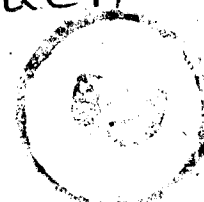


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Rail Coach



No. 3

Vol. IV

Dec 1959

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RAILCOACH

VOL. IV, No. 3



DECEMBER 1959

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Universal Children's Day was celebrated in I.C.F. on 14-11-59.
Photo above shows I.C.F. School children going around the colony in a procession.

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RAILCOACH

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Devoted to all Railway problems, Technical Matters
and other problems of General Interest

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CIRCULATION

The "Railcoach" circulates among officers and staff of the Integral Coach Factory, General Managers and other important Officers of all Railways in the country, the Union Minister for Railways, the Union Deputy Ministers for Railways, the Chairman and Members of the Railway Board, etc.

TERMS

1. Blocks or lay-outs are to be supplied by the Advertiser or will be charged for extra.
2. Advertisement materials to reach the Editor before the 1st of every month for the month's issue.
3. Cheques should be drawn in favour of the Editor, "Railcoach", Integral Coach Factory, Perambur, Madras 23.
4. Texts of advertisements are subject to approval by the management.
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Further particulars from

The Editor

RAILCOACH

Integral Coach Factory, Perambur, Madras 23

"INDIAN RAILWAYS" ANNUAL NUMBER COVER DESIGN COMPETITION, 1960

"Indian Railways" magazine is holding a competition for the cover design of its Annual Number scheduled to be out on April 10, 1960. Railwaymen are invited to send their designs through their General Managers. The designs which should have a railway background, should not be in more than four colours and should be in the size of 9" x 11". Their entries would be considered along with other entries which students of some arts colleges in the country are being invited to send.

The best entry, which will be selected by the Railway Board will be awarded a prize of Rs. 300 and will be used on the front cover of "Indian Railways" Annual 1960. Prizes of Rs. 100 each will be given for other designs selected by the Railway Board. These designs may be printed on the cover of normal issues of "Indian Railways".

Railwaymen's entries will also be considered separately for prizes for the three best entries in order of merit among those received from Railwaymen. These may be reproduced in "Indian Railways" in its future issues.

The selected designs will become the property of "Indian Railways".

The competitors from I. C. F. may kindly send their designs in closed covers to Shri K. T. Jethmalani, Secretary to CAO(R) on or before the 1st March, 1960.

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(INTEGRAL COACH FACTORY MAGAZINE)

EDITORIAL NOTICE

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

Manuscripts and photographs, not accepted for publication, will not be returned unless the sender so requires. Intending contributors from outside our Factory, if they intend to get back unaccepted articles and photos, should send a suitably stamped and self-addressed envelope along with the material sent by them.

Contributions should be addressed to the Editor, not by name, and reach him not later than the 25th of every month for consideration for publication in the next month's issue.

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

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editorial

A SUCCESSFUL YEAR

The year 1959 will soon be over and "Railcoach" takes this opportunity to wish everyone of the I. C. F. family a happy and prosperous new year.

The year 1959 has been a significant and successful one in many respects. From the production point of view a step forward has been the stepping up of the monthly outturn to 38 shells. The gradual introduction of the second shift this year is yielding results. The furnishing work is gaining momentum. From now on, it is a question of consolidating the position and at the same time of continuing to march ahead, to bring about the increased out-turn to 60 shells a month by the end of the Second Plan Period. Many renowned men visited the factory this year and they have been full of praise for the work being done here. Much, however, still remains to be done and while the past performance fills us with gratitude and pride, we look forward to the challenge ahead, and in this, no doubt, the encouraging words left to us by our many knowledgeable and distinguished visitors fortify us with hope and optimism for the future.

WHAT IS NEWS AND WHY

Railway Workers' Federation Meeting With Railway Board

Participation of workers in management, implementation of the outstanding recommendations of the Class IV Staff Promotion Committee, periodical transfers of railway employees, the allotment of a higher grade for colliery pilot guards on the South Eastern Railway and the grant of a further option to railway employees in regard to pension scheme were some of the important subjects discussed at a meeting held in New Delhi on the 3rd December '59 between the Railway Board and the National Federation of Indian Railwaymen. The meeting was held as part of the permanent negotiating machinery established on the Railways.

The review of the machinery for negotiation was also discussed and it was decided to consider the subject further at a special meeting. Discussions were held in a cordial atmosphere and agreed decisions on a number of subjects were reached. Subjects which could not be settled at this meeting would be taken up at the next meeting.

Locomotive Component Parts Factory, Manduadih

The locomotive component parts factory at Manduadih near Banaras is expected to start production in 1961.

The expenditure likely to be incurred on this factory is Rs. 4.79 crores for the scheme as a whole and Rs. 2.56 crores for the first phase to be completed by the end of the Second Five-Year Plan.

The B. G. siding to the Factory has been completed and 80 per cent of the work on quarters required for housing the staff has been done. Work on essential services like water supply and sewage, is also in progress. Tenders for the main workshop construction have been

accepted and the work on this will also commence shortly. The workshop administration has been instructed to expedite the work.

Diesel And Electric Locomotives

Government have considered and scrutinized proposals received from three firms for the manufacture of diesel locomotives and the proposals from each of the three firms has been accepted.

The main features involved in each of these schemes submitted by the firms involves the gradual build-up of the indigenous capacity for manufacture of the vehicle portion and engines in the country.

Global tenders for the supply and progressive manufacture of 42 Nos. 25 KV, 50 cycles A.C freight type locos in India in Chittaranjan Locomotive Works had been invited in August last. The last date for receipt of tenders is January 11, 1960.

Sleeping Coaches For III Class Passengers

A new type of III class sleeper coach having equal number of seats and berths has been constructed and placed in service in October last year on Nos. 3/4 Madras-Howrah Mails and 23/24 Delhi-Bombay Central Janata Express trains for III class passengers holding tickets for distances over 500 miles. In these carriages passengers are provided seating accommodation during day and sleeping accommodation during night and no additional surcharge, other than the reservation fee of 25 nP per person was levied.

This type of service will be extended to other trains as more coaches of the new type which are under construction become available.

The scheme does not in itself involve any extra expenditure except that these coaches cost initially about Rs. 5,000 more each and their capacity is 75 passengers as against 80 passengers in the standard type of III class coaches.

Rail Accidents on Decline

During the year 1959-60, up to September 1959, the number of train collisions and derailments is less compared to the corresponding period of last year.

48 cases of train collisions and 762 cases of train derailments took place during the period April 1959 to September 1959.

The following is the cause-wise distribution of train accidents between April 1959 and July 1959.

(i) Failure of railway staff	...	290
(ii) Failure of other than railway staff	...	2
(iii) Failure of mechanical equipment	...	43
(iv) Failure of track	...	19
(v) Sabotage	...	2
(vi) Accidental	...	49
(vii) Cause could not be established	...	1
(viii) Cases not finalised	...	77
Total	...	483

During April to September 1959, one passenger was killed and seven passengers received grievous injuries and 137 minor injuries. During the same period, the casualties of the railway employees were 12 killed and 139 injured (19 grievous and 120 minor injuries).

Railway Board to provide training facilities to Nigerian students

The Railway Board has agreed to provide facilities for training in Mechanical and Civil Engineering to a number of Nigerian students.

Four students each will be trained in Mechanical and Civil Engineering. The Nigerian Railway Corporation will pay travelling, maintenance and training expenses for their nominees.

Construction of new Railway Lines and Bridges

The field investigations of the proposed Khajuriaghat-Siliguri line have been completed. Work on the line has already commenced and its cost is approximately Rs. 15.83 crores.

Regarding the conversion of Kurduwadi-Miraj-Latur N. G. section, the decision can be taken only after the survey reports are received and examined by the Railway Board.

In regard to the progress made in fixing the site for the bridge over the river Ganga near Ghazipur, the matter is still under consideration.

Bodinayakkanur-Madurai Branch line on Southern Railway

Government have incurred a loss of approximately Rs. 76,000 without taking into account interest charges from April 1 to September 30, 1959 on the Bodinayakkanur-Madurai branch line of the Southern Railway.

The Deputy Minister outlined the steps that have been taken or are under consideration to reduce the loss, by reducing the expenditure on the section and increasing the earnings.

The goods train service is kept to the absolute minimum. Also the question of converting one of the two passenger trains now being run over the section into a mixed train is under consideration. The possibility of closing down one or two stations on the section as Block stations and operating them as flag stations is also under examination.

The prospects of developing passenger traffic by reducing the fares for III Class in competition with the road services is under examination.

Arrangements are also being made to provide a Quick Transit Service for developing cardamom traffic originating on this section.

Important Role of Railways in Country's Progress Railway Congress Association President's Address

"In spite of unparalleled difficulties, your First Five-Year Plan has been the start of a peaceful revolution; the Second Plan, more huge yet, is progressing splendidly and, beyond your borders, raises the greatest interest", said Mr. M. De Vos, President of the International Railway Congress Association Permanent Commission, speaking at the Commission's sixth Enlarged Meeting in New Delhi held in early December 1959.

Stressing the importance of the transport industry in the country's progress, Mr. Vos said, "the predominant part of the railways has been recognised with great clear-sightedness by your leading statesmen".

At the Permanent Commission's New Delhi meeting, Mr. Vos said, the delegates will be able to gather the outcome of the work and experience of the most qualified technicians in the field.

He expressed gratitude to India for having agreed to make New Delhi the venue of this meeting.

The following is the full text of the speech:

"To ensure to all citizens, social, economic and political justice, liberty of thought, speech, opinion, belief and worship, civil equality of fact and right — such is the aim of the Indian Constitution, already adopted more than ten years ago.

"Thus in this immense and marvellous country, rich of memories from a millenarian past, we find, alive and dynamic, the principles which we hold dear in our hearts as they guarantee human dignity, favour the birth of personality, open to all the doors that in the past only the privileged few could pass, and are full of promise of a future with brotherly prosperity.

"In spite of unparalleled difficulties, your First Five-Year Plan has been the start of a peaceful revolution, the Second Plan, more huge yet, is progressing splendidly and, beyond your borders, raises up the greatest interest together with the certainty of success, guaranteed by the competency and public spirit of your technicians and workers, backed by the enthusiasm of the whole nation.

"To your progress ahead, the transport industry must bring first rate assistance and the predominating part of the railway has been recognised with great clear-sightedness by your leading statesmen. As a matter of fact, I read in the substantial Annual published in 1959 by the Indian Railways, that 24 per cent of all the Indian investments in public works are devoted to the railways in the Second Five-Year Plan.

"In the same document, I was able to see the evergrowing interest shown by the public in railway matters: in 1948, the number of parliamentary questions registered on this subject was only 271, it amounted in 1958 to the record figure of 1,928, i.e., one-ninth of the total number of questions put forward for all the Ministries and Central departments.

"No wonder in this statement, if one thinks that in spite of the transfer of 7,000 miles of railway lines to Pakistan, the Indian railway system extends over 50,000 miles, of which 34,000 are State-owned railways, with a working staff of more than one million men.

Striking Progress In Self-Sufficiency,

"But what is most striking to us is that your railways, entirely dependent from abroad in the past, except for engineering works, maintenance and operating, resort more and more to the national resources both for

researches as well as for standardisation and for this purpose, you have not hesitated to send your technicians abroad in order to gather documentary evidence of the latest developments of the technique and avoid all preliminary tentative efforts.

"You are applying the principle that "self-keeping" is the best way to serve the economy of the country and this is quite true for a nation as big as yours. In fact, you are now building your rolling stock in the country on an ever increasing scale.

"I will quote only two examples : the railway Testing and Research Centre at Lucknow and the splendid installations of the Chittaranjan Locomotive Works.

"Always keeping in mind the principle that the railways must serve the general economy of the country, you consider that in many respects the activities of the railways must not be orientated towards purely commercial aims.

"On this point, we see that your railways, as well as those of Japan, are the cheapest in the world for the users.

"Your spirit of national solidarity shows itself on all occasions, even beyond your normal duty. A fact, amongst many, is symptomatic in this connection : the iron and steel industry is setting up every day more strongly in your country. One of the greatest difficulties it has to overcome is the finding of technical personnel to meet its requirements. You were well aware of the fact and you have developed training facilities in your own workshops. I will mention particularly as an example the workers called for the running of the Bhilai, Durgapur and Rourkela steel plants.

"In spite of the trebling, quadrupling of some railway lines and even in a certain case the construction of five tracks, the heavy increase of the volume of traffic exceeds the possibilities of steam traction : you need heavier and faster trains. Only dieselisation or electrification can give you powerful motors for hauling such trains.

"Already in 1914 investigations were undertaken with the suburbs of Calcutta as experimental field, and in 1925, the first electric train ran between Bombay and Kurla; later in 1931 the Madras-Tambaram section was electrified.

"But the growth of Calcutta, and the intensive working of the coalfield area in Bengal and Bihar draw particularly the interest on this part of territory. In 1954, you began the electrification of the Calcutta-Burdwan line and on 15th August 1958, operation on this section was inaugurated.

"In the meantime, you made plans for the electrification of other sections all over your country and decided to electrify new routes extending to a total of 826 miles and later new proposals added another 567 route miles.

"At the end of the Second Five-Year Plan, it is expected that 800 miles will be completed and everything will be done to finish the task entirely early in the Third Plan.

"You are using power at 1,500 to 3,000 volts direct current; and now you are directing your experiences to the use of high tension 25,000 volts alternative current.

Discussions At Meeting

"This co-existence of several current systems gives, particularly for India, a topical interest to the study of the problems relative to the design of multi-current rolling stock, to the analysis of the experimental results obtained with the existing units and to the computation of the future evolution of such locomotives and motor coaches.

"By including this subject on the agenda of our Enlarged Meeting, we are delighted to be able to gather the outcome of the works and of the practical experience of the most qualified technicians. We take this opportunity to thank them warmly for the information supplied and our appreciation goes more particularly to the reporters who did a remarkable work.

"We congratulate ourselves that the venue of the meeting was fixed in New Delhi, and

that your country, greatly interested in the question, attaches its name to a work which is expected to be outstanding in the ascending evolution of railway science.

"May all the railway systems, and specially yours, find in it valuable information for their future realisations. We hope that you will be

the first to profit from this, and it will be the best way to materialise our gratitude for the numerous and delightful attentions with which we are gratified. These kindnesses are well in line with the magnificent traditions of hospitality that the Indian people have never ceased to practise since the highest antiquity."

	Monthly Outturn	
	Target	Actuals
	Indigenous coaches	Indigenous coaches
November 1959...	30	38
Cumulative total for the first eight months of the year 1959-1960 (Financial) ...	233	290

RAILWAY MINISTER'S ADDRESS AT INTERNATIONAL RAILWAY MEET

Addressing the sixth Enlarged Meeting of the Permanent Commission of the International Railway Congress Association in New Delhi on December 7, 1959 the Railway Minister, Shri Jagjivan Ram, said that India had, through her Five-Year Plans, "declared a war" against poverty amongst common people. "In this holy war on poverty," he said, "we have made notable progress, but much has yet to be achieved."

The Railway Minister said that the country's "strategists" had wisely recognised the key role which transportation must play "in the economic war which we have been waging for some years now."

During their tour of India following the meeting, the Minister said, the delegates would have a glimpse of the mighty, silent revolution in which the Indian people were engaged. "What is unique and perhaps unparalleled in world history," he said, "is that we are doing this wholly through democratic processes and through the voluntary effort of the common people themselves."

The Railway Minister pointed out that the Indian railways had had close relations with the International Railway Congress since 1887, and this country had been a member of the Permanent Commission since 1925. He said: "I acknowledge without hesitation that we have greatly profited from our long and very useful association with this premier world railway body."

Following is the full text of the Railway Minister's speech:—

I must express my profound gratitude to you, Mr. Vos, for the kind thoughts you have expressed about our country and the compliments that you have so lavishly showered on the Indian railways, the largest single public undertaking in India.

We regard it as an honour and a rare privilege that the Permanent Commission of the International Railway Congress Association has decided to meet in Delhi, for the first time on Indian—and, indeed, on Asian—soil.

India has had a great and glorious past. Today, we are engaged in a determined effort to build an even greater future. Side by side India is trying to play a role in international affairs in keeping with her past traditions. The attainment of independence created new opportunities for her to serve the noble cause of world peace and international amity. Through our great Prime Minister this country has made no insignificant contribution in this important field.

Faith In International Co-operation

We, in this country, have implicit faith in international co-operation: of this co-operation, the International Railway Congress Association is but one great example.

The Indian railways have maintained close relations with this body, and we recall with a sense of pride the time when we were first represented at its meeting by a Government of India representative at Milan, Italy, as far back as in 1887. The railways of this country have participated in the deliberations of the Permanent Commission of the I. R. C. A. since 1925, when membership of this body was first given to this country.

I acknowledge without any hesitation that we have greatly profited from our long and very useful association with this premier world railway body.

War on Poverty

You have in very touching language referred to our Five-Year Plans. Through these plans, we have declared a war against poverty which afflicts our common people, with the object of

raising their standards of living. We have launched community development programmes throughout the country, set up multi-purpose river valley projects and big industries including steel plants, and taken numerous other steps to develop our economy. In this holy war on poverty we have made notable progress, but much has yet to be achieved.

In modern times, no wars can be fought without an adequate and efficient transportation system. In the economic war which we have been waging for some years now, our strategists have wisely recognised the key role which transportation must play. This is why the railways, the premier mode of transportation in this country, were allotted almost one-fourth of the total public expenditure during the Second Five-Year Plan.

Incidentally, the total outlay of the railways during the Second Plan period is almost three times of what it was during the First Plan period.

The period preceding the launching of the first plan in April 1951 was, by and large, a period of stagnation. The economic depression of the thirties, followed by the strain of the last war and the dislocation wrought by partition of the country in 1947 had combined to render the Indian railway system a sick system when Independence was achieved 12 years ago. The First Five-Year Plan covering the period from 1951–56 had, therefore, to be largely a Plan of rehabilitation and consolidation. This process of rehabilitation and consolidation has continued well into the Second Plan also.

Magnitude of Railways' Task

The Second Plan itself, involving an outlay of Rs. 11,250 million, marks the first big effort in recent times to bring about large-scale development and partial modernisation of our railway resources. Details about what the Second Plan of the Indian railways seeks to achieve have been given in the brochures which, I hope, have already been given to you.

I have, therefore, no desire to tire you with details of the Plan itself.

The magnitude of the job which the nation has entrusted to the railways will be clear from the fact that during the five brief years from April 1956 to March 1961, the railways are required to raise by very nearly 50 per cent the total freight transportation capacity which they had built up till the start of the Second Plan—at the end of over a century of their existence. During the next financial year, 1960–61, the railways are likely to be called upon to carry around 168 million tons of originating traffic.

The railways have been rightly described as the kingpin of the Indian economy today, with emphasis being increasingly placed on heavy industry and large-scale development of agriculture, not to talk of many-sided development in other directions. Asia's largest and the world's fourth largest railway system, the Indian railways are divided into eight zonal railway systems, each of which is bigger than the biggest single industry or group of industries in its region. No significant development now takes place in the country's economy without the railways having to play an important role.

One of our important problems arises from the phenomenal growth of passenger traffic. While in 1938–39, the railways of undivided India carried only about 1.4 million passengers daily, the number travelling by rail at present is in the neighbourhood of four million daily. In other words, roughly one per cent of India's total population now board the trains every single day.

Dieselisation and Electrification

As you, Mr. President, have rightly remarked, these are major burdens. In sections of our railway system, particularly in the eastern region in the coal and steel belts, the pressure is expected to be so heavy that dieselisation and eventually electrification has become inevitable. We have fairly large-sized works in hand to switch over these sections to electrifi-

cation partly during the Second Plan and certain additional sections during the Third Plan period.

We have paid very determined attention during the past few years to the question of self-sufficiency in the large range of equipment which a modern railway system requires. Details of what we have been doing will be given to you separately, but it is worth mentioning that we hope during the current Plan period to begin manufacture of diesel and electric locomotives in the country for the first time. The country is already fully self-sufficient in regard to steam locomotives, freight wagons of passenger carriages as well as a large range of other equipment.

Mighty Silent Revolution

Mr. President, ladies and gentlemen, I wish you all a very warm welcome to India and to New Delhi. You have important business

before you and I do hope that your deliberation at this session would be of great advantage to the participating railway systems. So far as the Indian railways are concerned, I have no doubt at all that as in the past, we will benefit greatly from these discussions.

During the tour on which most of you will be going after the business session is over you will see only a bit of India and of the Indian railways. I hope that this will be sufficient to give you a glimpse of the mighty, silent revolution in which our people are engaged, to raise their own standards of living and also bring new vigour into the country's economic fabric. What is unique and perhaps unparalleled in world history is that we are doing this wholly through democratic processes and through the voluntary effort of the common people themselves. In this important task you will also see for yourself what important role the Indian railways are playing.

CHANDRAPURA-MURI SECTION OPENED

It was two hours post meridian—November 10, 1959. The danger-red changed into an all-clear green and the saffron-colour silk curtain on the Subarnarekha Bridge slid apart, as Shri Jagjivan Ram pulled a miniature lever. The hooting of a diesel locomotive was drowned in the thunderous cheers of a multitudinous crowd that witnessed the first diesel-driven goods train speeding along the 42-mile new broad gauge track from Muri towards Chandrapura. Under a clear blue sky, on the bank of the Subarnarekha wending her silvery stream along the border of Bihar and West Bengal, men, women and children rejoiced as a new artery began to throb with the pulsation of a vital life.

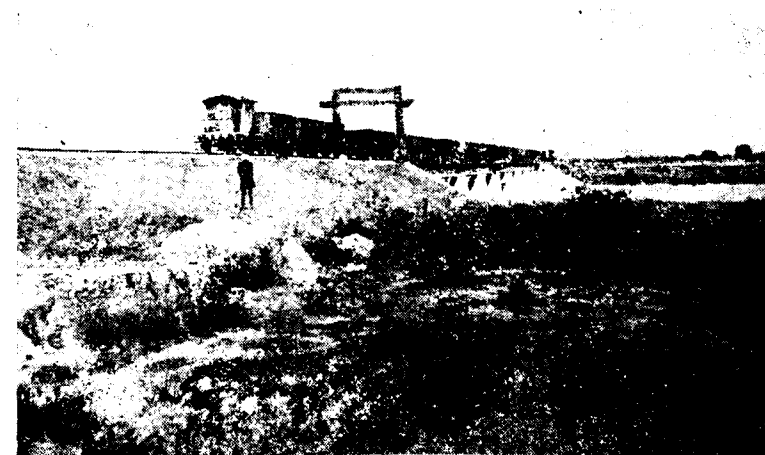
Inaugurating the new line, Shri Jagjivan Ram said that he was not merely bringing into operation a means of communication. The new line, he declared, would usher in an era of hope and economic prosperity over an extensive area of Chhotanagpur. It would serve the

steel plants at Bhilai and Rourkela, which would, between them, consume about four million tons of coal initially and about eight million tons of coal during the Third Five-Year Plan.

The Railway Minister paid warm tributes to the workers of the Indian Railways who, he said, were ceaselessly pushing through development works with speed and efficiency, with a sense of duty and patriotism. No praise was too much for these inspired men who had toiled to complete the line ahead of schedule. As Railway Minister, he said, he had had the opportunity of seeing the railwaymen at work all over India. "It is my good fortune that I work with these people", he declared.

Shri Jagjivan Ram then discussed the problems of labourers engaged in the construction works throughout the Indian Railway system. He advised social workers to come forward and organise labour co-operatives, so that the

The first goods train leaving Muri for Chandrapura after the line was formally inaugurated by Railway Minister, Shri Jagjivan Ram



system of employing labourers through contractors could be done away with.

Welcoming the Railway Minister, Shri M. M. Khan, General Manager, Eastern Railway, said that the presence of Shri Jagjivan Ram was indeed a very great encouragement to the large body of workers of all grades who had contributed towards the completion of this line and who still had ahead of them the difficult task of executing the remaining portion of the project.

The aspirations of modern India, the General Manager said, were gradually taking shape in her eastern region with the setting up of giant steel plants and heavy basic industries. The railways in this region were being called upon to play an increasingly vital role in the execution of the plan for, upon them had fallen the main burden of transporting the raw materials for, and the finished products of, the new industries.

Shri Khan then told the assembly that the Chandrapura-Muri-Bondamunda Link of which the Chandrapura-Muri section was the first phase, was meant to play a significant role in the economic life of India. For, along this 184-mile line would be supplied almost the

entire supply of coal for the Rourkela and Bhilai Steel Plants from the Jharia and Bokaro coalfields. Besides, the proposed steel plant at Maraphari, near Bokaro, would, to start with, consume about two million tons of iron ore and limestone to be supplied from the mines in Orissa.

An enormous two-way traffic was thus expected to develop between the coal-producing areas of South Bihar on the one hand and the steel belt of Orissa and Madhya Pradesh and their iron-ore mines on the other. The General Manager explained that the existing route via Chandil and Chakradharpur had been felt utterly inadequate for this heavy burden of traffic. The need for the construction of a new direct link between Chandrapura and Rourkela had, therefore, been evident.

Earlier, the Chief Engineer (Construction) of the Eastern Railway, Shri A. N. Sen Gupta, under whose leadership the new line had been laid, gave a detailed account of the project. With three steel plants and other industries to serve, this link within a few years, would be one of the busiest lines on the Indian Railways, he said. Shri Sen Gupta expected that the line would be electrified shortly after it had been completed up to Bondamunda.

NEW DRIVE TO PROMOTE TOURISM

BY

UNION MINISTER

For Transport and Communications

The need to make the foreign tourist feel at home in this country through courtesy, helpfulness and friendliness, was emphasized by Dr. P. Subbarayan, Union Minister for Transport and Communications, in a broadcast from all stations of All India Radio on December 2, 1959.

Dr. Subbarayan was broadcasting on the new campaign launched by the Department of Tourism to inculcate greater tourist awareness in the country.

The following is the text of the broadcast :

" India has always been a land of great fascination and charm. Since time immemorial, travellers have trekked their way through high mountain passes, dense forests and sandy deserts or crossed oceans to see India. They came as students attracted by the wisdom and the philosophy of the great seers of the past, as merchants drawn by the great wealth of this land or purely as travellers curious to know and discover this country. Important among the pure travellers who have left their travel accounts are Fa-Hein, Heiun Tsang, Ibn Batuta, Bernier and several others. They have all praised the varied attractions of India and paid tributes to the honesty, courtesy and hospitality of the people of this land. The glowing accounts of these travellers have fired the imagination of people in all ages and the flow of travellers to India has always continued.

" In the modern world, however, travel is no longer difficult. The traveller of today has not to undergo the physical hazards which fell to the lot of the traveller of the past. He crosses oceans in a matter of hours and talks of remote countries of the world as though they were in

his backyard. His journey is safe and comfortable; he is sure of decent accommodation wherever he goes and his passage is booked months in advance. India now receives travellers of this kind. They come in thousands every year and their number has increased steadily. In 1951, only about 20,000 foreign visitors came to India while they numbered a little more than 92,000 in 1958 and their number is likely to be well over 100,000 during 1959. They come here to spend a holiday, to establish business contacts or to study in Indian Universities. Sometimes, it is just friendly curiosity that brings them to this land. They spend a lot of money which in terms of foreign exchange strengthens the economy of the nation.

" There are two advantages of this kind of large-scale international travel. Firstly, it helps to promote goodwill and mutual understanding among the people of the world and secondly, it is an economic factor of no mean significance. India, for instance, earned during 1958 foreign exchange worth 17.5 crores from tourism, thus ranking it among one of the first ten 'exports' of the country. Tourism thus deserves encouragement at all levels.

" But how ?

" One way is to organise publicity, improve the means of transport, encourage the establishment of decent hotels and rest-houses, provide good guide services and other tourist amenities. This we are trying to do with the resources that we have at our command. We have in the Ministry of Transport and Communications a Department of Tourism with 12 tourist offices in India and 7 abroad to look after tourist promotion work. But there is

another more important factor which no department of the Government can look after. It is—how to make a tourist feel at home when he arrives in India. A tourist is a total stranger who comes all the way spending huge sums of money expecting a friendly and hospitable atmosphere. His demands are few. A little smile and courtesy on the part of those who come in touch with him is enough to put him at ease.

“ But does he get it ?

“ Generally, he does. But there is no dearth of complaints that he was kept waiting for long at the Customs ; some official was rude or indifferent ; and he was turned away from a Rest-house when it was lying vacant or that he did not get a prompt reply to his request for accommodation ; a curio-seller tried to cheat him by passing on counterfeit goods as genuine ; a taxi driver took him through a long and circuitous route to make more money ; some hotelier tried to charge more than what was his due or a shopkeeper inflated his prices on seeing a foreign tourist. These complaints can be multiplied. They do not however indicate the general trend. Nevertheless, these complaints are sometimes well founded and we feel embarrassed. This is not the way to promote tourism.

“ In the past, travellers have been coming to India, as they had heard stories of the traditional hospitality and friendship of the people of this country. So do they now. But this process can work both ways. If the word goes round that travel to India is irksome and annoying, it will have adverse effect on the tourist traffic to this country. Not only our tourist earnings dwindle down but we also lose an excellent opportunity of winning international friendship and goodwill.

“ It is true that this unfortunate tendency to take advantage of the foreign tourist is prevalent in many a country. In India, it is perhaps not so widespread. But there are coun-

tries in the world which enjoy the very good reputation that a foreign tourist gets a fair deal—not only in return for the money he spends but also in the helpful attitude, general friendliness and hospitality he receives in the country. The other day, I was reading a foreign travel magazine where a man had written : ‘ I have a car and I like to show my town to the visitors. I am busy during the week, but on week-ends I am available to drive people round. No charge or anything like that. I just like to talk to people from all over the world ’. This is just one example. Citizens in these countries are tourist conscious. Tourists are welcome to their clubs, homes and theatres. Shopkeepers make no discrimination between the local man and the foreign visitors. In fact, greater consideration is shown to the visitor from abroad. Taxi-drivers are polite and helpful, police and Customs officials courteous and attentive. All this costs nothing but the tourist goes back home with happy memories of the time spent. This, indeed, is the best advertisement of a country’s tourist attractions.

“ We can also do the same. As I have stated, the demands of the tourist are not many. He comes here to enjoy his holiday and does not mind paying for it. But whether he is a millionaire rolling in wealth, a retired teacher or a doctor who in several years has saved hard-earned money to have a trip to India, he hates the idea of being taken advantage of. If once he gets this impression, his whole holiday is ruined. He goes back home with exaggerated stories of sufferings and inconveniences and the word is carried from mouth to mouth thus giving a bad name to our country. We are comparatively new entrants in the world’s tourist market and it is, therefore, necessary that we take steps right now to ward off such a possibility. It is because of this that we have started this campaign calling for greater courtesy and helpfulness to foreign visitors. The campaign which started yes-

terday with an inspiring message from our Prime Minister will continue during the next three months—the peak tourist season. The Prime Minister has appealed that we should treat the foreign visitor as a guest and a friend. All citizens of India—official or otherwise—can help to achieve the aim of this campaign without much effort on their part. Remember that every human being likes a smiling face, helpful attitude and a courteous treatment. If we can give this, we can rest assured that tourist traffic to this country will increase rapidly during the years to come. There are at present 42 million people hopping from one end of the world to the other every year. Out of this total tourist traffic of the world India gets only about one lakh—which is not even a trickle. When the new jet fleet that is being acquired by the world’s air lines is commissioned, they will have a tremendous passenger capacity. India is likely to be a larger beneficiary as the distance that separates it from the potential tourist market of the world will be reduced by the speed of the new aeroplanes and the economy in the fares.

“ India has all that a tourist wants—ancient temples and monuments, scenic beauty, colourful fairs and festivals, attractive souvenirs,

enchancing dance forms—things very different from what he finds in his own country. If we can add courtesy, helpfulness, and friendliness also, making a tourist feel at home in this country they will flock in their thousands to what they call the ‘ wonderful land of the East ’. The purpose of this campaign is to prepare the country for this expected large flow of tourist traffic. Tourist industry is a nascent industry in India—but it is the only one which can be developed rapidly without much investment and which gives rich dividends. After all what do we sell? Tourist attractions! They have been there for thousands of years and will continue to remain there. We have only to add a few facilities at these places. In the post-war years, most European countries have re-built their shattered economies from income derived from tourism. We can also tap this source for our development programmes. The Government is taking steps to look after the promotional aspect of tourism ; let the people of India give the much needed courtesy and helpfulness to the visitors from abroad. Courtesy is something which comes to us naturally and by temperament. Let us all do our best to see that the visitor from abroad goes back home with happy memories of his stay in India”.

CORRIGENDUM

It is regretted that in the “ RAILCOACH ” issue for October, 1959 on page 32 in the advertisement of M/s. William Jacks & Co. (P) Ltd. “ UNIVERSAL ” has been wrongly spelt as “ NIVERSALU.”

Editor.

SOLAR ENERGY FOR SOUTH INDIA

BY

JOHN I. YELLOTT

(Leader, Technical and Scientific Mission, U. S. Small Industries Exhibit, Madras, September 1959)

(continued from last issue)

Section 5. Solar Water Heaters.—One of the most useful jobs which the sun can perform in South India is the heating of water for domestic purposes. Solar water heaters, like solar stills, may take many forms, but, once again, the principle of operation is the same for all of them. When sunshine is allowed to fall upon a blackened sheet of metal

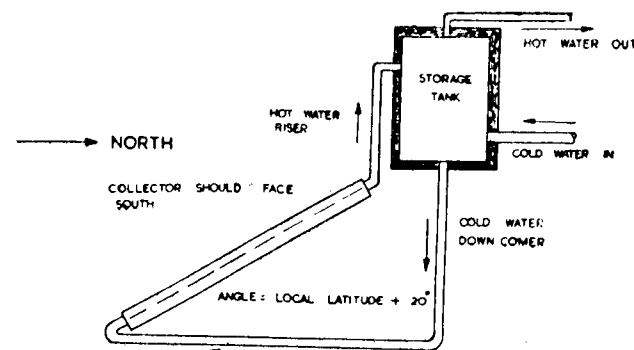


FIGURE 5A. SIDE VIEW OF SOLAR WATER HEATER WITH NATURAL CIRCULATION - FOR USE WHERE FREEZING NEVER OCCURS

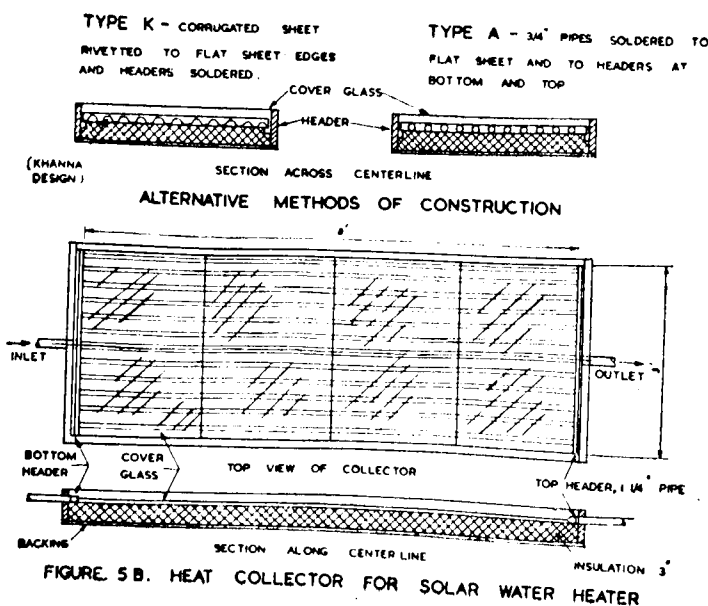


FIGURE 5B. HEAT COLLECTOR FOR SOLAR WATER HEATER

which is covered with glass and insulated to prevent the loss of heat, the temperature of the metal plate will rise far above the temperature of the surrounding air. If tubes are attached to the plate, the heat which is collected on the plate's surface will be transmitted to the tubes and water which is brought to the tubes from a connecting pipe or "header" at the lower edge of the sheet, will be heated by the absorbed sunshine.

By locating a storage tank above the top of the heater, as shown in Fig. 5 and providing piping to bring water from the bottom of the tank to the bottom of the heater, and from the top of the heater to the upper part of the tank, a very simple but fool-proof circulating system will be put into operation whenever the sun shines. The water in the tubes will be heated, and it will begin to rise upwards into the storage tank. The cold water in the down-comer pipe, being heavier than the hot water, will flow down from the bottom of the storage tank into the heater and this thermal circulation will continue as long as the sun is shining. If a supply of cold water is brought to the storage tank and a pipe is provided to connect the top of the tank to the hot water faucet, it will be

found that surprisingly large quantities of hot water can be made available all day long.

When the tank is carefully insulated so that the heat which is collected during the day is not lost at night, this system will provide plenty of hot water for early morning uses, and a new supply of heated water will be provided free of charge by the sun each day. Once again, there are literally hundreds of different ways in which solar water heaters can be built, but the dimensions shown in Fig. 5 will be found quite adequate for single family residences in South India. Where larger amounts of hot water are needed, such as for schools or hospitals, the heat-collecting surface should be properly increased in area, and the capacity of the storage tank should be similarly raised. For very large installations, a small circulating pump should be used, but, for most applications, natural circulation will do the job.

Dr. M. L. Khanna, of the National Physical Laboratory, New Delhi, has designed solar water heaters, which are particularly suited to Indian conditions, since they use indigenous materials. It is suggested that those who are interested in large water heaters should communicate with Dr. Khanna.

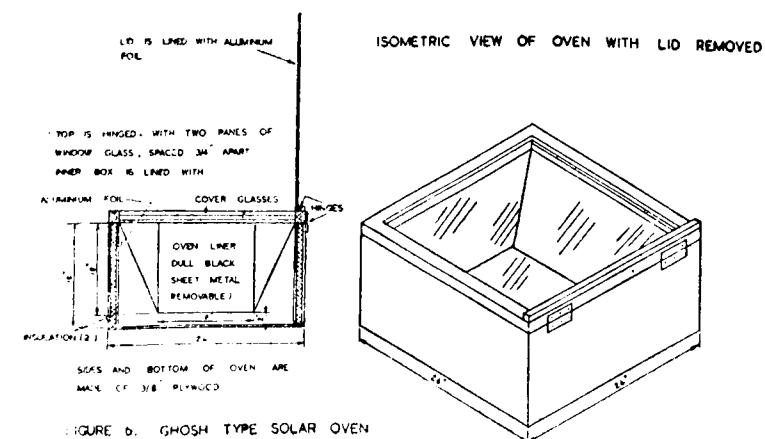
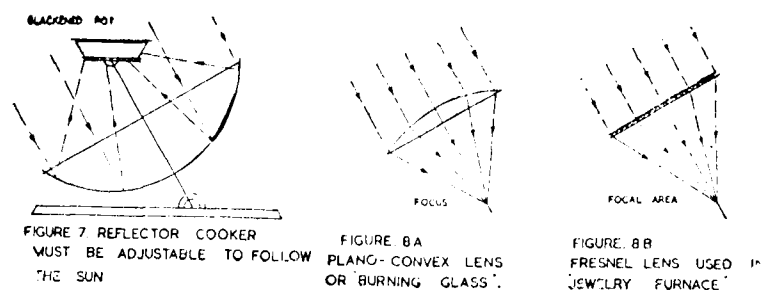


FIGURE 6. GHOSH TYPE SOLAR OVEN



Section 6. Cooking with Sunshine—The heat of the sun can be used for cooking in several different kinds of stoves. The simplest and most easily constructed of these is the solar oven shown in Fig. 6. In this oven which was originally designed by Dr. M. K. Ghosh of Jamshedpur, the sun's rays are trapped in much the same way as they are in the still in Fig. 4 and the water heater in Fig. 5. Because of the much higher temperatures at which the oven operates, it is desirable to use two glass cover plates instead of one, and to separate them by air space approximately $\frac{3}{4}$ " in width. The "oven" of the stove shown in Fig. 6 is made of thin metal, either aluminium or sheet iron which is painted a dull black. The space between the oven and the outer walls of the box is filled with insulating material, to prevent the heat from escaping from the oven.

To reflect more heat into the oven in the winter when the sun is relatively low in the sky, a top cover is provided, which has a reflective material such as aluminium foil cemented to its lower surface. If the oven shown in Fig. 6 is carefully constructed, and proper precautions are taken to prevent the collected heat from escaping, temperatures as high as 350° can be reached on bright, sunny days. Like most solar devices, the oven will not cook on rainy days but, since South India is blessed with sunshine throughout most of the year, it will be found that simple solar stoves like that shown in Fig. 6 can make a very

substantial reduction in the amount of fuel which must be burned to provide meals for an average Indian family.

The second type of cooker can also convert the rays of the sun into heat on the bottom of a cooking pot. This is a reflector cooker, of which one version is shown in Fig. 7. If a curved reflecting surface, much like the inside of an umbrella in shape, is pointed towards the sun, it will be found that the rays of the sun will be reflected back toward a focal area as shown in Fig. 7. When a blackened pot is placed on a grill in this region, it is heated quite rapidly. Since the reflector type cooker uses the direct rays of the sun, it must be turned so that it looks directly at the sun during the entire cooking period. This means that the reflector must be mounted on an adjustable base, and it must be moved every 15 minutes or so, so that the rays of the sun will continue to be reflected back on to the cooking pot.

The reflector cooker will operate under favourable conditions more rapidly than the oven, but it will also lose its heat much more quickly when the wind blows, and it must be fastened securely to the earth or to the supporting table, in order to prevent it from being blown away by the wind. One such cooker, called the "Umbroiler" is now available in the United States* and this has the advantage that, like an umbrella, it can be folded up and carried quite conveniently. Its reflecting surface is composed of aluminium foil, which is protec-

ted by a thin layer of a transparent plastic called "Mylar". This cooker is proving to be quite popular in the United States for use at picnics, and in forest areas where open fires are forbidden during the dry season.

Section 7. Solar Furnaces—The sun can produce extremely high temperatures if a large area of sunshine is concentrated on to a small focal spot. The glass lens, shown in Fig. 8a is an old concentrating device which most school boys (and girls) have used to burn a hole in wood or paper. The first scientific user of the high temperatures which the sun can produce was the French Chemist Lavoisier who constructed hollow glass lenses as big as 5' in diameter. He filled the space between the thin glass segments with wine, and used devices of this sort in many of his chemical experiments.

An easier way to produce very high temperatures from the sun makes use of the fact that a concave mirror can also serve as a very effective concentrator. If the mirror is made in the form of a parabola, all of the rays which enter parallel to the axis of the parabola will be reflected back to a common point. Since the rays which come from the sun

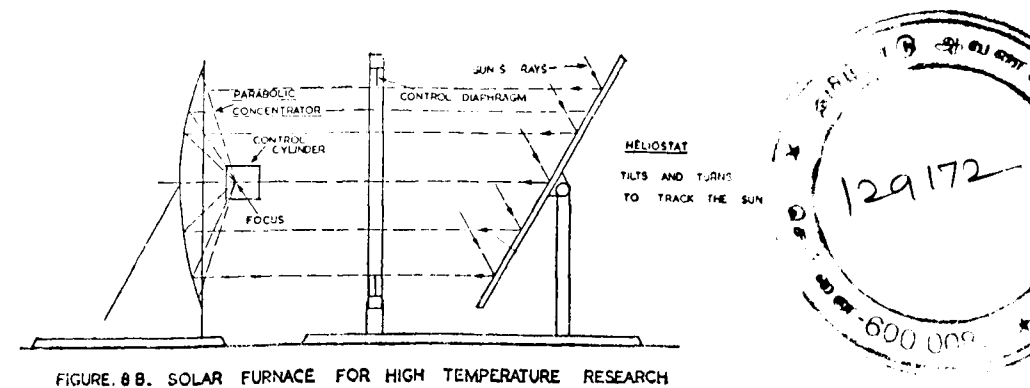
* The Umbroiler Co., 510 Farmers' Union Building, Denver, Colorado.

are not exactly parallel they will be reflected back into an area which is, in fact, a miniature image of the sun itself. The temperature within an insulated container at the focal area can easily rise as high as 3000° F, and hence the

term "solar furnace" is applied to this arrangement.

The solar furnace must use the direct rays of the sun, and a convenient way to accomplish this is shown in Fig. 8b. A concentrating parabola is fixed with its axis horizontal. An adjustable flat mirror, called a "heliostat" is provided to track the sun as it moves across the sky and reflect its rays into the concentrator. Most of the solar furnaces which are used in industrial and university laboratories in the United States have automatic devices which keep the heliostat pointed at the sun. The temperature within the furnace can be controlled by such devices as an adjustable diaphragm between the heliostat and the concentrator or by a simple tube which can be used to cut off more or less of the rays which are reflected towards the focal point.

A type of solar furnace which can be used very conveniently makes use of a flat plastic lens, of the type invented many years ago by the French Scientist Fresnel. The Fresnel lens uses a large number of concentric curved ridges to bend the light rays towards a common focal spot. Although it is not very precise in its operation, the plastic Fresnel lens is a very convenient way of producing a "hot spot" about 1" in diameter and some 14" away from the surface of the lens. The small furnace shown in Fig. 8 causes a plastic Fresnel lens, which can be purchased from Edmund Scientific Co. of Barrington, New Jersey, U. S. A.



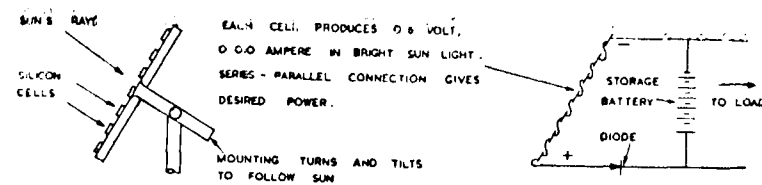


FIGURE 9. SOLAR ELECTRIC GENERATOR USING SILICON CELLS

Section 8. Solar Electric Devices.—Nearly a century ago, it was learned that sunshine could be turned into very minute quantities of electricity by suitable combinations of metallic electrodes immersed in liquid solutions. This finding remained merely a scientific curiosity until, many years later, it was discovered that the same effect could be produced when sunlight fell upon very thin layers of the oxides of metals like copper and selenium. Photo-voltaic cells using this principle have come into very wide use throughout the entire world as a means of measuring the amount of light falling on a given surface or scene. Almost every serious photographer has a "light meter" which consists of a small photo-electric cell connected to a miniature meter. The necessary camera setting for any particular film is usually indicated by the meter, rather than the actual amount of light.

The copper oxide photo-cell was so low in efficiency of conversion of sunlight into electricity, that it was not a practical source of energy in amounts larger than those needed to operate light meters and similar apparatus. About five years ago, a team of physicists working at the Bell Telephone Laboratories in New York, under the leadership of Dr. William Shockley discovered a tremendously improved solar-electric generator. This was the silicon solar cell, which is made of very thin layers of ultra-pure silicon, to which a trace of arsenic has been added. A very minute amount of boron is allowed to diffuse into the upper surface of the thin slice of arsenic-doped silicon. When light falls on the upper surface of this combination, electrons are released and they flow

towards the boron-tainted surface. When the cell is connected into an electric circuit as shown in Fig. 9, the electrodes which are released by the incident light find a return path through the external circuit. The characteristics of the silicon cell are relatively straightforward. Maximum voltage which can be produced by a single cell is 0.6, and this value is independent of the area of the cell. The tiny strips which are used to supply power to the solar-spectacle hearing aid produce the same voltage as the much larger discs and segments which supply power to solar clocks and solar radios. The amount of current which is produced, however, depends directly upon the area of the photo cell and upon the intensity of the light.

In order to provide the energy needed to operate a radio receiver which requires 12 volts, and 60 milliamperes, series-parallel arrangements of 20-cell strips are needed. If each cell is approximately one square centimeter in area it can produce about 10 milliamperes in bright sunshine. Thus, a total of 120 cells would be needed and these would continue to produce their quota of electricity just as long as sunshine falls upon them.

In order to produce a firm supply of power which cannot be cut off at sunset or by the passage of a cloud across the sun, a combination detailed below is needed. This consists of the proper number of solar cells, arranged in a series-parallel combination, and a storage battery which can be charged by the cells. One precaution must be taken, in the form of a "one-way street" which will prevent the storage battery from discharging back through the solar cells when the source of light

is cut off. This is usually accomplished by a simple electron valve called a "crystal diode." The combination can provide power for such devices as clocks, radio receivers and transmitters, and even for the intermittent operation of small motors. The solar-powered ribbon-cutter which has been used to open the U. S. Small Industries Exhibit in India has been run in this manner.

Although the silicon solar cell was discovered as a by-product of research work directed towards improving telephone operation here on earth, it has found its best application in outer space. The sudden appearance of satellites in the sky has given rise to great interest in a source of electricity which can operate indefinitely without being refuelled. The only practical device which scientists have yet found to fulfill this need is the solar battery. Its first outer space application was in the small U. S. satellite which was put into orbit on March 17, 1958. Solar cells mounted in windows on this small sphere produce electricity which supplies the power needed by the radio transmitter mounted within the satellite. Although the amount of power involved is very small, it has proven to be remarkably sure, and this satellite still continues to transmit information back to earth whenever the satellite is able to see the sun.

More recently, a much larger satellite was put into orbit. This space traveller uses 8,000 silicon solar cells, mounted on a "paddle wheel" arrangement which protrudes from its surface. No less than 8 individual transmitters receive their power from miniature storage batteries which are kept charged by the solar cells mounted on the surface of the paddles.

Research is being carried out in laboratories in many nations to develop solar batteries of large area and low cost. Although the immediate incentive for this research is the need for outer-space power sources, it is quite likely that

the most lasting benefit to mankind will come in the form of earthly power stations which can supply electricity in the quantities needed for irrigation pumps and for other rural uses. Thus far, the quantities of electricity which can be produced are still too small, and the cost is much too great, to permit solar-electric devices to be used for other than scientific purposes. However, it is confidently expected that larger and cheaper solar-power systems will emerge from the laboratories in which so much work is being done at the present time.

Section 9. Conclusion : The utilization of sunshine for the benefit of mankind is a goal which is being sought by dedicated men and women in many parts of the world. Because sunshine is freely available in those parts of the world where other energy sources are scarce, it is particularly important that many more people turn their attention towards the harnessing of the sun's rays. Unlike atomic energy, solar energy is quite safe to handle. The only danger which a solar experimenter runs is that of becoming sun-burned. The amount of sunshine which falls on the earth has been so delicately proportioned by the Creator of our universe that we receive just enough to keep the temperature of the earth at stable level, and to bring about the growth of plants, the falling of the rain, and the blowing of the winds in quantities just sufficient to enable life, as we know it, to exist on this planet. If the output of the sun were to increase by as little as 5%, the temperature of the earth would rise to such a point that the seas would boil away and life would cease to exist. Conversely, if the solar output diminished by as little as 5% our earth would become a frozen planet like Saturn. We must learn to make better use of the sunshine which reaches us, because this is the only unending source of energy which we possess.

(Concluded)

VISITORS TO THE FACTORY

Shri Gulabchand Hirachand, Chairman of Walehand group of industries visited ICF on the 12th November 1959. He recorded his impressions in the Visitors' Book as follows:—

“Very methodical and well-planned development”.

A Five Member Delegation of well-known journalists from Yugoslavia, who were in Madras as a part of their study tour of this country, visited the Integral Coach Factory on the 13th November, 1959. The Delegation was received and shown round the factory, the Technical Training School and the site of the Permanent Furnishing Annex. At the conclusion of their visit the leader of the Delegation, Mr. Dimche Belovski, recorded his impressions in the Visitors' Book as follows:—

“Impressed deeply; great achievement of new India. This is the coming age for workers of industry. Glad to see the Yugoslav contribution—Cranes. Our best wishes! Thank you”.

Mr. Le Van, Dean per interim of the Faculty of Pedagogy of the University of Hue, Republic of Viet Nam, visited the factory on the 18th November, 1959. He was shown round the factory and, in the course of his visit, he wondered at the “good work” done in the factory “in such a short time” and expressed his “best wishes for the coming years”.

Again on the 18th November, 1959, Mr. F. Real, Minister of the Swiss Diplomatic Service and Active President of the Swiss Foundation for development of Technical Assistance, visited the factory. At the conclusion of his visit he recorded his impressions in the Visitors' Book of the factory as follows:—

“I was very much impressed by this efficient and well-planned industrial plant. Best wishes for the future”.

An Indonesian Trade Union Delegation visiting India under the UNESCO Project consisting of Mr. Achadijat and Mr. S. Harsono, visited the factory on the 27th November, 1959. They were taken round the Workshops, the Technical Training School and the site of the Permanent Furnishing Annex.



Mr. F. Real, Minister of Swiss Diplomatic Service visited I.C.F. on the 19-11-59. Picture above shows (L to R) Mr. F. Real, Mr. C. G. Devaya (Dy. C.M.E./S.) Mr. H. Saxer (Supdt./Mfg.).

NEWS FROM SWITZERLAND

(Published with the kind courtesy of the Consulate-General of Switzerland)

Switzerland's new Federal Parliament

Recent elections in Switzerland have only slightly changed the political structure of the two houses of the Federal Parliament, the “National Council” (House of Representatives) and the “Council of States” (Senate). One “National Councillor” represents 24,000 citizens in Berne, the Federal Capital. An analysis of the professional ties of the 196 representatives shows that 47 are members of cantonal or municipal authorities, 35 are presidents and secretaries of trade-unions or other professional associations, 23 are farmers, 21 are lawyers and notaries, 18 are industrialists and businessmen, 6 are teachers, 5 are physicians and veterinary surgeons, 4 are judges, 3 each are managers, Government officials, employees and innkeepers, 2 are bankers, one each is labourer and without determined profession.

The highest electricity cable in Switzerland

The highest electricity supply line in Switzerland has just been put into operation. This new high voltage line is one of the finest achievements in the Swiss long distance electricity network. The Grandunagia line, as it is called, carries the electricity produced by the Maggia and Blenio power stations across two chains of mountains 8,960 feet and 8,200 feet high. It costs 7-1/2 million Swiss francs to build this 13-1/2 mile long line.

An important contribution to public health

The tremendous vogue for sport and for

swimming-pools has caused an enormous increase in foot diseases, during the last few years, which are due to the presence of microscopic fungi which attack the skin and form extremely painful crevices. For various reasons it is very difficult to combat these affections, which are extremely widespread. It would therefore seem expedient to mention a Swiss firm, well-known for its dietetic food products, which has succeeded in producing a highly fungicide ointment, that is extremely effective against mycotic skin infections and does not possess the drawbacks of the specific used up to the present. The active substance contained in the “EDERPHYT” cream is a compound of undecylenic acid, which the manufacturer has discovered, experimented upon and patented. Very satisfactory results have been obtained in Swiss hospitals from the use of this new remedy, which, in addition to its very effective action on skin mycoses, possesses the great advantage of being colourless and odourless.

World art on show

The great exhibition “Art from India” at the Kunsthhaus and the retrospective “The Film” at the Museum of applied Arts remain the outstanding events in the cultural life of Zurich during December. At the Musee d' Ethnographie in Neuchatel the exhibition “Children's Toys from all over the world” will remain open till the end of December.

TUC PREPARES TO STEP UP DRIVE FOR INDUSTRIAL WELFARE

BY

C. H. HARTWELL

(Editor of the TUC Magazine "Labour")

Britain's Trades Union Congress (TUC) is making ready to step up its campaign for better health in the workshops. A decision has already been taken to budget for a substantial expansion of the TUC's work in the field of social insurance and industrial welfare, and a likely outcome is the appointment of extra staff who will specialise in medical questions.

The aim is two-fold: to provide a service of medical advice and information to affiliates which will thus be able to deal more effectively with the health problems they encounter in their own trades and industries; and to reinforce the case the TUC has been putting to the public, to industry, and to the authorities for the development of a really comprehensive industrial health service.

This move by the TUC marks not so much a fresh start, as a determination to erect more milestones on a road which has been under construction for more than a century. Some of the earlier milestones were set up 80 years ago, when the control of dangerous trades began, and 70 years ago, when the Factory Inspectorate recruited its first medical inspector, who did pioneer work in the field of prevention of lead poisoning and investigated anthrax, glass-blowers' cataract, industrial cancer of the skin and poisoning by phosphorus, arsenic, and mercury.

Sizable Programme

Because of this work, and much more like it, many thousands of men and women in Britain and throughout the world are free from the fear of being struck down by industrial diseases.

Then, for those who still fall victim to any one of some 40 officially listed industrial ailments, or one of the industrial lung diseases, special benefits are paid under the nation's social insurance scheme. In proving their entitlement to benefit, workers do, of course, look to their unions for expert advice and help, and unions are on the alert to establish a case for other ailments to be added to the list. All this means a sizable programme of collecting, sifting, and collation and presenting evidence, on the part not only of individual unions but of the TUC, to which the unions turn for support and help.

Busy as they are in ensuring that the schemes of compensation and restoration work efficiently and humanely, and eager for further instalments of progress in these services, the unions have their sights fixed clearly on the need to prevent as well as to cure.

Recent Dangers

What gives them special anxiety is the fact that recent years have brought new hazards to the health of workers. Radio-active materials and chemicals that were mere scientific curiosities before the war are coming into common use at an increasing pace in the workshops; and the unions are apprehensive that some of them may be potentially dangerous to health.

New industrial processes too call for special care to control and suppress dust and fumes that may corrode the lungs and bring on afflictions of the skin and eyes. The cause may pass unnoticed by the victim's family doctor, too few of whom are knowledgeable about industrial diseases.

It is true that, in the larger and more progressive firms, medical officers are employed and nobody waits for death or disablement to provoke an inquiry; the investigations are made before the newer processes and substances are in wide and everyday use.

But Britain is a country in which the small and medium sized firms predominate; of 7,725,000 workers in manufacturing industry, two-thirds are employed in factories with a payroll of more than 10 but fewer than 1,000. And it is in these smaller factories that medical supervision needs to be improved. This was one of the findings, reported in 1958, of a Government-sponsored inquiry in Halifax, England, chosen because it was typical of the older industrial towns.

Laboratory Service Proposed

Since the managements of the smaller firms often lack the resources to make their own investigations, the TUC, backed by the British Medical Association, has proposed that a national laboratory service be set up to carry out scientific testing of industrial dust, fumes,

and dangerous materials, as well as to make blood tests and other biological examinations.

This would be part of an occupational health service for which the TUC has been campaigning for a number of years.

Already, in several towns, an embryo industrial-health service is in existence, supported by grants from one of the big foundations and supervised by the committees on which local employers and trade unionists are represented. Teams of doctors and nurses, backed by clinical facilities, serve the smaller factories on a rota basis.

A major task of the TUC, as soon as its own medical-advice service has been expanded, will be to give added impetus to its already considerable efforts to justify, by authoritative evidence, its belief that the time has come for a gap in the nation's health scheme to be filled by the creation of a special service on a nation-wide scale to protect the health of people at work.

—British Information Services

WHEN I WAS AN AIRMAN

BY

M. P. BALAGOPAL

That was a time of war. Our No. 3 R.I.A.F. Squadron was moved to Akyab. It was just a few days after the retreat of the Japanese and re-occupation by the Allies. It was the first time our Squadron was moved to a forward area. Our Squadron was a fighter Squadron provided with Spit-fire Aircraft. We pitched our tents a few yards away from our temporary Airfield. Two or three furlongs away from our Camp the Australian Airmen were camped. They were provided with Mustang Aircraft, one of the then new types of fighter craft with high speed. Daily our pilots would take off their Aircraft with terrible speed and fire their loaded guns against the enemy target, causing severe damage and casualties. At that time the Japanese were holding Ramree Island which was a little away from our Camp.

One midnight the siren was heard. Except the sentries all were in bed. The Guard Commander and other Guards blew their bugles without stopping. All of us ran with our loaded guns and stood in front of our Guard Room. The officer-in-charge ordered us to take position in different important places. All the Aircraft took off from the Airfield. Anti Aircraft Guns were firing continuously. We heard a loud sound just away from our Airfield. That was a bomb explosion which was dropped by a Japanese Plane. But it missed the target. I was frightened to some extent. This was the first time I was seeing an attack by an enemy Aircraft. Our Pilots chased the enemy Aircraft in all directions and soon they disappeared from our sight.

Our Airfield was a temporary one. Whenever an Aircraft used to take off from the field the surroundings became full of dust. One day

all our "Spitties" were in the air and they were returning with information after attacking enemy target. They were about to land. At that time the Australian Pilots were testing their engines. Land crews cleared the wooden pieces from the wheel and they gave the signal O.K. with their thumb. They took off their Mustangs in threes. First three took off and they were circling over the Airfield. Another three were just airborne. But among these, two planes' wing tips touched each other, and making a spark ended in a sudden flame. Oh! God! Everyone in the Airfield was terrified! Fire tenders and Ambulance were running in at high speed. The two planes crashed just near their own Camp. The Fire Fighters could not help. They were not able to go near the burning Aircraft. The loaded guns exploded. After that they extinguished the flames. The Fire Fighter Mr. David told me that the two Pilots were sitting in their cockpit, just like statues made from charcoal. Poor Pilots!! Their lives ended in such a grim manner! Their relations and families were informed of their death. But are they going to know the details!! Oh no!! of death especially in war time. Never. That was a most sorrowful and terrible crash which I witnessed in my life as an airman.

Akyab is a fertile place. After heavy bombardment by Japanese and Allies, the Town was in a ruined state. The vast paddy growing fields were uncultivated. The cultivators and peasants were under the control of the Military authorities. They were forced to work to construct roads, airfields, and to build temporary barracks for the army. The civilians were unhappy in every aspect. That we could see from their faces.

Everywhere the Allies' forces were gaining victory. The enemy was retreating from one place to another. Nearly three months had passed since we pitched our Camp in the soil of Akyab. Our term was over. Another R.I.A.F. Squadron took over the charge of the Airfield. We were waiting for the orders. Orders were given to us to pack all our stuff and Government and private articles within 12 hours. Our movement was kept secret. At midnight in dim light one after another of our trucks moved. We reached a harbour and our trucks parked here and there.

In the early hours of the morning we embarked. Our officer-in-charge came and inspected us from the ship. The Siren then cried. I thought that was a warning for enemy attack. But one of my friends who was a well experienced man told me that it was not a warning but a caution for us to parade on the deck for morning parade. The R.I.N. men issued to us the life belts. We all stood on the deck in threes. The Captain of the ship, a man six feet tall and well-built, came on and inspected. He delivered a short lecture on how to use the life belt, and how to save our life if there is an enemy attack. The parade was over, all Gunners took their respective positions. The ship sailed slowly. We, most of us, spent major parts of our time on the deck, seeing the beautiful scenery. In the daylight we saw some of those flying fishes. I don't know whether they were really flying fishes. But some of them really flew to a distance of forty to fifty yards and disappeared in the water.

Our ship was sailing slowly, we had to be careful about enemy submarines, and mines. After 1½ days journey, our ship anchored outside the harbour of Calcutta. The sight of the coastal area of Calcutta was indeed beautiful. Signal received, our ship entered into the harbour. Orders were then received from our Commanding Officer for us

to disembark. All of us marched into the dockyard as the camouflage trucks got ready to carry us to the rest camp. It was a convoy of thirty trucks. We all reached the rest camp situated fourteen miles away from Calcutta. That day all of us slept calmly and quietly and we got the much wanted rest. But we were up again in the early hours of the next morning to the call of our Flight Commander. Cursing the interruption we got up from our beds. Military life is such. Within half an hour we stood in our full uniform, waiting for our Squadron leader. We all stood in attention as he came with the Adjutant of the Unit. Our Squadron leader then gave us a short lecture, stating that our Squadron was moving out to a peace area, and he indicated the duties we had to do in that area. The parade over, we rushed to the dining hall for breakfast. At 8 o'clock again, there came the trucks and we loaded our kits into them. We were again on the move but we welcomed the change over to a peaceful area. After 1½ hours journey passing through the congested streets of Calcutta we reached the Howrah railway station.

Our special train was ready there. The Guard came and reported to our officer Commander and they whispered to each other. We just did not know in which direction we were moving. After receiving the order we unloaded our kits from the truck and loaded them into the train. The Guard waved the green flag and the train steamed out.

In the compartment we were all in a happy mood. From the warfront to a peace area and in India! This happiness was experienced by everyone in his own way. Ramaswamy, a non-smoker, lighted cigarettes after cigarettes! He kept continuously humming his favourite tamil songs. To this others responded. Nair who was sleeping on the upper berth came down with his mess tin and made use of it as a ganjira. To accompany the singer, Das

Gupta played tabala, his steel trunk substituting for tabala. Ramesh took out his flute. That way it became a gala music party with everyone in turn singing a song. After a day's journey we came to know that our train was heading towards South. To some of us from the south it proved a very joyous bit of information. Naturally we were overwhelmed with joy. At the same time to the people from North this realisation that we were running towards South proved a bit distressing. We reached Madras on a clear day and the whole City looked so bright and gay to us. Again we loaded our kit into the trucks and off we went to St. Thomas Mount. That was to be our Camp.

Our Barracks were surrounded by a lot of mango trees. Its lovely shades on a breezy morning gave us a pleasant thrill. At noon

the lunch was served. Oh! how delightful that meal proved to be! After 2½ years of eating all sorts of stuff, the lunch with sambar, kolan, olan, avial, poriyal, pappadam, etc., made us eat to our heart's content. After having the fine meal I went to my barrack for a nap. At last I was in the South and the familiar surroundings gave me a tinge of home atmosphere. I slept soundly. I don't know how long I slept. I had wonderful dreams of my home and my sweetheart. I dreamt of sitting by the side of my girl. The dream was all sweetness. When I woke up I felt bad—oh! My Meena was not there!! Still how long this loneliness, I wondered. But the consolation was there that I might be going back to my place and people shortly. To have actively participated in war—and to return alive and then back to home!! How, sweet!!



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TUC EDUCATIONAL TRUST'S SCHOLARSHIP SCHEME

BY

BERNARD DIX

Deputy Editor of "Labour", the British TUC magazine

Among the hundreds of students who recently joined the many schools and colleges which comprise the University of London are six with a difference. Students at the world-famed London School of Economics (LSE) all six are active rank-and-file trade unionists. But for the next year they will ease up on their trade union work in order to devote their full time to study as winners of scholarships awarded by the Trades Union Congress (TUC) Educational Trust.

The idea of sending trade unionists to study at the LSE was conceived when the TUC began formulating its post-war plans to extend the scope of trade union education. In 1945, a joint committee was set up by the TUC and the LSE, and leading trade unionists and educationalists were able to examine the prospects and map out the syllabus for a special course at the school. The outcome was that the LSE, in the same year, introduced into its calendar a special course of trade union studies and the TUC awarded its first batch of seven scholarships to the course.

Since then, many TUC-sponsored students have passed through the LSE. All have been chosen on the basis of their trade union activities and their ability—as demonstrated by writing an essay and appearing before an interview board—to benefit from three terms of study at the LSE. Tuition fees, book allowances and personal allowances are paid by the TUC Educational Trust, and for students with family responsibilities there are extra allowances to remove any danger of financial worry while studying.

Following the TUC's lead, many individual trade unions awarded scholarships to the LSE, with the result that close on 200 trade unionists have participated in the course since it was introduced in 1945.

The Students

What sort of people are these students? This year's six from the TUC are just about typical of those who have gone before. Their range of occupation is wide: one is a motor-man on London's Underground railway; one a truck driver; one a clerical officer in the Civil Service; one a draughtsman; one a stereotyper; and one—the only woman on this year's course—a secretary. The youngest is 25, the eldest 35. All but one have family responsibilities. In fact, they are a typical cross-section of the people who spend much of their spare time to keep Britain's trade union movement in good working order.

During the coming year, these six trade unionists will participate in the regular work of the LSE. Along with other students they will attend lectures and classes on economics, politics, history, law, industrial relations, and similar subjects. Together, as a group, they will make a specialised study of some of the problems confronting Britain's trade unions.

Outside of this regular work, the trade union students will play a full part in university life, in the students' union and the many clubs and societies of the school. In this way they will learn from their fellow-students and, because of their personal experience of working life and practical trade unionism, they will be able to teach much to the other students.

No Examinations

There is, however, one difference for the trade unionists. At the end of their studies there will be no examinations to sit for and no diplomas to be collected. The aim of the trade union studies course is to fit the students to play a bigger part in the social life of the community generally, and in the trade union movement in particular — and this aim can best be realized without narrowing down studies in pursuit of examination honours.

How, if there are no examination results, can the success or failure of the project be measured? A glimpse into the personal records of some ex-students provides the answer.

At least 25 of them are now working as full-time trade union officials. Six others have taken up full-time positions in various fields of trade union education. One, who attended the very first LSE course, is back at the school; but now he is tutor to the course and Reader in Industrial Relations, having earned himself a Master of Art degree.

Three have turned to writing for a living in the field of journalism, but they are all

still with the trade union movement as editors and deputy editors of trade union journals.

Three others have moved further afield, into the Colonial Service, where they are employed as labour officers overseas. One has made a mark in politics and now sits in the House of Commons as a union-sponsored Member of Parliament.

Measure of Success

The real measure of success, however, is the many ex-students who have returned to their old jobs and applied their increased knowledge to the practical problems of local trade unionism and politics. They are now to be found occupying many important voluntary positions in their unions and serving the community as elected members of local councils.

Fourteen years is a comparatively short period in the long history of British trade unionism. But it can already be said that in the time which has passed since the TUC sent its first students to the London School of Economics, the value of the scheme has become positively apparent in the day-to-day work of the trade unions.

TRIP TO DARJEELING AND SHILLONG

BY

C. J. ARUL XAVIER

Darjeeling a hill station of enchanting beauty lies in the heart of the Himalayan Peaks, 6,700 ft. above sea level and is about 1,500 miles from Madras. It is situated by the side of the Kanchanjunga peak and this hill station is the starting point for several other places of tourist interest.

The journey between Siliguri and Darjeeling by the romantic little train of the Darjeeling Hill Railway passing through beautiful natural scenery of the mountainous area is indeed a thrilling experience. After six to eight hours journey, the train steams into Darjeeling station. Soon we see all round us the colourful people of this area who are by themselves a delightful picture to see.

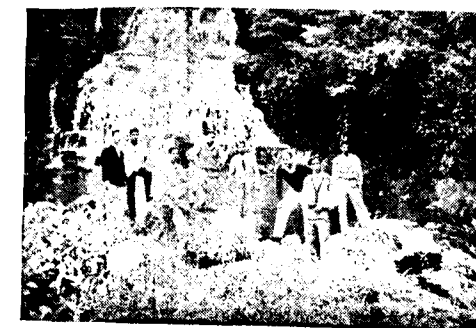
Of the interesting places here to all the tourists are, the charming sunrise and the glorious view of the Kanchanjunga (the third highest peak of Himalayas—28146') seen from Tiger Hill and also from any point from the Darjeeling town. Tiger Hill is at an elevation of 8000' and is 11 miles away from Darjeeling. We motored upto Tiger Hill and reached there at 4.45 in the morning. After a cup of tea in Tiger Restaurant we waited for the sunrise. It was a clear morning and at 5.32 sharp, the morning sun peeped out in all its glory and colour from the silverlined peaks. It was a wonderful sight. The other interesting places are the Glass House at the Botanical Garden (where there is a good collection of mountain birds and animals). Observatory Hill, the Victoria falls, the Buddhist Monastery and the Himalayan Mountaineering Institute (where students are trained under Tensing Norkay). There is a nice picnic centre too at Senchal lake a visit to which proves most enjoyable. The Buddhist

Monastery at Ghoom with its huge Buddha statue and with its rare collections of precious stones and jewellery is worth a visit.

The Darjeeling Bazaar, what with Nepalese and Tibetan shops spread out in a colourful manner on the winding streets is another charming place. Here, we can get wonderful artistic wooden and metal boxes, native jewellery, fur caps, shawls and embroidered textiles. The shopkeepers in the colourful costumes of their land, bedecked in ornaments, are fascinating. Needless to say, trade is brisk in Darjeeling. Jeeps, Land Rovers, Hill ponies and taxis are available to go to all the tourist attractions such as Kalimpong (best trading town for all nearby hill stations, and is about 30 miles from Darjeeling), Kurseong, 18 miles on the way to Siliguri (it is the next busy town in Darjeeling district) and Gangtok, 60 miles, capital of SIKKIM. A special permit is required to enter Sikkim.

Shillong, a lovely hill station, capital of Assam, lies in the heart of Khasi and Jaintia hills. The beauty of the city is that it is situated in a semi-circular manner over hills,

Elephant falls, Shillong, Assam

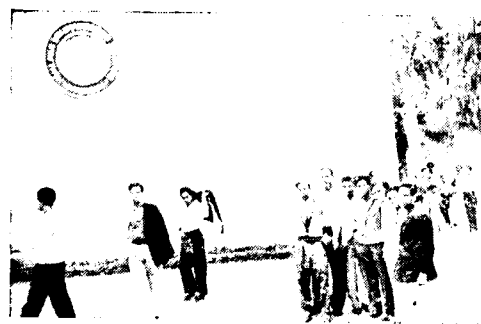


which affords a very nice view for a sightseer from all the angles. Gauhati which is 63 miles is the nearest Railway Station to Shillong. Shillong is connected by a good road to Gauhati. The road contains many hair pin bends and affords beautiful sights of the mountain valleys and jungles. Near Shillong too are a number of places of tourist interest.

The State Transport, Assam, runs buses between Gauhati and Shillong. It is a one-way traffic area. They have three services per day from each town in the morning, noon and evening so as to avoid accidents and offer quick transport. Besides the city bus service, the State Transport runs a regular tourist service to all the interesting places in and around the city.

To us the most interesting experience was the ride in the small train of the Darjeeling Hill Railway. It gives a most thrilling and unique experience. The beauty of this track is that the train runs in a circle of 40' to 50' dia. at six or seven places. The construction of this rail track is by the side of the motor road for several miles and the motor road and rail tracks cross and recross throughout the 50 miles

Party at Himalayan Mountain Institute.
Darjeeling



Botanical Garden, Calcutta.

The train is hauled by a small engine which is about 15' to 20' long and 4'-5' wide. The average size of the coaches is 20'-25' in length and 4'-4½' in width and the coach is finished in wood with metal covering on sides. Every train has a separate luggage van for passengers' heavy luggage. The maximum speed of this train is 20 miles on even land and 15 miles in gradients (special narrow gauge, width 2').

The people of these places are industrially backward. But much development is now in the offing specially in the fields of education and agriculture. The Government has now started Handicraft and Welfare centres for the natives. The place exports in large quantity tea and coffee, teakwood, etc. Most of the natives are Buddhists and the rest Christians and Hindus.

In this tour eight of us from I. C. F. covered nearly 4,000 miles in different parts of this lonely area. Our tour lasted for 17 days and we managed the trip within Rs. 150 each. I give these figures so that others may be encouraged to make the trip which was to us indeed an unforgettable experience.

SEVENTH INTER-RAILWAY VOLLEY BALL TOURNAMENT

BY

A. R. VENKITACHALAM

The Seventh Inter-Railway Volley Ball Tournament was held at the Egmore Tennis Stadium, Madras, during the last week of November 1959. As an interested spectator of this tournament, I am giving below some features of the game.

This tournament was inaugurated by Shri P. H. Sarma, Chief Operating Superintendent, and Chairman, Southern Railway Athletic Association, on 23rd November 1959. Western Railway, Central Railway, Southern Railway ('A' & 'B'), Eastern, South-Eastern, Northern, North-Eastern, Railway Board, Chittaranjan and I. C. F. Teams took part in the tournament.

This is the first time that I. C. F. sent a Volley Ball Team to participate in the Inter-Railway Tournament and they put up a creditable performance. In the first round they beat the Chittaranjan Team. However, the young and inexperienced team was defeated by a strong contingent from Northern Railway in the second round. But Northern were unlucky to face defeat at the hands of the Southern Railway 'A' Team in the semi-finals.

The Finals between Southern Railway 'A' (last year's holders) and Western Railway Teams was played on 30th November 1959 in the presence of Shri A. C. Mukerji, General

Manager, Southern Railway; the latter defeated the former by three straight sets and thus annexed the trophy which they richly deserved. Although Southern Railway had three international players—Athikannu, Arunachalam and Palaniswamy,—they disappointed the crowd of thousands who turned up to witness the match by their poor serving and spiking. The Western Railway Team worked like a well oiled machine and their serving, spiking and unfailing defence were indeed a sight to see and received enthusiastic appreciation from the crowd. The combination of Mani, Munnalal (the left hander) and Suresh at their best put the issue beyond doubt for the Western. It is no wonder that they got a thunderous applause when they received the cups from Mrs. Mukerji, wife of the General Manager, Southern Railway.

Although the young I. C. F. Team faced defeat in the second round, it was nonetheless a good experience for the players to have taken part in the tournament. Of course the team will in due course be strengthened and given proper training so that they too can come up and keep the tradition set up by the I. C. F. Football and Hockey teams. I am sure that under the encouraging patronage of our administration, the I. C. F. team will in times to come take its place amongst the best teams in the Indian Railways.

UNIVERSAL CHILDREN'S DAY

The Universal Children's Day was celebrated in I.C.F. on 14-11-59 on the occasion of Nehru's Birthday with great eclat. As programmed the I. C. F. School children assembled at 8-00 A. M. in the school and they were taken in procession around the Colony attended by the R.P.F. band. Then sweets were distributed to the children. At 9-20 A. M. the school authorities conducted children's sports.

The evening function commenced with a meeting in the I.C.F. Institute at 5-30 P. M. under the Presidentship of Mrs. Aiana. Mr. Aiana, Dy. CME/Furnishing and President

of the Institute, welcomed the gathering and spoke a few words, followed by Mrs. Aiana. Mr. Veeraswamy, one of the staff members, addressed the gathering detailing the significance of the day. Mrs. Aiana then distributed prizes to the winners and runners-up of the School Children's Sports. At 6-00 P. M. the entertainment portion of the programme started. It consisted of interesting dramas and dances by children. The programme concluded with the screening of a number of films. The Institute hall was packed to full capacity and the audience enjoyed the shows. The function came to a close with the National Anthem.

WELFARE NEWS

Redressal Machinery

As part of the machinery instituted for redressal of grievances of staff, the Works Manager accompanied by the Welfare Officer and the Welfare Inspectors have visited the Shops under their respective control during December 1959. This scheme providing for monthly visits to the shops is indeed becoming very popular amongst the rank and file of staff who have the easiest access to their respective controlling officers who exert themselves to ensure speedy redressal of their grievances.

I.C.F. Family Welfare Fund

The Welfare Wing of the Integral Coach Factory is happy to announce that a common fund styled the 'I.C.F. Family Welfare Fund' is proposed to be constituted shortly. The object of this Fund is to foster the family spirit amongst the employees of this Factory. The proceeds of this Fund will be utilised to enable selected members of the 'Ladies Wing' to visit the Southern Railway Headquarters Hospital, Perambur, every week and to distribute fruits and flowers to the members of the 'I.C.F. Family' who are admitted as in-patients. This fund is built up purely from voluntary

contributions by the gazetted officers of this Factory.

T.B. Relief Committee

In order to combat the socio-economic problems of T.B. patients of this Factory a 'T.B. Relief Committee' is proposed to be constituted shortly. The T.B. Fund constituted for the purpose would consist of voluntary contributions from the officers and staff. Considerable financial relief is expected to be afforded to the T.B. patients by utilising the proceeds of this Fund.

Staff Council and Institute Elections

The month of December 1959 witnessed hectic and elaborate arrangements in connection with the conduct of elections to the Staff Council on the 16th December 1959. Nearly 83% of the staff had been to the polls.

The Annual Election to the Committee of Management of the I.C.F. Institute has been gone through with the usual gusto on the 30th December 1959.

Confirmations of staff

186 confirmations have been made during December 1959, bringing the total number of confirmed employees in the Factory to 2987.

IN MEMORIAM



LATE SRI R. SRINIVASAN
Head Clerk, Stores Department, I.C.F.

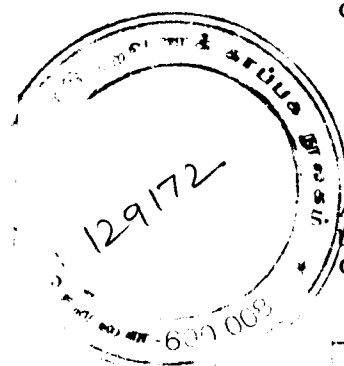
Born on 15-10-1919

Died on 30-10-1959

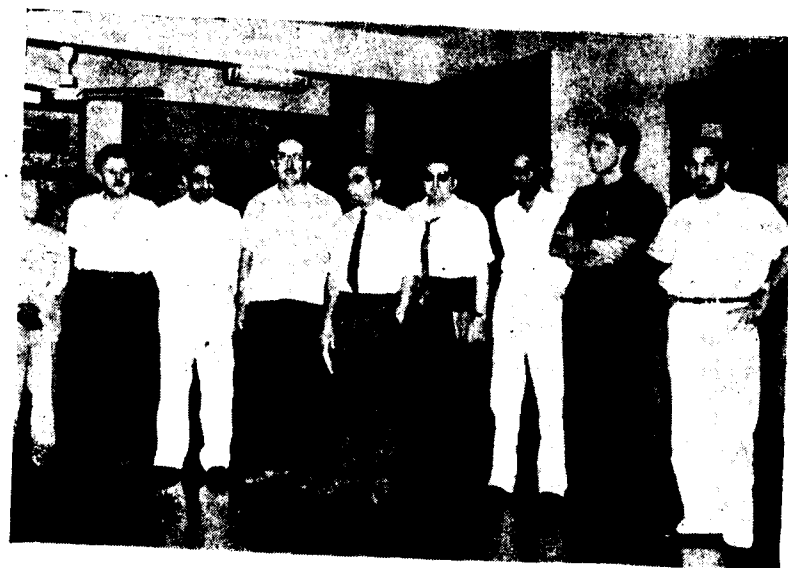
Sri R. Srinivasan started his official career as a Ty. Clerk in the Ex. South Indian Railway and was posted at Negapatam on 23-3-1944. When the integration of the Railways took place, he was posted as a Clerk in the Controller of Stores Office, Perambur. He was transferred to the Integral Coach Factory, Perambur on 4-2-1955 and he was posted here to officiate as Senior Clerk in the scale of Rs. 80—160. He was promoted as a Head Clerk in the scale of Rs. 160—250 on 22-5-1958. He had worked in the Ex S. I. R. and Southern Railway in various capacities and his extensive knowledge in the Stores Department paid him rich dividends sooner he joined Integral Coach Factory. He was a hard worker and could please those working under him with his characteristic smile and was extracting work to his utmost satisfaction. After a short period of illness, to the surprise of all, he passed away on 30-10-1959. May his soul rest in Peace.



Opening of the Chandrapura-Muri Railway Line. Shri Jagjivan Ram pressing a lever to formally inaugurate the new railway line.



A press delegation from Yugoslavia visited I.C.F. on 13-11-59. In the photo below are seen the members of the delegation with Shri Devayya, Deputy Chief Mechanical Engineer (3rd from left) and Shri Jethamalani, Secy. to C.A.O.(R) (extreme right)



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