

43

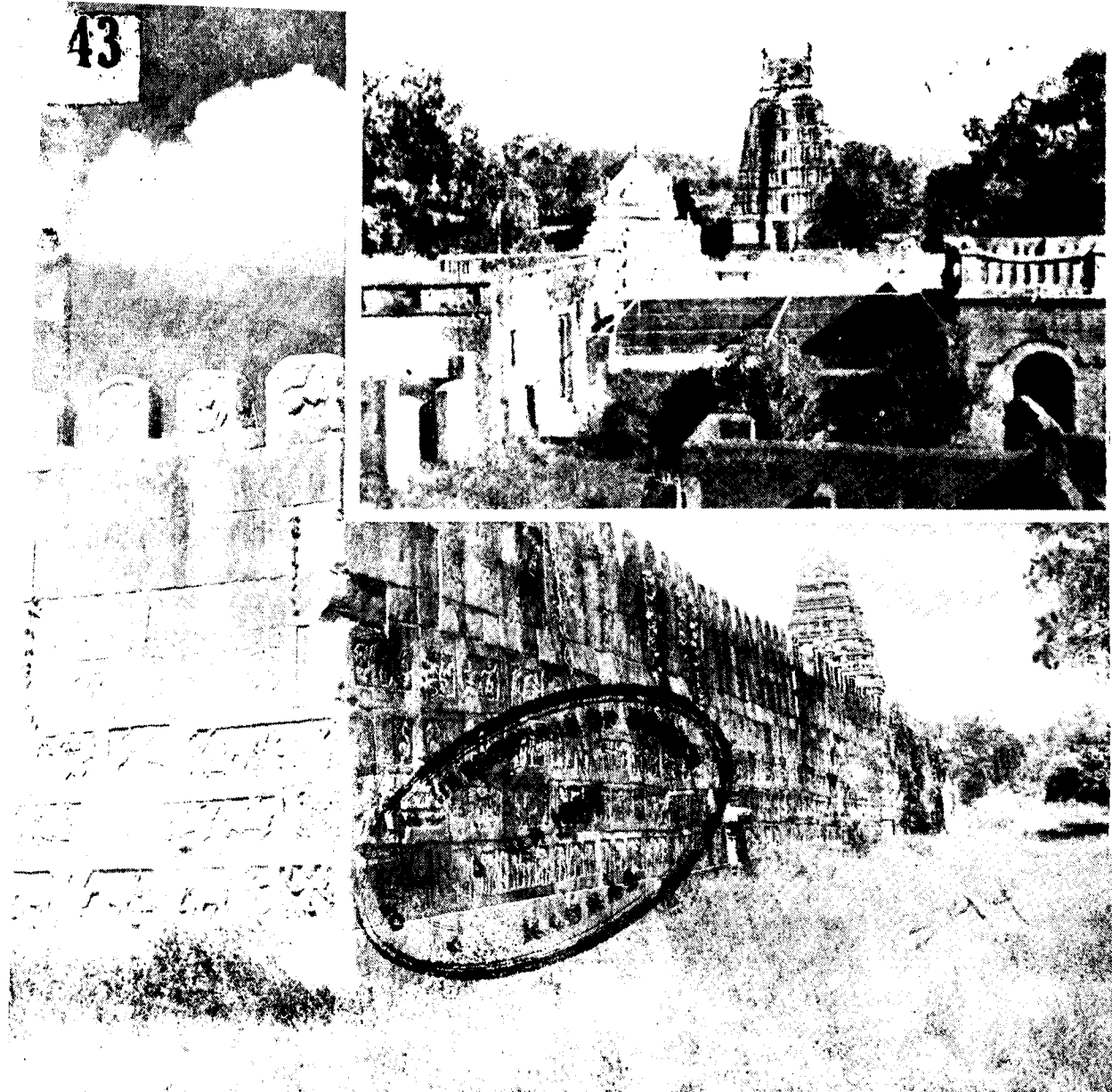


SOUTH RAIL NEWS

No. 11

February, 1959

JL
X415 m 21, N55
N59.5.11
137214



Southrailnews

37 Naye Paise

PUBLISHED BY THE SOUTHERN RAILWAY

VOL. V

FEBRUARY 1959

No. 11

'Help us to help you'

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

137214

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

(Issued by Northern Railway on behalf of Indian Railways)

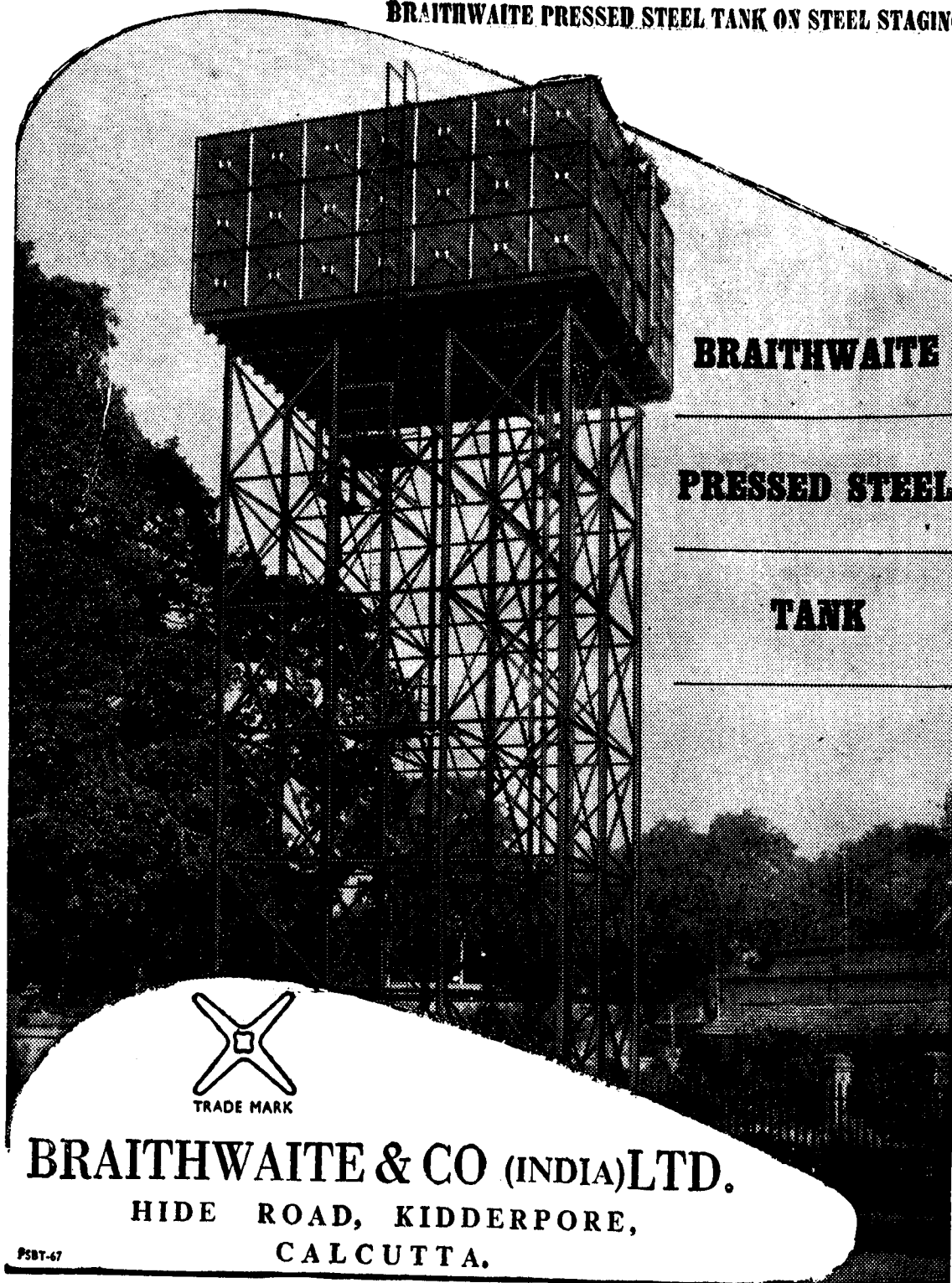


REPUBLIC DAY-1959

On this day, the ninth anniversary of the inauguration of our Republic, we are turning a new page in the record of our progress and achievements. It would be opportune for me on this auspicious occasion to offer my felicitations to the Railwaymen of the Southern Railway on their past attainments and their service to the nation. We shall soon be entering the penultimate year of the Second Five-Year Plan and taking our share in the abundant activities with confidence and with full hopes that our targets will be achieved. It cannot be otherwise, if we take a pledge dutifully to apply ourselves to the task and in all sincerity to pursue the high ideal.

A. C. MUKERJI,
General Manager.

BRAITHWAITE PRESSED STEEL TANK ON STEEL STAGING



BRAITHWAITE

PRESSED STEEL

TANK



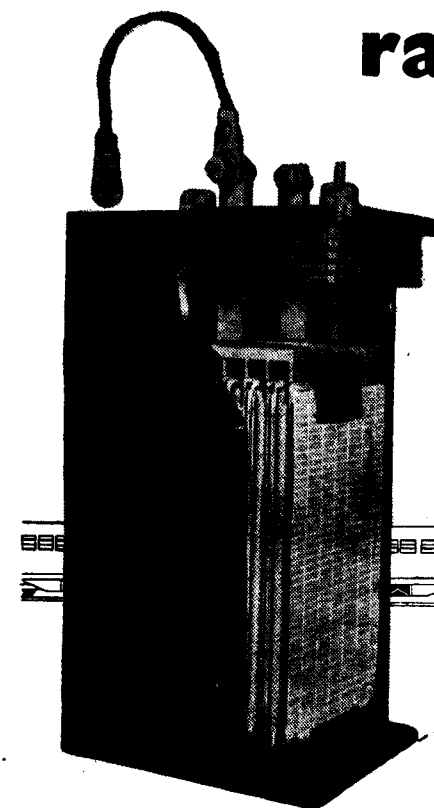
TRADE MARK

BRAITHWAITE & CO (INDIA) LTD.
HIDE ROAD, KIDDERPORE,
CALCUTTA.

PSBT-67

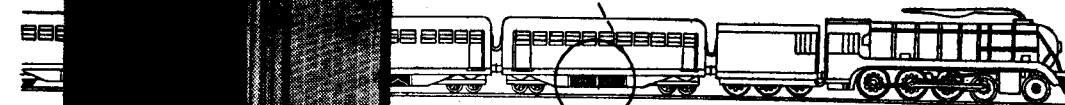
A masterpiece in battery making!

Standard RP **railway battery**



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

STANDARD RPg train lighting batteries have positive plates made of patented Pg tubes (manufactured under Indian patent No. 47394). This construction prevents shedding of active materials (the chief cause of battery failure), provides extra insulation, and thus prolongs battery life to the maximum.



Now with 'MITEX' Separators

STANDARD RPg batteries are now fitted with 'Mitex' micro-porous latex rubber separators with glass-wool mat reinforcement — made in Standard's Bombay factory under Indian Patent No. 47623. These separators have unique features and have proved themselves in Europe, the U.K. and the U.S.A. as giving maximum life . . . even longer than that of the battery itself!

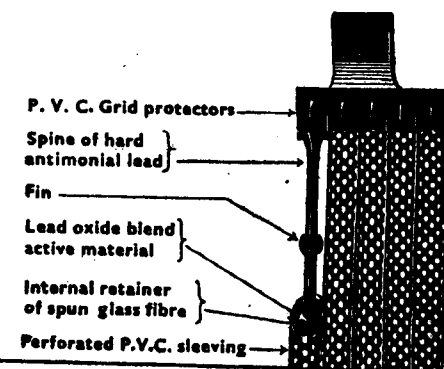
Cross section of the 'Standard' RPg Battery. It is compact and yields ample capacity



STANDARD BATTERIES LIMITED

Santa Cruz, Bombay 25

STB. 4030



P. V. C. Grid protectors

Spine of hard antimonial lead

Fin

Lead oxide blend active material

Internal retainer of spun glass fibre

Perforated P.V.C. sleeving

SAVE FOR A PURPOSE

YOU CAN PROVIDE FOR

education of your children



their marriage



your retirement



a house for your family



by regular monthly savings wisely invested with
Government in the *New*

CUMULATIVE TIME DEPOSIT SCHEME

DEPOSIT
MONTHLY

▶ Rs. 5 to Rs. 200 every month

YOU GET FOR EACH
Rs. 10 MONTHLY

▶ Rs. 650 at the end of five
years; Rs. 1,450 at the end
of ten years.

DEPOSIT LIMITS

▶ Rs. 12,000 for an individual
and Rs. 24,000 for two adults
jointly.

YOUR POST OFFICE SAVINGS BANK OR



NATIONAL SAVINGS ORGANIZATION

Will be glad to assist you with further details

9A 58/364

The ALADDIN RAIL & WHEEL FLANGE LUBRICATOR

SIMPLE & EFFICIENT
for
ALL TYPES OF RAIL

DEPARTMENT OF RAILWAYS—NEW SOUTH WALES Aladdin Rail Lubricators

Aladdin Lubricators were first installed by this Department in 1933 on the Sydney Suburban Area. They proved so successful that by 1935 over 500 had been installed on electric tracks, and their use was extended to cover most sharp curves throughout the New South Wales Railways.

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

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

Little trouble is experienced in maintenance. Lubricators are installed by a small specialised staff, who also supervise their operation and carry out repairs when necessary. Filling, cleaning and general care are carried out by the fettling staff in the course of ordinary duty.

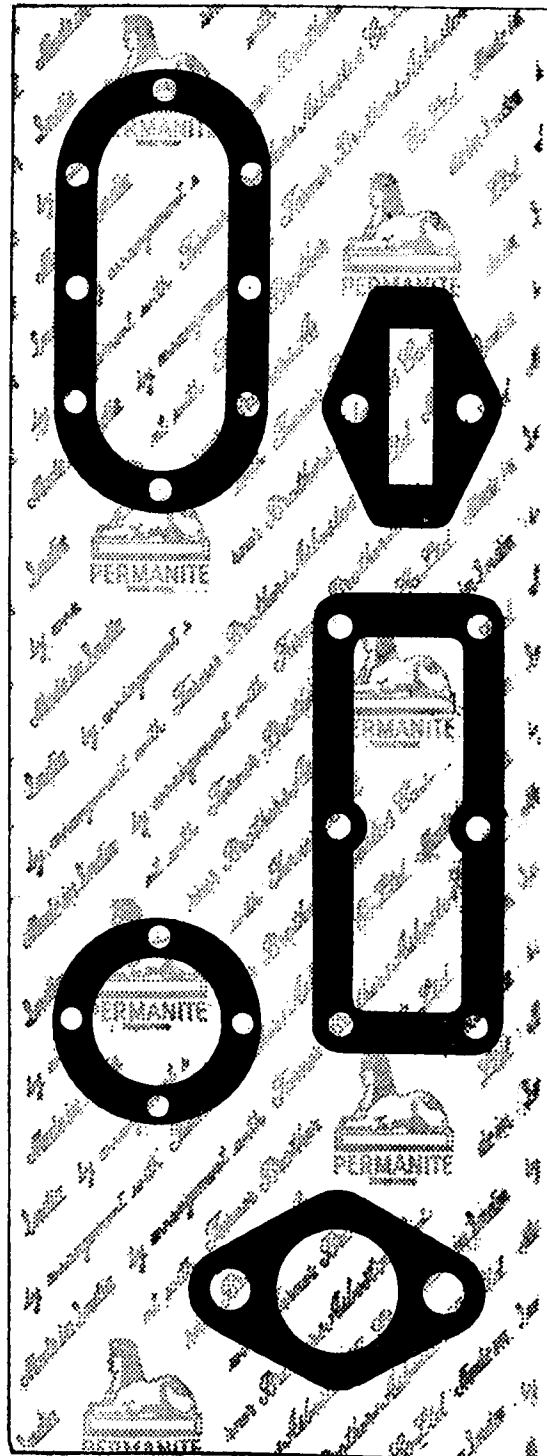
To sum up, the Aladdin Lubricator is a simple device which performs in an efficient manner.

Reproduced by courtesy of the secretary for Railways, New South Wales Government

3rd May, 1950



SOLE AGENTS FOR INDIA
SAXBY & FARMER (INDIA) PRIVATE LIMITED.
17, CONVENT ROAD, CALCUTTA 14



COMPRESSED ASBESTOS FIBRE JOINTING

"Permanite" Compressed Asbestos
Fibre Jointing is recommended

for use against the severest high pressure
steam conditions in present-day
engineering.

The full range of "Permanite" Jointings,
which includes Metallic, Oil and Acid,
has been designed and developed for high
temperature work in air-compressors,
internal combustion engines, hot oils,
petrol and organic solvents; and to
withstand the conditions of pressure and
temperature, to be found in modern
chemical and allied industries.



Manufactured in India by
arrangement with
**TURNER BROTHERS
ASBESTOS CO. LTD.**
Rochdale, England

Manufacturers and Representatives in India
**ASBESTOS, MAGNESIA &
FRICTION MATERIALS LTD.**

(Turner & Newall Ltd.)
Incorporated with limited liability in England
Calcutta • BOMBAY • Madras

Hercules is more than a cycle... it's a lifetime companion

THE office, the market, the school...they are all within easy reach
with a HERCULES at home. There is more leisure too for
everybody; father comes home early, mummy gets all the things
she needs in time. There is more happiness in the family. Few
things in life are worth so much for so long as a HERCULES.

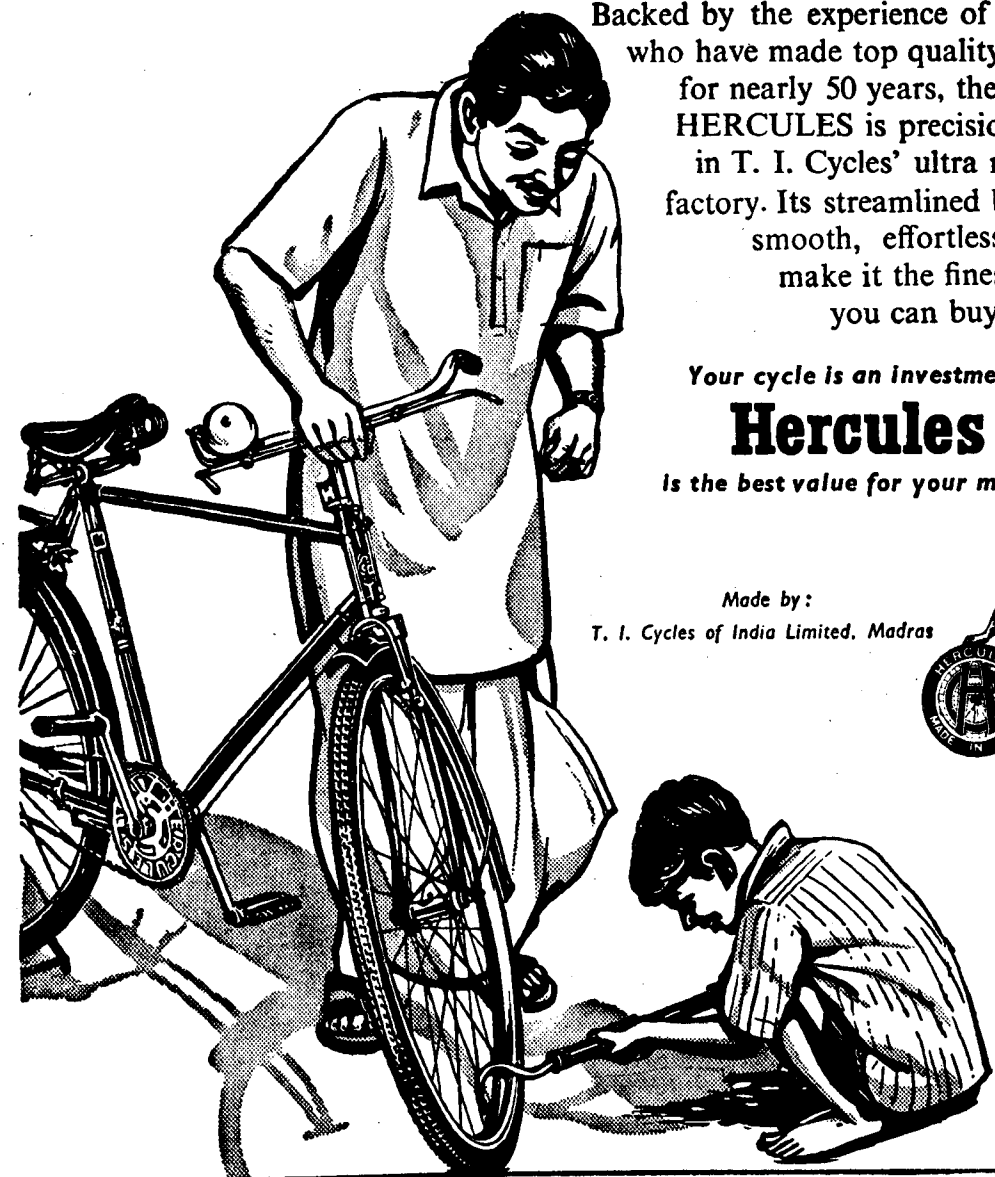
Backed by the experience of people
who have made top quality cycles
for nearly 50 years, the sturdy
HERCULES is precision built
in T. I. Cycles' ultra modern
factory. Its streamlined beauty,
smooth, effortless drive
make it the finest cycle
you can buy today.

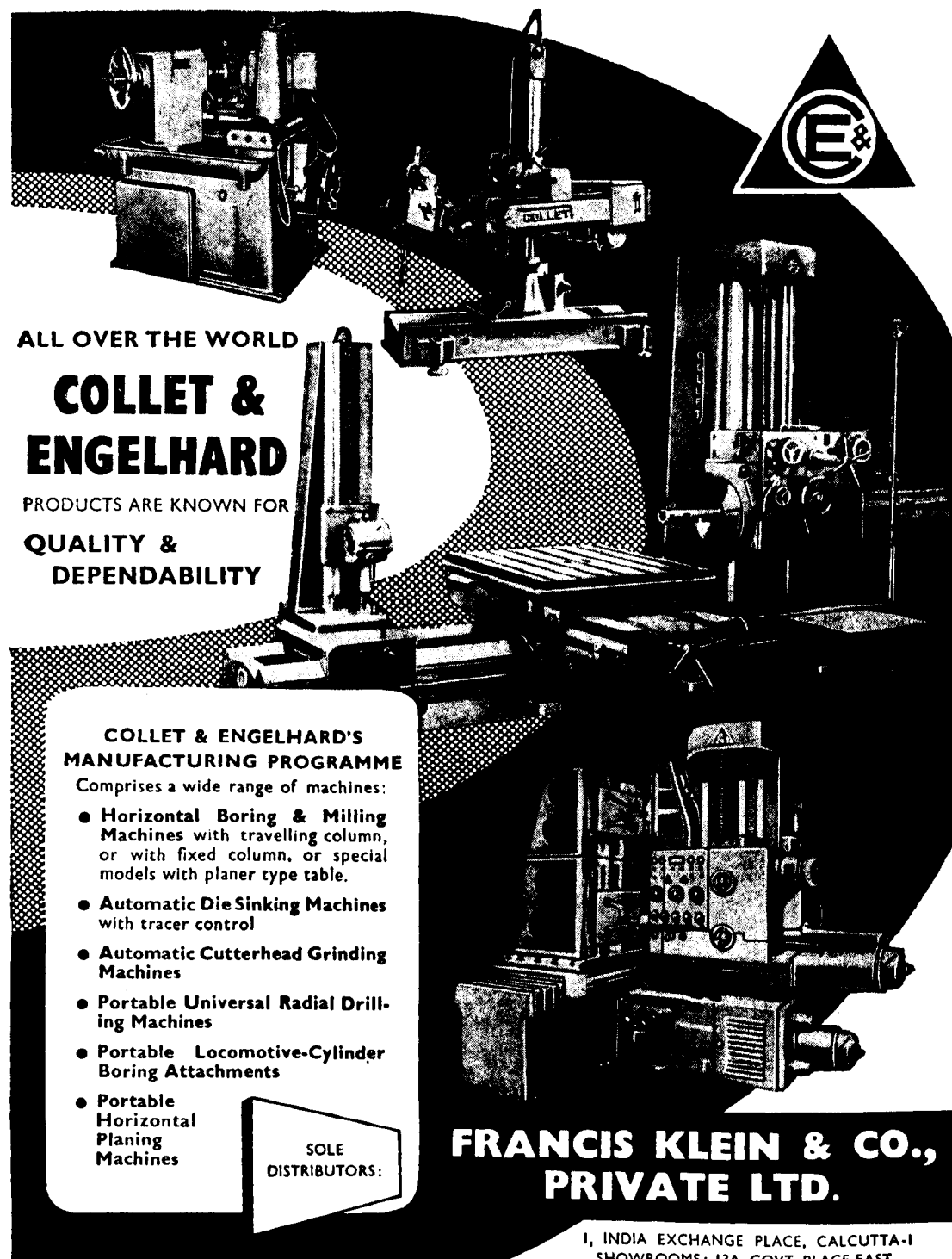
Your cycle is an investment

Hercules

is the best value for your money

Made by :
T. I. Cycles of India Limited, Madras





ALL OVER THE WORLD

COLLET & ENGELHARD

PRODUCTS ARE KNOWN FOR
QUALITY & DEPENDABILITY

COLLET & ENGELHARD'S MANUFACTURING PROGRAMME
Comprises a wide range of machines:

- Horizontal Boring & Milling Machines with travelling column, or with fixed column, or special models with planer type table.
- Automatic Die Sinking Machines with tracer control
- Automatic Cutterhead Grinding Machines
- Portable Universal Radial Drilling Machines
- Portable Locomotive-Cylinder Boring Attachments
- Portable Horizontal Planing Machines

SOLE DISTRIBUTORS:

FRANCIS KLEIN & CO., PRIVATE LTD.

1, INDIA EXCHANGE PLACE, CALCUTTA-1
SHOWROOMS: 13A, GOVT. PLACE EAST.

Resident Engineer in South India:

I. S. SOMASHEKAR, 10, Prithvi Avenue, St. Mary's Road, Madras-18. 'Phone: 71938

SOUTHRAILNEWS

(Published by the Southern Railway)

VOL. V

EDITORIAL NOTICE

No. 11

K. SRINIVASAN, Editor

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

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

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

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

	Annual Subscription	Single copy
	Rs. nP.	Rs. nP.
Railway Employees ...	3 00	...
Others ...	4 50	0 37

Subscribers are requested to inform the management of the change of address, if any, well in time to avoid misdelivery of copies.

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

THE EDITOR

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

Money is our business

And we make it yours too when you bank with us. A Savings Bank account is the handiest way to keep track of your savings. What is more, your money is not only safe with us but your savings gather interest year by year. Why not open an account with the NATIONAL AND GRINDLAYS BANK LTD. today and earn interest on your savings.

We invite you to get in touch with any Branch of the Bank who will be glad to give full details of our personal banking service.

NATIONAL AND GRINDLAYS BANK LTD.

(Incorporated in the United Kingdom. The Liability of Members is Limited)



Branches in South India:

3, NORTH BEACH ROAD, MADRAS-1
6, ARMENIAN STREET, MADRAS-1
158, MOUNT ROAD, MADRAS-2
SRI NARASIMHARAJA SQUARE, BANGALORE-2
CALVETTY ROAD, COCHIN-1
9, BEACH ROAD, TUTICORIN

*cables—the life line
of indian industry...*

PARAMITE
Cables

CABLECO
Copper A.C.S.R. and
Aluminium Conductors

PARAMEX
Synthetic Enamel Covered
Winding Wires

MANUFACTURED IN INDIA TO IS : 282, IS : 396, IS : 398 & IS : 434, BY
THE INDIAN CABLE CO., LTD
9, HARE STREET, P. O. BOX 514, CALCUTTA
Representatives in India for
BRITISH INSULATED CALLENDER'S CABLES LTD.
BRANCHES :
AHMEDABAD, BANGALORE, BOMBAY, COIMBATORE, JAMSHEDPUR,
KANPUR, MADRAS, NAGPUR, NEW DELHI AND SECUNDERABAD

ICC

IC.13

CONTENTS

FEBRUARY 1959

G. M.'s message on the Republic Day ...	1	Children's Corner ...	48
Editorial ...	13	On writing my first story ...	51
Interstate Commerce Commission of U.S.A. ...	15	On Poetry ...	55
Lessons to be learnt from Japan ...	17	Book Review ...	59
Srisaillam ...	21	S. R. News ...	65
Good Health is Man's Birthright ...	27	Cover : The Eastern Gopuram of the temple and outer prakaram wall with its carvings and interior view of the temple of Sri Mallikarjunaswamy at Srisaillam.	
Sankari Durg ...	33		
From ship to shore ...	38		
Miniature Railways ...	41		

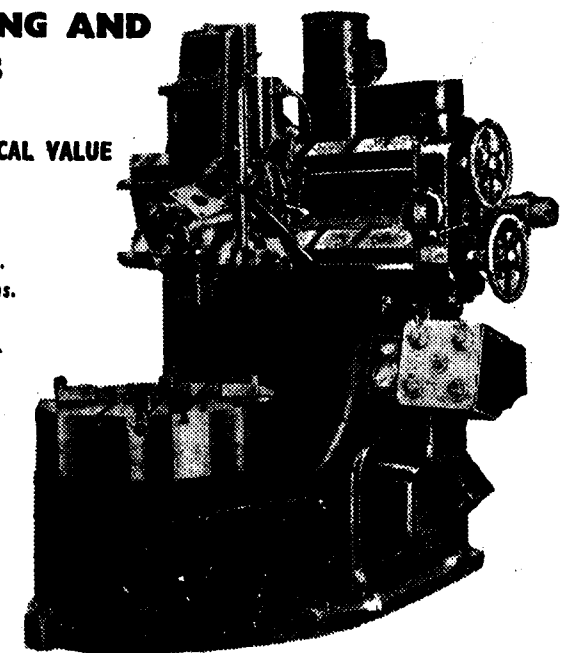


VERTICAL BORING AND TURNING MILLS

EMBODYING FEATURES OF OUTSTANDING PRACTICAL VALUE

- Column and base in one rigid casting.
- 12 Spindle Speeds instantly and easily dial selected.
- 12 Positive Feeds also selected by direct reading dials.
- Rapid Power Traverse readily engaged in all directions.
- Grouped Controls for effortless operation.
- Ample power for the full exploitation of carbide tools.

Standard machines have 36" (illustrated), 48" and 60" chucks, and are capable of swinging 42", 53" and 64" respectively. And Duplex machines are available.



MACHINE TOOLS (INDIA) PRIVATE LTD.

CALCUTTA BOX 585 BOMBAY BOX 522 BANGALORE BOX 697

SOUTH RAIL NEWS

VOL. V

FEBRUARY 1959

No. 11

SELF-SUFFICIENCY IN ROLLING-STOCK

SELF-SUFFICIENCY has already been achieved in respect of steam locomotives, a heavy import item throughout the past 100 years or so. There will be no more imports of steam locomotives.

Between them, the Chittaranjan Locomotive Works and the Tata Engineering and Locomotive Works are expected to turn out 268 locomotives annually when the Second Plan ends—roughly an average of a complete locomotive each working day.

There have been no imports of coaches for some years now, self-sufficiency having been achieved during the First Plan period itself. The only exception has been in respect of electric multiple unit coaches which have had to be imported. But, even here, a beginning has been made with the first lot of 100 electric coaches which are now under manufacture in Calcutta.

The production of coaches in the country rose from 673 in 1951-52 to 1,255 last year—an increase of over 86 per cent. These are made at railway workshops, at the State-owned Integral Coach Factory at Perambur, near Madras, and at the Hindustan Aircraft Factory at Bangalore, another State-owned undertaking.

WAGON OUTPUT RISES SIX-FOLD

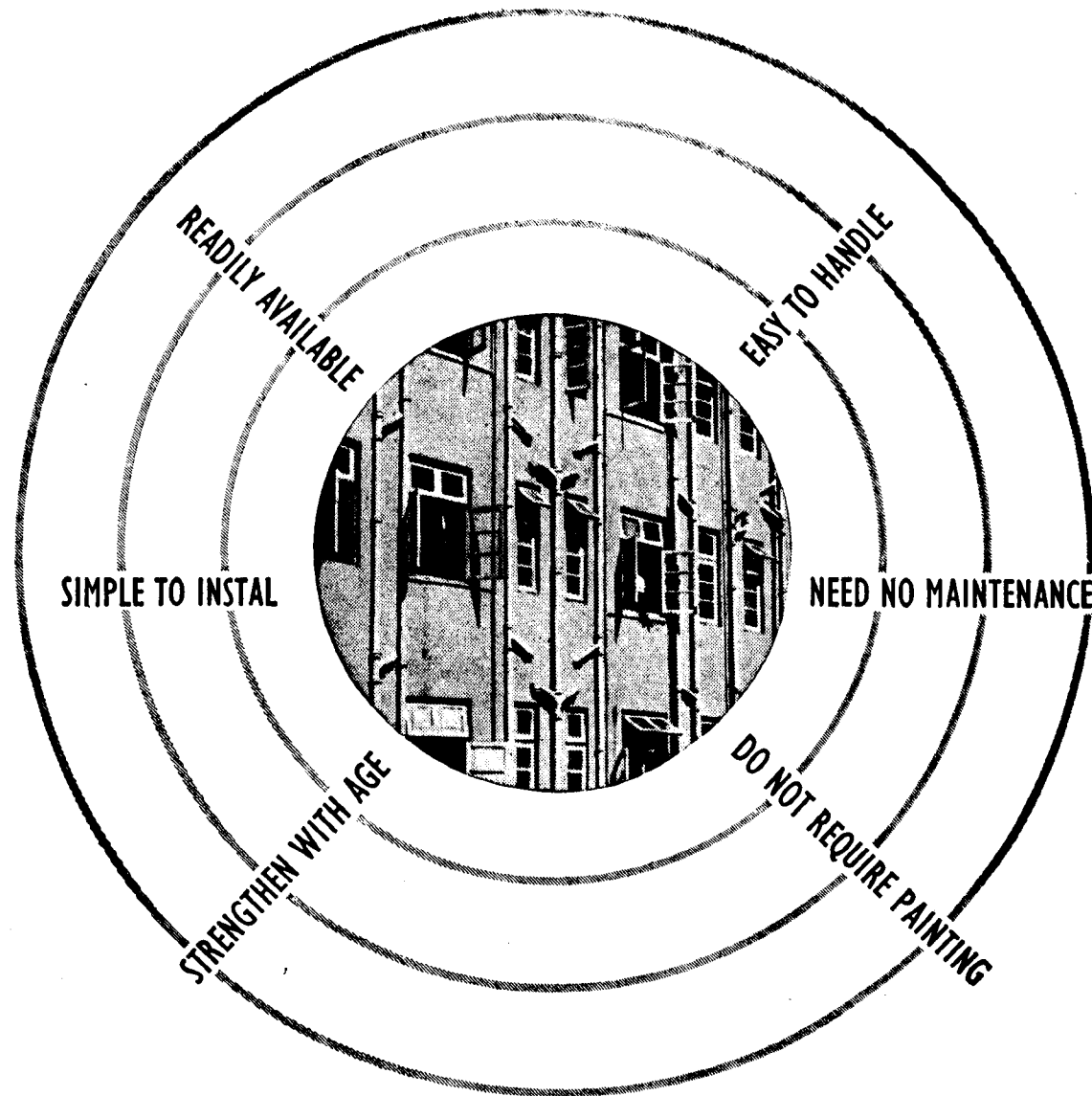
It is in regard to the production of goods wagons that the self-suffi-

ciency drive has produced, perhaps the most spectacular results. From only 3,100 wagons built in India during 1947-1948, production doubled to 6,388 in 1952-53 and again nearly trebled to 17,390 during 1957-58—an increase of over 500 per cent. in ten years.

The Railway Board have placed orders with Indian manufacturers for the supply of 1,750 Broad Gauge, new design, 80-ton, eight-wheeler bogie wagons, which have been accepted as the standard design for the future.

Indian Railways have traditionally been using four-wheeler wagons with a total carrying capacity of 22 tons. The new wagons will have a capacity of 55 tons, and will greatly help in running longer goods trains in India. For the time being their use will be confined to the steel belt in the Eastern region.

A provision for a further lot of about 4,000 new design wagons, incorporating the latest development in wagon design, is being made in the 1959-60 rolling-stock programme. With effect from 1960-61 rolling-stock programme, the Railway Board have decided that all open wagons and 50 per cent of the covered wagons will be built as bogie wagons to the new design. The Railway Board have at present under consideration the design of an eight-wheeler wagon for the metre-gauge system as well.



"EVEREST" Asbestos Cement Building Pipes
are still the **CHEAPEST** and still the **Best**
you can buy for Rainwater & Soil Downtakes

MADE IN INDIA BY
ASBESTOS CEMENT (Private) LIMITED
BOMBAY — CALCUTTA — MADRAS — PODANUR & NEW DELHI



The capacity of the proposed wagons will be much more than the wagons now being used with the result that more goods can be conveyed and also in a shorter time. It is well known that during the Second Plan, on policy basis goods trains and conveyance of goods is being given priority. This is because the production has increased and due to the industrialisation raw materials are being conveyed to the industrial and manufacturing centers and manufactured and ready made goods are being transported to the markets and to other places by goods trains. This is in keeping with the industrial development that is taking place to give preference to the conveyance of goods, for which the conveyance by railway is the most suitable means of transport.

By the end of the Second Plan period, installed production capacity is likely to increase to 25,000 per annum and when this happens the Indian wagon building industry will be one of the largest in Asia, if not the very largest.

SIGNALLING MATERIAL

The requirements of signalling material during the Second Plan period average more than Rs. 4 crores worth of mechanical signalling and about Rs. 1.5 crores worth of electrical signalling material including cables. This represents a nearly ten-fold increase as compared to that of any previous year. The firms engaged in the manufacture of signalling material were, therefore, encouraged to increase their production by placing long-term contracts with them, by supporting their requests for import of machinery, by issuing advance quotas

of steel to the established manufacturers, by giving technical guidance, by making detailed drawings and specification of the equipment available to them and by carrying out such modifications in the drawings expeditiously as would help the industry to increase output. New firms were also encouraged to enter the field and were given all possible assistance.

These steps have paid rich dividends. Production is now keeping pace with requirements. It has also enabled the country to save considerable foreign exchange.

In the field of electrical signalling, some progress has been made. Since electrical signalling equipment is bound to be required in increasingly larger quantities, the firms are being encouraged to step up production both by their own efforts as well as in collaboration with foreign manufacturers.

EQUIPMENT COMMITTEES

With the help of Central and Regional Railway Equipment Committees on which are also represented various private manufacturing interests, efforts are continuously being made to replace more and more imported items by those made in India.

Wherever possible, the railways are revising their standards and designs and types of equipment to facilitate their production being undertaken within the country.

Encouragement is also being given to products of cottage and small-scale industries, and the value of railway purchases of the products of these industries stood at Rs. 3.65 crores in 1957-58.

THE INTERSTATE COMMERCE COMMISSION

The Interstate Commerce Commission operates as an independent agency. It was created in 1887, and since that time the scope of its activities have been broadened and its general regulatory authority has been strengthened with reference to development and maintenance of an adequate national transportation service.

The main purpose of the Commission is to regulate common carriers in interstate commerce in the public interest and foreign commerce in so far as it takes place in the United States.

This body is charged with the responsibility of implementing a transportation policy to promote safe, adequate, economical, and efficient service and foster sound economic conditions in transportation and among the several carriers; to encourage the establishment and maintenance of reasonable charges for transportation services, without unjust discrimination, undue preference or advantage, or unfair or destructive competitive practices; to co-operate with the several states and the duly authorized officials; and to encourage fair wages and equitable working conditions—all to the end of developing, co-ordinating, and preserving a national transportation system by water, highway, and rail, as well as by other means, adequate to meet the needs of the commerce of the United States, of the postal service, and of the national defence.

The strengthening of the authority of the Commission has evolved gradually through progressive legislation enacted as a reflection of national needs.

The Interstate Commerce Commission consists of 11 members appointed by the President. From its membership, the Commission selects a chairman. Specialized personnel are appointed to perform duties in the discharge of assigned responsibilities.

The Interstate Commerce Commission exercises such powers as the legislative authority, *viz.*, the Congress, confers upon it. The Commission exercises quasi-legislative, quasi-executive and quasi-judicial powers. In enforcing the provisions of the Interstate Commerce Act, the Commission acts in an executive capacity. When it determines the reasonableness of a rate and awards damages, etc., it exercises judicial powers. When it prescribes a rate for the future it acts in a legislative capacity.

Five divisions have been created within the Commission, and a decision of a division has the same force and effect as a decision of the Commission itself, subject to the review of the entire Commission, in its discretion, in granting a rehearing. The Commission is also empowered under certain conditions to delegate work to boards of three or more eligible employees.



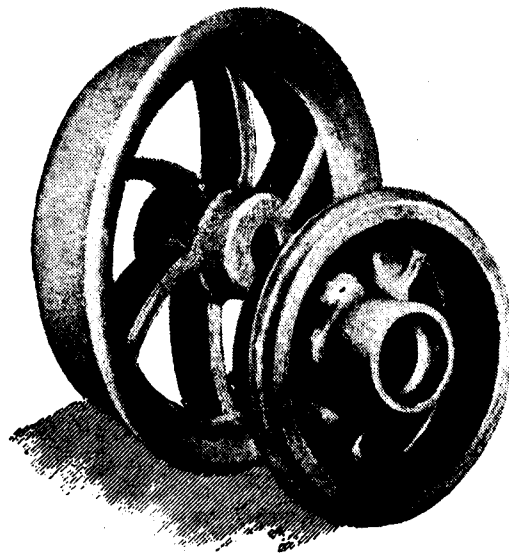
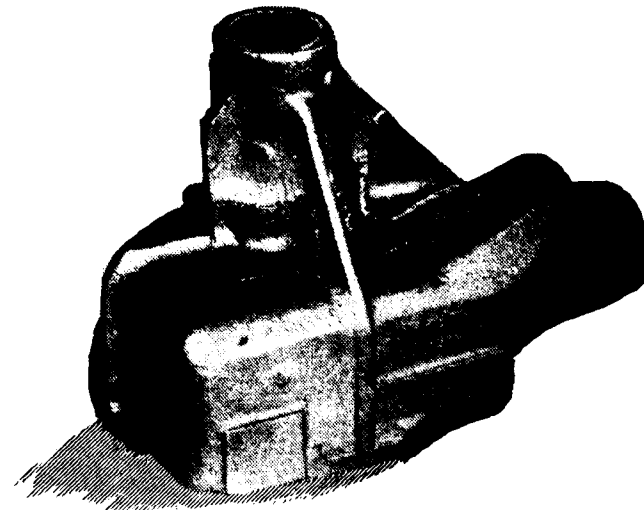
The Ductile Cast Iron
S.G. IRON
(Spheroidal Graphite Iron)

Completely new
 type of cast iron:
 27/35 ton tensile—
 12/2% elongation.

Combines
 advantages of
 cast iron with
 strength and
 toughness
 of steel

Range of
 application can be further widened by heat treatment.

Excellent substitute for malleable cast iron, cast
 non-ferrous alloys, steel castings and steel forgings.



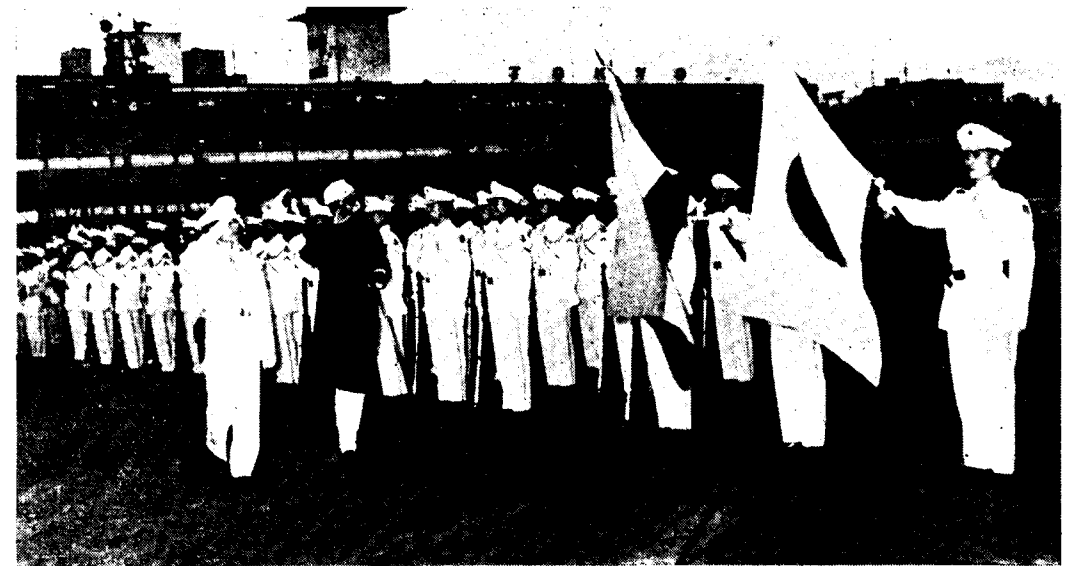
Manufactured by

BURN
& CO. LTD. HOWRAH

Managing Agents:
MARTIN BURN LIMITED
 12 Mission Row, Calcutta.

Branches: New Delhi, Bombay, Kanpur

SHIC-22A



The President Dr. Rajendra Prasad inspecting a combined services Guard of Honour at the Tokyo Airport on his arrival there on a State visit

LESSONS TO BE LEARNT FROM JAPAN

Our President, who recently toured over Japan, was greatly impressed by what he observed all over the country. The Japanese ways of life, their orderliness, cleanliness, sense of punctuality and zest for work have left a deep impression in his mind. Japan occupies a unique place among the countries in the East in that it has made tremendous progress according to modern standards and still maintains its old traditions. By her remarkable achievements in all spheres, Japan has set an example from which there is lot to learn with advantage to our country.

It is well-known that Japan is highly industrialised. But in all their undertakings there is marked evidence of economy in the construction of buildings, whether they are for housing the machinery or residential quarters for the various grades of staff from the highest to the lowest. It is noticeable everywhere that they lay greater emphasis on the essentials rather than

spending money on any part of the building which does not contribute to the increased production. Our country is making rapid strides in industrialisation, both in the Public and Private Sectors. By suitably adopting Japanese methods it may be possible to effect considerable saving

His Majesty, the Emperor of Japan, receiving the President at the Airport



which in turn will help to reduce costs and enable us to sell the manufactured products at competitive rates.

The Japanese are very industrious and the secret of their success is that they always put forth their best in whatever work is allotted. Even when they have to work for long hours, they do so cheerfully and with good humour. It will not be an exaggeration to say that the Japanese always work with a smile on his face.

To the Railwaymen, it will be of special interest to know something about the Japanese Railways. One of the most striking features is the great importance which the Japanese attach to punctuality in all matters, whether it is the Railway or anything else. The Japanese Railway system consist of nationalised Railways, which largely cater to the long distance traffic, and some private-owned Railways which serve local requirements. There is a happy co-ordination between these two systems and they are run most smoothly and efficiently side by side. Their trains are pretty fast

and are also punctual to a second. Train stoppages are timed in seconds and only at large stations in minutes. This, combined with the meticulous punctuality, has enabled them to run a very large number of trains at frequent intervals on single line system. Except in suburban trains, seats are provided and passengers never enter a train in excess of available seats. As a result, there is no overcrowding; there is also no confusion or jostling for position to rush into trains which is frequently noticeable on our platforms. Large and imposing station buildings are very rare in Japan. Compared to what is provided in our country, their platforms are narrow and not very long. Large waiting rooms are also rare. The furniture in waiting rooms and benches on the platforms are quite ordinary but the most noticeable feature is that station premises. Waiting rooms, platforms or the furniture provided are all scrupulously clean. The sole aim of the Japanese Railways is to carry the passengers in comfort to their destination in the shortest possible time.



The President Dr. Rajendra Prasad is seen in conversation with Their Majesties, the Emperor and the Empress of Japan at Tokyo



The President Dr. Rajendra Prasad being conducted round the Mitsukoshi department store, when he visited the store in Tokyo



The President Dr. Rajendra Prasad attended a reception held by the National Union, in his honour at Chinzano, in Tokyo. The President is seen with the troupe which gave a musical performance on the occasion

Of late, criticisms have been levelled against the working of the Railways in this country both in the Press and on the floor of the Parliament that trains are not run punctually and the public do not receive the courteous treatment from the staff. In this context, the few outstanding features of working of the Japanese Railways are worthy of emulation. We are also capable of achieving such high standards of performance, only what is required is a will to do so and, like the Japanese, a determination to put forth the best cheerfully in whatever work is allotted to us.

NOTES AND COMMENTS

A pleasant function was organised last Saturday by RALLIWOLF PRIVATE LIMITED at their premises near Mulund on the Bombay/Agra Road when Mr. M. P. A. Paspatti, Managing Director of Rallis India Limited and Founder Chairman of

RALLIWOLF PRIVATE LIMITED laid the Foundation Stone of the factory premises. Mr. Tatachari welcoming the guests, mentioned that the factory, for which the foundation was being laid, is a joint venture between Rallis India Limited and Wolf Electric Tools Limited, London, wherein a diverse range of the famous Wolf Electric Tools will be manufactured.

Mr. Paspatti, after laying the Foundation Stone, expressed himself as being very glad to see the Ralli group plans beginning to materialise. Mr. Paspatti also explained that he hoped the opening ceremony of the RALLIWOLF Factory would take place some time in June this year when, it was hoped that Mr. G. M. Wolfe, Managing Director of Wolf Electric Tools Limited, London, would be present. The guests were then entertained to tea.

SOUTHERN RAILWAY

AMENDMENT NOTICE

With reference to this office letter No. S. 236/1/GA/546/A/PER/1 for 2 sets of Cutters Milling HSS Cylindrical locked type with serrated HSS blades 10" dia × 3" wide × 4" bore to Drg. No. GT/172/33, the last dates for the sale of tender documents, receipt of earnest money, and receipt and time of opening of tenders have been extended to 28-2-59 (before 13 hrs.) 4-3-59 and 5-3-59 (15 hrs.) respectively.

OFFICE OF THE CONTROLLER
OF STORES,
Perambur, Madras-23
Dated 16-2-1959.

CONTROLLER OF STORES.

SRISAILAM

T. N. SRINIVASAN

SET in the thickly-wooded forests, far away from the madding crowd, silent but for the melodious chirpings of wild birds and the occasional howls of the forest animals, punctuated by the sharp humming of the giant bees, stands the quiet unostentatious village of Sri Sailam, in the deep hollow piece of ground of the Nallamallai hills, situated in the Kurnool district of the Andhra Pradesh. Though this place was at one time a very prosperous city of considerable importance, we see there today only the remnants of the once glorious township and the temple still lingering in spite of age and nature. In fact this sacred place, also known as "*Sri Mallikarjunam*," "*Sri Parvatham*" and other names, is one of the reputed three *linga-kshetrams* in the Andhra Pradesh, which are collectively known as "*Trilinga Kshetram*." Some orientalist even consider that the name "*Telugu*" is derived from this term "*Trilingamu*" and had been transformed to the present name by usage. The other two places in this trio of sacred places are Draksharamam and Nagarjunam, both of which are near the eastern coast of Andhra Desa. As such it is worthy to know something of this ancient place—Srisailam.

Srisailam is a place far away from the railway route and till very recently there was not even a good road to reach this place. So people had to walk quite a long distance by mountainous bridal paths, in most places hazardous and in some places arduous.

But recently, the Hindu Religious and Charitable Endowments Department of Andhra Pradesh have taken the work of having a good road put and made this place available by bus—a good task for which the huge pilgrim traffic of our country must be grateful. To reach Srisailam there are three different routes, of which two of them converging at one spot—Chintala, a small village on the outskirts of the hilly tract from where the only route is through forests. By one route and that is also the commonest of the three routes, the pilgrim is to reach Nandyal by train which is a station on the Masulipatam—Hubli section of the metre gauge line of the Southern Railway. From Nandyal Srisailam is about seventy-three miles due north. From here they have to take the route to Peddacheruvu through Atmakur, Nagulati. From Nagulati, the bridal path commences and through several forest villages and crossing several mountainous streams en route, Srisailam can be reached. The other two routes are to reach Chintala a village at the foot of the hills either from Markapur station or Vinukonda railway station and then walk or travel by country carts to Srisailam through Jangammiddela, Peddarutla, Chinnarutla, Sikharewaram and Hatakeswaram. However all the routes are hazardous and in several places steep narrow tracks on the flanks of hills have to be carefully encountered. But the journey line had been there from the dim past and the ardent pilgrim would not feel the

strain and the struggle when his quest is divine. All the troubles and tribulations that he had endured pass away when he gets his first glimpse of the Lord in search of Whom the voluntarily undertook all of them.

En route, the pilgrim had to necessarily take the assistance of the hill tribe called locally as *Chenchus*, who regard themselves as the guardian of the precincts of Srisailam and as such wield unprescribed powers in these forlorn tracts of land. They collect at the various halting places a small toll but it is worth paying these small amounts as their services are absolutely essential in making this solitary journey comfortable, where one's needs can only be procured by them. After days of weary travel the pilgrim at last reaches the isolated plateau on which the village of Srisailam is situated. Before reaching the actual place, about a mile from the same, the pilgrim first worships at the small wayside shrine of *Sri Sakshi Vinayakar*—the abode of the son of Lord Siva. Proceeding westward, the pilgrim passes along the path, on either side of which remains of a once prosperous bazaar and fine buildings can be seen. The distant glimpse of the fine tall eastern gopuram is the first object to greet the pilgrim, who sounds a sigh of rejoicing.

According to the local *Sthalapuranam*, Srisailam is one of the fifteen *Jyothilingam kshetrams* in India, in each of which the symbolic effigy of Siva in the form of a *lingam* is believed to be *Swayambu*, that is, self manifest. Traditionally, the puranams trace the origin of this place and that of the deity that it enshrines to the days of the famous itihasa of our country—the

Mahabharata days. It was that when the Pandava princes along with their consort, Drawpathi were in exile and when their period of internment was about to come to a close,—as stated in the *Vanaparcam* of that great epic—that the venerated sage Vyasa visited the hermitage of Prince Yudhishtra. The sage foretold them they might have to face much trouble in getting back their kingdom and advised them to get themselves well equipped for the same. As advised by the sage, Arjuna was sent to perform penance and obtain the required weapons and divine arrows. While Arjuna was engaged in his undisturbed adoration of Lord Siva, this Lord wanted to test the single-mindedness of the penitent and so sent first a wild boar to disturb the peace of the prince. Though Arjuna tried to drive away the animal, it came again and again and tantalised the serenity of the tapas. So to avoid it, Arjuna sent an incanted arrow at it, which pierced the animal in five cardinal points and killed the animal. Just then Siva and his Consort, putting on the guise of a hunter and the huntress came there and demanded the return of the animal to them stating that it was theirs and the stranger like Arjuna had no right to attack it and much less to slay the animal. An altercation ensued and it was agreed that Arjuna should fight the matter by entering into a combat with the hunter. Arjuna accepted the offer and a fierce fight followed in which the prowess of the Pandava prince pleased the great God in disguise. When Arjuna was about to faint down with exhaustion, Siva manifested himself before the devotee. Siva was pleased to bestow the most powerful weapons like the *Pasupatha*

astra to Arjuna and blessed him with success. It is believed that it was at Srisailam that this incident was said to have occurred and it is narrated that Arjuna prayed to Siva as He appeared as *Kiralamurthi* before him to stay at this sacred site for the ages to come, which of course was conceded by the Great Lord. This accounts for the original beginning of Srisailam temple.

In the *Kritha yuga*, there lived a sage by the name Silada, very pious and devoted to Siva. But he had no issues and his prayers to Siva to bless him with progeny was after all granted when he was made happy with two sons, whom he named as Parvatha and Nandikeswara. Parvatha, after the completion of his studies under his wise father, requested his father to allow him to go to the forests to do penance to Siva. His prayer to the three-eyed God was answered when that deity presented himself before him and asked him what he wanted. The young penitent wished that he should be changed into a mountain, the crest of which should be graced with the perpetual presence of the Lord himself. No doubt the prayer was granted and the hill that now forms Srisailam, came to be known as *Sri Parvatham*, so named after the devotee. The other son of the sage Silada also came to adore Siva with his severe austerities and he was accepted by Siva as his *vahanam* the vehicle. As Nandikeswara also chose Srisailam for his penance, this place is also known by the name *Rishabagiri*.

This place is also connected with the famous aspect of Siva as "*Ardhanareswara*"—half-man and half-woman form that he took once. The great

sage named Bhringi was a very staunch devotee of Lord Siva alone and his single-minded devotion to this Lord was so narrow that he did not even adore the Lord's own spouse, Parvathi. This aged sage was accustomed to do *pradakshinam* only to the Lord and this behaviour infuriated the Goddess Parvathi for she felt that she had been ignored by the arrogant sage. But Siva knew his votary's devotion and to prove the same, agreed to help Parvathi in her attempt to insult the sage. As desired by her, he agreed to fuse himself with her so that in one and the same form the right half would be that of Siva while the other left half would be that of his consort. By this device Parvathi thought that the sage Bhringi must go round the composite form of them both, which would frustrate the one-minded devotion. Bhringi beheld the form of Ardhanareswara murthi, which no doubt bewildered him for only a moment.

His silent prayers to help him in that predicament were well answered for he was able to change himself into a forest beetle, in which form he bore through the united body of Siva and Parvathi, going round and round that portion of the deity which was Siva's. Foiled in this attempt of hers, Parvathi sucked the blood in the body of the beetle, which made the insect weak and motionless to even stand. Bhringi was restored to his original form but he was unable to stand in view of the weak legs that he then possessed. But he managed to crawl round Siva, who pitying the situation of the sage, blessed him with a third foot to support himself. This revealed to Parvathi the devotion of the sage and the Divine Pair now

blessed him and gave him salvation. Sculptural representation of this episode is depicted in the temple at Srisailam near the main shrine.

Passing from the dim uncertain puranic ages, we have distinct historical evidences about the antiquity of this temple. Some old inscriptions of this place refer to the forgotten Kadamba dynasty of local chieftains, who were powerful at the time of the Pallava rule in South India which takes us back to the 4th and the 5th centuries of this era. Some of the ruined pieces of construction round about this place are attributed to these chieftains. The travelogues recorded by the two famous Chinese pilgrims who came to India, the first one Fa Hien in the 5th century and the other traveller Hiuen Tsiang in the 7th century contain references about Srisailam and how it was then a reputed stronghold of Buddhism. The later inscriptions show that the Kakatiya king Prataparudra was connected with this place and still later the monarchs of the famous Vijayanagar line of rulers had made Srisailam a capital of one of their presidencies when this place was embellished with bazaars and places of dwelling, in addition to the several constructions that they had done for the temple. The constant invasions of the muslim rulers of Golkonda and Bijapur devastated this once prosperous city and reduced the place to a heap of ruins, as we see them today.

Looking back into all these glorious epochs in the silent history of this ancient place, the pilgrim can now see for himself the marvels of the past and regale himself with that he now sees.

Lord Sri Mallikarjuna's temple, which is almost square in shape, stands in the centre of the flat plateau surrounded by hills on all sides. The outer limits of the temple is marked by a massive stone-wall, which is pierced in the centre of each side, each side opening being crowned with a gopuram. This wall is about twenty feet in height and the huge blocks of granite that are used to make up this wall contain on the outside remarkable bas-reliefs depicting puranic incidents and mythical animals like yali. Some of these stone blocks also contain valuable epigraphical records, which throw considerable light on the antiquity of this temple. Among the four entrances, all the entrances except the one on the eastern side are closed. The gopuram that crowns this way is reminiscent of those of the Vijayanagar period and was probably constructed during their regime. The gopuram on the north wall though small is very lovely and is called "Sivaji Gopuram."

Going inside through the eastern entrance, the pilgrim enters the open courtyard of the temple, which contains the main shrines, minor shrines and several mandapams, while a long prakaram runs against the northern wall. The main shrine of Sri Mallikarjunaswamy is in the centre and at present this deity is represented as a small *lingam*, whose *adivattam* is concealed in the flooring with only a small cylindrical shaft of about six inches in height representing the lingam portion visible to the pilgrims. The one peculiar feature here to be noticed on this lingam is the small linear crack. This is said to represent the scar of the wound inflicted by Arjuna when he fought with Siva. Another

peculiarity to be observed here is that any one can touch and worship the Lord as he may chose to—a privilege that is not available in every shrine in our country.

Among the several names of this deity the one commonly used here is "*Chenchu Mallaya*." He is so called as the deity here had been married to a chenchu girl, who was an ardent devotee of Siva. The bride became later idolised by the name *Sri Bhramarambika*, whose image is installed in a small shrine adjacent to that of the main shrine. To the ordinary observer the image of the Goddess will look crude and this is justified by the fact that she was a Chenchu girl and lacked the charm of divine women. After worshipping Sri Mallikarjuna swamy, the pilgrim goes to the minor shrines in which the images of Veerabhadra and other minor deities are installed.

Coming out of the temple, the pilgrim can find places for comfortable stay in the few rest-houses that have now been constructed. While at Srisailam it is essential that the pilgrim visits the sacred bathing ghat known as "*Pathala Ganga*," which is situated about three miles east of the temple. It is really the river Krishna that is named as such, for it is believed that Ganges came down to this place for redemption. The mythical significance is narrated by the following story. In Avanti there once lived a learned scholar named Ayachitta whose fame spread throughout the country. One of his relatives living at the far off Kancheepuram in the south heard about the fame of this scholar but not knowing the age of this person offered his young daughter aged eight years

and named Kalyani to him in marriage. The offer was accepted and the marriage was duly performed at Avanti under royal patronage.

After some years Avanti was in the grip of a terrible famine and so all people moved to other places for their living. Ayachitta too, with his young wife, fled to the reputed Varanasi for livelihood. While they were living there, the young girl came to age and being in the blossom of youth she could not enjoy the pleasures of life because of her aged husband. One day while going for her daily bath in the Ganges, she saw a chandala youth of extraordinary beauty. Bewitched with his physical embellishments, she offered herself to him which the latter accepted much against his own desire. But after the appeasement of her momentary desire, Kalyani realised her fault and to make amends for the sin thus committed she ran down the river Ganges with the intention of committing suicide.

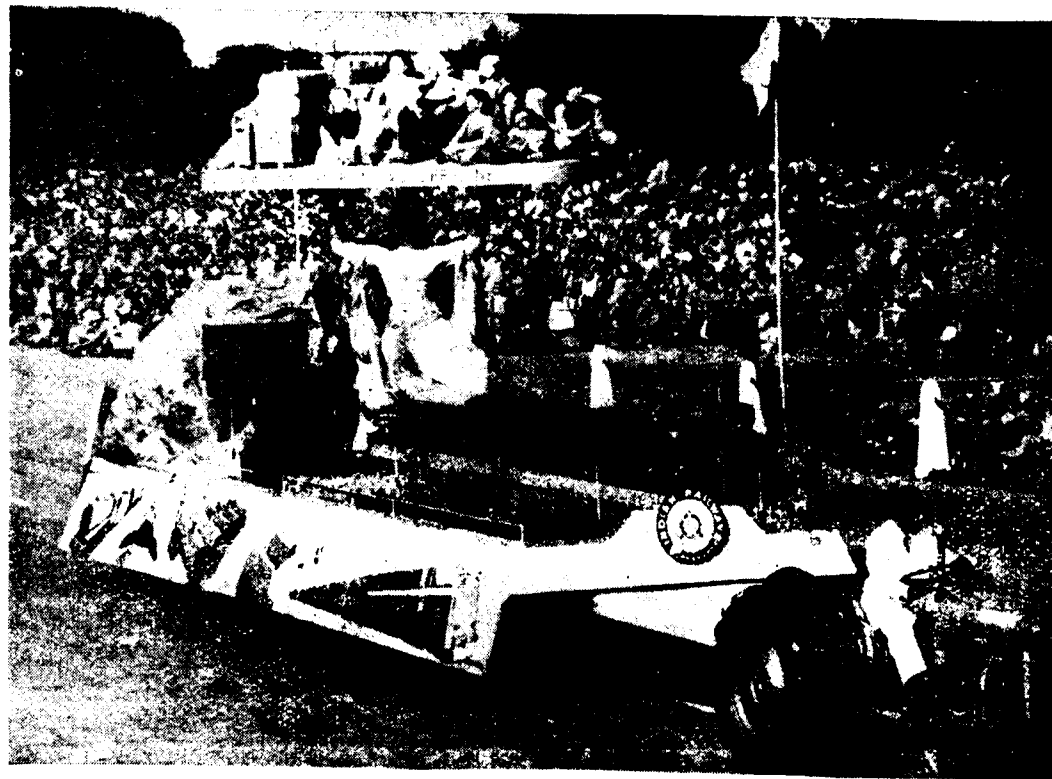
But Goddess Ganga, knowing the past life of Kalyani, came in the form of an elderly lady and rescued her. The Goddess discussed with her the misdeed she had committed but consoled her saying that in her previous birth she was a chenchu lady who had enticed a pious brahmin on similar grounds. In view of the pollution thus committed by Kalyani on the banks of Ganges, the Goddess had to take a weird form. She sought the help of Lord Siva who directed her to go to that part of river Krishna which flows near Srisailam and take a bath in the sacred waters of that river. Thus done, Goddess Ganga was purified and out of gratitude for her redemption

the bathing ghat here is known as "Pathala ganga." came to this place from several parts of the country.

Sivarathri festival is one of the grandest among the festivals that is celebrated at Srisailem attracting a record number of pilgrims. After this festival which lasts for ten days, the Kalyana utsavam of the Goddess is celebrated for another ten days. In both these festivals the Chenchu tribesmen of this place take a leading part and help the numerous pilgrims that

Though far away, Srisailem has its right place in the pilgrim-line and a visit to this place is exhilarating. In recent years the H. R. & C. E. Department of Andhra Pradesh have taken effective steps to make journeys to Srisailem comfortable by laying motorable roads right up to the village and also in constructing rest-houses there.

The President Dr. Rajendra Prasad took the salute at the grand Armed Forces March Past and the cultural pageant at Rajpath in the capital on the Republic Day, January 26, 1959. A tableau put up by the Ministry of Railways showing the tremendous magnitude of the task carried out by the Railways on the occasion



GOOD HEALTH IS MAN'S BIRTHRIGHT

[Concluded]

Dr. A. RAMDAS

Divisional Medical Officer, Southern Railway

THE AIR WE BREATHE

THE earth we live upon, is 'blanketed' by a layer of air miles thick. Air contains chiefly oxygen and nitrogen and also other less important gases. All living beings 'breathe in' the air in some way or other. Creatures living in water 'breathe in' a solution of air in water. Oxygen contained in the air we breathe is taken up in the lungs by the blood and supplied to all tissues. The tissues utilise it to burn the body-sugar we ingest from food, thereby liberating energy that is required for maintaining life. Without adequate amount of oxygen in the air we breathe, the vital processes slow down, waste products accumulate in the body and death ensues from asphyxia. Air gets less dense as we go higher up. It contains less oxygen and exerts less pressure on bodies which are in it. This is responsible for the obstacles that beset high altitude flying and space travel. Air gets 'dense' in deep mines. This also renders it unsuitable for human use. Use of air-circulation thus becomes necessary in deep mines. Air that is stagnant while being used by living beings, rapidly loses its oxygen content. It is, therefore, necessary to circulate fresh air in closed spaces like assembly halls. Air can be contaminated by dangerous chemical fumes like sulphur-dioxide and other bye-products of industrial processes. These when inhaled cause poisoning of the body. Dust and soot in inhaled air clog the air passages of the lungs and wind

pipes and produce disease. Freely circulating air with abundant green vegetation round about, is health-giving. The poisoned air of congested cities produces ill health. It is therefore considered essential to provide adequate number of parks and open spaces in modern cities. Parks and open spaces have been rightly called the 'lungs' of a city.

PERSONAL CLEANLINESS AND COMMUNITY HYGIENE

'Cleanliness is next to Godliness' say the Ancients. Some of us may not believe in God or Godliness. But all accept today that it is foolish not to cultivate personal and community cleanliness.

Personal cleanliness is more often assumed than practised. It is not sufficient if one bathes twice daily, while wearing unclean dress and practising unhealthy living habits. Clean and simple dress is helpful for the maintenance of good health. Choice of dress should be governed by the climate of the place we live in. But in practice it is governed by the social climate of our environment. Cumber-some dress which covers too much of the body in a hot and humid climate, or fashionable but meagre dress which exposes greater part of the body to the rigours of a chill climate are examples of faulty dressing.

It is surprising to see that many people who are otherwise clean and

presentable have badly-kept teeth and unclean nails. Cleaning these properly every day, is as essential for health as bathing.

Speaking of living habits, we are often thoughtless in many things we do. It is not unusual to see an educated person spit indiscriminately, anointing his neighbour in a public bus with his saliva. Coughing in other people's faces is not an uncommon spectacle. Indiscriminate commission of nuisance in public places is a national shortcoming with us. We little remember that unhygienic habits of individuals contribute to bad hygiene of the community. This leads to outbreak of mass disease and national disaster. Every citizen owes a duty to the nation to keep himself or herself above culpability in this matter.

REST AND EXERCISE

Man among God's creation is endowed with special physical and mental faculties, which have given him mastery over his fellow creatures. These faculties are inherited and require to be regularly exercised to maintain efficiency of body and mind.

Physical exercise influences the physical well-being of man. The body consists of muscles, bones, joints and internal organs. These are comparable to the parts of a machine which have to work smoothly to maintain productivity. The idle machine is apt to get rusty. The analogy is applicable with greater justification to a living mechanism. Unless a person exercises his body, it will get 'rusty'. Exercise does not necessarily mean under-

taking complicated bodily contortions one sees being performed by bigmuscled men in newspaper advertisements. Any strenuous occupation requiring physical exertion provides adequate exercise. Those in sedentary jobs can resort to physical exercises. A brisk walk in the evening or a well-played field-game may suffice. There is no need to undertake body-breaking physical exercise, especially when one gets older because it can be harmful. Our Asanas learnt under proper guidance and performed properly are as good for health as any modern form of physical exercise.

Exercise of the mind is as important as physical exercise for maintaining good health. Creative thinking and wise reading keep one's mental faculties in trim.

Physical and mental exertion should naturally be followed by rest. During exertion the body and mind use up energy. The sources of energy in the body are not inexhaustible. Rest is necessary to permit the body and mind to recoup their reserves of energy. If such rest is not provided, the body and mind breakdown. A breakdown is Nature's method of forcing the erring human being to rest and correct himself. Rest should be ensured for both body and mind. We often rest the body but literally keep the mind hissing and bubbling under the lid with unpleasant thoughts. It may be only animosity against one's subordinate or chagrin at the behaviour of a superior. But these are like strong currents which scour the piers of a bridge under the misleadingly placid surface of a flood. A major disaster may well result when the bridge of sanity collapses.

Physical and mental recreation are valuable means of achieving and maintaining good health. The pursuit of a pleasant occupation of one's own choice while away from routine work is an excellent recipe for health. Hobbies are valuable for this reason. Out-door pursuits like swimming, hill climbing and trekking enable us to draw on Nature's inexhaustible store of good things.

SEX URGE AND REPRODUCTION

The sex urge and urge for reproduction are primordial instincts which all living beings inherit. In civilised society, in the past, it was customary to discuss these under a cloak of disdainful secrecy. The present trend is a swing to the other extreme, especially in highly civilised countries where these are often discussed in language which savours of licence.

Sex is part and parcel of us. We have to learn to live sensibly with it.

The sexual urge appears in the human being at adolescence. It gradually increases, reaches a peak between twenty-five and forty years and like all bodily faculties, wanes thereafter. This is the normal pattern. Abnormalities and freaks also occur.

Sexual communion is an event which leads to Nature's most wonderful phenomenon, reproduction. To ensure propagation of species, Nature has endowed the sexual act with a most attractive cloak, namely, the physical and mental pleasure we derive from it. But the act also throws very great strain on the body and mind when it takes place. One of the after-effects

of the act in the female is pregnancy, which is a major physical event in the life of the individual. The social repercussions of pregnancy also constitute an important chapter in the social lives of human beings. The interaction of these factors on the body and mind deeply influence the well-being of the individual.

It is difficult to prescribe hard and fast rules regarding sex activity. Each person in this matter is a book unto himself or herself. It is important to remember that excessive sexual indulgence is detrimental to health. Repression of normal sex instinct may also react unfavourably on a person. An intelligent couple should work out their own formula without being prejudiced by popular exhortations of lay writers or the condemnations of puritans. But it is well to remember that frequent and shortly spaced pregnancies lead to breakdown of the female partner. Family Planning thus becomes imperative in one's own self-interest. It goes without saying that Family Planning is desirable in the wider interests of our country at the present juncture and the world at large. An attitude of laissez faire in this matter is unwise.

(B) PREVENTION OF DISEASE

The golden rule for maintaining good health is to promote good health as already discussed above. But a human being is surrounded by a million enemies, animate and inanimate, which are ever waiting to undermine his physical well-being. When they succeed, disease results. With diseases as with other things, prevention is better than cure.

Microbes or germs are the most potent among man's enemies. They are present in the air we breathe, the water we drink, the food we eat and the objects we handle. They constantly get into us and go out of us. Harmful germs during their stay in the body damage it and the body reacts by mobilising its defences. The struggle goes on, sometimes in favour of the invader, but often in favour of the invaded. Occurrence of disease or its conquest depends on the ultimate outcome of this never-ending struggle. When the body triumphs it develops 'Immunity'. 'Immunity' is a medical term which refers to the resistance developed by the body to a particular germ as a result of an invasion by that germ. If the germ wins, disease results and often death ensues.

Life starts with conception in the mother's womb. The newly conceived being (the human embryo) is efficiently protected by visible and invisible walls as it grows up in the mother's womb. The mother bequeathes a share of her acquired Immunity to the embryo. The womb protects it from external noxious influences. At birth the infant that has grown up in the sheltered cloisters of its mother's body, is suddenly deprived of its protection and is exposed to attacks by the hungry hordes of the new world it enters. But the Immunity inherited from the mother remains behind in the child until the child develops its own Immunity by coming into contact with the enemies. The waning of Immunity acquired from the mother and the resurgence of child's own Immunity are delicately co-ordinated. But often the child's Immunity does not suffice; and its life is thus endangered.

Fortunately for man, science has stepped in to fill up this lacuna. Scientific medicine through the centuries has developed techniques for artificially inducing Immunity in living beings. The stories of the discovery of these techniques are among brightest and most romantic chapters in the book of Medicine.

The earliest to be placed on a scientific basis was immunisation against the dread scourge of Small-pox. The name of Edward Jenner, its discoverer, will be remembered with gratitude by humanity long after its military geniuses and conquerors are forgotten. This discovery of Jenner sparked a train of other discoveries in the field, which now promise to outlaw from human experience, dread scourges which formerly stalked the earth. The latest of these techniques to be practised on a mass scale is B.C.G. vaccination against tuberculosis.

Like all epoch-making discoveries in human memory the discovery of Immunisation generated controversy and heated argument at the outset. When passions and tempers cooled, it was realised by discerning people that Man had taken a great step forward in the conquest of disease.

The methods for producing immunity against certain diseases in the human being have reached such a peak of perfection today that we should be open to charge of suicidal foolishness if we do not avail the advantages this fruit of human endeavour has to offer.

Small-pox, diphtheria, and whooping cough are the chief killers of babies

and children. Modern methods of immunisation against these are so effective that these diseases have ceased to be public health problems in civilised countries of the West. Unfortunately in our country, even today, the threat posed by these child-killers is faced by a majority of our younger generation, thanks to our mental and material backwardness. But the greater pity is that even those who are not handicapped by the above disabilities, still out of prejudice or apathy, refuse to avail the advantages of immunisation against disease.

The other diseases against which protection is possible are tetanus, typhoid, cholera, plague, polio, yellow fever, rabies and T.B. Facilities for immunisation against all of these except polio are provided by Central and State Governments in our country free of charge. Our resources may not be adequate at present to protect every citizen of this country but those who live near centres of material civilisation like our cities and towns could have these for the asking. But still, our statistics of deaths due to these diseases, cause despondency among our administrators. If you are convinced by what I have stated above, you can contact your doctor or local public health department for protecting yourself and your kith and kin against these diseases.

Much headway has been made in prevention of disease caused by inanimate things. Diseases caused by exposure to physical agents like heat, excessive sunlight, cold and electricity, injury caused by accidents on the road and in factories, due to contamination of air by dust, soot and chemical

fumes are preventable. Responsibility for protection from some of these is that of public civic bodies and of others that of the individual. Further information about these should be available from your doctor or local public health departments.

The saying that an ounce of Prevention is worth a pound of Cure is unfortunately true. Sooner we realise this truth, the better it will be for the health of the Nation.

(C) CURE OF SICKNESS

As discussed in the preceding pages, prevention of disease is highly desirable. But sometimes in spite of our best efforts or due to our carelessness, we become sick. What could not be prevented has to be cured.

We are familiar with the controversies, carried on publicly or in private, about the respective merits of the Allopathic, Homeopathic and Indigenous Systems of medicine. Unfortunately a partisan outlook prevents the protagonists of each from drawing unprejudiced conclusions. All these systems are based on practical experience and study. Ayurveda and other older indigenous systems of Medicine have the advantage of a longer experience. But then they are based on an empirical approach to the subject which has not been confirmed by organised scientific study, as we construe it today. This is a serious drawback of Ayurveda and her sister sciences, though one cannot deny that they have some remarkable treatments to their credit. A correct assessment should be based on reason and not on prejudice. The teachings of Ayurveda

can well be tested on the anvil of modern science and thereafter incorporated into practical usage.

Modern medicine (or allopathy as it is loosely called) had a great advantage over its predecessors because it was conceived in the womb of science and continues to draw its sustenance and inspiration from its parent. But those who vehemently espouse its cause are doing it a disservice. Education and experience of its undoubted benefits will in the long run make it acceptable to mankind.

The advice to a layman who is sick is to desist from ignorant self-medication, except for simple ailments like a cold, minor injury or a temporary stomach upset. Medical treatment requires highly specialised study and often poses problems even to a person with long years of academic study and practical experience to his credit. Self-medication by the layman is as

safe as petting a wild monkey with a cut-throat razor in its hands. One must consult in time, preferably a doctor in whom one has confidence and carry out his or her advice as faithfully as possible. Modern medicine is advancing so rapidly, that the large number of so-called incurable diseases in the encyclopedia of human experience is fast dwindling.

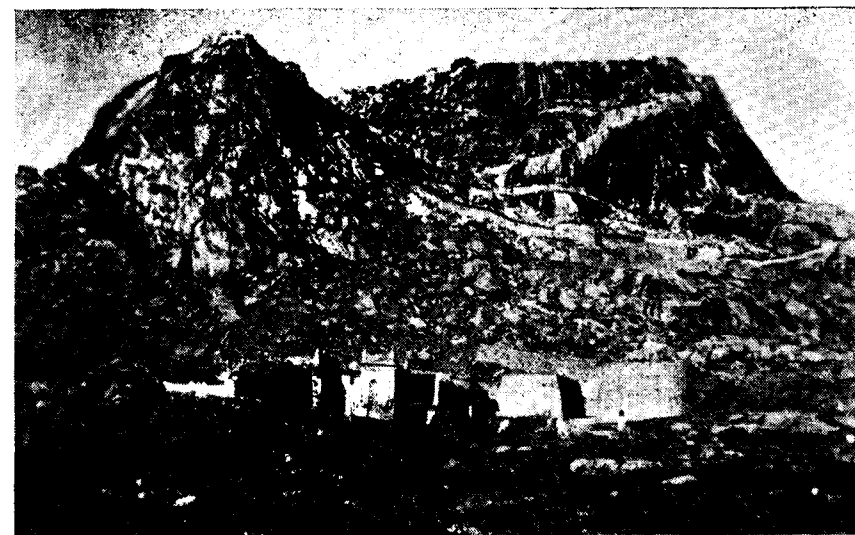
I have tried to tell you in a simple way how achievement and maintenance of good health are not difficult at the present day, thanks to the giant strides with which modern medical practice has advanced. Good health is there for the taking, but how many of us do try to have it? Man has developed scientific technology to the extent of tapping a great part of Nature's bounty for his benefit. But he has apparently neglected the cultivation of wisdom. Perhaps there is still a need for prayerful supplication to the Almighty to confer wisdom on the noblest of His creation!



"I sat down by the wayside of life like a man under enchantment, and a shrubbery sprang up around me, and the bushes grew to be saplings, and the saplings became trees until no exit appeared possible through the entangling depths of my OBSCURITY." IYER'S HANDBOOK FOR RAILWAYMEN will remove the OBSCURITY. Rs. 5 plus Re. 1 postage. 22-B, Sirdar Sankar Road, Calcutta-29.

SANKARI DURG

N. V. ESWAR



A view of the Sankari Hills

IT is very rarely that a place inherits religious as well as historic importance. Such combined importances goes to the small village-town Sankari. Sankari is two miles away from Sankaridurg Railway Station which is on the main Madras-Mangalore line, some 250 miles from Madras.

The appellation "Durg" indicates that the place should have been a military hide-out. Actually the rocky hill at Sankari was used as a hide-out by Tippu Sultan, who ruled over Mysore State at the advent of the British Power in India and who attempted to dislodge the British from the Indian soil with the help of Napoleon. This rocky hill is almost vertical, rising to a height of nearly 2,000 ft.

Except for small weeds and plants, there is practically no vegetation on this hill of granite rock. The ascent is so steep and almost perpendicular about half way through that one pants for breath, and the limbs give way.

Parenthetically, when I was climbing down the hill recently, I met a party of holiday-makers going up, who had expected to "finish" the hill in an hour or so. A good number of them came down along with me before they had done even a third of the height!

Naturally, this hill had all the qualifications for a strong fortress in conditions obtaining in Tippu Sultan's period. About mid-way up the hill,

and a little towards the left of the difficult winding pathway, is a semi-circular structure. It is said that Tippu Sultan kept his soldiers to guard the fortress from enemy attacks. Opposite to this look-out post, a huge block of rock stands split into two, with all the suggestions that one part of it would slip away any moment. It is said that years back lightning struck this rock and consequently it was split into two. About this rock and the hollow between the sundered parts of it cannon balls are lying about in good number. Visitors to the hill carry these balls off as souvenirs.

At the top of the hill, there are signs of plants and small trees. It is more or less flat here, and holds a number of small pools. The water in them is crystal-clear and biting to the touch, though weed-ridden. On one side of the slope is a vast rectangular hall. The walls and roof of this hall are entirely of stone. This hall would measure fairly 200 ft. in length and about 50 ft. in width.

Perhaps a wing of this hall was used to house Tippu Sultan's soldiers. There are signs to indicate that this hall was largely, if not primarily, used as a granary and a place where huge quantities of paddy were de-husked. Paddy husk lies mingled with the soil on the floor of the hall. The husk is so aged as to have turned black. The soil here also is blackish in appearance. A curious factor is that the husk found here seems to be a little longer than the normal paddy husk we come across now-a-days.

Almost jutting out from the southern end of this hall, and forming the

letter "L" is a structure of bricks and stones. This structure is a series of three separate rectangular wells, with a hooded opening to each of them. These walls are just about four feet deep. Their original depth could have been a little more than this. Tippu Sultan is said to have used these wells to store provisions for his Army and retinue.

A noteworthy factor connected with this hill fortress is that it houses a Hindu temple at one end and a Mosque at the other. This should indicate that Tippu Sultan was in reality a tolerant being, though popular notion is he was a tyrant.

Perhaps Tippu Sultan himself built that temple for the worship of the Hindu officers and soldiers in his Army. This of course is discounted. For the Sthalapuranam associated with the temple on the top of this hill indicates that the temple was built over 2,000 years.

An inscription in ancient Tamil on the main door of the temple says it was repaired by a local zamindar some 1053 years back. The weather-beaten door, which is furrowed through and through by time, rain and sun would perhaps bear out this antiquity. The lotus flower design on the knobs, frame and the empty spaces on the door would also indicate their age. If the repaired door could speak for 1053 years, the original construction itself could be placed further back by the same number of years, if not more.

According to the legends, the hill at Sankari itself has a very interesting origin. Indra who rules over the



Sri Chenna Kesava Perumal Temple on top of the Sankari Hills

Heavens once got irritated with Himavan, Lord of the Himalayas. So, in a moment of rage, Indra took out his Chakra and chopped off a portion of the Himalaya. The impact of this cut made the chopped off portions fly into five separate bits. These five pieces of the mutilated Himalayas fell in four holy places in the South, Sankari, Bhavani, Tiruchengode and Namakkal. Two pieces fell at Bhavani. These five hills are considered holy by Hindus and are mentioned reverentially in the Panchagiri Mahathmyam. The hill at Sankari is a protected monument under the care of the Central Government.

I requested the priest at the temple for a recital of the Sthalapuranam. The recital revealed that after the birth of this hill, the Sage Koundinya made it his abode for worship and doing penance. The sage's favourite Deity was the one form of Lord Vishnu installed at the famous Tirupathy Hills. It is said that the Sage

made daily trips from the Sankari Hill to the Tirupathy Hill to worship the Deity there. Tirupathy would be about three hundred miles from Sankari by rail.

After some time, when perhaps the Sage was infirm enough to feel the burden of this daily trip, he requested the Lord at Tirupathy whether He would not condescend to come down and reside on the hills at Sankari. The Lord readily granted this request of the Sage and asked him to build a small temple for Him on the top of the Sankari Hill.

Sage Koundinya left his abode at the middle of the hill and came up to the top of it to build the small temple for his favourite Deity that still stands there today. The shrine is stone-walled and stone-roofed, with one wooden door on the eastern and western sides. The temple itself is a small one and is composed of a small

The stone built hut which was said to be the grain storage room



hall in front and a separately built-in sanctuary with the Deity installed in it.

The Deity installed in this temple is called Chenna Kesava Perumal another form of Lord Vishnu. The prefix Chenna means "Beautiful". The Priest who lives down in the village comes up the hill both in the morning and in the evening to perform pujas at the temple.

To the mosque, opposite to the temple, the Muslim priest also makes two daily trips in the morning and in the evening. The mosque was built by Tippu Sultan for the sake of his Muslim soldiers and officers stationed on the top of the hill. It is said that a subterranean pathway connects this mosque with the opening of the cave mid-way down the hill, where Sage Koundinya is believed to have had his hermitage. This cave hermitage of Sage Koundinya today, however, is flanked by the facade of a Mosque and is locally called Allah Koil or Temple of Allah. At the opening of the cave is a small mortar pedestal on which devout Muslims burn incense, camphor and sandal sticks. The popular belief is that that this cave leads to a small pool some distance off. From this point three separate subterranean pathways branch off to Mecca, Mysore and the top of the hill itself.

Because the hill has been used as a hide-out by Tippu Sultan, there may be some truth in the fact that a subterranean pathway connected this hill with the Court at Mysore. At that time underground links between



Sri Varadaraja Temple at the foot of the hills

military hide-outs were a fundamental part of military strategy. No one in living memory, however, has tested out whether these subterranean pathways actually leads to the places mentioned. A short wait of ten minutes a few yards inside the cave is enough to make one senseless. Whether the secret pathways lead to Mecca or Mysore, the hill is a sight to see and to remember.

ISW

FOR
RAILWAY WAGONS,
SPRINGS, DROP STAMPINGS
AND FORGINGS

SEND YOUR ENQUIRIES TO
INDIAN STANDARD WAGON CO., LTD.

HOWRAH

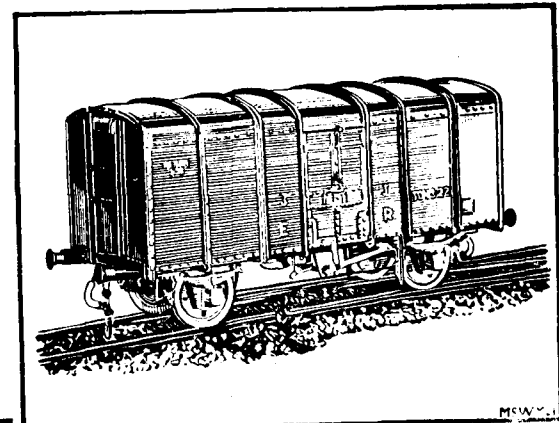
Works at BURNPUR

MANAGING AGENTS

MARTIN BURN LIMITED

12 MISSION ROW, CALCUTTA 1

Branches: New Delhi Bombay Kanpur



Complete
all-weather-proof
roofing the year round

CHARMINAR

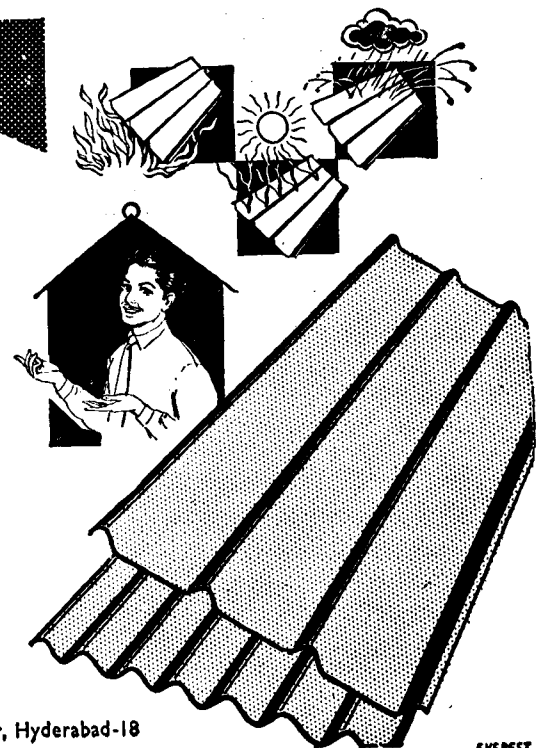
ASBESTOS CEMENT SHEETING

provides a maintenance-free, leak-proof roof. Its heat-resisting quality adds greatly to living comfort during summer. Whether you choose corrugated "Newkor" or semi-corrugated "Sanatile", you get all these benefits, plus economy and easy installation—valid reasons why you should always specify Charminar Asbestos when buying roofing material.



Contact your nearest dealer:
HYDERABAD ASBESTOS
CEMENT PRODUCTS LIMITED

Sanatnagar, Hyderabad-18



FROM SHIP TO SHORE

OPRAIL

RAILWAYS are not the only method of transport for man or his goods and chattels. Perhaps it would be well for a railwayman to witness other modes of transport, like ships and aircraft, so that he may have some idea of how these systems of transport work. This is therefore the story of what one railwayman saw one evening from the deck of one of India's merchant navy ships.

It was nearly 7 P.M. The ship's crew were uncovering the holds in preparation for a long spell of unloading cargo. What was the nature of this cargo? Looking down into one of the holds one could see wheat to a depth of about nine or ten feet, and this wheat was not packed in gunny bags, but had been poured into the vast space of the hold in far away Australia. This hold was one of the five such large ones of that cargo ship, two forward, one amidship and two aft. In each of these holds was stored about two thousand tons of wheat for the people of India.

The discharging of ten thousand tons of wheat from the holds of the ship to the jetties on shore was a fascinating sight to watch. And this is how it was being done.

The discharging operations would start at 7 P.M. and continue for seven hours until 2 A.M. This was the first shift. The second shift would take over from 2 A.M. and work until 8 A.M. In each shift scores of dock labourers, well acquainted in the unloading of ships' cargo of all kinds, would swarm into each hold. Large

gunny sacks would be held open by some men, while others would shovel in the precious wheat grains until the sack was full. Now along comes a man whose sole job is to sew up the mouth of the sack with a big carpet needle and strong twine. When a number of such sacks had been filled and sewn up, long, thick and strong ropes would snake down, and another gang of men would sling the ropes around each cluster of gunny bags.

A sort of supervisor sits perched on top of the hold watching with alert eyes each such cluster of bags being got ready for the lift. With his hands and a loud sing-song voice, he would give the ready signal. Then the ship's crew manning the steam winches on the deck would push over a lever. Wheels, rods, pinions would revolve with their accompanying whirring and grinding sounds. The long snaky ropes would then take up the slack, tighten round each cluster of bags and go up and up swinging like a pendulum, until the hold was cleared.

This ascent is not merely an up and over movement, as on each grip there are from 12 to 15 bags each weighing $2\frac{1}{2}$ maunds. So as the derricks rumble and lift each cluster of bags, men at various strategic points from the bottom to the top of the hold carefully guide the swinging ropes to keep the load clear of the sides. When the load has safely passed over the top of the hold, it goes higher and higher until the crane arms of the derrick swing the load over clear of the ship to the jetty side, and then gently

February 1959

FROM SHIP TO SHORE

39

lower the bags into the top floor of the jetty warehouse. Here other men disengage the ropes from the load, and the crane arms swing back and down towards the ship for the next load.

Quite often the men who guide the swinging loads as they travel up from the bottom of the ship's holds to the top, fail to prevent a bumping against the sides. When this happens a bulging sack or two may burst and the grain pours out in a stream, deflating the bag. This causes a slack in the rope grips, resulting in all the other sacks tumbling back into the hold. There are shouts from those on top to the men down below in the hold, and these soon scramble out of harm's way. If they are unfortunate enough to be too slow, it would mean fairly serious injury. However, as soon as the way is clear and safe, the damaged bags are quickly repaired, refilled and another cluster shoved into the rope grip for another load to go over from the hold to the jetty.

One can watch the loads going up with a little awe. The ropes shorten over the creaking pulley wheels, taking the load higher and higher, and as one looks up, those heavy bags seem to be rather menacing. If they suddenly worked loose and fell on the deck, it would probably mean death to any person on whom a two-and-a-half maund bag of grain landed.

In each of the five holds, and during each shift, all these operations are going on at the same time. As the

hours pass, the depth of the grain in each hold diminishes until the floor of the hold is being scraped for the last few maunds, as this grain is precious and cannot be wasted.

How long does it take to clear the ship's hold of ten thousand tons of grain? Working in two shifts for twelve hours a day, this huge quantity of grain is cleared from ship to shore within four to five days, provided of course that both men and machines behave normally. Ships cannot take things easily when discharging their cargo, as there is probably another cargo ready to be loaded for the next voyage, and like wagons on railways, a quick turn-round means more frequent availability for paying loads, or cargo as they are termed in nautical language.

So, now we have a quick glimpse of what goes on in the ships that go down to the sea, ships that carry precious foodgrains and other essential and valuable cargo from one end of the globe to another. A busy scene, where one knows that work goes with a swing, with men crawling about like ants in the hold, but also working hard like little ants, filling the bags, sewing up the tops, slinging them into the rope grips, and then away, up and up and over the side of the hold and the ship to the jetty shed. All this is being done to cheerful sing-song shouts, admonitions, encouragement, from dusk to dawn. When it is all finished, the hard-working but weary men creep away to their places of rest for a much-deserved sleep.



ROLLS-ROYCE

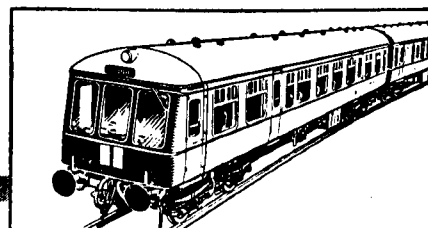
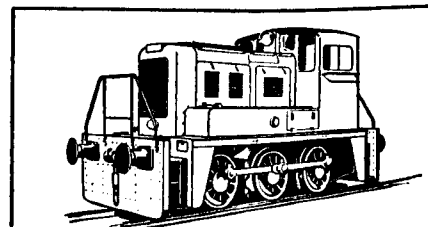
*now supply complete diesel hydraulically powered
equipment and controls for*

RAILCARS AND SHUNTING LOCOMOTIVES



PAY DIVIDENDS

in lower operating costs in earth-moving, trucking,
oilfield, railway, marine and industrial operations
in over 70 countries from the Arctic to the
Antipodes.



Ask Jacks about it!
WILLIAM JACKS & CO. LTD.

(Incorporated in England. Liability of Members Limited)
CALCUTTA • BOMBAY • MADRAS • NEW DELHI

MINIATURE RAILWAYS

K. S.

MINIATURE railroading is considered to be an interesting hobby. Most men when asked about their interest in model railroads evade a direct answer by saying "It is for the youngster." Human nature makes us all different, there are many angles to the development of this hobby and each of us, regardless of his make-up can find something to invite his interest. In truth, there is no sport that can offer more thrills, surprises and problems than model railroading.

In India the interest in this hobby received an impetus from the Railway Minister who presented the Children's Railway to the Prime Minister on the occasion of the latter's birthday, i.e., 14th November 1958.

To enhance the educative value of the Children's Railway, signalling equipment, a locomotive and carriage shed, a turn-table and a water-column have been provided. A station, a bridge, a foot over-bridge, an artificial pool and a tunnel have also been provided.

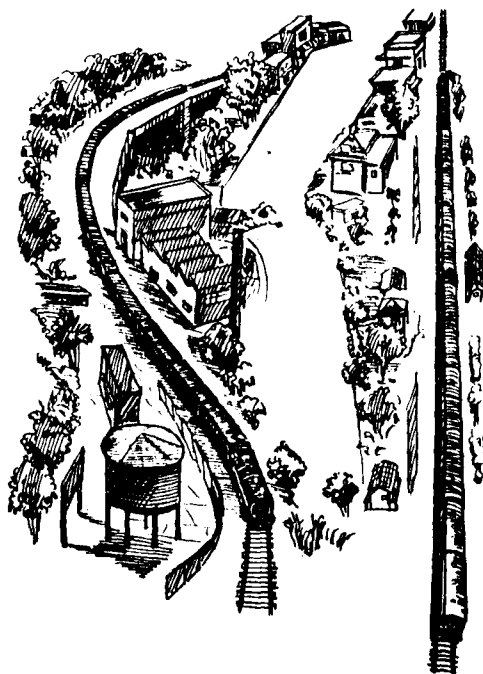
It may be asked what is the difference between a toy railroad and a model railroad. A toy railroad is laid down once or twice a year and operated for amusement, just to see the trains go round. A model railway has a definite location, a plan for its continuation, and is operated with a purpose. This does not mean that a railroad must be a permanent fixture never to be changed. Neither does it mean that an extensive track system is necessary for successful operation nor that everything be built exactly to scale. Model railroading should be looked upon as a project for spare time activity.

The amount of money expended is not a measure, either. Many costly systems are still toys and inexpensive ones true models. It is the idea behind it that counts.

The word 'model' has two broad meanings. First, it is reproduction in miniature of something larger; or a pattern from which something-else is to be built. This definition implies duplication of all details so that the model may be a realistic copy of what it represents.

In India 1958 Exhibition at Delhi in the Railway Pavilion there are several models tastefully exhibited which provide a glimpse into the extremely complex and varied nature of the working of the Railways. Among the models displayed, mention may be made of the Bombay Electric suburban railway section, air-conditioned and integral works, Northern Railway Central Hospital, Nilagiri Mountain Rack Railway, Ganga Bridge, India's largest yard at Moghulsarai the Darjeeling-Himalayan Section, the Golden Rock Workshops live-model of the Southern Railway. The Nilagiri Mountain Rack Railway model with its beautiful green setting, illustrates how in steep gradients special precautions are taken by the railways to keep the vehicles in control. Special rack bars are provided centrally between rails so as to form a sort of ladder for the engine to climb up. The rack has teeth on it which act as retarders on wheels of an engine to prevent it from rolling back. The Golden Rock Workshop Model demonstrates the working of an over-head

crane, the working of a traverser, the lifting of an engine by a crane, weighing of an engine, etc., which are actually shown working. The Nilagiri Mountain train in the Model by climbing the high gradient and going into a tunnel shows to one who has not travelled on the Nilagiri Mountain Railway how a speciality of the rack rail works. This is very realistic. Several models have been working models. Model railways need not be realistic to every minute detail but only should demonstrate some main points. In the case of a working model besides length, breadth and height (i.e. the 3 dimensions) there is also the sound which attracts the visitor and the crowd. In actual practice it will be noticed that a working model attracts more crowd than a still model.



Another definition compares a piece of work with an ideal. Thus we say "a model city" meaning a city not built in miniature size, but one containing all the elements of a well designed and planned city. Our model railroad system may therefore be a miniature edition of some ideal railway system. With this broader definition in mind we may design and develop our own ideas without handicapping our work by copying every detail found on the real railroads. It is this digression from reality that stimulates the imagination, develops ingenuity and offers something fantastic or romantic in model railways.

If you possess a great deal of toy railroad equipment, you will some day want the answer to these questions (1) Can I continue with the gauge I am using? (2) What must I do to convert to scale? (3) Can I use toy and scale together, on the same track?

The first question depends on what gauge you are now using. If you are using O, OO or HO, you will find scale sizes the same as to track dimensions.

If you are using the wide gauge, you must decide between abandoning your present equipment or continuing with toy rolling stock and locomotives available and making additional parts that cannot be purchased. There is no scale counterpart offered by any manufacturer for wide gauge, but you may adopt 3/8" scale for wide gauge if you wish to change toy equipment to scale proportions. You can combine toy and scale locomotives and cars in the same train and operate over the same track provided they have the same kind of wheels and couplers and the length of your cars is in keeping with the radius of curvature of your track. The kind of track you use is important only because it determines the factors mentioned above.

The commercial gauges include TT, HO, OO, S and O gauge. HO, OO and O gauges had their start in England while TT and S gauges are strictly American products. HO and OO are measured in metric units. TT, S and O gauge in inches and are discussed in great detail in the following paragraphs:

As for TT Gauge: This is a relative new comer and is the body of the gauges in size as well. It takes its name from Tape Top but is also called the Tom Thumb or Tiny Tim gauge. Its scale is 1/10" to the foot and its track gauge '467" or approximately 7/16". It is 28 per cent smaller than HO gauge (which is a decided advantage if space is at a premium). It uses the smaller HO motors which provide considerable power in proportion to size. The finer detailing, so necessary in the larger gauges, may be omitted in TT gauge without undue loss of realism.

Regarding HO Gauge: HO gauge (pronounced Aitch—Oh) is based on a scale of 3.5 mm to the foot (1 mm equals approximately 1/25"). The initials HO are intended to indicate that this scale is half of the O gauge scale, but this is not strictly true. In England, where HO gauge originated, O gauge was also measured in millimeters and based on a scale of 7.0 mm to the foot slightly larger than our 17/64" scale. In America, O gauge is measured by a scale of 1/4" to the foot, so HO is actually 55 per cent the size of American O gauge.

Pertaining to OO Gauge: This gauge (called double Oh) started in England soon after the establishment of HO gauge because it was found that HO gauge was too small to model the

English locomotives and cars. In order to get additional width the scale was increased to 4 mm to the foot.

Last but not least 'S' Gauge: This was so named because 'S' stands for sixteenth. The significance of this figure lies in the relationship of the size of S gauge, which uses the scale of 3/16" to the foot.

Regarding electric current, there are two different types of electrical current, both of which are encountered in model trains. Current from a battery is called direct current (D.C.). The name comes from the fact that current flows in one direction. Most house current is called alternating current (A.C.). This means that it pulsates back and forth, usually very rapidly. In most homes, 50 cycle A.C. may be used, which means that the current reverses itself 50 times each second).

As for a scenery it is essentially a background to operation and as a background it provides not only a fill-in-material for your open spaces, but also a reason for your equipment. Hence its colouring must keep it in a secondary position in contrast to the railroad. The subordination of the scenery is achieved by careful application of colour. An important thing to bear in mind is that with distance colour loses some of its brilliance.

All railways would be built perfectly straight if they could be. The only reason they are not is because it costs too much to build that way. A straight railroad would have to have too many bridges, and some of the bridges would be very long because

they would cross rivers diagonally. Perhaps they would even run down the middle of a river for some distance. The railroad might also need many tunnels and deep cuts if hills happened to be in the way of the direct line that was planned.

You may think of curves on a model railroad as being needed chiefly to fit a lot of track into a small space, but if that is all you expect them to do you may end up with a rather ordinary looking plan. Curves can be used to create illusions and to improve the effect of almost every part of the track.

Even railway built in flat country with a few rivers might have curves because of property boundaries. In cities, curves frequently are used to avoid crossing expensive properties. Imagine for instance how much it would cost to relocate a temple, a mosque or a church or ask a factory to move its buildings. For all of these reasons, railroads are built with many curves.

While curves may be cheaper than a direct line, of a railway, it costs more to run trains over curved track. Trains have to slow down for most curves; this means a busy track cannot handle as many trains per day and the railway earns less money because of curves.

Real Railway curves are not measured by radius, but rather by the number of degrees they turn in a distance of 100 feet. A 1° curve would make a circle of about a mile radius, while a 10° curve would be the size

of a large city block, 574 feet in radius. Most railroad curves are between these limits, but sometimes in mountainous country or in crowded cities sharper curves are used.

A very easy curve for a model railroad would be 36" radius in HO (8" in S or 72" in O). This would be a 22° curve, so sharp on a real railroad that many locomotives and cars would be derailed. That is just how different model curves are, from proto type curves.

MODEL OF THE PUSH BUTTON RAILROADING IN SOUTHERN RAILWAY STALL AT TEYNAMPET CONGRESS EXHIBITION

The use of automatic devices to speed goods traffic often called push button rail roading has been illustrated in a Southern Railway Hump Yard model in the Railway Stall at Teynampet Khadi Congress Exhibition. The wagons are separated rapidly. Wagons are automatically switched on to seven tracks shown in the model. After the classification is completed the locomotive automatically goes back to the dead end. Buttons and lights and the control panel in the control tower in the middle, guide the movement of the wagons on to the classification tracks. In case, any wagon is derailed anywhere on the track no other wagon can pass into any of the tracks. This is a finger post to the unexplained. This shows how wagons are automatically shunted in Hump Yards to different routes.



Madame Jovanka Broz holding a green coconut while H. E. Marshal Josip Broz Tito enjoys a drink of its delicious and refreshing milk, during his visit to Mahabalipuram on 13th January

*

The Governor of Madras, Sri Bishnuram Mehdi, gave a dinner, followed by a dance and music recital, in honour of His Excellency Marshal Josip Broz Tito, President of the Federal People's Republic of Yugoslavia and Madame Jovanka Broz, at Raj Bhavan in Madras, on 13th January



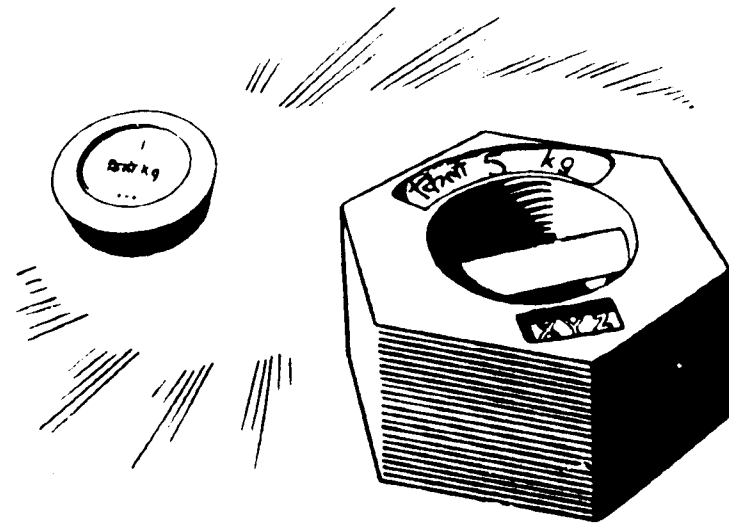
Photo shows the distinguished visitors witnessing the dance recital by the famous Indian dancer Vijayantimala

*

H. E. Marshal Tito being shown round the rock-cut temples and monolithic sculpture at Mahabalipuram near Madras, when he visited the place on 13th January accompanied by Madame Jovanka Broz. In the foreground is a giant rock-cut elephant



First Phase



The first phase of the change-over to the Metric System of Weights and Measures began on October 1, 1958. The use of Metric weights has become legal in selected areas of the States.

The Metric System has been introduced also in Government departments and industries like cotton textile, iron and steel, engineering, heavy chemicals, paper, cement and jute.

The reform will be gradually extended till the whole country is covered.

METRIC SYSTEM

for
simplicity and uniformity

KNOW THE
METRIC
EQUIVALENTS
OF THE PRESENT
WEIGHTS



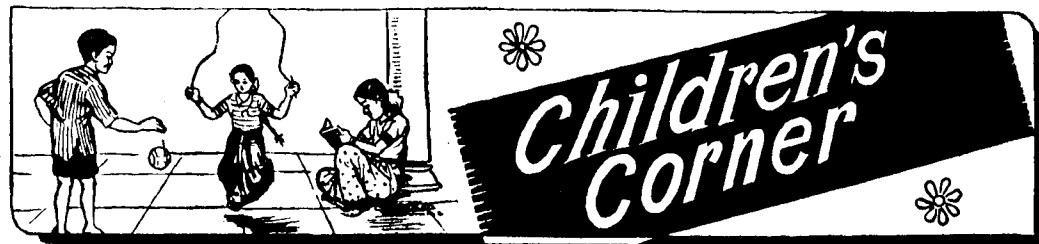
Issued by the Government of India

METRIC WEIGHTS : Conversion Table
(Cut and Keep For Use)

PALAMS	GRAMS	VISS (1 Viss = 40 Palams)	KILOGRAMS	GRAMS
1	35	1	1	400
2	70	2	2	800
3	105	3	4	200
4	140	4	5	600
5	175	5	7	—
6	210	6	8	400
7	245	7	9	800
8	280	MAUNDS (1 Maund = 8 Viss)	KILOGRAMS GRAMS	
9	315		11	200
10	350		22	400
11	385		33	600
12	420		44	800
13	455		56	—
14	490		67	200
15	525		78	400
16	560		89	600
17	595		100	800
18	630		112	—
19	665		123	200
20	700		134	400
21	735		145	600
22	770		156	800
23	805		168	—
24	840		179	200
25	875		190	300
26	910		201	500
27	945		212	700
28	980	CANDY (1 Candy = 20 Maunds)	KILOGRAMS (To nearest Kilogram)	
29	1015		1	224
30	1050		2	448
31	1085		3	672
32	1120		4	896
33	1155		5	1120
34	1190			
35	1225			
36	1260			
37	1295			
38	1330			
39	1365			

1 KILOGRAM = 1,000 GRAMS

DA 58/247



"THE SPIDER AND THE FLY"

ONE day somebody was sitting and watching a little but grim drama going on. There was a spider and his web, and a tiny fly buzzing around. The fly came closer and closer to the web, and then suddenly hit it, got tangled up, and before long, down came the spider and gobbled up the fly. The person who was watching this drama wrote a wonderful little poem about it, which many of us must have read. So let us turn this drama of the spider and a fly into a story.

Mr. Spider was perched on the branch of a tree a little higher up than his lovely little web, which of course was also a grim death trap for unwise insects. His eyes kept following the movements of every insect which winged past. Some just brushed past giving those fine web threads a faint twang, which only Mr. Spider could hear. Some buzzed some little distance from the web, knowing too well that this was a clever trap for the foolish. Now, along came Mr. Fly. He was quite a young fly, eager and wanting to know all about what was going on around him. He had been warned about these lovely webs being death traps, but he could not help touching those delicate, hair-fine threads. He had also spotted a few fresh dewdrops winking brightly in the sunlight. One of these dewdrops would make a good drink for him. So

he buzzed around and then flew straight into the web. Those silk threads that looked so slender had now turned into sticky but strong thongs, which trapped him. He fluttered, struggled and wriggled to get out, but he was stuck fast.

Up on his tree perch Mr. Spider got the signal that there was a juicy morsel waiting for him in the web. He scampered down one of the web-threads, coming close to Mr. Fly. His powerful jaws started chewing and chewing thinking of the tasty meal that was before him. Mmmmm! A young but fat little fly. But before he pounced on his meal, Mr. Fly started talking. Although so young, Mr. Fly thought he was a clever chap, and liked talking and arguing, so he said, "Look, Mr. Spider, why should you eat me. After all we flies are useful in this world, aren't we?" Mr. Spider blinked his eyes rapidly. Here was one of these nasty flies with some courage. He had the nerve to talk back even though death was facing him. Well, let's hear what he has to say. "O.K. Mr. Fly, start talking, but be quick about it and remember I'm hungry."

Mr. Fly smiled and continued: "Well, we flies buzz around refuse dumps, dustbins, decayed food in gutters and in dirty drains, for our daily bread. When we fly off we take with us quite a packet of nasty germs, with things like typhoid and cholera and

so on hidden inside them. Then we see an open window, and sail in. Ah! There on a grand dining table is a fat roast duck or a dish of sweetmeats. What lovely landing grounds for us airborne creatures? A squadron of us soon come to roast on these eatables, have a big feed and then lick our chops with delight. Suddenly a giant fly swat wielded by a human hand, comes down with a smack. Some of us are squashed flat, never to rise again, but most of us get away. But what do we leave behind? Those nasty germs. Along comes a hungry human. Soon the duck and sweets are gone, and find their rest deep in a human stomach, and with them those nasty germs. In a few days that hungry man is sick, terribly sick, and may perhaps even die.

Usually, we flies operate in crowded parts of cities or towns, and after all, there are too many human folk around in that town and perhaps in the world. So, what if a few sickly kids, a couple of dozen old drunks and a number of good people reach their journey's end of this life. After all, it is helping to keep up the balance of power between men and flies. Too many flies, man says. Man swats flies to death. Too many men, say the flies, so we collect and spread germs on their food so that a few thousand of them will be sent to their deaths. It's like the old saying, 'an eye for an eye.' So, Mr. Spider, you and I belong to the insect world and not to the human world. At most times we are enemies. If a man saw you falling around his

garden or crawling up a wall in his house, he would soon have you under a heavy foot and crushed to pulp. So, let's be brothers and live and let live, eh!"

Mr. Spider lifted one long crooked leg up to his head and scratched himself in deep thought. "Yes, little Fly, you've put it quite neatly. But listen to my side of the tale. There are some of us of the spider clan, big huge fellows like tarantulas, who can squirt a jet of poison into man and help push him to death. But most of us are little spiders, who do not stand a chance against man. We've got to stick to our little traps and wait for our daily bread. We can't fly around like you flies. But just look at what we can do. Take a peep at this web. Can you make a silk thread so fine? Can you make a pattern so beautiful? Every man has been heard to say, 'cute little rascals these spiders,' when they see our cunning traps gleaming silver in the sunlight. Yes, we create beauty, but you flies create and live on filth and dirt. Beauty does count more in this world than dirt, you must admit. If we've got to create beauty, we must live. And to live we must eat. And what do we eat? Dirty flies like you. Logical isn't it Mr. Fly, and now . . ."

Mr. Spider said no more but pounced on Mr. Fly. So ended the life of Mr. Fly who thought he knew all.

UNCLE TELLATALE.

HEATLY & GRESHAM LIMITED

(INCORPORATED IN ENGLAND)

CALCUTTA - BOMBAY - MADRAS - NEW DELHI

SOLE REPRESENTATIVES IN INDIA FOR

BRITISH LABOUR PUMP CO LTD: Vertical, Packingless, Self-priming Centrifugal Pumps for Chemicals & Corrosive Liquids.

DOUGLAS (SALES & SERVICE) LTD: Industrial Power Trucks & Trailers.

K. D. G. INSTRUMENTS LTD: Air Pressure & Hydrostatic Liquid Contents Gauges, Float operated Switches, Temperature Recorders.

PRITCHETT & GOLD & E. P. S. CO LTD: Electrical Storage Batteries and Accumulators of all types. 'DAGENITE' Motor Car Batteries. P & G Lead Acid Stationary Accumulators & Switch Tripping Equipment. Train Lighting Batteries. NIFE Hand Lamps, etc.

TECALEMIT (INDIA) LTD (Inc. in England): 'TECALEMIT' Garage Service Equipment—Lubrication Batteries, Hydraulic Car Lifts, Air Compressors, Car Washing Plants, Power Guns, Gear Oil Dispensers, Industrial & Locomotive Lubrication, Filtering & Metring Equipment, etc.

And other Manufacturers of Building Material and Equipment.

Also for **LOCOMOTIVES & SPARES — ROLLING STOCK & FITTINGS TRACK EQUIPMENT & MACHINE TOOLS**

NICCO Plays an important role in the Railway Electrification Project



All the Copper Conductors (except Grooved Copper Contact Wire), amounting to about 850 tons in different types and sizes were manufactured and supplied by NICCO, strictly in accordance with Standard Specifications, to the Eastern Railway for electrification of tracks.

For the first time in India NICCO has now started manufacturing Grooved Contact Wire for electric traction and will be able to meet all the requirements of the Indian Railways & Tramway undertakings...a great stride in the march of progress of our indigenous industries.

NICCO
WIRES & CABLES

INDIA'S OWN
INDIA'S BEST

NICCO Drums of H.D.B.C.
Stranded conductor for Catenary,
ready for stringing.

THE NATIONAL INSULATED CABLE CO., OF INDIA LTD.

Head Office: STEPHEN HOUSE, DALHOUSIE SQ. CALCUTTA-1 • Works: SHAMNAGAR (24 PARGANAS) E. RLY



ON WRITING MY FIRST STORY

ASHOK SRINIVASAN

AS soon as I got out of my car, that is, my father's car, I walked a bit joyfully into the school compound. The holidays had just finished and the time being only 9-30 A.M., there was still a half-an-hour to go. I had a reason for being joyful for it was the day my writing career had begun. But even if my career was just a dream, I was happy because I had a particular friend who was helpful to me in certain troubles which had been caused by some persons who were not known to me.

My bag showed that it held a magazine in it. After I joined the friend, I showed him the magazine saying "The Editor was nice as both the stories have been published."

I began to think of what had happened during the last month before the story had been published. The scene became clearer and I remembered that as soon as my friend had walked with two of his friends through the school gates I had come running and after a few seconds put a paper into my friend's pocket not making it noticeable to either of his friends. He had then stood before his usual place for assembly and then in a quiet corner opened the paper, glanced over it and remarked to me "Congratulations; buck up; you are getting better and by the time you are at the age of 20 you will be famous."

I took all this with a noticeable grin saying "I suppose you don't know what it means to me the few words you have spoken." The bell then rang and I could not speak more.

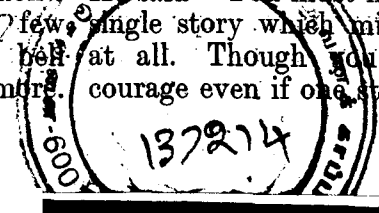
The first period was free so I had a chance of thinking of what I could say to my other friends. The other two friends of my particular friend had a lot of chance to take him to their side and I was a bit jealous of them. They of course did not mean any harm. Without their knowledge, they would do some actions which will, probably, incriminate my best friend. The other two friends were of course not thinking about the future after the end of their actions.

One of the two friends was an Italian, that is he was born in Italy but 3/4ths of his life was lived in India. He had a knack of bringing friends to his side into whatever actions he wanted them to do. His personality was such that many boys were attracted to him. He was a fat boy whose waist was one foot in diameter, his height was about four feet eight inches and his face was fair. In fact, his face alone would get the credit for attracting friends.

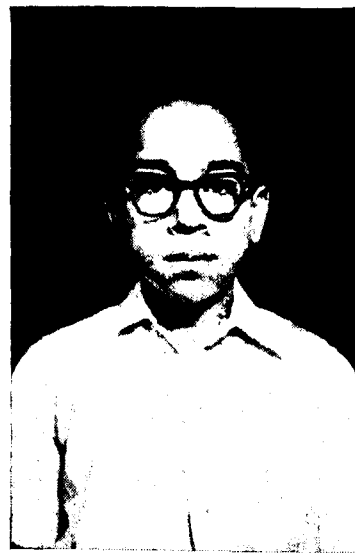
As soon as the bell rang for the next class, I joined the other boy and told him "I suppose you don't know that I have written a story and it is going to be published." The other boy would not believe me and so I showed him the letter from the Editor of the Magazine to whom I had sent the story.

The boy was very bitter and deeply contrasted my best friend's words. He said "You must not be proud of a single story which might not be read at all. Though you have a lot of courage even if one story is published,

X415



do not be proud of that, though it might have happened. If you hope for too much it will probably be your ruin." I was shocked by this boy's words; seeing his respectable face and clothes you would think that he would never speak these words, and with these bitter words in my ears I retreated into the class room sadly. I then tried to win my best friend's friendship. The thought that my best friend was in such hands saddened me deeply



Master Ashok Srinivasan

and I would probably not have enough courage to win my friend's friendship, if he himself had not spoken to me about this. About this time, my friend came into the class and said "Continue writing Ashok, in the end you will reach the height of a writing career. The stories which you write now will be the jewels of your writing career. You will be discouraged now and would not want to take up writing again just because a story is not published. From the beginning till

the end of your writing career several stories may not be published. Any famous writer has only succeeded after failing once, twice, thrice out of ten stories. Therefore, Ashok, do not be discouraged even if one story fails you; I am talking in a general sort of way."

These words had a very great effect on me for it gave such a lot of courage that he had spoken so many kind words to me because he would hardly speak to me. My friend's words were spoken, I think, probably, because he had heard the other boy speaking. With these thoughts I returned home with a courage that would make any person, even on the brink of suicide, think better and not commit suicide. I was gladdened that my friend has sense enough to be on my side after the fact that he had nearly been drawn into a very deep and scandalous situation. That is why I was joyful today, I thought. But there was a gap in my life between the time of the school opening and today about which I have not written. The thought that my friend is no longer in my enemies hands, made me more joyful.

On the first day of school after the holidays, I remembered how my friend broke from his old friends to come to talk to me.

Today I went to my best friend's place that is where he was standing. As soon as he saw the magazine, he let out a loud cry just enough within my hearing, because the place was desolate and no boys were there.

As soon as we sat down on a stone nearby he said "Ashok, remember this; I know how you were a bit lonely and I gave you some advice; this time also I will give you a piece

of advice. The goal for you is the port of manhood. You should be knowing the Scottish proverb "He that wanna be ruled by the rudder maun be ruled by the rocks." By this proverb your situation can be known. Your port of manhood is your career and your chart to your goal which is God. If you do not want to be ruled by the rudder, that is ruled by good things, there is no other thing left for you to do but to be ruled by the rocks. The rocks of course will be your ruin. Some seamen are capable of not needing a rudder but steer straight on to the "port of manhood." With these words ringing in my ears, I went up to my class.

**Morning breaks—
bustle in home,
the kitchen fire is lit,
children are dressed
for school,
the tiffin box
for the office
is prepared,
bustle ends,
now the housewife
can relax over her cup
of refreshing tea!**

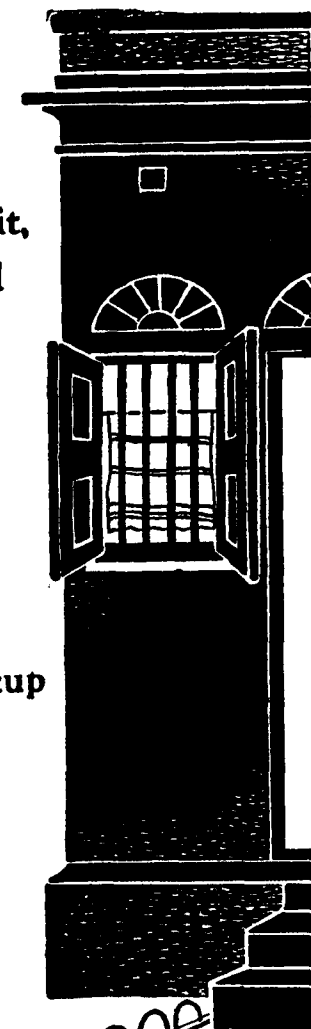


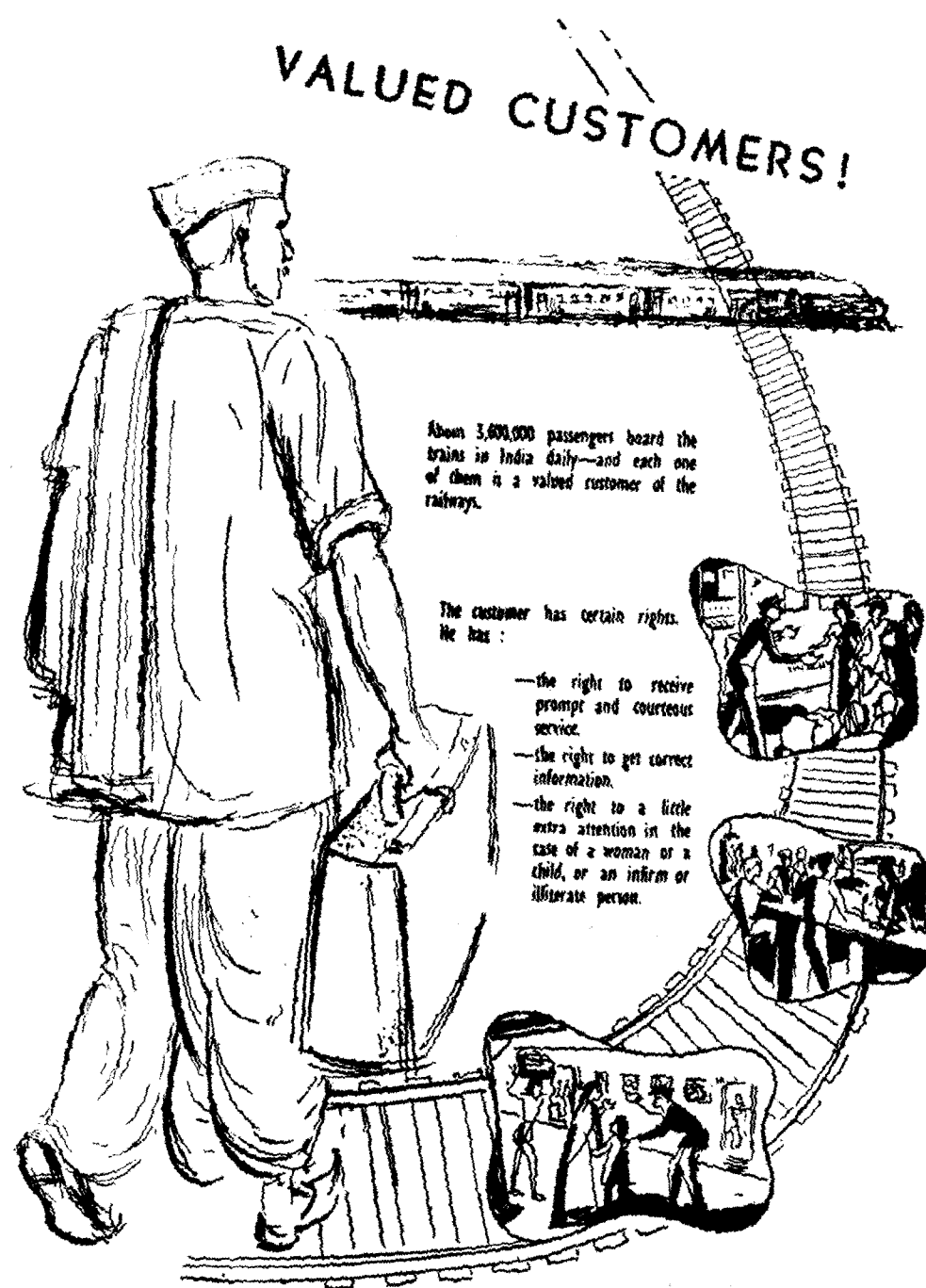
I am Tea

I am the friend of the family



PST 213





Issued by **SOUTHERN RAILWAY**

ON POETRY

D. KANNIAH

POETRY is the artistic assemblage of words in rhythmical order duly conveying the reader of a subject-matter. This conveyance of the subject-matter may either be pensive or pleasing. Poetry is an art of no mean order. It is the divine short-hand and at once a luxury of the human mind.

In modern criticism the word poetry is used sometimes to denote any expression (artistic or otherwise) of imaginative feeling, sometimes to designate one of the fine arts. Mostly, poetry is attributed to be the expression of human mind. "No literary expression can properly speaking be called poetry that is not in a certain deep sense emotional, whatever may be its subject-matter, concrete in its method and its diction, rhythmical in movement and artistic in form." Here it is no less emphasised that emotion is the basis of all true poetic expression. Prose requires intellectual life and emotional life. Poetry seems to require not only intellectual life and emotional life but also rhythmical life. If prose and poetry are compared, poetry stands on the merit of rhythm and rhyme, despite the fact of emotion. If poetry is singularly analysed it reveals that its structure is based on emotion, mood, imagination, metre and rhythm. Therefore it is aptly defined that, "Absolute poetry is the concrete and artistic expression of the human mind in emotional and rhythmical language."

The knowledge of a language is the necessary key to switch on the treasure-chest of literature for self-enjoyment.

To appreciate a language, one must know its anatomy (i.e.), Prose and Poetry. If we call poetry its head, the prose is its backbone. The reputation of a language depends upon its possession of numerous outstanding works of poetry. As such poetry is the chief ornament and *summum bonum* of a language and it holds a covetous place in the scale of literature.

The study and appreciation of poetry is a special art and technique. One must have stimulus and taste towards poetry. Reciprocally poetry will also provide a pleasure inexpressible and indescribable. Because it has a gripping effect which enthral, enlivens, entertains, entrances and ennobles the mind and soul. "He who has a contempt for poetry cannot have much respect for himself or for anything else" says William Hazlitt. Because a man of contempt for poetry must be destitute of emotion and pathos, thereby naturally or eventually he will be cruel and unsympathetic and lose respect therefor from everybody and also he will decline respect for anything else. Wordsworth says, "That which comes from the heart goes to the heart," is poetry. Poet affiliates his soul and self with nature, travels in the ethereal regions, dreams and expands his imagination, and gives shape to his emotions and thought into a form of poetry. Thus the poetry takes its birth. From the depth of heart spontaneously, the deluge of lyrical language pours forth with the expression of emotion and thought. As it emerges directly from hearts it drives home directly into the heart. Poetry reflects the personality,

individuality, originality and reality of a Poet's nature, mood, temperament, passion and pathos. In a nutshell we find therein the vitalising force of the poet's own spirit. Whatever materials or matters come to his hand, the poet magically transforms them into poetry in his own inimitable style either whimsically or wonderfully.

The scope and aim of any poet young or old, past or present is only to add a moral of his own to the existing ones in a suggestive but a subdued tone. Unless one is gifted, a word jugglery cannot make good poetry of reputation and outstanding merit. And that gift is a divine attainment. Conciseness is a primary virtue of all statements. What could not be said in volumes is best said in a nutshell. Thus a ton of meaning is capsuled delightfully in an appropriate form with an unforgettable effect in poetry. If we say a country is civilised we do not attribute it to its possession of wealth, but we determine on its wealth of literature. Where literature flourishes, there civilization reigns supreme. Poetry is the noblest art and culture of a country.

Poetry very much influences the mind and soul. Even psychology recognises the fact that poetry has had as much effect upon human destiny as that of other great human energies. It has given expression to religious feelings, kindled the patriotic fervour, awakened the political thought and deepened philosophical contemplation.

It has in it the deep elements of hero-worship, delight in the deeds of valour and chivalry, praise of courage and attainment, unsurpassable power of appeal, story of romance, wealth

of satire, depth of pathos, allegory of the struggle between vice and virtue and appreciation of Nature and glory of Providence. In true sense and essence, it possesses the surest of all appeals through those elemental qualities of tenderness, sorrow and humour.

No doubt we have to our glory the immortal works of Valmiki, Vedavyasa, Kalidasa, Bhanabatt, Bavaboothi, Ilangoadigal, Kambar, Thiruvalluvar, Thikkanna, Pothana, Vemana, etc., etc. Yet the chances have been fairly rare to understand and appreciate them through and through by a majority of us, for the simple reason that we have been imposed an education that is alien (for the matter of eking out a living), although at the same time we were not denied mastering our tongue which is fortunately or otherwise supernumerary. Anyhow knowledge and its quest is above all barriers. Poets are not national but international and are the citizens of the wide world. Poets like Pindar, Firdausi, Homer, Jami, Virgil, Chaucer, Dante, Shakespeare, Milton, Spencer, Goethe, Byron, Coleridge, Shelley, Keats, Schiller, Victor Hugo, have enriched literature to eternity. Their works enlighten and educate the masses. They interpret the laws of nature and philosophy of life and prophesy future by their immortal works of Poetry.

So, dear Readers, cultivate the habit of reading and appreciating good poetry. For self-development and cultural enrichment or just for solid enjoyment nothing surpasses the reading of good poetry. It is indeed an art. The magic of this art can confer on each period of life its appropriate blessing,—on early years,

Experience, on maturity; Calm, on age, youthfulness.

Finally, let me conclude with a few of the gleanings from the oceanic living verses from here and there of the sayings from great poets to invoke healthy contemplation of the readers.

1. "The evil that men do lives after them,
And the good is oft interred with their bones."
—W. Shakespeare
2. "The old order changeth yielding place to new."
—Tennyson
3. "One crowded hour of glorious life
Is worth an age without a name."
—Walter Scott
4. "Man! thou pendulum betwixt
a smile and tear."
—Byron

5. "A thing of beauty is a joy for ever."
—John Keats
6. "A mother is a mother still
The holiest thing alive."
—Coleridge
7. "For art may err, but nature cannot miss."
—Dryden
8. "To frown at pleasure and to smile in pain."
—Young
9. "Where ignorance is bliss,
'T is folly to be wise."
—Thomas Gray
10. "Better to reign in hell than serve in heaven."
—Milton
11. "Who says in verse what others say in prose."
—Pope
12. "We poets begin our lives in all gladness
But in the end comes despondency and madness."
—Wordsworth

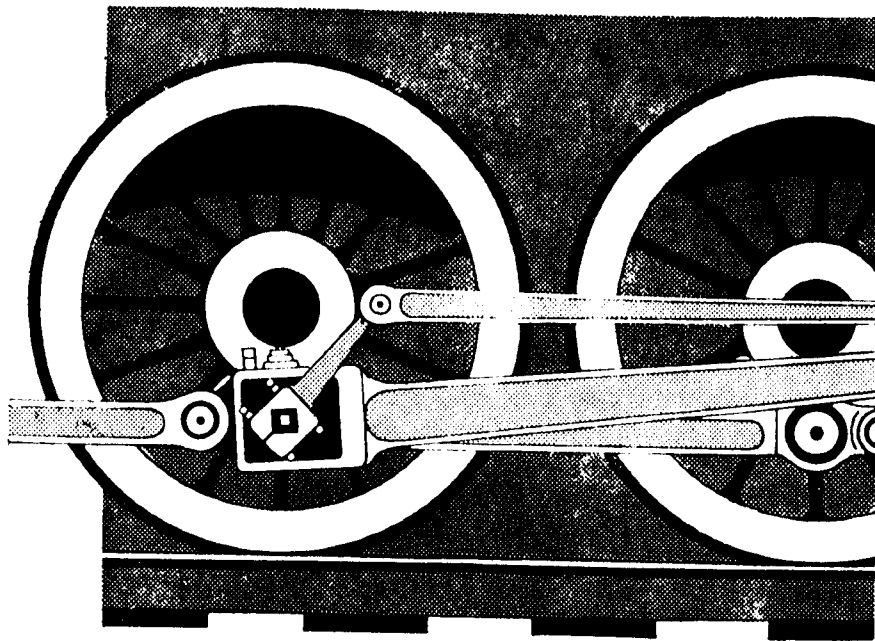
SOUTHERN RAILWAY

AMENDMENT NOTICE

With reference to this office Tender No. S. 236/VII/HA/M/858 for supply of three panel 11 K. V. Switch Board for sub-station to speen. HTSB/MAS/1 (quantity set 1), it is hereby advised that the due date for the receipt of the tender has been extended up to 16-2-1959 (15 hours) instead of 30-1-59 and will be opened on 16-2-59 at 15-30 hours.

OFFICE OF THE CONTROLLER
OF STORES,
Southern Railway, Ayanavaram
P.O., Madras-23.
Dated 27-1-1959.

CONTROLLER OF STORES.

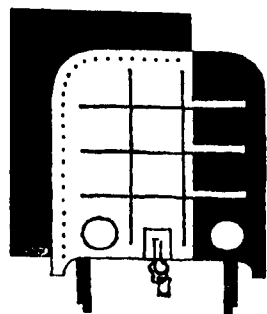


Where there's a wheel there's a way... ...and progress too!

You'd be surprised how many wheels—*cast in steel* by MUKAND—are turning in India this very minute and every minute of the day. Giant driving wheels for locomotives, small wheels for trollies and colliery wagons, and rugged wheels for crushing—used in industries like cement, sugar, mining and quarrying.

From MUKAND comes a steady supply not only of wheels but steel castings and manganese steel castings of many types—bearings for bridges and jaws for crushers, machinery parts for cement and sugar manufacture, and various components for coaches and wagons.

So, call in MUKAND for steel castings and manganese steel castings of various types, to ensure prompt delivery and a high standard of quality.



MUKAND IRON & STEEL WORKS LTD.

Managing Agents:
JEEWAN PRIVATE LTD.
Kurla, Bombay 37

Phone: 67471 (4 lines)
Grams: JEEWAN, KURLA



NORTH-EAST FRONTIER RAILWAY MAGAZINE Inaugural Issue

The North-East Frontier Railway is the youngest among the eight zones in India. It was inaugurated a year ago in order to tackle the special needs and problems of the north-eastern frontier of our country. Though the N. F. Railway is the youngest, its problems and difficulties are by no means the least. In fact the new zone was created in view of the unusual nature of the problems in this region. Topographical conditions obtaining in the region served by the N. F. Railway are peculiar to itself and constitute a challenge to those responsible for the maintenance of train services. The N. F. Railway administration have reasons to be gratified that the publication of the inaugural number of the North-East Frontier Railway Magazine should coincide with the first anniversary of the Railway. During the first year of its existence this new railway zone has got on its stride, and one of the main responsibilities of this Magazine will be to help in accelerating the pace of progress and development on the N. F. Railway. It is a mirror of the problems and difficulties confronting the infant zone and will focus attention on other aspects of life as well. In drawing attention to the shortcomings and limitations facing the new zone, the

magazine strives to bring about a consciousness among railwaymen of the importance of successfully implementing the Second Five-Year Plan. One of the prime necessities for the successful implementation of the Plan is to improve efficiency and output on the railways. It is the proud privilege of members of the railway staff to share in the sacred task of shaping India of tomorrow. The Magazine under review tries to bring that consciousness home to railwaymen, and also to promote closer ties and better understanding among railwaymen themselves and also between the public and railway personnel.

The Inaugural Number carries the messages of the Hon'ble Minister for Railways, Dy. Ministers, Chief Ministers of Assam, Burma and West Bengal, Chairman, Railway Board, etc. Sri D. C. Baijal, General Manager in his article "North-East Frontier Railway Marches Ahead" brilliantly portrays the transport problems of the strategic frontier area in the north-eastern part of the country. Growth of Population is an interesting article by Dr. V. Venkata Rao. Staff relations is a subject that has been assuming increasing importance in recent years on railways as well as in other industrial undertakings, private and public. The railways are the largest nationalised undertaking in India employing more than a million persons doing different types of work

throughout the length and breadth of the country. In spite of the tremendous advances made by science and the increasing employment of machines where previously manual labour used to be employed, in the ultimate analysis it is man that "delivers the goods," not machine. In this context it is not difficult to realise the importance of the role that "Staff relations" plays in modern industry. The directive principles of State policy enunciated in the Constitution require the State, among other things, to endeavour to secure to all workers "a living wage and conditions of work ensuring a decent standard of life and full enjoyment of leisure and social and cultural opportunities. The railways, as a State undertaking, have striven and are striving to carry out these principles into practice. "Staff Relations on Railways" is an interesting article by Sri S. Ramamurthy which illustrates many amenities that are extended to the railway staff. While it is only natural for the employees to want to better their lot in every way and it is right for the employer in a welfare state to continuously strive to do it, it should be realised that with rights, obligations and responsibilities go hand in hand. Railways are not a gold mine or Kamadhenu which gives wealth endlessly. Unless wealth is created it cannot be had for the asking. Pitching demands too high without correspondingly increasing output will only result in the killing of the proverbial "goose that lays the golden eggs." In the last analysis, the welfare of staff will be in proportion to the honesty, enthusiasm and single-minded devotion with which they perform their duty.

The Garos is an informative article on the colourful tribe of Assam. In the feature "Do you know?" "Inspiration" has been chosen as the subject, in which interesting experiences of Dr. Johnson, Bernard Shaw, Luigi Cherubini, Emanuel Swedenborg, Alexandre Dumas, Chekov, Napoleon, etc., are given. There are other features, *viz.*, Children's Corner, Sports, Women's Page, Around the Railways, in the magazine. Printed in art paper, the magazine under review is well got up with plenty of illustrations.

WESTERN RAILWAY ANNUAL 1958

This Annual is a sumptuous feast of inviting food to the mind with a score of important features on varied topics with a profusion of illustrations. Baramasas or the Twelve Seasons of the Year by Mulak Raj Anand is a salient feature of twelve most lovely Indian paintings of the 18th century, dealing with the 12 months of the year. "Asanas" is a very informative article by Mina R. Sanjana. Among the many contributions India has made towards civilization, one that is not so well known but which deserves much better recognition and its fair share of credit is the art of physical culture and exercises which has come to be known as Yogas or the Asanas. The youth of the nation is the prime force and power behind it. The well being of our youth is, therefore, of the utmost importance in all our nation-building activities. Robust health and the correct mental attitude should, therefore, be the first essentials of our youth. In this ancient country of ours, this aspect was recognised, cultivated and raised to the very

top much before other countries began to think of it. We hear of our fathers, grandfathers and their fathers before them talking in awe and reverence about the mystic Fakirs and Yogis. These Yogis and Fakirs were known to move about in the sun and rain in cold and heat with next to nothing to protect them, and yet they were hardy and strong—possessed of such vitality and force that they outlived the more civilised village and city dwellers, who had much better means and comforts. The real success—the magic key to their vitality and longevity—was their prowess and mastery of Yogas. The article with beautiful illustrations throws light on this interesting subject. The Indian elephant, The Jewel of Mewar are other interesting articles. The Fallen Idol, and The Jaws of Death are good stories. Sikkim Journey is an interesting travel article portraying the living conditions of Sikkim. All about trains and people is a cartoon feature nicely depicting the Janata Express, The School Special, Air-conditioned Coach, Holiday Train, etc. A Festive Day in a South Indian Village is an informative article with beautiful photo plates. "Padmavathi" is a mediæval Indo-Sinhalese Romance. The other features are also interestingly delicious. The cover page bears the colourful Presidential procession in Delhi. The Annual under review is a presentation of many good things.

THE EASTERN ECONOMIST Annual Number

The central theme of the Eastern Economist's Annual Number 1958 is 'India and the Middle East'. As at least on one previous occasion, it

might be claimed that the subject has not so much been chosen as that it has chosen itself. History in a stately, if startling, manner has directed its attention this year to the restless display of Arab nationalist and even in its explosive character in at least one great Middle Eastern State. Quite apart from the revolution in Iraq, American landings in Lebanon and the excursions and alarums in Egypt, Algeria, Tunis and Morocco have made the year 1958 the most historic of all recent years in the Middle East. At the same time, Africa, once called the Dark Continent, is stirring visibly in sympathy with Arab nationalism in the Middle East. The pattern of development cannot be fully described, for the waves of unrest have not found their level and are at present moving back and forth, searching and seeking for a heaven and a refuge which is almost nowhere in sight. India's interest in the Middle East goes, however both before and beyond the current political uncertainty there. India has sponsored and, in a sense, still leads the movement against colonial interference or military pacts in the region by outside Nations.

The pattern of the Annual Number of 1958 follows that which has been set down in a series of Annual Numbers now running to the tenth in the list. It starts with a political assessment, which attempts to set in perspective the political relations which subsist between India and countries in the Middle East. As is usual these political relations are placed against the vast historical canvas in which the richness of past living has been brought to mind. There follows an economic section, which is particularly relevant in view of the dominant place that

oil exploration is due to hold in the Indian economy and the vast opportunities for mutual trade between India and the Middle East. Finally, there is a section on the mind and philosophy of India compared with the culture of the Middle East. Here, there is enough to suggest that the great tragedy of Hindu-Muslim disunity which has broken the Indian sub-continent can be redressed over a wider field. The friendliness which subsists between India and the Middle East today is the mark of the abiding strength of secularism in race relationships. If the Prime Minister's faith in secularism has not yet been proved on the Indian sub-continent, it has been truly established abroad. The Blue Supplement attempts to set out in narrow compass the main features of the Indian economy in the calendar year 1958. Largely because figures for agricultural production are still provisional, and for industrial production are not available, the picture is an incomplete one. However, this Annual like those in the series that have gone before, is dedicated to the Indian people. Some of the ideas here will serve to illuminate their collective consciousness and to throw some light on the lessons which they have to learn, no less than to teach. The great revolutions in the Middle East, to which we in our generation have been witness, are forces now only once removed from ourselves. We should be grateful for the opportunity twice in a life-time to experience the tremendous power of nationalism, based on a higher conception of the dignity of individual men and nations. We have surely a role to play because of our past experience, but the Indian people seem to be quite unaware of

this role or their destiny. This Annual, under review helps to a great extent in making the people understand the tremendous task before them.

S. VEDANTAM.

INDIAN CONSTRUCTION NEWS OCTOBER 1958 ISSUE

Annual Number

The Annual Railway Number of 'Indian Construction News' has been attractively got up with articles from reputed Engineers in charge of works which cover almost all fields of development in India's progress. Steel industry and railway development form the core of the Second Five-Year Plan and articles on these items naturally evoke considerable interest.

As South-Eastern Railway serves Bhilai and Rourkela areas where the steel mills are being established, the extent of new lines and doublings to be constructed by that Railway is of the largest order. In the Second Five-Year Plan, they are doubling the entire length from Rajkharswan upto Durg, a distance of 357 miles on the main Nagpur line. In addition to patch doubling between Durg and Nagpur, the new lines include the Noamundi-Banspani Branch line, a length of 18 miles to serve the iron ore areas. This 18 mile branch line over difficult terrain has been completed at a cost of 2.3 crores. It is claimed that in this construction, they have made use of 45 ft. span RCC 'T' beams which is quite unusual for railway bridges. In the absence of steel girders, they had to make use of these RCC 'T' beams so as to open the line in time.

This reminds the expedient used in the Southern Railway for doubling between Bapatla and Chinnaganjam where two bridges, one of 5—60' spans and another of 7—40' spans, both with well foundations, had to be completed urgently for opening the line for traffic. The manufacture of pre-stressed concrete girders originally arranged for these two bridges did not materialise. Steel girders also were not available. Therefore, these two bridges were converted into smaller spans by putting intermediate piers and converting them into 10 spans of 30 ft. and 14 spans of 20' and using second-hand girders in the former case and RCC slabs in the latter case and thereby completing them in time and opening them for traffic. Of course, this involved sinking of additional wells and large quantity of concreting to be done which were proceeded with by round-the-clock working and were completed in time. The article on the works in the South-Eastern Railway as well as that on the Ganga Bridge shows how the Railway Engineers adapt themselves to the varied circumstances changing their designs and methods of operation to complete the work in the face of all difficulties.

The design and erection of the 403 ft. span girders for the Ganga Bridge is a commendable achievement in railway history. Several special features are incorporated in the design and in the erection. The bridge is to carry double line Broad Gauge railway traffic and also a Highway to Class A/AA loading. The cantilever method of erection, of making use of light cranes travelling on the top booms is a novel method being undertaken for

the first time in India. It is understood that the last span is to be erected this month and the Bridge will very soon be ready. A bridge across the mighty Ganges with both a Railway and a Highway across it is a most commendable achievement for which the Railways and its Engineers can be proud.

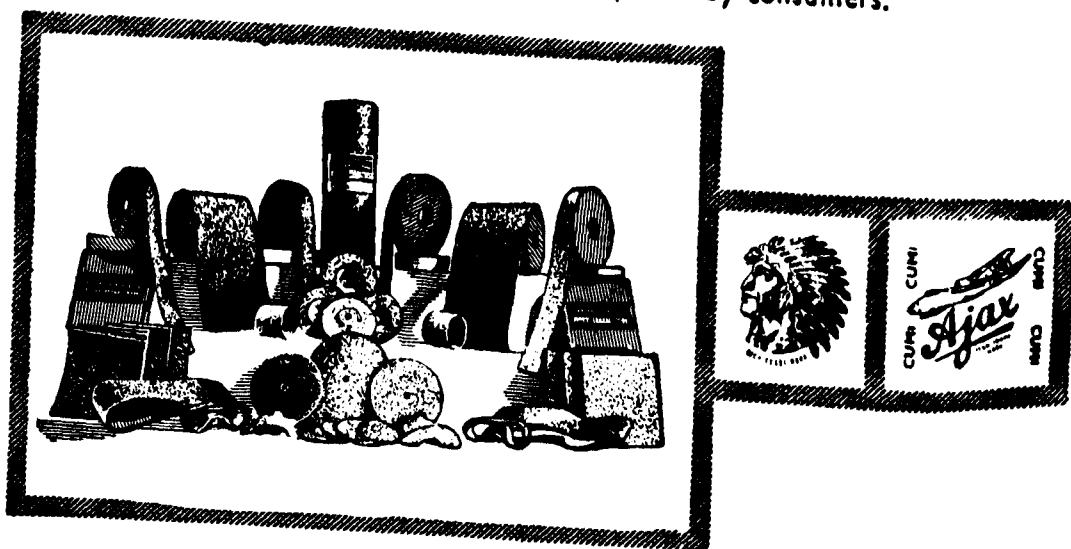
The article on the construction of a Broad Gauge line in Eastern Railway gives interesting features of the bridge across Damodar. This bridge consisting of 9 spans of 100 ft., one span of 150 ft. and one span of 60 ft. with height of pier 75 ft. was completed in a period of seven months. This again was achieved by working round the clock and by making a very correct choice of the bridge site and by proper design.

Articles on Chittaranjan Locomotive Factory and Integral Coach Factory, the two mighty achievements over the First Plan period provide interesting reading, especially when we learn from these articles that the targets laid down both in the manufacture of the engines and of coaches have already been overshot. There is also an article on electrification on Indian Railways where the merits of the A.C. system has been explained. The future of Indian Railways lies in large-scale electrification and reducing our consumption of coal and of diesel oil. With the great availability of steel in the future years and with proper development of heavy electricals, it can be confidently expected that A.C. electrification will make headway and that considerable economy can be effected in the operation of trains.

G. P. WARRIER.

CUMI QUALITY COATED QUALITY CONTROLLED ABRASIVES

CUMI offers you the widest selection of Abrasives on today's market. More than that, they offer you the best from which you can select the right abrasives to meet your requirements. The recognised superiority of CUMI Abrasives is best demonstrated by its acceptance by consumers.



Industries, big and small, are producing better products today—and faster too—with CUMI Abrasives. It would therefore pay you to use only CUMI Abrasives. All specialties are now produced by Electrostatic process.

Flint (Sand), Garnet, Emery, 'Aloxite', Silicon Carbide, Reamstock in paper and cloth, Rolls, Belts, Discs, etc.

CARBORUNDUM UNIVERSAL LTD.,

Head Office: "Swastik House", 106, Armenian St.
Telephone: 2941 (4 lines)

Works: TIRUVOTTIYUR, MADRAS.

KEYMERS CUMI 47

Distributors:—For Madras, Pondicherry, Andhra Pradesh, Mysore & Kerala States:
Messrs. R. SUBBARAMAN & CO. (PRIVATE) LTD., Vanguard House, 11/12, Second Line Beach, Madras-1
Branch: 141, Rashtrapathi Road, Secunderabad

REMODELLED CUDDALORE NEW TOWN STATION

OPENING BY THE DEPUTY MINISTER
FOR RAILWAYS

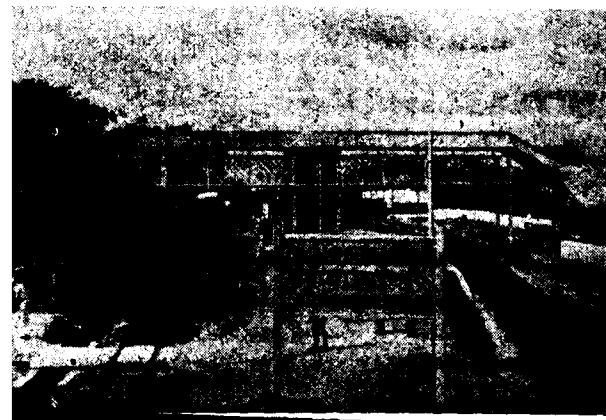
Sri S. V. Ramaswami, Dy. Minister for Railways, declared open the Remodelled Cuddalore New Town Railway Station on 17th January 1959, Dr. A. Ramaswami Mudaliar presided over the function.

Sri S. N. Barua, the Senior Deputy General Manager, S. Railway welcoming the guests said, that the present remodelling was done in three stages at a total cost of more than Rs. 7 lakhs.

Dr. Ramaswami Mudaliar in his presidential address mentioned that the Railway Administration in this country need not be ashamed of their record of service, when judged by the standards prevailing elsewhere. Referring to the place of bus and lorry traffic Dr. Mudaliar said that the Railways could not be replaced by any other system.

The Dy. Minister for Railways in declaring the remodelled station open, assured to examine the question of providing a sub-way near the level-crossing and the construction of a booking office. Regarding the question of electrification of the Railway

View of the Remodelled Cuddalore N.T. station



S. R. NEWS



Dy. Minister speaking on the occasion. Sri S. N. Barua, S.D.G.M., is on the extreme right

from Tambaram to Villupuram, the Dy. Minister stated that notwithstanding the foreign exchange difficulty the electrification work at least up to Chingleput will be speeded up.

Dr. A. Ramaswami Mudaliar delivering his Presidential address





Sri S. R. S. Tatachiar, Member, DRUCC, Trichinopoly Division and Secretary, South Arcot Rly. Passengers' Association, speaking on the occasion

The function came to a close with Sri Sirajuddin Gazudraz, Dy. Chief Engineer (South) proposing a vote of thanks.

Sri Sirajuddin Gazudraz, Dy. Chief Engineer (South) proposing a vote of thanks



REPUBLIC DAY CELEBRATIONS, 1959 RAYAPURAM DIVISION

Republic Day Celebrations in the Loco Works began with flag hoisting by Sri M. Nagaraja Rao, Works Manager, Loco Works, Perambur, who also took the salute at a March Past by the R.P.F. headed by Sri Krishnaswamy, Inspector. Sri M. Nagaraja Rao spoke on the significance of the Republic Day and the part played by the Railwaymen in the building up of the Nation. He exhorted the Railwaymen to give out their best and to be 'Duty-Conscious'. He paid a tribute to the R.P.F. and exhorted other railwaymen to be also disciplined in their spheres. The speech was rendered into Tamil by the Assistant Personnel Officer, Loco Works. Sweets were distributed to the children and others who were present. With the singing of Jana Gana Mana in chorus, the function came to an end.

TRICHINOPOLY DIVISION

There was a Ceremonial Parade on the Republic Day at the Railway Institute Grounds, Trichinopoly Fort by the St. John's Ambulance Brigade.

The Divisional Surgeon, Sri R. Ganesa Iyer, Asst. Surgeon, Southern Railway, Trichinopoly Fort Dispensary, reviewed the members on parade, and hoisted the National Flag.

He was received by the Divisional Superintendent Sri S. Venkataraman who introduced the Ambulance Officer, Sri V. Ramachandran.

In a short and impressive speech on the occasion, Sri Ganesa Iyer stressed the need for both theoretical and practical knowledge of First Aid and offered to speak on various subjects every fortnight.

There was a March Past, at which the Divisional Surgeon took the salute.

MADURA DIVISION

On Republic Day, in the morning, the National Flag was unfurled by Sri G. N. Nair, Divisional Superintendent, Madura, in the Railway Colony Sports Ground, where Officers and Staff with their family had assembled. At a March Past by a contingent of the Railway Protection Force, Bul Buls, Cubs, Rovers, Rangers and Ambulance Brigade, the Divisional Superintendent took the salute. Sweets were distributed to the children. Sports events were held for the children of the Railway Mixed Primary School and Srimathi Jagannathan wife of Sri R. Jagannathan, District Traffic Superintendent, Madura, distributed the prizes. Sri G. N. Nair, Divisional Superintendent, appealed to the Railwaymen to render their best service in their daily duties as Railwaymen so that they could also help make the plan a success.

In the evening there was a drama in Tamil "Pudukasu" (Ill gotten Wealth) by the Railway Fine Arts Club, and a magic performance by Sri J. K. Samuel, Fireman. Then Messrs. T. R. Swaminathan and D. Govarthanan, a boy aged 8 years (Nephew of Sri R. Ramaswamy, Driver), addressed the gathering about the importance of the Republic Day as a National festival. The function was presided over by Sri G. N. Nair. The President presented Merit Certificates to 118 employees of the Madurai Marshalling Yard, made up of Loco Shunters and Traffic Yard staff, awarding one additional set of passes as an award for the good work done by them during the year. He congratulated

the actors for their good performances. The function came to a close with a vote of thanks proposed by Sri C. V. Gopaul, Divisional Personnel Officer. There was also a display of fire-works and the Station buildings which were tastefully decorated and illuminated presented a beautiful sight.

OLAVAKKOT DIVISION

A caprisoned elephant carrying Mahatma Gandhi's photo and marching in step with gay school children added grandeur to the Republic Day Celebrations here. The National Flag was hoisted by Sri S. Chaudhury, the Divisional Superintendent, who took the salute at a March Past by the R.P.F.

Sri G. Shanmugasundaram, the Divisional Personnel Officer, spoke on the significance of the Republic Day. Kumari P. N. Bhavani and Master V. P. Ramadas also spoke. Afterwards, an interesting programme of dances, recitation, etc., by the School Children was gone through. Srimathi Geetha Chaudhury inaugurated the Bul Bul Flock attached to the Railway Primary School and distributed the prizes to the winners in the sports events. Sweets were distributed to the children of the staff.

In the evening there was a large and colourful gathering in the quadrangle of the Divisional Offices. The premises were gaily and tastefully decorated with buntings and twinkling multi-coloured lights.

Two celebrities of the Art world, Srimathi Kamini Kaushal and Miss Sudha-Malhotra of Bombay took an active part in the programme of entertainments presented by the Railway Fine Arts Club—which, incidentally, was celebrating its first anniversary.

Sri Babu Raj, the well-known Play back singer of Kerala, entertained the audience with songs.

Dramas in Tamil and Malayalam, "SARVADHIKARI" and "ORAL KUDI KALLANAYI" were also staged.

Mr. Sunna Sahib and Sri Padmanabhan Nair spoke on art and culture.

Prizes were also distributed to selected Drivers and Guards who had contributed to the punctual running of trains in Olavakkot Division.

GOLDEN ROCK RAILWAY WORKSHOPS

R
E
P
U
B
L
I
C
D
A
Y

1959



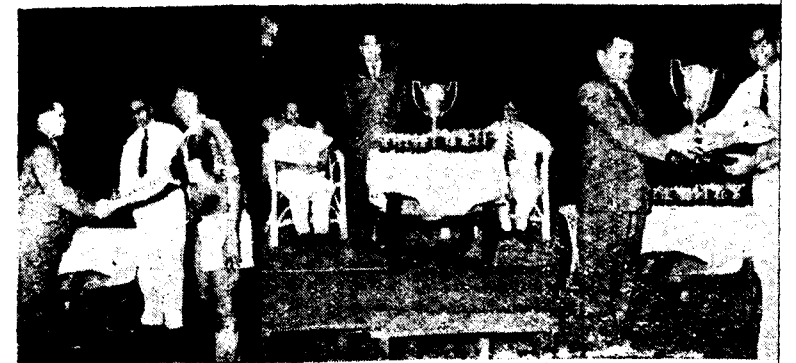
I
L
L
U
M
I
N
A
T
I
O
N

Dy. Minister for Railways visits the Railway Stall at the Congress Exhibition at Teynampet

Sri S. V. Ramaswami, Dy. Minister for Railways, Shrimathi Ramaswami, Sri S. N. Barua, S.D.G.M., Sri Aziz, Dy. C.E. are looking at the working model of the 'Hump Yard' in the Railway Stall



Inter Divisional Hockey Tournament at the E. & A. I. Institute Grounds at Perambur on 8th January 1959



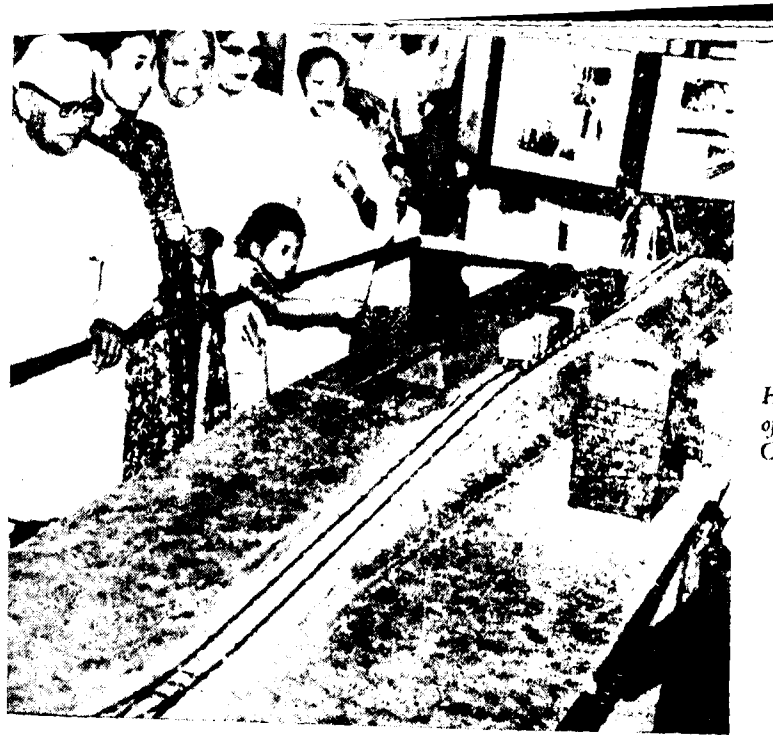
Sri J. B. Rao, CCS/S. Railway, presided over the function and presented the trophy to the players of the Trichinopoly Division who won the Tournament

*

Group photo of the winning team of the Trichy Division with Sri J. B. Rao, CCS, Sri N. Seshachalam, DCS/R and Sri T. Chinnikrishna, DCS/RR.



Sri L. Sanjeevaraya Sarma, Blind Mathematical Prodigy of India, who was presented with a purse and a medal on 24th December 1958, for his Extraordinary power in solving mathematical problems is seen here with Sri J. B. Rao, Chief Commercial Superintendent, S. Railway, who presided over the function, under the auspices of the Navyakala Niketan of the Southern Railway



Hon'ble Sri Bishnuram Medhi, Governor of Madras, at the Railway stalls at the Congress Exhibition at Teynampet, held during January 1959

February 1959

S. R. NEWS

71

DINNER PARTY TO THE RAILWAY MINISTER AT THE OFFICERS' CLUB, PERAMBUR

A dinner party was arranged on February 1, by the Officers of the Southern Railway and the Integral Coach Factory at the Officers' Club, Perambur, to meet Sri Jagjivan Ram, Minister for Railways.

Welcoming the Minister, the General Manager, Sri A. C. Mukerji, spoke of the momentous times through which the Railways were passing, and the vital contribution they were making towards the Nation's progress. He added that the young Officers of today were objects of envy to the older generation as the former have great opportunities to associate themselves so early in their career, with the extensive development programmes on the Railways. On behalf of the Officers he conveyed to the Minister the assurance that the Officers realized

the importance of the times and were all geared up to their task. The task may be stiff but they were confident of rising up to it.

The Hon'ble Minister Sri Jagjivan Ram, while paying a handsome tribute to the wives of the Officers, through whose joint efforts an excellent fare was provided at the dinner tables that evening, exhorted them to utilize their talents and spare-time in other constructive activities as well, such as teaching some useful handicrafts to the wives and children of Class III and IV staff so that the leisure hours of railwaymen's families could be profitably utilised in some gainful occupation. He paid a tribute to the contribution the Railways were making in the country's development through such great projects as the Ganga

Group photo taken on the occasion



SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S/236/11/D/606/G/370.

Sealed tenders are invited for the supply of 3,093 Nos. of Bearing plates, C.I. anticreep for 50 lbs. F.F. B.S.S. rails single key type M.G. to IRS Drg. No. T. 233 and will be received by the Controller of Stores, Southern Railway, Ayanavaram P. O., Madras-23, before 3 p.m. on 9-3-1959 and will be opened by him immediately thereafter.

The prescribed form of tender is obtainable on payment of Rs. 5 (Rupees five only) per copy in cash or by Money Order. Remittance by any other means will not be accepted.

The last date for the receipt of earnest money, viz., Rs. 500 (Rupees five hundred only) by the Chief Cashier, Southern Railway, Madras-3, is 6-3-1959.

Tender forms will not be issued after 3 p.m. on 4-3-1959.



Sri A. C. Mukerji, General Manager, welcoming the Minister and the Minister addressing the officers and their wives who were present at the dinner

Bridge Project and Electrification of Railways, and the able way in which these were being tackled by the Railwaymen without outside technical help.

Sri Hoskote, Dy. Chief Mechanical Engineer and his party rendered some

Tukaram Bajans to the accompaniment of Tabla and Thambur.

Sri Talati, Controller of Stores, Southern Railway and President of the Officers' Club, proposed a vote of thanks.

It is not merely for today but for all time to come that we should perpetuate for our children's children that great and free government, which we have enjoyed all our lives. I beg you to remember this, not merely for my sake, but for yours. I happen, temporarily, to occupy this big White House. I am a living witness that any one of your children may look to come here as my father's child has. It is in order that each of you may have through this free government which we have enjoyed, an open field and a fair chance for your industry, enterprise, and intelligence; that you may all have equal privileges in the race of life, with all its desirable human aspirations. It is for this the struggle should be maintained, that we may not lose our birthright—not only for one, but for two or three years. The nation is worth fighting for, to secure such an inestimable jewel.

—From a speech of Abraham Lincoln on August 22, 1864.

SOUTHERN RAILWAY

TENDER NOTICE No. 23

The Divisional Superintendent, Southern Railway, Guntakal, invites separate sealed tenders for the following works upto 16-00 hours on 9-3-1959.

Sl. No.	NAME OF WORK	Approximate cash value of work.	Earnest money to be paid.
		Rs.	Rs.
1.	Ballasting from mile 68/0 to 79/0 on Pakala-Dharmavaram Section	99,000	2,475
2.	Hospet-Kottur Branch—Bridge No. 155 at mile 40/5—Proposed rebuilding as 5' x 30' Girder in lieu of existing 30' x 4' -6" pile openings	69,500	1,738
3.	Hospet-Kottur Branch—Bridge No. 121 at mile 30/7-8—Proposed rebuilding as 7' x 30' Girder in lieu of existing 32' x 4' -6" pile openings	1,02,600	2,565
4.	Ichchiputtur—Conversion of into a crossing station (construction of Staff Qrs., station building, etc.) ..	50,000	1,250
5.	Supply of tiles, Hourdis Blocks, etc., for the period from 1-4-1959 to 31-3-1960 for Guntakal Division ..	..	500
6.	Zonal Contract—Collection and training out of ballast in Zone "V" [Hospet (excl.) to Kettur (incl.) and Samehalli (incl.) to Gunda Road (excl.) stations] for a period of one, two or three years from 1-4-1959 ..	..	1,000

Last date of deposit of earnest money with the Divisional Pay Master, Southern Railway, Guntakal 16-00 hours on 6-3-1959.

Last date of issue of tender forms 15-00 hours on 6-3-1959.

Date of opening of tenders 16-00 hours on 9-3-1959.

Further particulars and tender forms can be had from the office of the Divisional Superintendent (Works), Southern Railway, Guntakal, on production of a receipt for Rs. 10 for items 1 to 4 and Rs. 5 for items 5 & 6 towards the cost of tender form in respect of each of the above works paid to the Divisional Pay Master, Southern Railway, Guntakal or any Station Master on the Southern Railway before 15-00 hours on 6-3-1959.

SOUTHERN RAILWAY

TENDER NOTICE

Separate sealed tenders will be received by the DIVISIONAL SUPERINTENDENT (WORKS), OLAVAKKOT, upto 16-00 hours on 20-3-1959 for the following works:—

Serial No.	NAME OF WORKS	Approximate cost of the work	Earnest money
		Rs.	Rs.
1	Mannanur-Halt. Conversion into a crossing station ..	1,00,000	2,500
2	Cannanore Provision of a new combined running room to accommodate 40 beds in lieu of existing one ..	1,28,000	3,200
3	Mungalore Provision of additional goods shed ..	85,000	2,100
4	Kallayi—Construction of staff quarters Type I-20 Units ..	50,000	1,250
5	Olavakkot—Creosoting Plant. Loading and unloading of untreated and treated wooden sleepers B.G., M.G., N.G. and specials for a period of one year from 1-4-1959 to 31-3-1960 ..	50,000	1,250

Last date for issue of tender forms .. 15-00 hours on 16-3-1959.

Last date for payment of earnest money to the
DIVISIONAL PAY MASTER, OLAVAKKOT .. 15-00 hours on 17-3-1959.

Date of opening of tenders .. 12-00 hours on 21-3-1959.

Further particulars and tender forms costing Rs. 10 (Rupees Ten only) each (not refundable) can be obtained from the DIVISIONAL SUPERINTENDENT (WORKS), OLAVAKKOT, on production of a receipt for Rs. 10 paid to any Station Master of this Railway or the Divisional Pay Master, Olavakkot. Tender forms are not transferable.

SOUTHERN RAILWAY

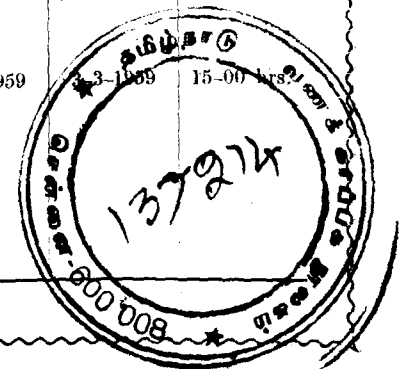
TENDER NOTICE

Sealed tenders are invited for the supply of the following materials and will be received by the Controller of Stores, Southern Railway, Ayanavaram P. O., Madras-23, before 15-00 hours on the dates mentioned against each and will be opened by him at the time shown against each.

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

A sum of Rs. 500 (Rupees Five hundred only) should also be remitted per each tender to the Chief Cashier, Southern Railway, Madras-3, as earnest money on or before the dates mentioned against each.

Serial No.	Tender No., Brief Description and Quantity.	LAST DATE FOR			Time of Opening.
		Sale of Tender Documents (15 hrs.)	Receipt of Earnest Money Deposit	Receipt of Tenders (15 hrs.)	
1	S/236/1/D/1605/MYSS/2— Beaters iron plate layers to IRS type drawing No. Y. 73 (for finished beaters and for manufacture and supply using Railway's scrap carriage and wagon tyres). Quantity Nos. 433) ..	25-2-1959	27-2-1959	2-3-1959	15-00 hrs.
2	S/236/IV/GB3/M/306 to 310— (i) Grooved rubber pads 12" × 6-1/2" × 3/16" to drawing CSO/C1822 for R.C.C. sleepers. Quantity Nos. 29,095. (ii) Grooved rubber pads 13" × 8" × 3/16" to drawing CSO/C1819 for R.C.C. sleepers. Quantity Nos. 17,810. (iii) High Modulus rubber packing 1-3/4" × 1-3/4" × 3/16" to drawing CSO/C 1819-1822 for R.C.C. sleepers. Quantity Nos. 93,810. .	26-2-1959	2-3-1959	2-3-1959	15-00 hrs.



"SOUTHRAILNEWS"

ANNUAL NUMBER APRIL 1959

Preparations for our fifth Annual Number, to be brought out in April 1959, are now under way. With the March 1959 issue, this Magazine will complete its 5th year of publication. The patronage of our Advertisers and Subscribers and the enthusiasm and interest shown by our Contributors have, in a very large measure, contributed to the success in maintaining a high standard, which, without mock-modesty or self-depreciation we may say, we set for ourselves for the get-up and contents of our Magazine. Besides articles on Railways, this Magazine contains a Children's Corner, Sports Page, Book Review, Women's Page, Poets Corner, Railway Story, etc. Several of the very important persons in India are being addressed for giving messages and articles.

This Annual Number besides providing articles of lasting interest will serve as a guide to our readers for the best products available in the market—from heavy machinery to pencils. It will be of unique value to the advertisers too. You will be interested in this Annual Number under preparation and would like to advertise in it. We shall thank you to send your advertisement material by 18th March 1959. Kindly advise your space requirements early, so that we may reserve the space and ensure the best possible position for you. The Mechanical details are given below for your ready reference:

RATES FOR ADVERTISING

ORDINARY :		Per insertion	COVER :		
Full page	..	Rs. 100	Front	..	Not available
Half page	..	.. 55	Back	..	Rs. 250
Quarter page	..	.. 30	Inside Front	..	.. 200
			Inside Back	..	.. 200

SPECIAL POSITIONS :

Facing Front Inner Cover	..	..	..	..	..	Rs. 150
Facing (1) Back Inner Cover	..	..	..	..	..	(A) Full page .. Rs. 125 (B) Half page .. 70
(2) Contents page	..	..	..	..	..	
(3) Editorial page	..	..	..	..	..	
By the side of :						Rs. 70
(1) Contents	..	..	..	..	..	
(2) Editorial Notice	..	..	..	..	..	

MECHANICAL DATA

Blocks	..	..	..	..	..	..	Screen 100
Full page	..	..	..	..	..	..	8" x 5 1/2"
Half page	..	..	..	..	..	..	4" x 5 1/2"
Quarter page	..	..	..	..	..	..	4" x 2 3/4"
Cover page	..	..	..	..	..	..	Art paper two colours.
Inside pages	..	..	..	..	..	..	Imitation art paper.

CIRCULATION

The 'Southrailnews' circulates over the entire area covered by the Southern Railway which includes the States of Madras, Andhra, Kerala, Mysore and Bombay. Free copies are sent to all the Southern Railway Institutes. Copies are sold at bookstalls at important stations on the Southern Railway. The Railway Minister, the Dy. Ministers for Railways, the Chairman and Members of the Railway Board, General Managers, Chief Engineers and Electrical Engineers of Indian Railways, Industrialists and Commercial firms are on our free mailing list.

Firms who wish to introduce their products to Railway Executives will find the journal by far the most effective medium as it is the only magazine regularly perused by top men who really count—Controllers of Stores, Mechanical, Civil and Tele-communication Engineers and Works Managers of various Railways.

Though this will be a special number the advertisement charges have not been increased. The copies of the magazine will also be sold at the usual price of thirty-seven Naye paise to the public and twenty-five Naye paise to the Railwaymen per copy.

18-A, Mount Road,
MADRAS-2.

EDITOR,
'Southrailnews'.

ask Jacks about it

AGRICULTURAL MACHINERY

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

CONSTRUCTION EQUIPMENT

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

ELECTRICAL PLANT

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

MACHINE TOOLS

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

MACHINERY AND EQUIPMENT

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

HARDWARE STORES

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

William Jacks & Co. Ltd.

National Bank of India Buildings,

FIRST LINE BEACH, MADRAS.

Phone: 3226 - 55129

Tel: LIMPET

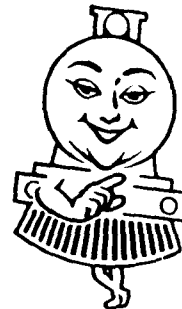
Bangalore Office: Shaikat Buildings, Silver Jubilee Park Road, Bangalore-2.

WJ2-304

TRAVEL IN COMFORT

BY

RAILWAYS



Railways have to bear the brunt of carrying such essential goods as coal, foodstuffs, building materials, etc. They are unable to avoid altogether overcrowding in the passenger services. Nevertheless, they are proud of the fact that they take great care to look after the millions that travel by Rail; and are doing everything possible to make travel on this national undertaking comfortable. It is in the interests of the country that Rail transport is utilized to the maximum extent possible.

(Issued by Southern Railway)