

matter while at a party. Confine yourself to topics of general nature. Once a friend of mine made some derogatory remark about a fellow guest at a party only to find to her horror later on, that she was talking to the husband of that particular guest!

This art of holding a conversation at a party, isn't as easy as all that. It requires a certain amount of training

in addition to your innate wit and humour. In your teens you are really struck dumb in parties. In your twenties you rush into excuses that make bad manners worse. In your thirties you pretend you have been talking at cross purposes: of course you meant women over there, in green. After that, you smile and say "Now I am ancient and you young folks will never care to speak to me really!"



TIPS TO PRECIS WRITING AND DRAFTING

*Published by The Kalpana Publishers,
Tiruchirapalli-3 Price Rs. 3*

The Book under review is very informative containing model letters and drafts and will be very useful to one and all, particularly to those who are appearing for the Appendix II-A Examination prescribed in the Indian Railways Code for the Accounts Department.

A Precis (pronounced pressee) is a summary, and Precis-writing is meant summarising. The gist or the main theme of the given passage is to be expressed lucidly, fully but in as few words as possible. All that is required in a Precis is that the candidate should be precise so that any one on reading the Precis may be able to grasp the main points and general effect of the original passage, or matter, or correspondence. A Precis must always be much shorter than the original. When it is said so, a doubt arises as to how shorter the precis should be than the original. No rigid rule can be laid down restricting the length of the precis. It may be said that a precis should not contain more than a third of the number of words in the original passage. The first thing in a precis is that the passage should be read not once, but

more than once, again and again, to get a general idea of the passage. There is difference of opinion as to whether the original language of the passage can be retained. The general rule is that the precis must be in the language of the writer. It must not be a patchwork made up of phrases and sentences quoted from the original. At times it may happen that their replacement or paraphrase may not bring out the full force of the original expression. Then it would be convenient and better to retain the original language. In short, (1) the passage is to be read carefully over and over again, (2) a title should be given, (3) the passage should be examined in detail to make sure of the meaning, (4) unimportant points and repetitions should be eliminated; and the important points essential to the expression of the main theme should be noted, (5) the length of the precis should be within its limits, (6) the precis should be in the language of the writer. It should be condensed, self-contained and connected while without any comment and without any correction of facts in simple English and past tense in indirect speech, (7) abbreviations should not be used, (8) the language should be definite, smooth, clear and concise, (9) a rough precis should be made out before writing a fair copy and (10) the fair precis should be revised to correct all mistakes in spelling, grammar and punctuation.

'Help us to help you'

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

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

(Issued by Northern Railway on behalf of Indian Railways)

Drafting is writing a letter, circular, resolution, office orders, etc., or notes. Usually in Examination papers, candidates are asked to draft a letter or Procedure Order from the material given for precis writing. At times, certain data are given and from the data, the draft has to be put up or, candidates are asked to draft a letter or circular on common topics.

The book under review is well got up containing tips to precis writing, tips to drafting, tips to circulars and Demi official letters and tips to procedure orders along with question papers from 1950 onwards, and will be very useful to the Accounts Section staff.

THE AUTO INDIA

(Tourism Special Issue)

*Published by Messrs. Auto India
Traders Corporation (Private) Ltd.,
Madras-2*

The Tourist Number of The Auto India is very nicely got up, printed on art paper, containing a score of important features pertaining to the Transport, well written on varied topics by distinguished writers with a profusion of illustrations and an attractive colour cover page specially illuminating the same.

The article GAME SANCTUARIES IN SOUTH INDIA by Miss K. C. Annapurna, Assistant Regional Tourist Officer, Government of India, is very interesting. In proportion to the progress of civilization, the plentitude of wild life seems to be almost on the

road to extinction. The indiscriminate and incessant attacks of sportsmen have gradually wiped out several species of wild life in our country. It is only in recent years—as late as 1952—that the preservation of wild life has begun to interest responsible authorities, the general result of which has been the creation of game sanctuaries, where wild life is given all protection and the interested person can watch and study the game in their natural surroundings. The author brilliantly portrays the various Game Sanctuaries in South India.

With her abundantly varied lovely landscape, her spaciousness, graceful lay-out, and wonderfully green expanse of rolling downs dotted with 'sholas', coupled with the cool, equable, bracing climate, Ootacamund, the lovable paradise of the South is undisputedly the Queen of the Hill Stations and one of the nicest spots in India. "The Queen Beckons You!" is an interesting article by Mr. M. Ramaswami.

The article "Special precautions needed for Night Driving" contains a score of valuable informations for motorists. "Care of the Body" is another interesting article by Raja D. V. Apparao Bahadur. "Own Your Auto Scheme" is a novel attraction of the Editor. Automobiles have ceased to be rich man's privilege. In this age of speed they have become more or less an everyday necessity for all to attend to one's vocations promptly and efficiently. For those without own conveyance, public transport is the only resort.

(Continued on page 66)

TARGETS

FOR

STEEL

STEEL

IS THE STARTING POINT

Use steel only when
you must today,
there will be more tomorrow.

Six million tons a year
is India's immediate target
for steel—the absolute
minimum for her
present needs.

Eighteen million tons is the
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India's deposits of iron ore,
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content in the world, can last
a hundred years.
Adequate supplies
of metallurgical

coal and other
raw materials abound.
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technical skill and high quality
materials makes India the world's
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target—eight hundred
thousand tons of finished
steel and two hundred and
eighty thousand tons of pig iron.

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THE INDIAN IRON & STEEL CO. LTD.

Works: Burnpur and Kulti

Head Office : 12, Mission Row, Calcutta.

RAILWAY PASSENGERS' ASSOCIATION, TANJORE

Parting words by Sri T. N. Kalidoss Iyer, B.A., B.L., Tanjore, on behalf of the members of the R.R.U.C.C., Trichinopoly Division, at the last meeting of the Committee on 20th December 1957.

OUR CHAIRMEN MR. P. K. MADHAVA
MENON AND MR. G. N. NAYAR,

Permit me to say a few words on the occasion of this last meeting of our committee. Many of us retire by efflux of time to give place to a new committee coming into existence in a few days. It is felt appropriate that we should say a few words at this last meeting and take leave of you both. There may have been some failings in us during these two years that we were with you. But we assure you that sincerity was not wanting in us and that we attempted to do the little work entrusted to us to the best of our ability.

During these two years, at about a dozen sittings, we had discussed with you 688 items of interest to the users of Railways—presumably a far larger number of subjects than what other similar committees had done. The patience with which both of you listened to us and the keen desire you evinced in understanding our views made the more vociferous amongst us to swell the agendas with more and more items. The thoroughness with which both of you were able to discuss every subject was to the mutual advantage of us both. One generally becomes impatient and out of gear when one is called upon to face numerous problems of varied interests in quick succession. But you, Sirs, are exceptions to the rule. Your calmness and affability endeared us all to you in no small degree.

Nay, not only in quantity but, also in quality the subjects we had to discuss with you were of a far wider range (bordering on what have now become called 'policy matters') than what could be seen with regard to similar committees. Requests on the need to impress on the Planning Commission not to cut the demands under 'railways' so that progress in traffic and industries may not be hampered, the need to allot adequate funds for development of railways in the South which had not its due share for a long time past, on the need to set up an integral metre gauge coach building factory and to expand the Golden Rock Workshops to relieve overcrowding, on the need to manufacture more composite coaches to cope with the increased demand for through carriage services, on the need to give up the iniquitous levy of 'Pilgrim tax' even to places that are not places of Pilgrimage, on the need to provide tubewells in stations of chronic water scarcity,—these to mention only a few denote the range in quality.

Greater percentage of train mileage on the Southern Railway on which the Railway Board had spoken in appreciative terms in their despatches of February 1956, the ease and perfection with which large festival crowds were handled (as in the recent one at Kumbakonam Mahamaham), the good publicity on such occasions, increased through-carriage services, framing of time-tables with minimus irksomeness to the travelling public, an enviable system of catering to passengers and provision of numerous other amenities, for which our railway in the South

had long earned a name and fame, were found continued in an increasing degree by the Southern Railway Administration under the able Stewardship of our General Manager assisted by a team of able Heads of Departments, Deputies, Staff and officers of zeal and sincerity like you.

May we, the retiring members, ask both of you to carry with you the pleasant recollections of the happy days spent by us with you at the numerous meetings and wish a prosperous time for the railways and the public, and especially for our Railway in the South.

Our Commercial News Letter

EARNINGS :

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

		Rupees in lakhs.	
		October	
		1956	1957
Passengers	1,65.35	1,48.56	
Other Coaching	32.74	32.76	
Goods	1,94.98	2,34.89	
Sundries	12.65	8.79	
Total	4,05.72	4,25.00	

COMPENSATION CLAIMS :

No. of claims received in the month of October 1957 ..	3,941.
No. of claims disposed ..	4,250.
Amount paid during the month of October 1957 ..	Rs. 2,63,821.23.
No. of claims outstanding at the end of the month of October 1957 ..	4,401.
No. of days taken to settle a claim	41 days.

TICKETLESS TRAVEL :

87,182 persons were detected travelling without tickets in the month of September 1957. Out of these 81,262 paid fare and penalty on demand which amounted to Rs. 1,78,569 ; 3,473 were prosecuted and 2,089 were imprisoned.

Book Review

(Continued from page 63)

Hence it must be the dream of every one to have his own automobile, whether it be a car, motorcycle, scooter or auto cycle according to one's capacity, but what baffles most is the initial outlay involved in purchasing a vehicle, since very few can find sufficient ready cash for this purpose. It is with a view to make funds available for purchase of automobiles repayable in very easy instalments

extending to 50 months to suit the pockets of middle income group and at very low rate of interest that the OWN YOUR AUTO SCHEME has been introduced.

In short, the magazine under review is well got up, its design and get up are very good, and sets up a standard for magazines of this type.

S. VEDANTAM.

* S. R. NEWS *



G. M. inspecting the lay-out and charts of the creosoting plant

GENERAL MANAGER INAUGURATES CREOSOTING PLANT AND STAFF COLONY AT OLAVAKKOT

Sri T. A. Joseph, General Manager, inaugurated the Creosoting Plant at Olavakkot on 26th November 1957. Sri A. Sukumaran, Divisional Engineer, read out a short report mentioning its usefulness for treating low grade B.G. and M.G. sleepers for longer life. The plant was erected at a cost of Rs. 24 lakhs and is the only one of its kind in Southern India. The G.M. performed the opening ceremony and inspected the plant with the officers and guests. Sri K. Srikantiah, Assistant Engineer-in-charge, proposed a vote of thanks.

Sri T. A. Joseph then went to the Divisional Office where the staff and

invitees had assembled to attend the inauguration of the staff colony. The staff and invitees along with the G.M. moved to the new colony in a long procession lead by a caprisoned elephant accompanied by 'Pancha vadya' and 'Nadaswaram' music. The entire route was thronged by the local population. Sri S. Chaudhury, Divisional Superintendent, welcoming the gathering said that the colony is the result of the joint effort of all who had gathered there. He was grateful to the local people, officials and non-officials for the very valuable help rendered by them right from the time of land acquisition till the colony rose up to the present state. The staff entrusted with the construction of the colony laboured under difficult and trying circumstances and toiled hard and he was grateful to them for their work, their valuable suggestions and healthy criticisms.

He continued, "Our General Manager is the architect of this colony and he has kept himself in close touch with the progress of the colony at every stage and also its future.

G. M. inspecting treated sleepers





G. M. addressing the staff of the Divisional Office

The procession leaving the Divisional Office



"The total number of staff in the Divisional Office is 790 exclusive of the Medical Branch and we have on hand sanction for the construction of 381 quarters. Out of this number 127 are now ready for occupation with electricity and water supply. In spite of vigorous efforts made, it had not been possible to get required materials for water supply and hence 122 quarters though completed could not be made fit for occupation for want of water supply. Construction of 115 more quarters is in progress at various stages and they are expected to be completed in two months' time. Materials required for the provision of permanent watering arrangements are also expected to be received shortly. Therefore, I hope that by the end of January next 364 quarters would be occupied by the staff. It is also hoped that drainage arrangements, park, play-ground, etc., will all be completed by then.

"You will all see an illuminated picture of the colony as completed immediately our General Manager performs the opening ceremony.

"I also wish to mention here that arrangements have been made to open a dispensary at Olavakkot from early next month". Then he requested the General Manager to address the gathering and declare the colony open.

Addressing the gathering Sri T. A. Joseph said that as a general rule it was not the practice to have quarters for office staff in any Headquarters or District Headquarters. But an exception had to be made and quarters had to be built in some of the centres of the Divisional Headquarters like Guntakal, Madura and Olavakkot. As it was felt that the additional staff

arriving would find it difficult to find local accommodation in full strength it was decided to construct quarters for about half the total strength of the Divisional Office and as Mr. Chaudhury had stated 381 quarters had been sanctioned and half of them were still under construction.

He continued that the place was selected after protracted investigation as a proper venue for the headquarters of the Division which controls the entire distance from Jalarpet to Mangalore and right upto Cochin. "The main attractions for this area are its healthy climate, good water supply and educational and recreational facilities in Palghat. No doubt three or four months in the year it is definitely on the warm side but you have to balance the advantages against disadvantages of the place. It has none of the chronic sanitary features which are generally attended with coastal towns and I have been advised the cost of living in this area is definitely lower than that obtaining in the coastal belt."

"I wish this colony all prosperity. This is the first of its type, I think, in Kerala."

Then he pressed a button fixed on a beautifully carved out elephant and the two wings of the gate fixed at the entrance of the colony flung open strewing flowers all over the area. The G.M. then inspected an illuminated diagram of the colony fixed at the entrance to the colony. Accompanied by the invitees, the officers and staff, the General Manager moved to the colony and he was greeted by the display of fire-works. The party went round the entire colony inspecting all types of quarters. Sri M. Rama Rao, the Divisional Signal and



The G. M. being garlanded



The D. S. welcoming the G. M. and the gathering

The G. M. inspecting the quarters





A section of the gathering at the function

Tele-Communication Engineer, proposed a vote of thanks.

Sri S. Chaudhury gave a dinner in the evening which was attended by

the General Manager, Divisional Officers and some local gentries and officers such as Collector, Municipal Chairman, District Superintendent of Police, etc.

NATIONAL OVERSEAS AND GRINDLAYS BANK LIMITED.

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

OPEN

SAVINGS BANK ACCOUNTS

In their Branches at

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

Withdrawals by Cheque

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

J. M. LAMBERT,
Manager.

Main Office :
3, North Beach Road

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

ANNIVERSARY OF THE MADRAS DIVISION, No. XX, SOUTHERN RAILWAY DISTRICT, ST. JOHN AMBULANCE BRIGADE (INDIA)

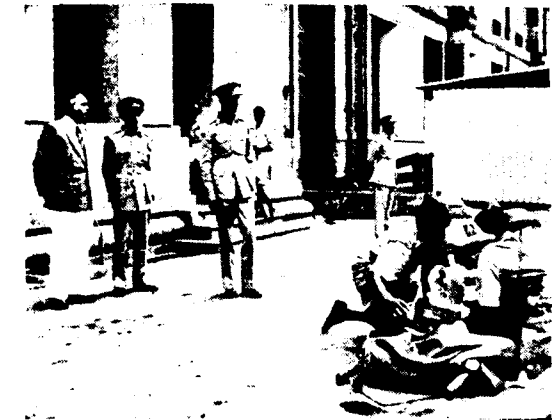
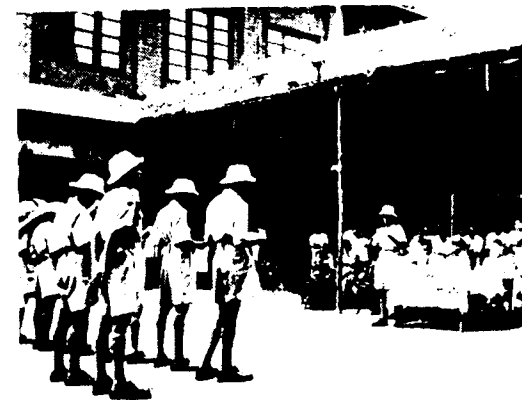
The first anniversary of the MADRAS DIVISION, No. XX, Southern Railway District of the St. John Ambulance Brigade (India), was celebrated on the evening of 15th December 1957 in the New General Office Grounds, Park Town, Madras.

Sri T. S. Parthasarathy, Dy. Chief Operating Superintendent, Southern Railway, presided over the day's celebrations. The Division under the command of Sri N. S. Sambasivam, Divisional Superintendent, was reviewed by the president of the day. After the review a competition in Stretcher Drill by the members of the Brigade was held.

On conclusion of the demonstration, the Divisional Superintendent, welcomed Sri T. S. Parthasarathy.

The Divisional Secretary, Sri T. Vajjiravelu, then read out the many congratulatory messages received.

Secretary reading the Annual Report



Squad participating in the Stretchers Drill

Amongst them were the message from Dr. V. T. Naidu, Retired Chief Medical Officer, Southern Railway, Sri T. S. Radhakrishnan, Corps Officer No. IV Madras District of the St. John Ambulance Brigade and the Divisional Superintendent of the Trichy Fort Ambulance Division, No. XX, Southern Railway District.

The Annual Report was presented by the Secretary of the Division. The president Sri T. S. Parthasarathy, then gave away the prizes to the winners in the Stretcher Drill competition. The competition was conducted by the Ambulance Officer, Sri C. Radhakrishnan and Dr. Jacob, Assistant Surgeon, Rayapuram and Doctor Sankaran, Assistant Surgeon, NGO/ Madras, were the judges for the competition.

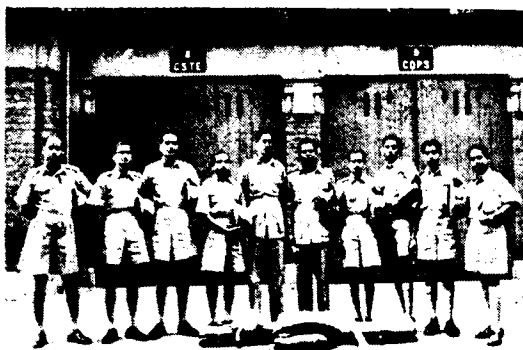
The squad headed by Sri Abdul Jabbar was declared as winners in the "Thigh Fracture" demonstration and the squad headed by Sri Ganesh Rao, as winners in the "Patella Fracture" demonstration.

Sri T. S. Parthasarathy in his address said: "I must confess that when I

agreed to participate in the First Anniversary of this Division of the St. John Ambulance Brigade I never expected that it would be such a splendid and interesting demonstration. Railwaymen participate in various activities outside their office hours. Some of them are of a recreational nature, like Music, Drama and Literary activities. I am myself the President of an Association formed for arranging music performances and there is a performance even today. But many of these activities are only for our own recreation and do not enable us to be of assistance to others. But such other activities as Scouting and the St. John Ambulance Brigade enable us to render valuable services to others in times of emergency. Although First Aid boxes exist at some stations, there is none among the staff who know how to render First Aid. How nice it would be if all station staff knew how to act and what to do during accidents or some men of the station belonged to the St. John Ambulance Brigade.

I must congratulate this Division on the very smart turn-out and the

Winners in the Stretcher competition



President awarding Medal to the winner in the Stretcher Drill competition

splendid demonstration given today. Although, your Division is only one year old, your performance is so good that I am not at all surprised that our General Manager expressed satisfaction at the General Inspection Parade Day on your smart turn-out and demonstration.

I wish your Division many more years of useful service and real help in times of emergency."

A vote of thanks was proposed by the Divisional Superintendent.

NATIONAL SAVINGS CAMPAIGN, GUNTAKAL

A Meeting of the Office Superintendents, Chief Clerks, etc., in the Guntakal Division was held on 11th December 1957 in the presence of the Divisional Personnel Officer. The Regional National Savings Officer explained the importance of the Savings Movement and the method of organising Savings groups among the staff. A Sub-Committee was formed consisting of Office Superintendents and Chief Clerks. It was decided to make

the Office Superintendents and Chief Clerks responsible to persuade the staff working under them to join the Savings Group. The collections are to be made at the time of disbursement of pay in each Branch by the Internal Agents who will be present at the time. It was also decided to appoint the Welfare Inspectors as Internal Agents.

RETIREMENTS

The Engineering Officers and staff of the Mysore Divisional Offices were 'At Home' to Sri M. N. Gunda Jois, Chief Clerk, Works Branch, Mysore Division, on 9th December 1957 at The Indra Bhavan, Mysore, on the eve of his proceeding on leave preparatory to retirement from service from 8th April 1958. The Divisional Engineers who were present at the function spoke in appreciative terms of Sri Jois.

Sri Jois entered the Railway service in 1923 in the Railway Audit Office (present Accounts Office) as a clerk on Rs. 20 and was gradually promoted and drafted as the Budget Clerk of the Accounts Section of the Agent's Office (ex GM's Office), Mysore, where he worked as the Head of the Accounts Section from 1933 till the Integration of the Railways. Mr. Jois passed the Accountants (App. II) and S.A.S. (App. III-A) Examinations with distinction. Consequent upon the integration, he was promoted and transferred to the Regional Engineer's Office, Mysore, in Grade Rs. 200-300 as Head Clerk and was ultimately the Office Superintendent of the R.E.N.'s Office till the Divisionalisation, when he was designated as the Chief Clerk of the Divisional Offices in the Works Branch in Grade Rs. 260-350 from 1st April 1956.

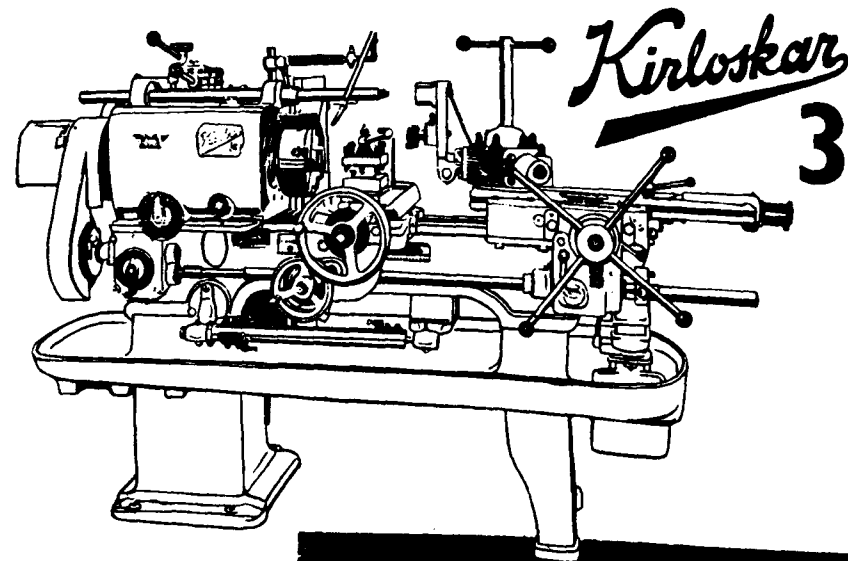


Sri M. N. Gunda Jois

Mr. Jois during his service was very well-known for his hard and efficient work and gained the affection of both the officers and staff of the office. In addition to his official duties, he rendered his valuable services as the Chairman of the Southern Railway Employees' Consumers' Co-operative Stores, Mysore and also as a Sitting Member in the Staff Benefit Committee, Mysore.



A pleasant function was got up in the Railway Institute, Trichinopoly Junction, on the afternoon of 9th November 1957 by the staff of the District Mechanical Engineer's Office, Trichinopoly, under the chairmanship of Sri W. F. Turner, Assistant Mechanical Engineer, to bid farewell to Sri A. Venkatesa Naidu, Head Clerk, D.M.E.'s Office, T.P.J., on the eve of his retirement due to superannuation after a service of 29 years on the ex S.I. Railway and Southern Railway. The



CAPSTAN LATHE ANOTHER MILESTONE IN THE PROGRESS OF MACHINE-TOOL INDUSTRY

SPECIFICATIONS: Swing over bed 13" — Bar capacity 1½"
Spindle speeds 6 — Feeds 6 — Motor
Horse-power 3 to 5 H.P.

This modern design Capstan lathe is of rigid construction and the speeds and feeds are so arranged to enable use of tungsten carbide tipped tools efficiently. All the gears in the headstock are hardened and ground.

Today, as in the past several years, the largest number of lathes are manufactured by THE MYSORE KIRLOSKAR LTD. Their leadership in the manufacture of high quality machine tools is achieved by easy operation, sturdy construction, best workmanship and above all backed by years of rich experience in the line of precision machine tools manufacture.

MANUFACTURERS:-

THE MYSORE KIRLOSKAR LIMITED
YANTRAPUR (P.O.) HARIHAR (MYSORE STATE).



Sri W. F. Turner speaking on the occasion

Chairman exhorted those present to emulate the sincerity and love for hard work of Sri Naidu and give their best in the discharge of their duties.

Sri A. Venkatesa Naidu entered service as a clerk on Rs. 25 on the ex S.I. Railway and from there he gradually rose to the post of a Senior Head Clerk by dint of hard and sincere work after having served in various capacities.

He carried out his work for the Railway with unflagging energy and unstinted devotion. His duties as Head Clerk, Train Sec., DME's Office at TPJ, was an extremely onerous one and demanded the highest degree of patience and tact especially during the two cyclones in the Tamil Districts

of this state when relief supplies of essential needs had to be rushed to the affected places through relief specials, the last Mahamagham festival when a great number of passenger specials had to be run at frequent intervals of 15 minutes and 10 minutes to different directions, the Historic Avadi Congress Session for which a number of specials were run to the convenience of all the delegates. That he had carried out those tasks with such outstanding success was a tribute to his love of hard work, his efficiency and high personal principles. He knew every detail of the work in the office. Throughout his service, his relationship with the staff under him and the officers above him had been most cordial.

SOUTHERN RAILWAY

TENDER NOTICE No. 12

Sealed Tenders in the prescribed forms, separately for each of the following works, will be received by the Divisional Superintendent (Works), Guntakal, upto 16-00 hours on 15-2-1958 and opened in his Office at 16-00 hours on 17-2-1958 :

Serial No.	NAME OF THE WORK	Total approximate value of the Contract	Earnest money to be paid
		Rs.	Rs.
1	Strengthening of track from mile 339/9-10 to 359/9-10 in Nandyal Ghat section	2,27,500	6,825
2	Supply of hard stone or granite ballast 1½" size alongside the track from mile 360 to 419½ in Diguvaletta-Donakonda section. Quantity 3 lakhs C.ft.	1,00,000	3,000
3	Supply of 1½" size hard stone ballast at Putalapattu Station Yard and training out the same in Chittoor, Pakala & Kalikiri sections. Quantity 5 lakhs C.ft.	77,500	2,325
4	Zonal Contract-Collection and training out of ballast in Zone "V" (Hampapatnam & Yeshwantanagar sections) for a period of one, two or three years from 1-4-1958		1,000
5	Supply of 1½" & 1" size stone ballast for complete track renewals from mile 83/11 to 101½ of Arkonam-Raichur section. Quantity: 1½" size ballast—10,72,000 C.ft. 1" size ballast—25,250 C.ft.	1,59,000	4,770

Tender Forms (not transferable) can be obtained from the Divisional Superintendent (Works), Guntakal, on production of a receipt for Rs. 10 per copy (not refundable) paid to the Divisional Pay Master, Guntakal, or to any Station Master on this Railway.

Last date for issue of Tender Forms .. 15-00 hours on 12-2-1958.

Last date for receipt of Earnest Money by the Divisional Accounts Officer, Guntakal ..

16-00 hours on 13-2-1958.

Further particulars can be seen in the Tender Form.



Members of the ZRUCC with G.M. on the banks of Ashtamudy Lake— the Committee met at Kottayam on 28th November 1957

The members of the RRUC Mysore with officers of the S. Rly. photographed when they met at Poona on 6th December 1957

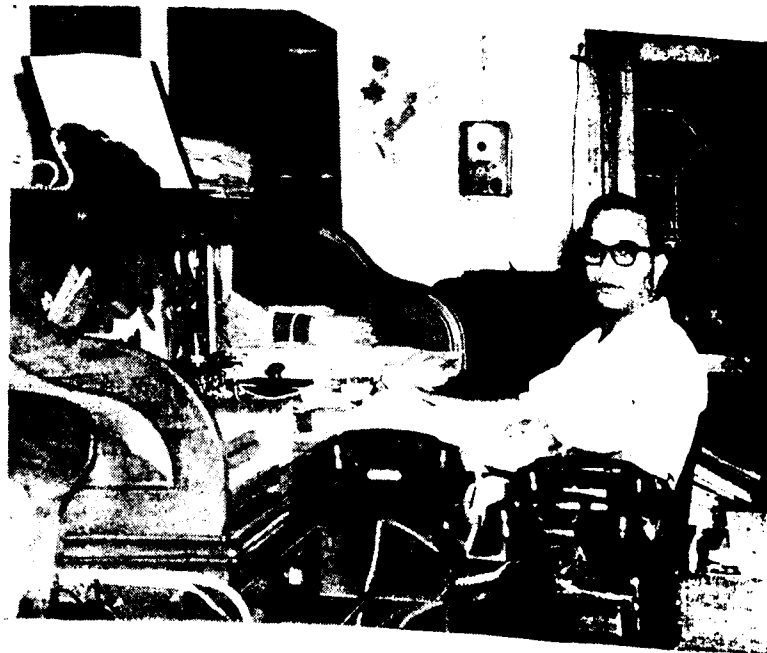


January 1958



Sri S. L. Kumar, Director, Railway Research & Technical Institute, Lucknow, addressing Heads of Departments and other officers of our railway on the Technical and Research aspects of working of Railways in the U.K. and European countries during his recent visit to Madras

Sri K. N. Krishnan, Secretary to G.M., was promoted as Joint Director, Traffic, Commercial, Railway Board



January 1958

ANNUAL TOURNAMENTS, RAILWAY INSTITUTE, BEZWADA

The Institute annual tournaments were conducted as usual from 1st December 1957 to 8th December 1957.

There were record entries both for games and sports. Nearly 120 members participated in all the events. Out of the events, viz., Badminton, Ring Tennis, Ping Pong, Carroms, Chedugudu, Volley Ball and Shuttle Cock, the last three were keenly contested.

Special mention is to be made of the entertaining participants in volley ball, shuttle cock and chedugudu events.

In volley ball, there were keen contests throughout, between rank players of the Institute, new comers in RPF and open line staff. Special mention should be made of Sri C. J. Francis and his partner Sri Md. Usman who were winners. The RPF team displayed wonderful skill and tactics throughout the game though they lost in the semi-finals.

In shuttle cock Dr. Narasinga Rao and his partner Sri N. V. Subba Rao had to fight their way for a win.

For the first time Chedugudu figured very prominently in this year's annual tournaments and no less than 10 teams participated. Here the RPF staff dominated the show and their play attracted vast number of spectators every day.

In athletics, the competition was no less keen, and last year's rank athletes found it difficult to maintain their position. There were in all 8 events namely 100 metres, 400 metres long jump, high jump, hop step and jump, shot put, discus throw and javeline throw.

Messrs. John Gnanaraj, R.C.D'Cruz, N. Subba Rao and Dr. Narasinga Rao were the outstanding athletes.

On the final day, presided over by Sri S. Ramakrishnan, Chairman and Divisional Operating Superintendent, Bezwada, silver cups were distributed to all the winners and runners up by Sri C. Srinivasa Rao, Divisional Engineer, Bezwada.

Sri K. P. P. Menon, SS. Madura, who was recently promoted as A.P.O., Olavakkot, was honoured at a farewell party at Madura on 27th November. Below is a group photo taken on the occasion





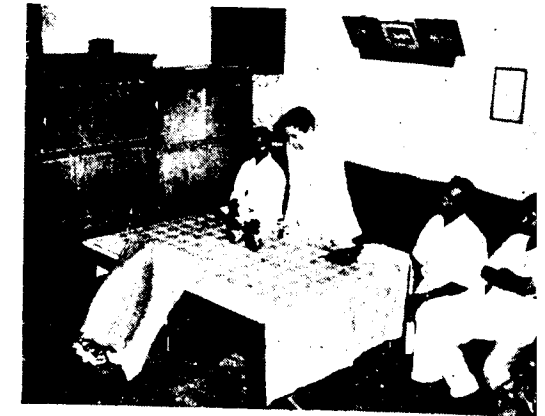
R. Srinivasan, M.Sc., son of Sri R. Rangaswami Iyengar, Advocate, Dharaparam and Alamelu alias Chitra, daughter of Sri T. M. Rangachari, Law Officer, S.Rly., Madras, were married on 13th November 1957 at Tiruchavur



V. C. Meenakshisundaram, Stenographer, C.C.S.'s Office, Madras and Koteswari were married at Villivakkam on 29th August 1957

NEHRUJI'S BIRTHDAY CELEBRATIONS AT SALT COTTAURS

Sri K. Ramdoss, Deputy Mayor, Corporation of Madras,
unveiling Sri Nehru's portrait



Sri K. Srinivasan who presided on the occasion
giving his presidential address

A section of the gathering. [A report of the function
was given on these pages in our Dec. issue—Ed.]



January 1958



A new Branch of the Rly. Security Force Office was opened at Salt Cottaurs recently. Photos show (left) : Sri D. B. Patel, DS Madras, inspecting the unit and (right) Sri D. B. Patel and (on his left) Sri M. Singaravelu, Chief Security Officer, with other officers

Photos taken at the inauguration of Mambalam Sangeetha Sabha, Madras-17, by Smt. Tara Cherian, Mayor of Madras



January 1958



Inspection at Karwar Port into movement of Iron Ore by rail, Hospet to Hubli, by road Hubli to Karwar and onward by sea. (L. to R.) Sri K. J. Chandy, DS Hubli, Sri D. Sandilya, Managing Director, Standard Trading Corporation, the Regional Manager, and FA & CAO, STC



Sri Aziz who has been promoted as Dy. C. E. recently



2/Lt. R. Thiagarajan, B.Sc., son of Sri V. S. Ramanathan, Power Controller, S. Rly., Podanur, was commissioned at the Military College, Dehra Dun, at the Passing-Out Parade held on 14-12-57

OPENING OF QUILON-KOTTAYAM SECTION
by Dr. B. RAMAKRISHNA RAO
at Quilon on



Prayer

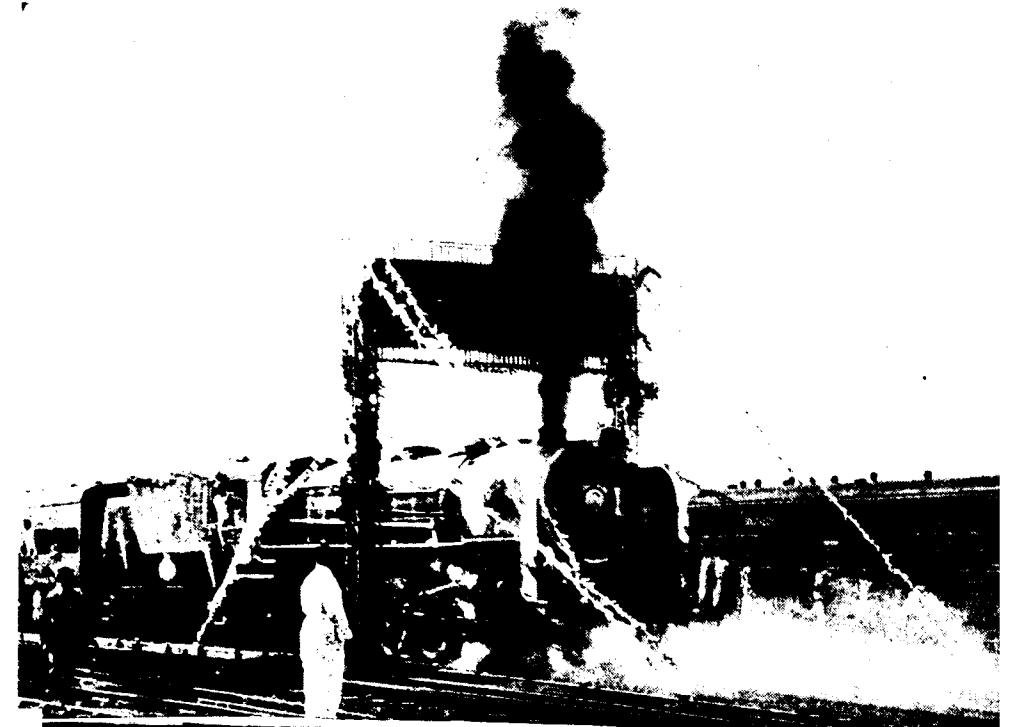


*G.M. welcoming
the guests*

QF QUILON-ERNAKULAM RAILWAY
Governor of Kerala
6th January 1958



*The Governor
pulling the
lever*



*and the first train
steaming down
the new line*

Opening of Quilon-Kottayam Section



The chief guest is being escorted to the dais

of Quilon-Ernakulam Railway—(contd.)



*At Mavelikkara
A view of the Tea
Party*



View of the Engine that hauled the first special train over the newly constructed line. Standing near the Engine, fourth from left is Sri Ganapathi, D.M.E., Madura

In the background may be seen the vast crowd awaiting to see the first train moving out



Another view of the guests having tea



The Suburban Rly. Users' Consultative Committee met at S. Rly. Headquarters Office on 26th December 1957

SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S 236/VII/HA/4/564.

Sealed Tenders are invited for the supply of Two electrically driven horizontal type centrifugal pump sets and accessories to Specification ED/CP/OJA.1 for Olavakot Junction before 3 P.M. on 10-2-1958 and will be opened by him on 11-2-1958 at 3 P.M.

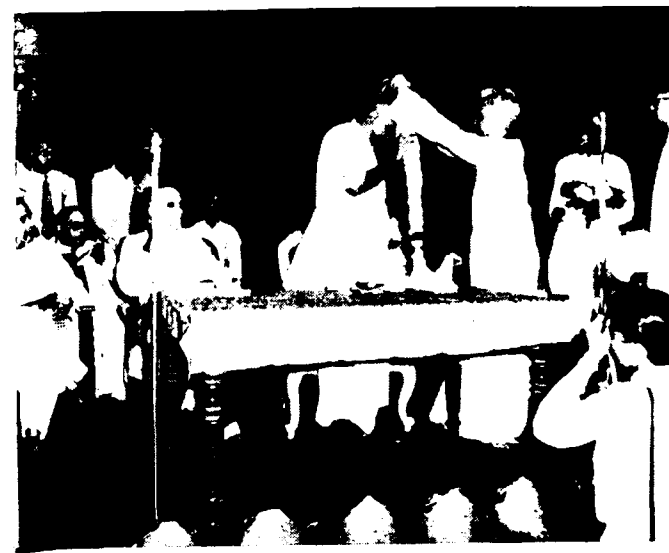
The prescribed form of Tender is obtainable on payment of Rs. 5 per copy in cash or by M.O. Remittance by any other means will not be accepted.

The last date for the receipt of Earnest Money, viz., Rs. 500 by Chief Cashier, Southern Railway, Madras-3, is 7-2-1958.

Tender Forms will not be issued after 3 P.M. on 5-2-1958.

P. N. TALATI,
Controller of Stores.

GOLDEN JUBILEE OF SOUTHERN RAILWAY EMPLOYEES' CO-OPERATIVE URBAN BANK



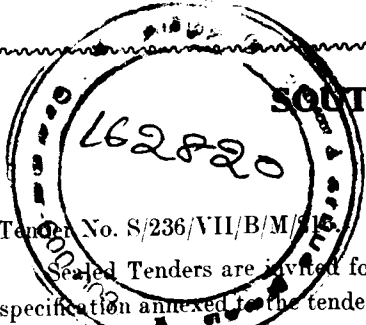
Sri Kamaraj Nadar, Chief Minister, who presided over the function (26-12-57) being garlanded



A section of the officers who attended the function

Smt. Chubucalla Jadhav unveiling a portrait of Sri Batilwala





SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S/236/VII/B/M/16.

Sealed Tenders are invited for the supply of one Oil Engine Generating Set as per specification annexed to the tender and will be received by Controller of Stores, Southern Railway, Ayanavaram P.O., Madras-23, before 3 P.M. on 20-2-1958 and will be opened by him at 3 P.M. on 21-2-1958.

The prescribed form of Tender is obtainable from the Controller of Stores, Madras-23, 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 19-2-1958.

Tender Forms will not be issued after 3 P.M. on 17-2-1958.

P. N. TALATI.
Controller of Stores.

SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S 236 I C 283 GOC/1.

Sealed Tenders are invited for the supply of Spiral steel springs for 8" dia. barrels suitable for roller shutters and will be received by Controller of Stores, Southern Railway, Ayanavaram P.O., Madras-23, before 3 P.M. on 13th February 1958 and will be opened by him at 3 P.M. on 14th February 1958.

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

The last date for the receipt of Earnest Money, viz., Rs. 500 by the Chief Cashier, Southern Railway, Madras-3, is by 3 P.M. on 11-2-1958.

Tender Forms will not be issued after 3 P.M. on 10-2-1958.

P. N. TALATI.
Controller of Stores.

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William Jacks & Co. Ltd.

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

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