

SOUTH  NEWS.

No. 12

March, 1959

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OUR REQUEST

TO

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It may be that businessmen sometimes experience difficulty in obtaining Rail Transport over certain sections. At the same time, the position is that there are several sections of the Railway where there is absolutely no difficulty in moving traffic offering. Difficulties over particular section are not synonymous with difficulties all over. It is in the larger interest of our country to utilise fully all available capacity of our national assets, the Railways.

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SOUTHERN RAILWAY

TENDER NOTICE

**Manufacture and supply of Prestressed Concrete Girder Spans
for Regirdering 18, 40 ft. Clear Spans of Pamban
Viaduct between Mandapam and Dhanushkodi
Madura Division.**

Sealed Tender for the above in the prescribed form will be received by the Chief Engineer, Southern Railway, Madras-3, upto 16-00 hours on 31st March 1959 from contractors who have specialised in Prestressed Concrete Work.

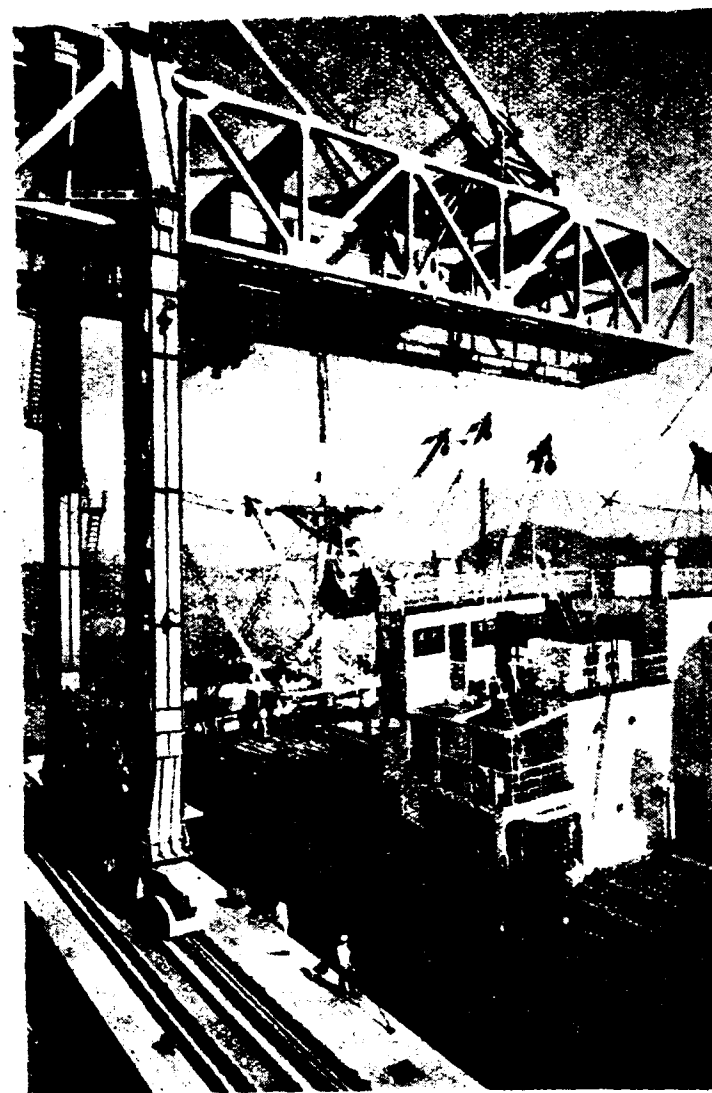
2. Tender form can be obtained from the Chief Engineer on production of a receipt of Rs. 10 paid to the Chief Cashier, Southern Railway, Madras-3, or to the Divisional Pay Master, Madura or to any Station Master on the Southern Railway towards its cost (including cost of plans). Under no circumstances will the amount paid for the tender form be refunded. The tender form is not transferable.

3. The Tender forms will be issued only upto 15-00 hours on 25th March 1959.

4. Approximate cost of contractor's portion of the work is Rs. 1,80,000. The Earnest Money of Rs. 4,500 should be paid before 15-00 hours on 26th March 1959 to the Divisional Pay Master, Southern Railway, Madura.

5. Further particulars can be had from the Chief Engineer, Southern Railway, Madras-3.

HITACHI UNLOADERS TO HELP RATIONALIZE MILL OPERATION



The largest ore unloading facility outside the U.S.A. will further the rationalized operation of Yawata Iron and Steel's new mill at Tobata, Japan.

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SOUTHRAILNEWS

(Published by the Southern Railway)

VOL. V

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No. 12

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.

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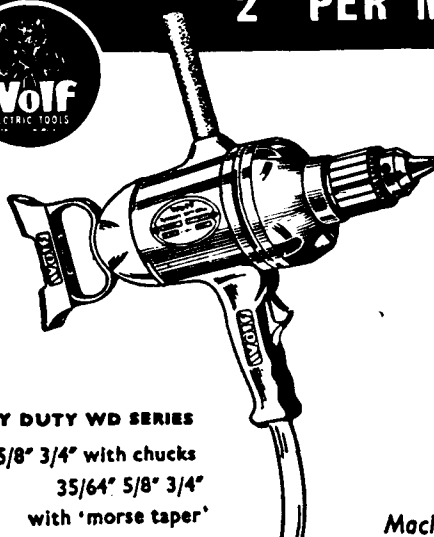
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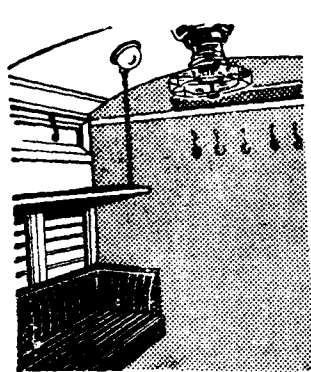
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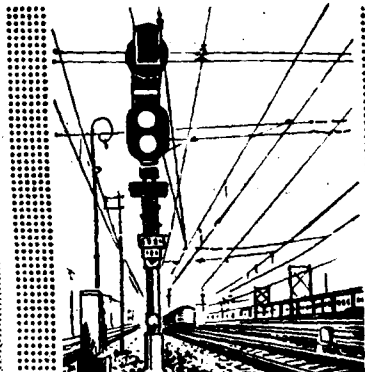
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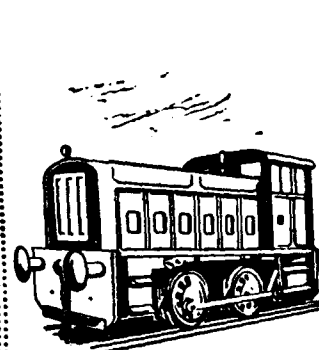
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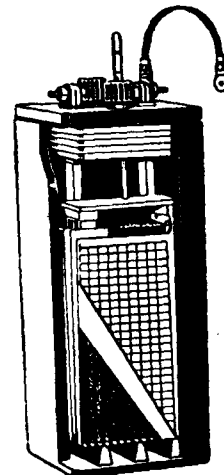
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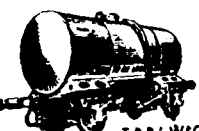
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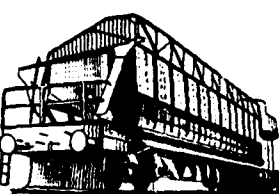
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SOUTHERN RAIL NEWS

VOL. V

MARCH 1959

No. 12

FINANCIAL RESULTS OF 1957-58

DURING 1957-58, the actual gross traffic receipts were Rs. 379.78 crores, against the revised estimates of Rs. 384.40 crores, a shortfall of Rs. 4.62 crores, both under passenger and goods traffic. There was a marked decline in traffic from about the middle of January 1958. The ordinary working expenses showed an increase of Rs. 5.02 crores over the revised estimates of Rs. 259.16 crores, largely under repairs and maintenance expenditure, which included expenditure on various safety measures taken to minimise accidents to the maximum extent practicable. After allowing for other smaller variations, the net surplus came to Rs. 13.38 crores, against the revised estimated figure of Rs. 21.66 crores. The entire surplus was credited to the Development Fund.

PLAN PROGRESS

Dealing with the progress of the Railway Plan during the first three years, the Railway Minister said: During 1956-57, the first year of the Plan, the total tonnage lifted was 124 million tons against 114 million tons in 1955-56, an increase of about 8.8 per cent. In 1957-58, the tonnage lifted rose to 132 million tons, an increase of about 6.5 per cent over 1956-57. For the current year, the further increase in traffic is not likely

to be more than 5 million tons, as against the anticipated increase of 12 million tons over 1957-58. Except for the increase in coal traffic, the rest of the increase in goods traffic has been much less than anticipated; and, in fact, there has been a drop in the case of agricultural products.

BUDGET FOR 1959-60

Turning to the budget estimates for 1959-60, the Railway Minister said: The fall in passenger traffic in 1958-59 was unexpected, but the recent months indicate an improving trend. After careful consideration, the estimate under this head for 1959-60 has been placed at Rs. 118.30 crores—an increase of only Rs. 2 crores over the current year's revised estimate of Rs. 116.30 crores. The estimate of other coaching earnings has been placed at Rs. 24 crores, Rs. 45 lakhs less than the current year's revised estimate of Rs. 24.45 crores, in order to allow for any drop in parcel traffic.

2,00,000 WORKING ON PROJECTS

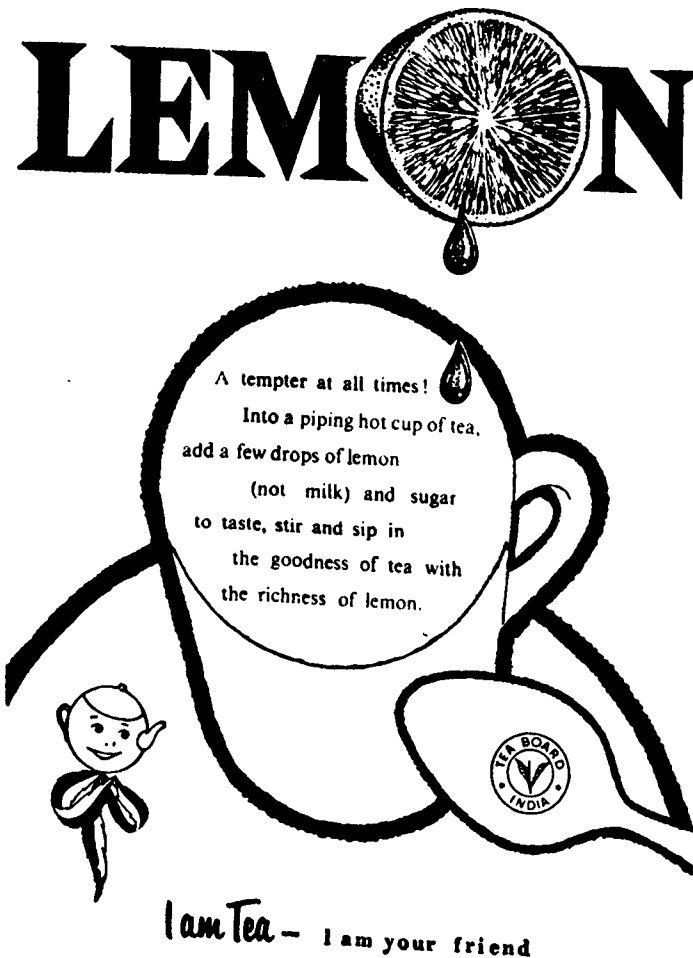
The Minister said that the third year of the Plan had witnessed the peak of constructional activity on the railways. During the year nearly 1,500 engineers and engineering supervisors at various levels and about 2,00,000 workers had been working on

the various projects, apart from workmen engaged on track renewal and other normal railway works.

He went on: Out of the total of 1,848 miles of new lines and doublings under execution, 423 miles (173 miles of new lines and 250 miles of doubling) have been opened to traffic during the current year. Construction is on hand of 525 miles of new line projects.

In the face of increasing difficulties and against the background of the general economic situation in the country and the strain thrown on the Railways on account of the increase in goods traffic following the high tempo of activity in pursuance of the plan, the Indian Railways have achieved better operating results.

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NOTES ON CURRENT RAILWAY TOPICS

CATERING CONTRACTS TO WOMEN'S ORGANISATIONS

The Deputy Minister of Railways, Sri Shah Nawaz Khan stated in Rajya Sabha on 12th February 1959, that some catering contracts on railway stations had been given to the women's organisations.

According to the statement, out of three contracts, two have been given to the All-India Women's Central Food Council, who are in charge of the vegetarian refreshment room at Lucknow station and non-vegetarian refreshment room at Ghaziabad station. The third contract has been entrusted to the Sharda Udyog Mandir, Amraoti, which runs a tea and coffee stall at Badhera station.

MANUFACTURE OF RAILWAY WAGONS BY PRIVATE FIRMS

Twenty private manufacturers have been assigned the work of manufacturing railway wagons at present, said Sri Shah Nawaz Khan, Deputy Minister of Railways in the Rajya Sabha. The total number of wagons (in terms of four-wheelers) manufactured during the year 1957-58 was 17,731.

Out of 20 firms ten are new firms which have been selected for developing further capacity for the manufacture of wagons against the projected increased requirements of railways. Amongst the new firms, one so far turned out 108 wagons and the two others, have put up their first prototype

wagon. The remaining firms are going ahead with their preliminary arrangements.

ELECTRIC AND DIESEL LOCOMOTIVE MANUFACTURE IN INDIA

Proposals for the progressive manufacture in the country of the mechanical components of electric locomotives starting with the assembly of knocked-down locomotives have been sought from the manufacturers supplying electric locomotives on the Eastern and South-Eastern Railways. This was stated by the Railway Minister, Sri Jagjivan Ram, while presenting the Railway Budget in the Lok Sabha.

He said that the electric components for the indigenously manufactured electric locomotives may have to be imported in the initial stages, until these can be supplied by the Heavy Electricals Plant, Bhopal.

The development of indigenous capacity for the manufacture of diesel locomotives has also been taken up, he said.

ROLLING-STOCK PURCHASES

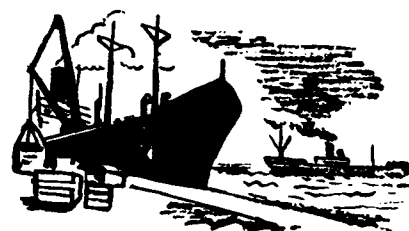
Dealing with the progress made towards the objective of self-sufficiency in the manufacture of steam locomotives, carriages, underframes and wagons, the Minister disclosed that during the budget year, out of a total provision of about Rs. 80 crores for

TWO Great BENEFITS

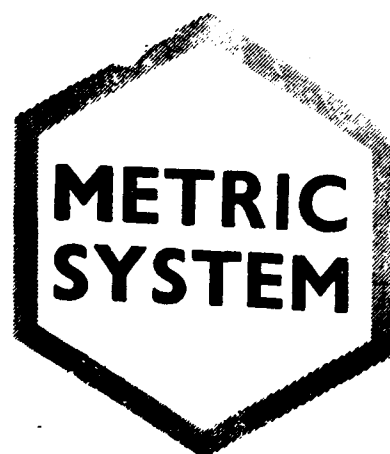
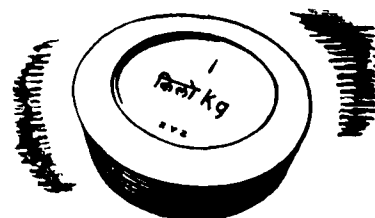
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March 1959

CURRENT RAILWAY TOPICS

13

rolling-stock, about Rs. 68 crores would be spent in the country and only about Rs. 12 crores (including sea freight) on imports.

Sri Jagjivan Ram, Railway Minister, giving finishing touches to the Railway Budget



RAILWAY BUDGET AT A GLANCE

(In Crores of Rupees)

	Actuals 1957-58	Revised Estimate 1958-59	Budget Estimate 1959-60
Gross Traffic Receipts	379.78	394.38	422.03
Ordinary Working Expenses ..	264.18	274.22	283.71
Net Miscellaneous Expenditure ..	12.56	12.03	17.61
Appropriation to Depreciation Reserve Fund ..	45.00	45.00	45.00
Payments to Worked Lines ..	0.26	0.10	0.11
Total ..	322.00	331.35	346.43
Net Railway Revenues	57.78	63.03	75.60
Dividend to General Revenues ..	44.40	50.03	54.41
Net Surplus ..	13.38	13.00	21.19

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VISIT OF H. R. H. THE DUKE OF EDINBURGH TO THE INTEGRAL COACH FACTORY, MADRAS, SOUTH INDIA



H. R. H. the Duke of Edinburgh at the Integral Coach Factory. On his right is Sri K. Swarup, CME/ICF. Sri C. Subramaniam, Finance Minister, Madras Government, is seen to the right of Sri Swarup

(Photo by V. Dilli Baboo, ICF/PER.)

It was a Red Letter Day in the annals of the Integral Coach Factory, when H. R. H. the Duke of Edinburgh visited the Integral Coach Factory on Saturday the 31st January 1959 at 16-45 hours and spent an hour in going round the shops. He was accompanied by Hon'ble Sri C. Subramaniam, Finance Minister of the Government of Madras.

On arrival, he was received and garlanded by Sri K. Swarup, Chief Mechanical Engineer of the Factory. He was taken round different shops of this extensive Factory, to the

Workers' Canteen and the Technical Training School attached to the Factory. His Royal Highness showed great interest in the different stages of assembly, and got down to see the fully furnished coach produced by the Factory. At the Integral Coach Factory Colony, he was welcomed by the children of the Factory workers and garlanded. His Royal Highness also found time to inspect one of the units in the colony, the residents of which were very proud of his visit. By his smile and congenial interest in the welfare of people, he won the hearts of all.

At the conclusion of his visit, His Royal Highness had tea with the Officers of the Factory. A casket made of gold, silver and wood, with a silver model of the coach, that is being produced in the factory, on the top of the casket, was presented to His Royal Highness as a souvenir. The middle portion of the casket had a drawer with the diagram of South Indian Gopurams on either side in gold. The whole casket was mounted on four elephants made of ivory and enclosed in a cabinet, which was made by the workers.

Presenting the casket, Sri Swarup conveyed the greetings of the Railway Minister, Chairman and Members of

the Railway Board to the Duke, and also the greetings of the Indian Railwaymen and the Coach Factory workers to the British Railway workers and the various British Industries which had extended full help and co-operation to the Factory. Thanking Sri Swarup for the souvenir, His Royal Highness The Duke of Edinburgh expressed the opinion that there was no doubt that the Indian workmen would gradually in the course of a generation develop to be as good as their counterparts in other parts of the world and that he was very much impressed with what he saw. He signed in the Visitors' Book with the word "Philip" and the date.

UNBRIDLED ROAD COMPETITION

K. S.

The question of co-ordinating and regulating road and rail goods traffic to prevent "unbridled road competition" with the railways is receiving consideration at the highest level. The crux of the problem is that road transport should mainly operate in areas where there is not enough railway transport potential. Road competition is not desirable on routes where there was plenty of potential rail capacity and wagons are going empty.

There has been a marked diversion of high rated goods traffic from the railways to road transport as well as a decline in passenger traffic on the railways. There is need for proper co-ordination and regulation of road transport.

About 50 per cent of the cotton traffic from Vidarbha to Bombay had

been lost to the railways during the past year, despite the provision of fast express trains for the purpose. Sugar traffic had also been partly taken away from the railways. Walnuts from Delhi to Bombay, which the railways used to carry, had now been taken over by the roadways in a larger measure. So far as south is concerned, the competition was even more intense. All kinds of general goods between Madras and Bangalore and other important centres are now being carried by road transport to the detriment of the railways.

There is no objection to competition, provided it is fair. The railways have to carry all the low rated freight like coal which the roadways could not undertake to carry. Loading capacity of any amount is available on the

railways now practically on every main trunk because of competition from road transport. There is plenty of scope on the feeder routes which could be served by the roadways. The problem is not peculiar to India, but had assumed serious proportions in America and Europe. So far as America is concerned, they are considering regulating it and subsidising rail-traffic.

The matter to be considered is, whether in the present context of the country, it is proper to have two parallel services competing with each other. The problem has to be looked at from the national point of view and with the idea of conserving finance and utilising resources to the fullest advantage.

ALL-INDIA EXIDE SALES AND SERVICE CONFERENCE, 1959

The All-India Exide Sales and Service Conference was held in Calcutta on 5th and 6th February. Welcoming

the members, Mr. H. R. Gregson, Director and General Manager of Chloride and Exide Batteries (Eastern) Private Ltd., said that in view of the rapid development of transport and communication facilities in India, the battery industry had an increasingly important part to play in the industrial life of the country and the Exide Organisation, has been making batteries for well over seventy years and has been established in India for more than fifty years, during which the Company has built up an enviable reputation for quality products. The Indian Railways, Mr. Gregson said, have for some years depended almost entirely on the very large production of Train Lighting Cells from the Exide Factory. The Exide-Ironclad Train Lighting Batteries being made in India are in day and night service throughout the country and during the past 3 years the Exide Factory had supplied enough batteries each year to equip 2,000 Railway Coaches and also spares for the very large rolling-stock in this country.

Mr. H. R. Gregson, General Manager, Chloride and Exide Batteries, congratulating Mr. H. Shepherd, Factory Manager, on the production of the millionth Exide Automotive Battery



THE DYNAMICS OF INDIAN ECONOMICS TODAY

M. K. KRISHNAMACHARI

OUR country has been developing by fits and starts all these several decades with conditions never really static. The problem at the moment is, however, one of meeting the current challenge of the times of having a steady and a greatly and progressively accelerated development, with improvement which took formerly a quarter of a century to occur, being pressed into a five-year period or less.

The considerable stresses and strains created in various fields of economic activity by this forced pace, their correct anticipation and adequate co-ordination are the problems of economic planning. This naturally affects Railway Transport and Railway economics also as these are so largely dependent on the country's economy.

The difficulty in the situation is greatly enhanced owing to various factors entirely beyond our control, such as the position of world business outside India, which affects our Import and Export Trade, the availability of materials that we need and the demand for the materials that we make, and the over-all financial position of our foreign trade, and money at our credit with foreign countries.

The difficulty is not made any the less because we wish to put through this accelerated programme without coercion of the people and by purely democratic means, with a vastly illiterate population living on a very low standard of living. Would these masses appreciate the need for great sacrifices now to have a better tomorrow? With human psychology being what it is, the reaction to any current

curtailment of comfort or liberty in the hope of a better tomorrow is always one of protest. But could the alternatives be burked?

In this crucial context, we have the example of two nations in the world which have achieved great success by following two different paths, the one of democracy and the other of compulsion. It is significant that the former country has succeeded under conditions of more or less even and well distributed prosperity spread over a long period of time, with the latter succeeding from their poverty, by means of great sufferings and current sacrifices; in fact, by means of continued forced marches.

Our country's economic circumstance today is much like that of the latter country of a few decades back. The logic of the whole position hence inevitably suggests that if we have to follow the path of democracy and still succeed in our endeavours for the rapid development of this country, we should in this period of development secure from every available country all the help we could get for our development and use such help profitably and also sacrifice currently as much as we could, so that we could in the shortest measure of time be a nation with a power that would be commensurate with our population.

These are inevitable sequences whatever may happen. Our country is bound to progress greatly and rapidly in the next few years. We cannot be lazy even if we want to. Events over the rest of the world would not let us so to be, even were we so inclined.

ELECTRONICS ON RAILWAY SERVICE

OPRAIL

IN a station master's office a telephone is picked up by the man on duty, and he gives an order to East or West cabin to lower signals and set points for a train movement. In another station office a similar operation is going on with the assistant station master contacting the Control office for orders. This is the use of electronics in action on a railway system.

But electronics for communication purposes on railways today must be connected with wires, thousands and thousands of miles of wire, to connect and interconnect all the telephones in use. But although wires will still have to be used in the future, with the rapid advance in electronic technology, wireless communication will play a more important role, and provide more easy and rapid communications over vast areas.

Communications may take many forms—the transmission of the human voice, printed messages, punch card data, photographic reproductions and even visual images. All these can be transmitted by various means, such as carrier, radio, microwave, telephone, teleprinter and even television.

But whatever the means of transmission, the main object of efficient communications will be to link up all parts, all departments, all personnel of a railway system, thus providing co-ordination. Headquarters, district and subordinate offices can be in constant touch with each other and with moving trains, with bridge and track maintenance men at work on the line. Drivers of trains will be able to radio-talk with the guards in

the rear, and with their counterparts in other trains, and also with station and control office staff. Every movement that goes on, every important bit of information vital to efficient train operation can be constantly relayed to the person concerned and orders given, received and acted upon. Take an example: Two goods trains may be passing each other, one on the up and the other on the down track. The train crew in front and in the rear will be watching the train on the other track, noting each wagon that passes. A smoking hot box may be noticed on one wagon, or a load on an open truck may look dangerously near falling off. Whatever the defect, whatever the danger, the person observing the same promptly picks up his radio-telephone and passes on the information to the right quarter so that action can be taken to rectify matters in the least possible time.

In large marshalling yards improved radio tele-communication will be of immense benefit. A train examiner is examining an eighty-wagon train load, wagon by wagon. Whatever defects or deficiencies are noted by him will be immediately relayed to the nearest repair depot, and within a short time the repair gang will be on the spot to have the defects put right without having the wagon detached and sent to sick lines for repair. All shunting and marshalling orders will be relayed direct from the Yardmaster's table to the gunners in the yard who may be one to three miles away, and shunting movements carried out accordingly. In turn, the Yardmaster from his cabin will be collecting all the relevant

March 1959

ELECTRONICS ON RAILWAY SERVICE

19

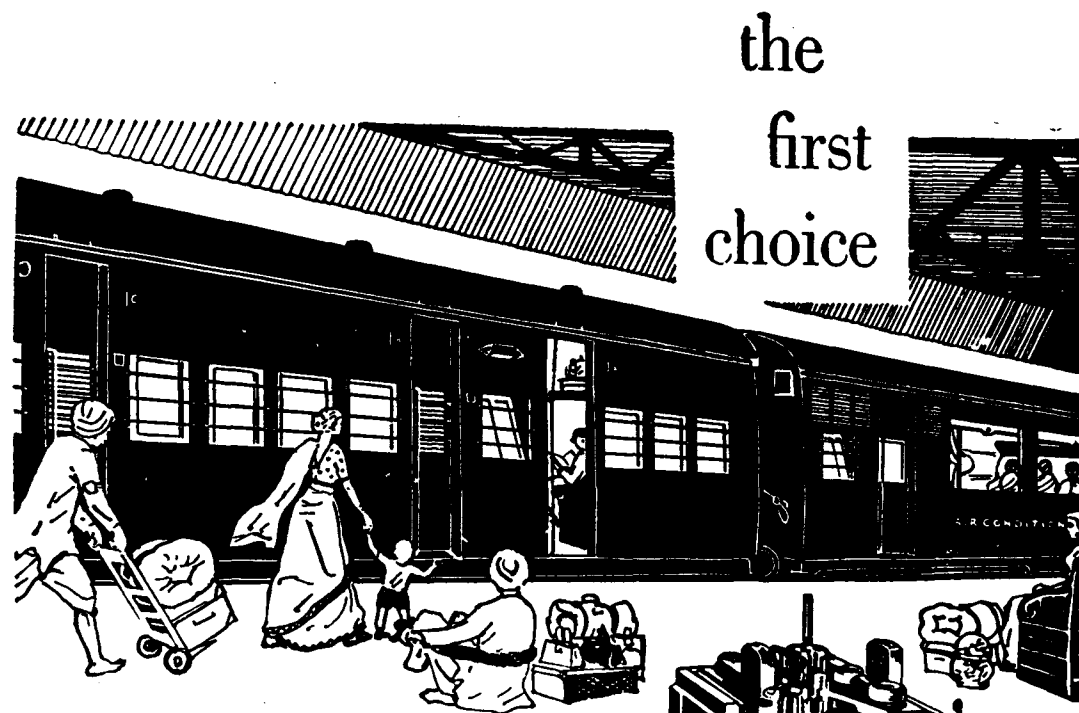
data needed from his gunners and number-takers in yards, and these will be tabulated right there in his office ready to be transmitted to divisional/district headquarters and finally to administrative headquarters. All these activities will be going on simultaneously in every yard, every station, every control and operations office, so that almost hour by hour the operating headquarters officers will be able to have an over-all picture of train operation throughout the whole system, and so gauge what is needed to be done to keep traffic moving faster and faster.

To help with freight train operation improved electronic devices of the future will be able to eliminate so much of intermediary human control. At various centres there will perhaps be one or two master control men seated in front of a desk gleaming with various coloured buttons and tiny lights. A light finger touch on a button here and there will set into operation various train movements in the yard. These central control points will also be recording all kinds of data vital to train operation all with the help of various electronic computers and machines. If a merchant expecting a wagon load of high-grade freight wants to know where the wagon is and when it is likely to reach destination and be ready for off-loading, he will only have to ring up the nearest railway freight office, and within a short time the information will be available to him.

Electronic accounting and computing machines installed in various headquarters offices throughout a system will be constantly tabulating data needed for keeping a finger on the pulse of the multifarious activities of a railway system. Heads of Departments will be able to sit down at their office desk each morning and see before them various statements all neatly calculated and tabulated of each day's operations such as train speeds, train punctuality, performance, engine usage, wagon loading, usage and turn-round, incidence of damages to rolling-stock on the run, passengers and freight being moved, revenues earned from these, and cost of moving the traffic. There will not be a department of a railway system that cannot be benefited by the increasing use of electronics, and so help improve its efficiency.

But we may ask, when will all this be? In countries in the West, where industrialisation, technology and scientific progress is in an advanced stage, various electronic machines are already in use on railways, in their offices and yards and out on the line. For instance, in U.S.A. with the use of all that modern science can give, some of their railroads expect to move fast freight trains a distance of at least one thousand miles overnight! In the second half of this century we may expect that our railways too will be making more and more use of electronics to move passengers and freight faster and faster and with safety and better service all round.





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PUBLIC RELATIONS AND RAILWAYS

K. SRINIVASAN

A WIDE variety of concepts has characterized public relations as a science, a system, an art, a process, a function, a relationship, a humanizing genius, a term, a business, a profession, a method, an activity, a program, a pattern of behaviour, a moral force, a combination of media, et cetera.

Public relations is the management function which evaluates public attitudes, identifies the policies and procedures of an individual or organization with the public interest, and executes a program of action to earn public understanding and acceptance. Public Relations is the continued process of keying policies, services and actions to the best interests of those individuals and groups whose confidence and goodwill an individual or institution covets; and secondly, it is the interpretation of those policies, services and actions to assure complete understanding and appreciation.

This, then, is the make-up of the Supreme court of public opinion to which you must address your case. On it sit customers, employees, suppliers, citizens, farmers, teachers, opinion leaders and others whose friendship is important to the welfare of the Railway.

The curse of public relations from the beginning has been the assumption on the part of many managing executives that it is merely a tool for meeting crisis and that its function is in the nature of a fumigating process. This management attitude is being abandoned. Almost every substantial programme today puts emphasis on

repetition and continuity. Management is learning that it is cheaper and more effective to prevent crisis in public attitudes than to try to cure them after they have developed.

Public Relations, in essence, is our "dealings with people". As part of the broad science of human relations, it is as old as humankind—as ancient as the continuous struggle for men's minds. Lord Krishna's instructions to Arjuna in the Gita in a tet-a-tet in ancient Public Relations. "When Cleopatra welcomed Mark Antony in regal splendour on the banks of the Nile, she was practicing public relations."

But being a good railwayman is not, of itself, enough. You must also do a systematic job of telling the public about it. In the words of the Bible, you must "Let your light so shine before men that they may see your good works". False modesty has no place in this picture; it is only good common sense to recognize that public opinion is a powerful force—a force that can make or break your enterprise. The way to good public relations has been summed up simply in the words "(1) Do good and (2) Tell other people about it."

Public Relations and publicity begin as an attitude of mind, a way of regarding and approaching other people. Anyone who in his dealings with other people takes pains to listen well, understand well, and explain well, is putting himself into this attitude and applying these peculiar techniques in their simplest and most direct form.

The fundamental difference between public relations and publicity lies in the technique of their approach. Broadly, the first deals with the individual, and the second deals with people in the mass. Always, the immediate concern of public relations is with the individual, and its methods are those appropriate to people who meet other people singly or in small, well-defined groups. The methods of publicity, on the other hand, are those appropriate to people who deal with indefinite numbers of other people at long range through the medium of some mechanical device for mass communication. Public Relations and publicity, then, in modern business and government, should always go hand in hand.

What is the magnitude of daily operation on the Indian railways? Let us assume that you retire to bed every night at 10 P.M. Between bed time last night and the same hour tonight, railwaymen in India would have run over 7,300 trains—4,400 passenger trains and 2,900 goods trains.

Criss-crossing this great country with over 6,400 railway stations, these 7,300 trains cover distances aggregating 562,000 miles in each 24-hour period. This is equivalent to 25 journeys round the earth, at equator or 40,000 miles beyond the moon and back to earth.

The travel habit amongst Indians is gradually increasing. While only 4,390

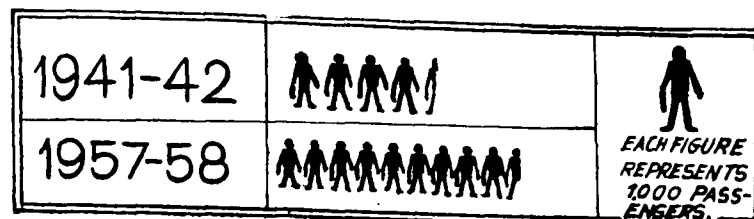
persons per million of undivided India's population travelled daily by rail in 1941-42, the number went up to an estimated 9,846 per million of population daily during 1957-58. About 97 per cent of the passengers travelled in third class, and the average length of journey is about 30 miles per passenger.

The men in charge of the safe operation of trains have quite a job to do daily. They keep in constant good trim roughly 15,000,000 rails laid over about 50,000 miles of railway track, nearly 100,000 points and crossings and about 30,000,000 fish-plates—all round-the-clock, in fair weather and foul, in blazing summer or in freezing winter.

They have to be ever on the alert as 7,300 trains shoot in and out and pass through the country's 6,400 railway stations every 24 hours.

For the orderly movement of trains, these men have to lower signals and put them back to danger approximately 350,000 times daily. They have to set the points and then restore them to their normal position a minimum of 250,000 times daily. In addition, the operation is repeated thousands of times each day in marshalling yards and stations for shunting purposes.

There are 7,765 major and 81,320 minor railway bridges in India and it is the duty of Indian railwaymen to constantly maintain these in good order.



Every moment that you sleep soundly, or are busy at work or at play, hundreds of trains are chugging along miles and miles of track over this vast country, carrying myriads of men and women to work or on holiday, transporting the vital goods that keep the Indian economy alive and throbbing.

One should try to have a clear conception of how intimately and inestimably our life is linked with the Railways. Before we get tea in the morning the cook needs coal and match box to light the fire, all coming from outside. Tea or Coffee we drink comes to us from distant areas by rail. Fittings in the bathroom, the water which tricks through the pipe announces that the whole series of fittings were all transported by rail.

Our clothes, stationery we use, the car we ride on and its accessories speak the same story.

The Public Relations department cannot deal directly with the thousands of customers and other members of the public who buy commodities or services from a modern public or commercial undertaking. These multitudinous direct contacts are made by commercial and operating staffs of all levels down to the humblest. Whereas public relations may be described as the art of dealing with the individual, publicity is the art of dealing with people in the mass.

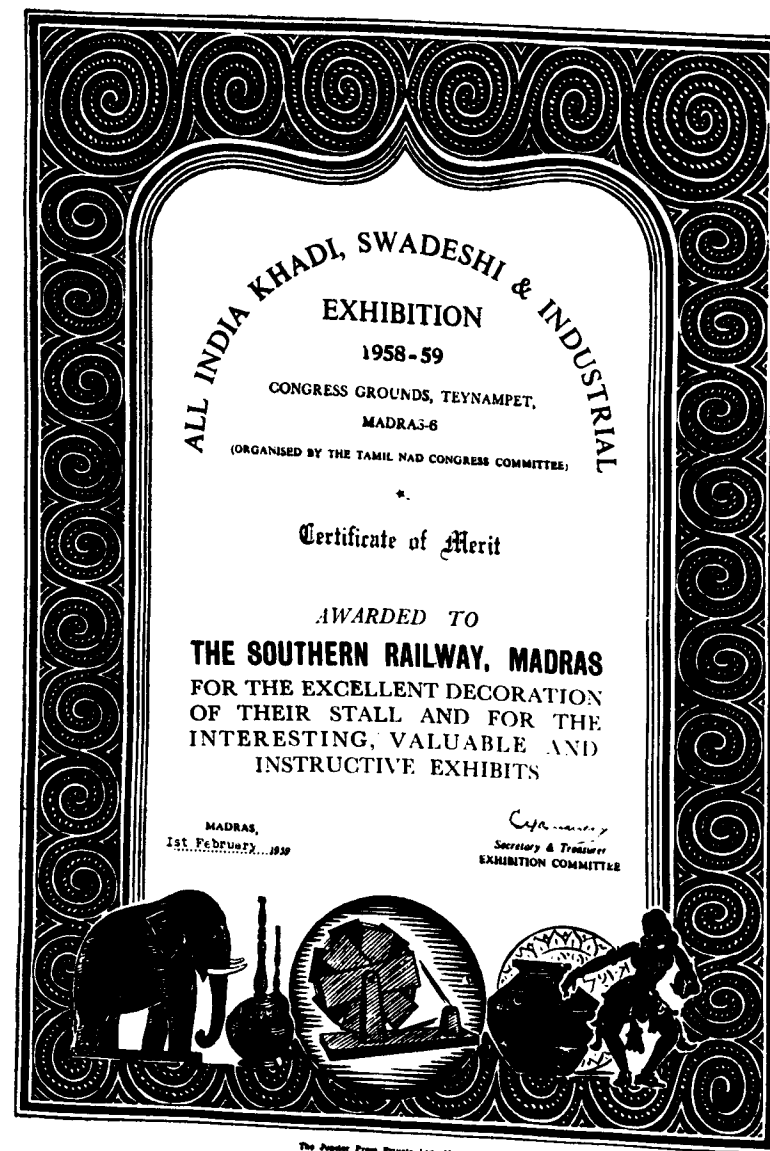
The Public Relations is, in essence, an advisory function which may or may not be accompanied by certain executive responsibilities. The first advisory function is the interpretation to the management of the whole of the people with whom the undertaking or department is concerned, both outside and inside its own organisation. Pub-

lic relations expert is the eyes and ears of the policy maker. He will deal with speeches, press conferences, official visits, public ceremonies and functions, the reception of deputations, the handling of correspondence and many similar matters. He will foresee the many possibilities of distortion and misunderstanding and take steps to guard against them. The third advisory function of public relations may be regarded as an extension of the second. The problem here is to create a sound public relations attitude throughout the entire organisation, and more particularly among all employees whose duties include responsibility for information and explanation.

The Public Relations and Publicity organisation on the Railway maintains close liaison between the Railway on the one hand and the Press and Public on the other. This organisation is the channel through which the Railway speaks to the public and also through which the public speak to the Railway.

Government in a democratic country begins with public permission and exists by public approval. If that be true, it follows that the Administration should be cheerfully willing to tell the public what its policies are, what it is doing and what it hopes to do. This seems practically a duty. It is not an easy duty to perform. The public would very much resent it if the management took the attitude. "We will tell you nothing. It is none of your affair."

Publicity is the technique of making the public acquainted with the Railways' activities. The media so adopted for publicity are Press Notes, Press



Notices, Pamphlets, Folders, Leaflets, Posters, Radio, Films and Exhibitions. Each of these channels has its special appeal to the audience it reaches. It is also the duty of the Public Relations Organisation to educate Railway staff especially those who come into frequent contact with members of the public. The education of employees, in this connection, is achieved by means of Newsletters and Gazettes issued regularly. A large portion of the work of Public Relations pertains to the special publicity campaigns which are undertaken by means of illustrated posters and Press Notices (advertisements), such as 'Stop Rough Handling', 'Keep Wagons Moving', 'Eliminate Ticketless Travel', 'Courtesy to the Public', 'Packing, Labelling and Marking', etc.

There is a glamour about publicity. Nearly everybody likes to see his name in print. Almost every institution considers it good business to be favourably presented to the public *via*

publicity media, especially the press, the radio, and the film. What has to be guarded against is the tendency to lean too heavily upon it. The test of the public relations man's effectiveness will be how intelligently and with what restraint he uses publicity in relation to the over-all public relations programme.

In every public relations equation, the formula for success is good deeds *plus* interpretation of these deeds. In the case of the railways, superb performance in doing the job should be coupled with superb public interpretation of the job. The result will be a tremendous backlog of public good-will.

One may ask, what difference does it make if people know or don't know the facts about Railways' activities? The answer is, "A lot of difference". Railway Industry must operate in the light of realistic economic facts. It must also operate in a social milieu made up of public opinion. If the public is uninformed or misinformed, it may take positions that make it impossible for the Railway to get its work done efficiently and inexpensively.

Nearly everybody likes to see his name in print . . .



The public relations of an organisation cannot be assigned to any single department. These relations result from the contact of employees and representatives of the Railway with each other and with the public. However, certain policies and activities can be promoted which will assist all of us in our relationships. These are spoken of as public relations.

This department will be responsible for the study, development, fostering and promotion of such public relations policies and activities as may be assigned to it from time to time.

Think of what could be accomplished if 1 million people on Railways used every opportunity to speak favourably about their railway to the people they meet when on and off duty.

The first step is to put your house in order. Sound business ethics, high standards of operation, and a sincere desire to serve the public—these are the first requisites of good public relations. There is great truth in the saying, "Public relations begins at home".

To have all the "Publics" with which you come in contact, directly or indirectly, know you readily, and think well of you—that should be the goal of your programme. Building such productive relationships involves telling your Railway's story, simply and truthfully, through all available channels. It is a continuous job of keeping the public informed of what your organisation is doing, with emphasis on the services it renders to the public.

In shaping your programme, first consideration should be given to those groups that have a close natural interest in your enterprise; employees, customers, suppliers, users, etc. Here, again "public relations begins at home" is sound counsel.

Next you can turn your attention to the Press and general public, concentrating on those segments of the public most closely allied with your operation.

The Public Relations workers should modestly stay in the background. It is easy for him to be in the limelight. Many times his work seems to demand that he occupy the centre of the stage. But he should not make the serious error of putting himself forward.

The work of publicity can be discussed under four broad headings. First is films, a new medium that uses a combination of photography and the spoken voice; next comes advertising and publications, which include every form of printed matter; and finally exhibitions, a form of visual presentation in three dimensions that is now-a-days being used with increasing success.

Advertising in the daily, weekly and technical and trade Press is a form of publicity whose efficacy has been proved by the severest tests. It is usual to include under the heading of advertising the production and circulation of folders, leaflets and circulars that is, of all that printed publicity which because of its modest size or its occasional or fugitive character does not qualify to rank as a publication.

The projected picture has the advantage of centering the entire attention of an audience on the subject presented whether it be a photograph or chart. The addition of sound by means of a sound track, recording, or personal explanation makes the dual appeal to eye and ear.

The use of slides, the film strips, and motion pictures has the additional advantage of accurate and consistent presentation. Such visual-aids are of great help to the public relations-worker in presenting facts to varied audiences over widely scattered points.

The importance of the creative side of Public Relations can hardly be exaggerated. In the case of other kinds of works of the Railway, success and failure are palpable. A worker in Transportation or Commercial undertaking can know the results of his work promptly. In train working, one has

to be careful because safety is involved. In the case, for instance of throwing of case knives, one has either to succeed or he will cut his fingers. In Public Relations it takes time to know success or failure.

Tangibles such as rails, locomotives, Diesel cars, stations, bridges and men are not the only things that make a railway and keep it going. The intangibles are equally important: that spirit which manifests itself in disciplined observance of rules, the 'Safety First' attitude, the 'Trains must run', 'Keep wagons moving' spirit, the innate pride of every worthwhile human being in a job well done. Further development of such a spirit in the industry will make 'courtesy' as much an attribute of railways' operation as is 'Safety First'.

All public relations work must be based on facts and not merely a case of word manipulation. Mastery of all the methods of fact finding is essential to effective public relations work. The art of public relations is mainly the application of creative intelligence to the facts of the case.

Every public relations operation starts with analysis of the underlying facts. To see all the angles free from prejudice is necessary for public relations. Solving a Public Relations problem depends on seeing one's own weaknesses before opposing forces became aware of them. But public relations must never be regarded simply as a smoke screen to shelter management or staff from honest criticism.



RESPONSIBILITY OF INDUSTRIAL ENGINEER IN FIXING INCENTIVES

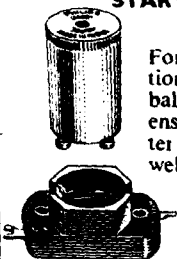
The skill of industrial engineering is to diagnose the factors that determine the total cost of production and their influence towards the development of an incentive plan. The first factor is the material utilised for a particular quality, and the spoilage which is normal or expected during process. It also includes the amount, value and the kind of material utilised for production. Waste is unavoidable in any manufacturing process and the cost of operation may be controlled by eliminating waste. Secondly, quality

which determines the acceptable standard established for any operation, and the difficulties involved in maintaining that standard should be borne in mind while subjecting any job under incentive plan. As maximum production and the acceptable standard are obtained by maximum utilisation of machines, the proper method of utilising the machineries and determination of the acceptable standard by them are necessary for a worthy incentive plan. Scientific and proper utilisation of machineries during process anticipate the utilisation of the worker with the energy and skill to the extent

(Continued on Page 32)

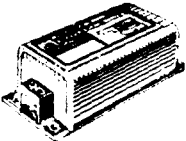
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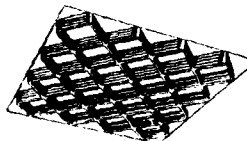


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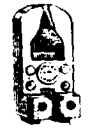
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LINCOLN AND HUMAN RIGHTS

During 1808-1809 two pioneer families in the backwoods of Kentucky, living about 80 miles apart, celebrated the birth of boys destined to be linked in an ironically strange fate. The first boy was Jefferson Davies who rose to become President of the Confederate States of America, dedicated to Negro slavery. The other was Abraham Lincoln, whose final destiny was the White House, leading the Union forces against the confederate armies of Davies until all America was cleansed of slavery.

Lincoln had only very little formal schooling but had the ability to reach the minds of ordinary men which made him a famous trial lawyer and ultimately landed him in the White House. Not an academic man, he was perplexed by the scientific anthropologists of his day who insisted that Negroes were innately inferior to whites. None roused him more than George Fitzhugh, who went to the extent of attacking modern liberty altogether. Slavery, white or black, is right and necessary Fitzhugh argued.

This basic attack on human rights aroused Lincoln to write his most famous political speech "The House Divided" address delivered on June 16, 1858. "A house divided against itself cannot stand. I believe no government can endure permanently half slave and half free. I do not expect the Union to be dissolved. I do not expect the house to fall, but I do expect it will cease to be divided. Either the opponents of slavery will arrest the further spread of it or its advocates will push it forward till it shall become lawful alike in all the States." Thus, he made clear his belief that the basic incompatibility of freedom and slavery in a land possessing free public opinion, was to be solved by the peaceful advance of free society.

As president, Lincoln found himself face to face with the grim realities of civil war, which he had always condemned as arousing the worst traits of mankind—deception, suspicion and brutality. He never felt hatred to the south-only against slavery itself. Critics complained that the President was too generous in his policy of freeing prisoners willing to take an oath of loyalty provided their cases showed that they could be trusted. He intervened to protect Negro Union troops whom their former masters refused to treat as prisoners of war when captured. "To sell or enslave any captured person on account of his colour or for no offence against the laws of war is a relapse into barbarism and a crime against the civilisation of



the age" he said. The south had to yield on this point.

In December 1862 Lincoln issued the famous emancipation proclamation freeing slaves in all rebel areas proving to the world that the north was fighting not only for the Union but for human freedom. In his famous Gettysburg address Lincoln declared that our forefathers brought forth upon this continent a new nation conceived in liberty and dedicated to the proposition that all men are created equal and called upon his hearers to dedicate themselves to this unfinished task of freedom "that government of the people, for the people, by the people, shall not perish from the earth." Here was a timeless message that could have been said in 1959 as well as 1863.

LINCOLN ON "LABOUR"

I am not ashamed to confess that twenty-five years ago I was a hired labourer, mauling rails, at work on a flat-boat—just what might happen to any man's son.

There is no such thing as a freeman being fatally fixed for life in the condition of a hired labourer.

I am not ashamed to confess that I was a hired labourer, just what might happen to any poor man's son! I want every man to have a chance.

The strongest bond of human sympathy, outside of the family relation, should be one uniting all working people, of all nations, and tongues, and kindreds.

I hold that if the Almighty had ever made a set of men that should do all the eating and none of the work, he would have made them with mouths only and no hands, and if he had ever made another class that he had intended should do all the work and none of the eating, he would have made them without mouths and with all hands.

"We all declare for liberty; but in using the same word, we do not all mean the same thing. With some, the word liberty may mean for each man to do as he pleases with himself and the product of his labour; while with others, the same word may mean for some men to do as they please with other men and the product of other men's labour. Here are two, not only different, but incompatible things, called by the same name—liberty. And it follows that each of the things is, by the respective parties, called by two different and incompatible names—liberty and tyranny.

The shepherd drives the wolf from the sheep's throat, for which the sheep thanks the shepherd as a liberator, while the wolf denounces him for the same act as the destroyer of liberty, especially as the sheep was a black one. Plainly, the sheep and the wolf are not agreed upon a definition of the word liberty; and precisely the same difference prevails today among us human creatures, all professing to love liberty."

—From Address by Abraham Lincoln at Sanitary Fair in Baltimore, April 18, 1864.

Let every American, every lover of liberty, every well wisher to his posterity, swear by the blood of the Revolution, never to violate in the least particular the laws of the country, and never to tolerate their violation by others. As the patriots of seventy-six did to the support of the Declaration of Independence, so to the support of the Constitution and Laws, let every American pledge his life, his prosperity and his sacred honor, let every man remember that to violate the law is to trample on the blood of his father, and to tear the charter of his own and his children's liberty. Let reverence for the laws be breathed by every American mother to the lisping babe that prattles on her lap. Let it be taught in schools, in seminaries; and in colleges. Let it be written in primers, spelling-books, and in almanacs. Let it be preached from the pulpit, proclaimed in legislative halls, and enforced in courts of justice. And, in short, let it become the political religion of the nation.

—From Address by Abraham Lincoln before the Young Man's Lyceum of Springfield, Illinois, January 27, 1838.

Responsibility of Industrial Engineer in fixing Incentives.

(Continued from Page 27)

which would normally ensure a good production. Utilisation of the worker should be normal and be designed to avoid wastage of man-hour during process and without harming the quality of the work. It is obvious that the workers on machine-paced operation have to wait for the machine to complete its work and they are forced to remain idle at regular interval during which period they could perform other work. Therefore, it is imperative that ways and means should be devised to avert inequities between jobs and the waste of skilled labour.

From the speech of Sri K. Janakiraman, B.Sc., D.B.M., at the 39th Sessions (1959) of the Institution of Engineers (India).

Happy moment Photo : C. S. Alex



PENSION vs. PROVIDENT FUND FOR RAILWAYMEN

T. G. P. HARAN

Ty. Accountant (Pensions), Office of the FA & CAO, S. Rly., Madras

THE Liberalised Pension Rules were introduced by the Railway Department on the 16th November 1957. The rules were made compulsory for all Railway employees who were recruited on or after that date; but to employees who were in service on that date as well as to all those who had demitted service between 1st April 1957 and 15th November 1957, an Option was given to continue under the P.F. Scheme or to come over to the Pension Scheme. The date within which the employees have to exercise their Option has been extended to the last day in December 1958. The initial prescription that employees who did not exercise their Option in favour of P.F. came automatically under the New Scheme of Pensions created an unnecessary scare in the minds of Railwaymen and immediately the Railway Department revised their orders and stated that those who did not exercise any specific option could continue to be governed by the P.F. Rules. The initial heat that was generated at the time of introduction of the Pension Scheme has now cooled down and employees are beginning to favour it in increasing numbers. The present article is an attempt to compare critically the merits of the two Schemes.

For a long time, Railway employees have been enjoying the privilege of a lump-sum payment under the P.F. Scheme. This payment on retirement from service or after death in service consists of two portions, viz., bonus and gratuity otherwise called special

contribution to Provident Fund (SC to PF). The former is the employer's contribution at the rate of one-twelfth of the monthly emoluments and the latter is the additional reward at roughly half a month's emoluments for each completed year of service subject to a maximum of fifteen times the emoluments, which include substantive pay, special pay, dearness pay and running allowance for operational staff.

This system has its obvious advantages. It secures a lump-sum cash benefit on retirement or on death of an employee and affords him greater freedom to retire. On the other hand, the disadvantages are many and varied. The accumulation in the case of death in earlier years is small and hardly sufficient to maintain the family or dependants. There is no safeguard against the money being squandered away by imprudent dependants to their perennial future misery. Even if the employee lives to earn the cash benefits there are always the hazardous possibilities of his losing the money in ill-advised adventures, speculative investment and extravagant expenditure on divergent needs. Cases are not rare among Railwaymen who spend their lives' earnings on the marriage of their daughters or on other social festivities and who bring themselves very soon to a life of dependence on others. In short, P.F. Scheme is only one extreme and does not adequately meet the needs of post-retirement requirements. That is possibly why the All-India Railwaymen's Federation

stated as below in reply to the 1947 Pay Commission's questionnaire:

"A system of retirement Pension for the retired worker while alive and family Pension for the dependants in case of the death of the bread-winner should be introduced for every wage earner or salaried employee..... the present P.F. System does not adequately provide for families of employees who die or retire prematurely."

The old Pension Scheme in the Civil Service Regulations is another extreme guaranteeing a monthly Pension only so long as a retired employee is alive. The Pension is calculated at the rate of one-half of the average emoluments during the last three years of service. There is absolutely no provision for the family in the event of death in harness or even on the verge of retirement. Between these two extremes of P.F. and Old Pension Rules, the Central Pay Commission was searching for a *via media* and based on its recommendation, the Central Government struck at the median in the form of the Liberalised Pension Rules, 1950. It is only this Scheme that has been adopted for Railwaymen in 1957 with some minor changes here and there.

Fundamentally the Liberalised Pension Rules are the same as the Old Pension Rules except that for a surrender *ab initio* of a quarter of Pension, two new benefits have been introduced. They are death-cum-retirement gratuity (DCRG) and family Pension. The former is a cash payment to the employee at the time of retirement or to the family in the event of death in service and is calculated according

to a formula, $9/20 \times N \times E$, where N represents the number of years of qualifying service and E represents the "Emoluments" on the last day in service. The amount is subject to a maximum of 15 E and to a minimum of 12 E in the case of deaths in service after five years of qualifying service. Family Pension is paid to the nominees of the deceased employee at the rate of one-half of the Pension to which the employee would have been eligible had he lived subject to a minimum of Rs. 30 p.m. and a maximum of Rs. 150 p.m. It is payable normally for a period of ten years; but if the employee dies after 50 years of age, the payment is limited to the date, on which the deceased employee would attain 60 years of age. The minimum family Pension of Rs. 30 p.m. should not of course exceed the full Pension admissible under rules. If, for example, a Class IV Employee retires at 55 years of age on Rs. 25 p.m. as Pension and dies a year later, family Pension is paid at Rs. 25 p.m. for four years.

The amount of Pension under the Liberalised Pension Rules is calculated according to another formula $N/80 \times A.E.$, where N represents qualifying service and A.E. represents the average of the emoluments drawn during the last three years. Emoluments include substantive pay, special pay, personal pay, dearness pay and running allowance for Operational Staff. If a Railway Servant officiates in a higher post continuously for the last two years of service, one-half of the difference between the substantive pay and officiating pay is also reckoned in the calculations. The term qualifying service is an enigma and includes

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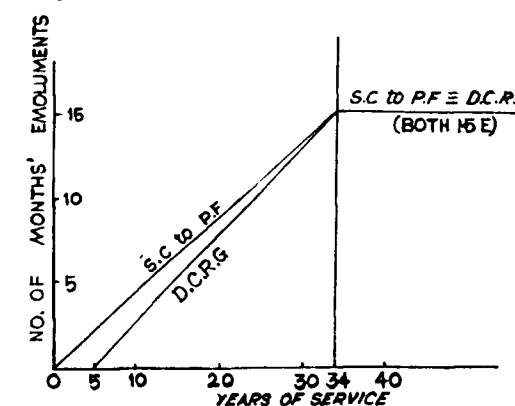
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besides gross permanent service, one-half of the temporary service before confirmation in a post under the Railway. Periods of leave without pay, suspension adjudged as a specific penalty, overstay of leave and of joining time and participation in strikes are excluded, and only the net completed years are taken into account. All leave on full pay is generally taken as service and leave on half pay is counted upto the prescribed limits of two years or one year according as a Railway servant has 30 years of total service or less. This is the broad outline of the New Pension Rules. Comparing them with the P.F. Rules, a Railwayman can see that even under the Pension Scheme he gets his own contributions to the Provident Fund with interest as also the full or a fair share of SC to PF in the form of DCRG. As the former is calculated at ten-twentieths of emoluments and the latter at nine-twentieths only there is a small fraction lost in DCRG unless an employee puts in 34 years of qualifying service. This difference is illustrated in the graph below:



What an Optee for Pension loses is only this difference between SC to PF and DCR/Gratuity and the full

amount of Bonus under the PF Scheme. He gets instead a monthly Pension or family pension as the case may be. It is this financial aspect which has to be considered first and foremost.

All railway employees who have the power to exercise an option can be divided into two categories—those who entered service under ex-company days on meagre scales of pay and with poor accumulations in Bonus account and those who entered the Railway under the CPC Scales of pay to start with and who are likely to accumulate a good amount of Bonus at the time of retirement. The former category will now be on the verge of retirement or will be due to retire in a period of ten years' time. There can be no two opinions about the fact that for them Pension is predominantly beneficial as the bonus amount can easily be realised by them through monthly Pension in two or three years. Even if they die, family pension will be more than the bonus amount plus loss in DCR/G. As the bonus amount for the second category of staff is bound to be high it will take seven to ten years for them to realise it through Pension. What agitates the mind of these railwaymen is whether it is reasonable to presume ten years of life after superannuation. There is also the condition of a minimum of 20 years of qualifying service to become eligible for family pension and the restriction on the period of payment to five years only after superannuation. A combination of Pension with insurance for these categories of staff will solve the problem. If an Endowment Assurance policy payable at 65 or 70 is taken for the full amount of bonus likely to accrue, that will cover early



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death or death at 55. If they live long, pension is sufficient security and in no case will they lose. Viewed at from this angle Pension is advantageous for cent per cent of railwaymen.

This is but one of the aspects of Pension. There are three other aspects which a railwaymen has to consider. They are the investment factor, personal factor and the psychological factor. Can a retired railway employee invest his 3,000 or 5,000 safely anywhere to secure a living wage for him in the fag-end of his life? It is not possible to get more than five per cent of safe return, which means only 15 to 20 Rupees a month. This is hardly sufficient competence for the family and this entails in gradual withdrawal of the capital until it extinguishes itself. Pension is a definite safeguard against this calamity. The personal factor is important in several families. The position of a Pensioner getting a certain fixed amount per mensem as long as he is alive is far better than that of a retired man paying away his lump-sum cash to his pet sons and daughters and bringing himself to a life of dependence on others. Psychologically Pension ensures peace of mind after retirement essentially needed by a hard-working railwayman. Peace of mind entails to a great degree longer life and in turn greater benefits in Pension.

It is for the low-paid Class IV Employees that the Pension Scheme affords the greatest benefits. These employees get a very small amount of Rs. 500 to 1,500 as bonus and even this they are not able to retain long with the result that in a few years after retirement they are reduced to an inextricable life of utter poverty. Early death leaves the family invaria-

bly in straitened circumstances. A Pension of Rs. 15 to 30 p.m. either to the family or to the employee after retirement should be considered a boon for them. The special benefit for these Class IV Employees in the Pension Scheme is that the family gets almost the same amount as Pension as he would have obtained on retirement by virtue of the application of the minimum limit of family Pension. There is the additional inducement for them in the grant of extra gratuity at the rate of Rs. 200 per annum for every year of qualifying service beyond 30 subject to a maximum of Rs. 1,000 for five years. There is every reason for Class IV staff to opt *en bloc* for the Pension Scheme.

There are several criticisms of the Pension Scheme resulting from a misreading of the rules. The first is about the condition governing its grant, *viz.*, that pension can be granted only for approved service and that future good conduct is an implied condition for its grant. From the point of view of Government, Pension is only a reward for long and faithful service and its grant is dependent upon sanction by a competent authority. There is no legal right for its grant and hence the reward cannot be claimed for unapproved service. No Government can afford to make provision for recurring annual payments from the public exchequer without procuring statutorily or non-statutorily by a set of rules an indirect hold on the persons paid. The provision of good conduct is at best only a safety clause and is seldom applied in practice. The Railway Board have already stated categorically that all pensioners can take part in political activities within the constitution. The second criticism is about the

addition of only one-half of temporary service. The rationale behind it is that temporary service in olden days was paid at higher rates and the higher pay drawn was the final reward without any claim for additional pensionary benefits. As, however, the difference between service in temporary and in permanent posts is vanishing gradually, the Government of India followed the U.K. precedent of counting one-half of unsubstantive service. There is, however, a separate provision in the rules for counting temporary service *in full* in certain circumstances. The fear about the drawal of pension is unfounded. There are several methods for its drawal. For the present, the payment is arranged through treasuries and sub-treasuries only. For the first month the pensioner has necessarily to appear in person for identification by the Treasury Officer before payment. Subsequently he can draw it through a Scheduled Bank or by postal money order. The former will arrange to collect the amount and credit it to the pensioner's account. The amount can also be collected from the treasury through a messenger on furnishing the requisite life certificate.

There are several inherent advantages in the Pension Scheme. The amount of Pension and DCR/G is

protected completely from court attachment. A recovery from Pension after sanction is difficult except with the pensioner's consent. Voluntary retirement is permissible after 30 years of qualifying service. An employee declared by a duly constituted medical authority completely and permanently incapacitated from further service or for the particular branch to which he belongs, begins to draw invalid pension from the date of invalidation. Pensionary benefits do not affect any payment for disablement, injury, etc., under the payment of Wages Act. Lastly Pensioners can commute one-third of their pension. Based upon the certificate of fitness by a medical officer, pensioners can get lump-sum value for the portion commuted at the rate of about Rs. 133 for every rupee commuted in a normal case. This process of commutation will secure in a large number of cases the full bonus amount lost in opting for the Pension Scheme.

The time is fast nearing completion for railwaymen to make a momentous decision affecting their personal right. They have been given the fullest freedom to choose. It is up to them to do the right thing at the right moment so that they may not have regrets, when the chance is gone.

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"IF WISHES COME TRUE"

ONCE there was a stone-cutter who had to work hard for his living. Early every morning he would go out to the side of a rocky mountain and spend his working hours cutting large slabs of stone from the rocks. These he would shape and sell to house-builders. He was well known for doing good work and his stones were in great demand. Actually, he earned enough and was happy and contented.

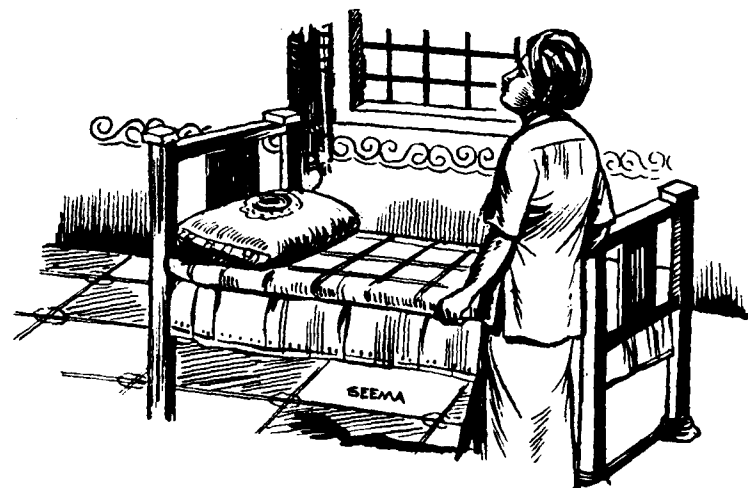
However, one day he heard some people talking about a wonderful mountain spirit that sometimes appeared to men and women and helped them by granting their wishes. The stone-cutter had never heard or seen this spirit himself and thought the story was all made up.

One day he had to go to the house of a rich man who wanted some stones of a special size and shape. While in this large house he noticed how beautiful everything was inside, and he was taken up with the large, soft bed. It looked so cosy and he longed to jump in and have a long sleep.

The next day, as he was cutting stones at the mountainside, he said to himself, "If only I could be a rich man and sleep in a lovely, soft bed with silk sheets and pillows, how much happier I should be." Suddenly a voice—it was the mountain spirit—answered, "Your wish is granted, and a rich man you shall be."

Within a few minutes the stone-cutter had disappeared and he found himself a rich man in a beautiful large house, with just the kind of bed he wanted. That night he had a long, deep sleep in his soft silken bed. For a few months the stone-cutter seemed to be happy as a rich man, but soon he tired of it as he did not know how to work or amuse himself. One day, feeling rather dull, he was looking through a window of his big house, when he saw a procession go by. This was the procession of the prince of the land, who rode in a lovely carriage, and had hundreds of servants all ever ready to do his least command. The stone-cutter now wished, "if only I were a prince." The mountain spirit had heard him and said "a prince you shall be".

The stone-cutter was now changed into a prince, having a beautiful palace, horses and carriages, and hundreds of serving men and women to do his instant bidding. Once again, he was happy, but for a short time only, as he had all he desired. But it did not last. He looked around for something else to wish for. But what should it be. Looking around the lovely palace garden he found that in spite of the water that was poured on to the green lawns, the rays of the sun dried up the water, and in spite of the large umbrella held over his head, the hot sun made him feel uncomfortable. So he shouted, "the sun is mightier than I. If only I were the sun."



The Stone-cutter found himself a richman in a beautiful large house with just the kind of bed he wanted

The mountain spirit had heard this wish and immediately granted it. The stone-cutter had now become the glorious sun. He shot his beams above and below, on earth and in the sky. He burnt up the grass in the fields, dried up the little streams till the animals prated for water, and made everybody complain how hot it was.

The stone-cutter was enjoying the new power given to him, and seemed to be really happy, till a large, grey cloud suddenly appeared in front of him and had the cheek to send down torrents of cool rain for the thirsty plants and animals and human beings on the earth below. The stone-cutter was angry and shouted, "why you great, fat bag of a cloud, get out of my way." But the cloud only laughed until every drop of water inside him had been poured on to the earth beneath. Then the stone-cutter called on the mountain spirit again, "the cloud is mightier than I cloud, I would be."

The kindly mountain spirit granted him his wish. He became a cloud sailing between the sun and the earth.

As a cloud he would catch the hot beams of the sun and when he became full of water, he would send cool rain down to the earth. To his joy he would see the grass grow green and the beautiful flowers wave their gaily-coloured heads in all the gardens below. But this was not enough, so he kept on pouring more and more rain down to the earth till the rivers overflowed their banks and parts of the land were flooded. With this new power he destroyed villages and towns, drowned people and animals, till there was a great sadness all over the land. But whenever he sailed past the old mountain side from which he would cut his slabs of stone, he found that no matter how much water he poured on to it, the rocky mountain stood firm. This angered him and he shouted again to the mountain spirit, "the rock is mightier than I. Make me into a rock."

His wish was granted and he was now a rock. Once again he was happy and proud that neither the heat of the sun nor the force of the rain could move him. "Ha," he said, "this is the life." But not for very

long, because one day another stone-cutter like himself, came along and he heard a strange noise. When he looked down he saw the stone-cutter's tools driving great wounds into him, and even while he was watching, there was a trembling, and suddenly, crash. Like Humpty-Dumpty he had a great fall, as he rolled away parted from the mountain side.

Once again he pleaded to the mountain spirit. "This will not do. Is a mere man mightier than a rock. Oh, please change me into a man again."

The mountain spirit replied. "For the last time, a man you shall be, and a stone-cutter again."

There he was, once again the old stone-cutter, happily hitting his sharp tools into the hard rocks, and cutting out slabs of stone for the house-builders. Yes, this was indeed a hard job to be doing day after day by the sweat of his brow. But the stone-cutter had had his voyage into the land of wishing, and he did not want anything more. For the rest of his days he was happy to be what he was—the same old stone-cutter. He too had realised that you cannot get anything in this world by just wishing for it. Happiness can only be got when you work for what you want, and forget yourself.

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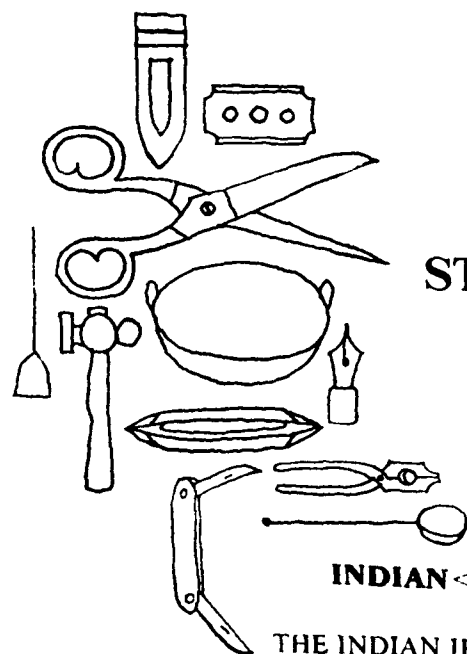
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THE RIGHT MAN FOR THE RIGHT JOBS

This is an interesting publication brought out by the Defence Services Liaison Organisation, New Delhi. At the instance of the Prime Minister, the Planning Commission decided in 1956 to explore all avenues of employment, both in the public and private sectors, for officers of the Army, Navy and the Air Force who are retired or released at a comparatively young age because of the requirements and conditions of service. The idea was to utilise the services of these experienced and disciplined young men of high calibre and integrity during these days of economic expansion in the country. The task was entrusted to a Defence Services Liaison Officer, and this additional responsibility now rests in the hands of the Adjutant-General of Army Headquarters. Under this scheme, the records of officers of the Armed Forces due for release or retirement are carefully examined and their dossiers screened by officers of the rank of a Lieut.-General or Joint Secretary. The cases of only those considered fit for civilian employment are recommended to prospective employers keeping in view the qualifications prescribed for particular jobs, while the others are dropped. Officers of the rank of Brigadier and above have risen to such positions after considerable experience in planning and administration. Officers of lower ranks attain

a good deal of experience in administration, organisation and management of labour and production of positive results. They are conversant with welfare activities, prevention of sabotage, storage, accounting and documentation of valuable equipment. The officers, and particularly those who have graduated from the Defence Services Staff College, are proficient in Secretariat work. Quite a number of service officers are from the technical branches of the three services and are capable of dealing with electrical, mechanical and constructional works. There are others who are proficient in duties connected with transportation, shipping and movement of stores and men by rail, road, or air. There are some who have experience in camp administration, animal management, medical care, child welfare and maternity. Others look after education, agricultural farms, and maintenance of precision equipment, from wireless sets to motor vehicles, seafaring vessels and aeroplanes. In short, the Defence Services Liaison Officer will assist any management who seek for the services of officers eminently suited to their requirements.

The book under review has been brought out to give an idea of the various experience of officers of the various arms and services of the Army and those in the Navy and the Air Force.

Dr. Rajendra Prasad in his Foreword views this work of rehabilitation in two aspects, human and national. By finding suitable openings for such officers, the Defence Services Liaison Organisation will be not only discharging a responsibility towards its former employees but also doing signal service to the nation, at a time when trained and disciplined personnel is the need of the hour. Let us also hope with him that our industrial and business undertakings whether in public or private sector, will fully co-operate with them in their own interest and in that of the country.

The book contains Messages from Sri Jawaharlal Nehru, Sri G. B. Pant, Sri Lal Bahadur Shastri, Sri V. T. Krishnamachari, etc.

ROTARY CLUB OF MADURAI

District Conference, 1959—Souvenir

Rotary is a large and fast growing international service club. It is the most effective and efficient medium for large-scale community service. The Rotary Foundation is the most convincing and unimpeachable proof of the purposeful implementation of the ideal of advancement of international understanding, goodwill and peace through world fellowship. This Foundation has a humble beginning. In 1896, one Mr. Paul Harris who went to Chicago to practice law, dined with a lawyer friend in Rogers Park. After dinner he took a walk with his friend and was impressed by the fact that his friend stopped at several stores and shops in the neighbourhood and introduced him to the proprietors, who were his friends. Paul Harris' law clients were business friends, not social friends, but this experience set him to won-

dering why he could not make social friends out of at least some of his business friends and he resolved to organise a club which band together a group of representative business and professional men in friendship and fellowship. In 1905, he formulated a definite philosophy of business relations and organized the Rotary Club. The new club which Paul Harris named Rotary because the members met in rotation, in their various places of business, met with general approval, and club membership grew rapidly. The Rotary Foundation candidates are the best non-official Ambassadors of their respective countries. The Rotary Club of Madurai recently conducted the International District Conference which was attended by thousands of rotarians all over the world. On this occasion, the beautiful souvenir under review was brought out with the messages of leading personalities all over the world. With an attractive multi-colour cover page of Madura Temple, the Souvenir consists many interesting and informative features. There are plenty of photographs inside the Souvenir specially illuminating the same. In short, the Souvenir is a presentation of many good things.

NATYA

(Autumn International Number)

One of the phenomena in the cultural world of post-independence India has been the dramatic development of interest in drama not the revival or emergence of any national theatre, or drama but a lively interest in the theatre as such. There has never been a time in the world history where it was so important for the peoples of the world to understand each other:

to recognize each other's likeness, to accept each other's differences, to appreciate and value the finest elements in each other's way of living, thinking and expression. One of the most effective means by which we can acquire this much-needed knowledge is the theatre. For, the theatre is a microcosm of human life, a synthesis of the arts, a place of communion where artist and audience take part in the act of creation. Drama is a "thing done" and it is this quality of action that has made it, since the beginning of history, one of the most powerful and certainly the most popular means of expression through which man has sought to understand himself, his fate, his gods, his relation to the Universe. In India, ancient saying indicates that the object of education is to "help man transcend the world's turmoil and obtain composure. T. S. Eliot said much the same thing when he defined the function of art as bringing us to a condition of serenity, still and reconciliation—Reconciliation not only with ourselves but with our neighbour—reconciliation through understanding which is derived in the theatre through the powerful and moving effect of a shared experience. The theatre in Robert Sherwood's words is the dwelling place of wonder and if today it is too often associated with trivial recreation, entertainments fabricated for the perennially infantile mind, this is only because a certain side of the theatre seems at the moment to predominate.

The professional theatre has yet, if at all, to find its feet, some small though notable attempts have succeeded in Bombay, Calcutta, Madras; one in Delhi has failed. But witness the astonishing number of amateur theatrical groups that have sprung up all over the country and keep multiplying year after year—not just fly—by night but entrenched and growing in strength. The success of this movement seems to live in the inspiration and sustenance from an amiable, even eager audience in the general public. Some groups have found courage to venture into experimentation audience participation theatre in the round, controversial plays and so on, fearless of financial consequences. Another happy development has been the University theatre which has made unheard of advances in quality and output—an eloquent testimony to a passion on both sides of the floodlights.

In view of this national interest in the theatre, the conception of an International Number of "NATYA" (Theatre Arts Journal) has been brought out and the Editor deserves all compliments for his success. It is no more than essay into the theatre movement as it exists in different countries, likely to be of interest to those who would like a more rounded picture of what goes on the world's stages. There are interesting articles in this book, with illustrations. Printed in art paper, the book under review is well got up.

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CHILDREN'S HOLIDAY CAMP (MYSORE DIVISION) AT SECUNDERABAD

The first Children's Holiday Camp of Mysore Division was conducted at Secunderabad from 26th December to 31st December 1958.

The camp was inaugurated on the night of 26th December 1958 by Sri P. T. Padmanabhan, DS Mysore. Sri A. V. Subramanyam, DPO Mysore and other officers and staff were present at the Mysore station and gave a send-off to the children.

The party was at Secunderabad on 28th and 29th instant. The children were shown round places of interest including Golkonda Fort, Himayat-sagar, Dairy Farm, Public Gardens, Government Children's Library, Health Museum, Ajanta Museum, Osmania University, Salarjung Museum. The children rejoiced well at the pleasant sights at the different places of interest.

S. R. NEWS



Children at Charminar, Hyderabad



Children at Secunderabad Railway Station



Send-off given to children by Officers and Staff of the Secunderabad Division at the conclusion of the camp

The Officers' and Welfare Inspectors of Secunderabad Division gave a hearty farewell to the children who left Secunderabad on the night of 29th December 1958.

Mr. G. Krishnamurthy, DPO/GTL and Mrs. G. Krishnamurthy, Dist. Commissioner (Guides), met the children at Guntakal and enquired about their welfare and also arranged supply of refreshment to the children.

The party returned to Mysore on the morning of 31st December 1958.

LITERACY CAMPAIGN ON RAILWAYS—MYSORE DIVISION

Sri J. Siddiah, Divisional Personnel Officer, Mysore, inaugurated the Adult Literacy Classes for Railway employees on February 5, 1959 at 6 p.m. in the premises of the Railway Dispensary, Harihar.

Sri P. T. Padmanabhan, Divisional Superintendent, Mysore, was in the chair. Sri Padmanabhan, during his Presidential speech, impressed the workers on the importance of literacy among Railwaymen, especially at this juncture when the Government is introducing new channel of promotion to class IV staff.

Sri M. N. Kariyappa, District Executive Officer, Adult Education Council, Chitradurg District and Sri Venkateshamurthy, Retired Sub-Registrar, spoke on the occasion.

Earlier, the function commenced with the invocation reading of messages received from several officers and dance by children.

The function concluded after film show with a Vote of Thanks by Sri B.S. Srikantiah, Assistant Labour Welfare Inspector, Mysore and National Anthem.

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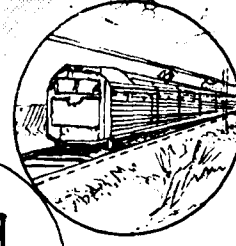
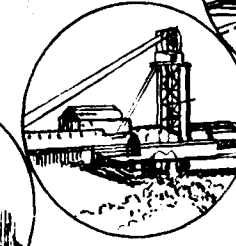
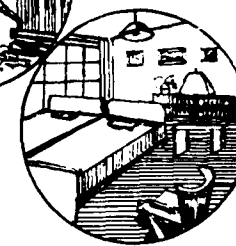
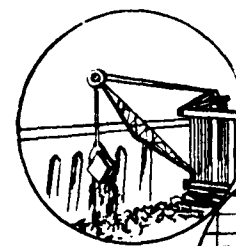
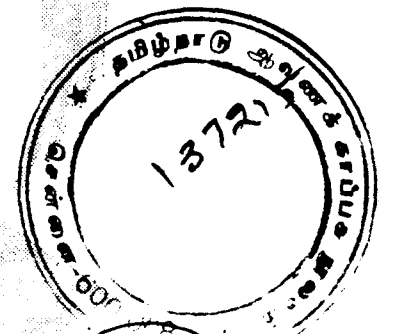
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ROYAPURAM AMBULANCE DIVISION

(SECOND ANNIVERSARY)

The Royapuram Ambulance Division No. XX (Southern Railway) District the St. John Ambulance Brigade (India) celebrated its Second Anniversary on 31st January 1959 at 5-30 p.m. at the Royapuram Railway Offices Compound.

Sri T. R. Radhakrishnan, B.E., Divisional Engineer, Madras Division, Southern Railway, Royapuram, presided over the function. He reviewed the Division accompanied by the Ambulance Divisional Superintendent.

Item :

1. Right thigh bone simple fracture treatment and transport by stretcher.

2. Fireman's lift

3. Artificial Respiration :
Schafer's method
Silverster's method

4. Hand Seats



President Sri T. R. Radhakrishnan, BE, DENI, RPO, addressing the gathering

The following demonstrations were performed by the personnel of the Division :—

Performed by :

Sri S. Subbusundara Rao.

„ R. V. Subramanian.

„ N. M. Samuel.

„ A. Morgan Fernandez.

„ S. G. Rajan.

„ P. S. Arulsamy.

„ A. Kannappan and Sri S. Ramamurthy.

„ T. G. Ramalingam and

„ S. G. Rajan.

Running commentary on the above demonstrations was given by the Ambulance Officer, Sri M. Palanivelu.

Sri S. Narayanaswamy, Ambulance Divisional Superintendent, welcomed the guests and explained the objects of forming ambulance divisions on this Railway and importance of first-aid in modern times.

The Divisional Secretary Sri S. Subbusundara Rao read the Second Annual Report on the progress and

review of work done by the Royapuram Ambulance Division for the year ended 31st December 1958.

The President, in his speech, very much appreciated the demonstrations performed by the members and admired the high ideals of the Brigade. He stressed the importance of this humanitarian service inasmuch as after attainment of freedom, the responsibility of Indians in general and the Railwaymen in particular has increased considerably. He wanted that besides their normal duties, the Railwaymen should take keen interest and devote some time in such voluntary services as ambulance service and get themselves trained more and more to serve humanity and thus do their share of duty to the country. He emphasised that the trained ambulance personnel should visit outstations and educate in first-aid, the class IV staff especially the gangmen, who have more chances to get involved in accidents frequently at places where there are no facilities for any immediate medical attention and first-aid. He also paid tributes to Dr. V. T.



Hand seats demonstration

Naidu, the former Chief Medical Officer who was responsible for having formed the Brigade on this Railway and to Dr. P. A. Menon the present CMO, who is now expanding and improving the Brigade well and leading it towards appreciable progress. Lastly he complimented the officers and members of the Royapuram Ambulance Division for their smart turnout on the day.

Ambulance Officer Sri K. Ramalingam proposed a vote of thanks.

With the singing of National Anthem, the function came to a close at 6-30 p.m.

“ Every man is said to have his peculiar ambition. Whether it be true or not, I can say for one that I have no other so great as that of being truly esteemed of my fellowmen, by rendering myself worthy of their esteem.”

From a communication to the People of Sangano County by Abraham Lincoln, March 9, 1832.



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0453/364

March 1959

S. R. NEWS

55

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

The various Ambulance Divisions of the Southern Railway undertook public duty, enthusiastically at the following stations during November and December 1958.

VILLUPURAM DIVISION :

Contingent of 13 Ambulance Personnel was on public duty at Tiruvannamalai station from 19th to 26th November 1958 in connection with grand Krithigai festival. The Ambulance Personnel attended 43 cases of injured and sick passengers. The First-Aid booth maintained by them at the station was inspected by Sri M. M. Samiullah, the Divisional Superintendent, S.J.A.B. (I), VM Division, as well as by the other Railway Officers, viz., Divisional Personnel Officer and Assistant Traffic Superintendent, Trichy. The services of the Ambulance Brigade were much appreciated by one and all of the travelling public and the officers.

This Division also undertook public duty at Nagore from 20th to 25th December 1958 in connection with the Kandoori festival. 33 cases of minor injuries were treated by them during this period.

TRICHINOPOLY FORT DIVISION :

The members of this Ambulance Division were detailed for public duty at Srirangam in connection with the 'Vaikunda Ekadasi' festival on 20th and 21st December 1958. A First-Aid

booth complete with equipments was manned by them at this station. The festival went uneventfully except for a few cases of minor injuries treated during the period.

RAYAPURAM AND PERAMBUR DIVISIONS :

A contingent of 16 Ambulance Personnel from the Rayapuram and Perambur Divisions accompanied the Thiruppugal Bhajana special which left Madras Central on 31st December 1958 at 7-25 hours for Tiruttani to render First-Aid assistance. The party returned on 1st January 1959 at 8-45 p.m. The Brigade Personnel attended on 19 cases of minor injuries during the period. Thiruppugal Mani Sri T. M. Krishnaswami Iyer, Retired Judge and Pithukuli Sri Murugadasa, who were on the Bhajana party expressed their appreciations for the arrangements made by the St. John Ambulance Brigade of the Southern Railway.

MADRAS DIVISION :

Ambulance Brigade Personnel of the Madras Division were on public duty at a First-Aid Service Camp set up at Chidambaram during the period from 24th to 27th December 1958 on the occasion of the Arudhra Darsanam festival. 53 cases of injuries were attended upon by the members of the Brigade who were on duty on a shift-system round-the-clock during the entire period of public duty. Besides the service to the sick and injured, the members of the Ambulance Division offered assistance to the station

and police staff in the regulation of the pilgrim traffic at this station as also in regard to the missing children and women passengers.

RAYAPURAM DIVISION :

Public duty was undertaken by the members of this Division at Tiruvelangadu railway station from 24th to 26th December 1958 in connection with grand Arudhra festival. The members of the Division formed squads and were on duty at the First-Aid booth. 11 cases of minor injuries were treated by them.

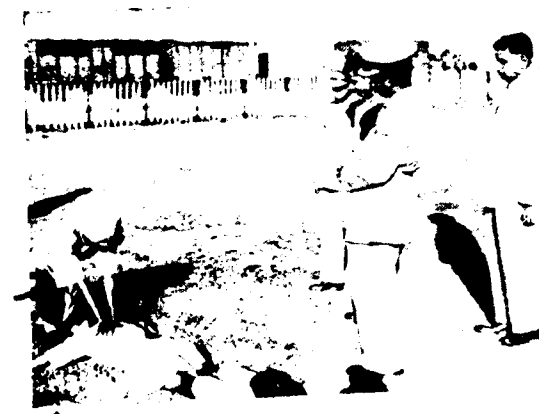


Members of the Ambulance Brigade, RPM Division, who were on duty at Tiruvelangadu Rly. Station

Annual Inspection St. John's Ambulance Brigade (India), No. XX, Southern Railway District, Trichinopoly Division



March Past



Demonstration : Artificial respiration



Transport of patient by stretcher

SOUTHERN RAILWAY

TENDER NOTICE

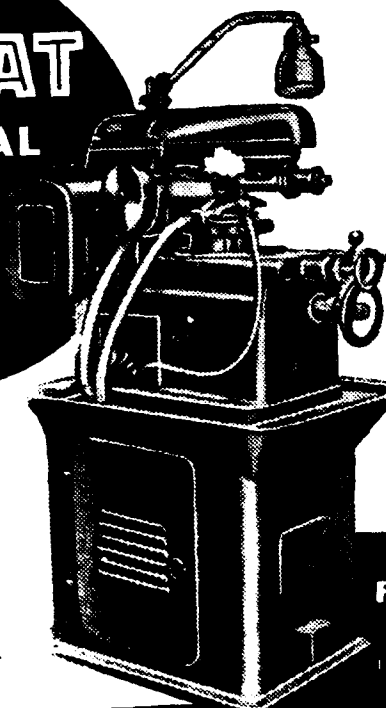
Tender No. S. 236/VI/HE/AJJ/15.

Sealed Tenders for the supply of 17 items of "Components for Gas Discharge Protector" will be received by the Controller of Stores, Southern Railway, Ayanavaram P. O., Madras-23, before 3 p.m. on 30-3-1959 on the prescribed forms obtainable up to 25-3-1959 (15 hours) from his office at Rs. 5 (Rupees Five only) per set to be paid in cash or by money order only and will be opened by him immediately thereafter.

Earnest money of Rs. 500 (Rupees Five hundred only) should also be remitted to the Chief Cashier, Southern Railway, Madras-3, on or before 26-3-1959.

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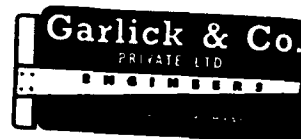
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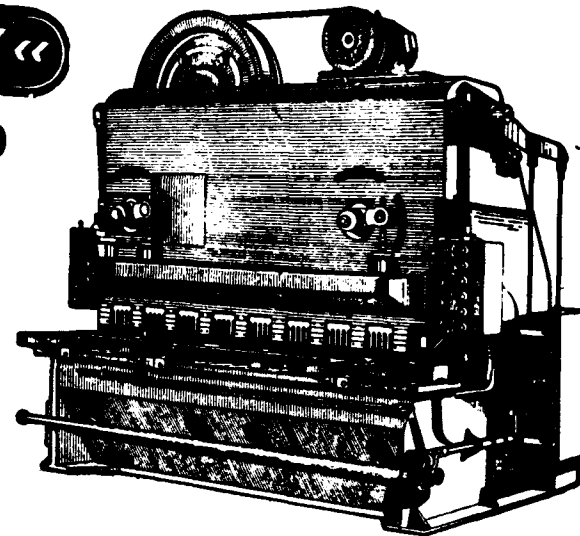
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Group photo taken on the occasion of Divisional
Inspection S. J. A. B. on 3rd December 1958

Sri C. Masilamony, Corps Officer, shaking hands
with Dr. S. Ahmed, Ambulance Officer



FAREWELL TO SRI C. H. N. RAJU



A farewell function was got up on the evening of 3rd January 1959 at Madras, under the Chairmanship of Sri P. A. Chidambaram, ACS/Madras Beach, to honour Sri C. H. N. Raju, Claims Prevention Inspector, on the eve of his retirement from service, after a long service of 35 years on the Railway.

Sri T. Raghunatha Rao, Claims Prevention Inspector, Headquarters, welcoming the gathering spoke highly of the qualities of head and heart of Sri Raju. He said that Sri Raju endeared himself to one and all by his pleasing manners, jovial attitude and uniform courtesy to one and all.

Sri S. Rangachari, Claims Prevention Inspector, Headquarters, recalled his close association with Sri Raju for over two decades and associated himself with the sentiments expressed by Sri T. Raghunatha Rao.

Sri P. A. Chidambaram, ACS/Madras Beach, in his presidential address dwelt at length on his intimate association with Sri C. H. N. Raju for nearly 30 years. His meteoric rise from the post of Rlg. Clerk to that of a Commercial Inspector in those days when promotions were rare and few, was by dint of hard and conscientious work. He wished him success and well-earned rest in his retired life.

Sri C. H. N. Raju in his reply, thanked all his friends for the honour done to him and for the kind sentiments expressed about him. He wished success to all his friends on the Railway.

The function terminated with a vote of thanks by Sri Jamal, Claims Prevention Inspector, Headquarters.

March 1959

INTER-DIVISIONAL HELD AT



Top (Left to Right) :

(1) On the Victory stand

1. Sri P. K. Madhava Menon, DS/Bezwada

2. Sri G. N. Nair, DS/Madura

3. Sri M. Singaravelu, Chief Security Officer, Madras

(2) Muthiah clearing 12 feet 6 inches in pole vault

(3) GM giving the start for officers running race

(4) Inset : A view of the gathering

Bottom : (1) GM taking the salute. Behind him is Sri P. H. Sarma, COPS

(2) Another view wherein GM and COPS and Sri N. Seshachalam witnessing the flag hoisting

March 1959

ATHLETIC MEET PERAMBUR ON 28-2-1959



Top : (1) Flag hoisting ceremony

(2) Smt. A. G. Mukerji distributing the prizes

Bottom : (1) On the Victory stand

(2) Muthiah in action



The world Premiere of "Madras Symphony" was performed by the Little Orchestra Society of New York at the Congress Grounds Open Air Theatre on March 3, 1959. Photo shows (L. to R.): Sri T. Sadasivam, Editor, "Kalki," Mr. Winthrop, G. Brown, Minister-Counsellor at the American Embassy in New Delhi, Srimathi M. S. Subbalakshmi, noted South Indian musician, Mrs. John Wiggin, Mr. Manuel A. Alzate, Philippines Ambassador to India, Mrs. Alzate and Mr. John Wiggin, Public Affairs Officer, U.S.I.S.

WEDDING BELLS



Sow. Lakshmi, B.Sc. and Chit. S. Krishnaswamy, B.Sc. (Hons.), AM/ME., Works Manager, Southern Railway, Hubli



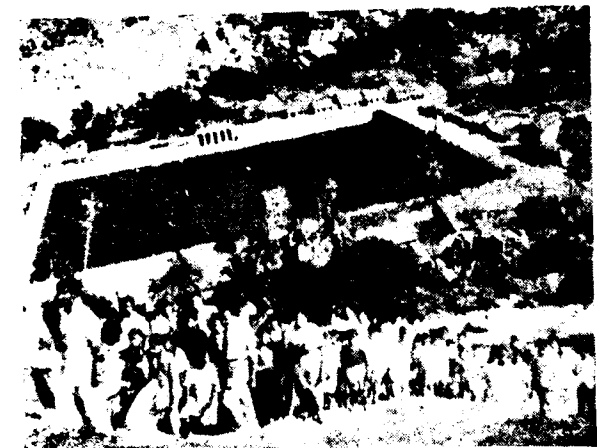
Sri T. S. Krishnamurthy (Southern Railway), Salt Cottars and Kunari K. Meenakshi, daughter of Sri G. Krishnamurthy Ayyar, B.A., B.L. (Advocate), who were married on 28th January 1959



Workshop Employees' Children go on Holiday Camp—38 Boys and 11 Girls—visit Sravanabelagola, Belur, Halebid, Bhadravathi Steel Works and other Factories



Children at the entrance at Belur Temple



Children climbing Vindhyagiri hills to see Sri Gomateswara

→ Railway Minister Sri Jagjivan Ram witnessing the demonstration by the Police and Railway Protection Force Dogs at Raj Bhavan, Guindy. Sri S. Parthasarathy Iyengar, I.G., Railway Protection Force, Sri A. C. Mukerji, General Manager and Sri M. Shetty, Dy. Director, Intelligence, Madras, were among those present

The Sixth Meeting of the Regional Railway Equipment Advisory Committee, Madras held on 17th February 1959. Sri A. C. Mukerji, General Manager, S. Rly., presided



Photos show the meeting in progress



SOUTHERN RAILWAY

TENDER NOTICE

Separate sealed tenders for the following will be received and opened by the Controller of Stores, Southern Railway, Ayanavaram P. O., Madras-23, on the dates and the time shown against each on the prescribed forms obtainable from his office at Rs. 5 (Rupees Five only) per set to be paid in cash or money order only.

Earnest money deposit of Rs. 500 (Rupees Five hundreds only) should also be remitted to the Chief Cashier, Southern Railway, Madras-3, on or before the dates noted against each.

Serial No.	Tender No., Brief Description and Quantity	LAST DATE FOR			Date & time of opening
		Sale of Tender Documents (15 hours)	Receipt of Earnest Money	Receipt of Tenders (15 hours)	
<i>Tenders for the supply of:—</i>					
1	S/236/VII/HA/M/539—Cable PILC/WA 4 core 1/064"—Quantity: 5,400 Yds.	3-4-1959	7-4-1959	8-4-1959	8-4-1959 (15 hrs.)
2	S/236/VII/B/M/272--Portable vertical type two stage Air compressor of 210 cft. per minute or any other capacity - Quantity: 4 Nos.	1-4-1959	3-4-1959	6-4-1959	6-4-1959 (15 hrs.)
<i>Tender for:—</i>					
3	S 140-VII 115 -Landing, clearing and forwarding of imported wooden sleepers from Madras harbour.	2-4-1959	3-4-1959	6-4-1959	6-4-1959 (15-30 hrs.)

SOUTHERN RAILWAY

TENDER NOTICE

I. The Divisional Superintendent, Southern Railway, Madras Division, Rayapuram, Madras-13, invites separate percentage schedule tenders for the following works to reach him not later than 15-00 hours on 20th April 1959 :—

Sl. No.	NAME OF WORK	Total approximate value of the contract	Earnest money to be paid
		Rs.	Rs.
1.	Perambur—Loco Works : New combined Office accommodation for Loco Works Manager, etc. (Proposed Chemist and Metallurgist Office and Alterations to Sidings)	47,600	1,200
2.	Perambur : General Stores Depot—Expansion of	71,200	1,800
3.	Katpadi : Providing new combined running room to accommodate 70 beds in lieu of existing one	88,200	2,200

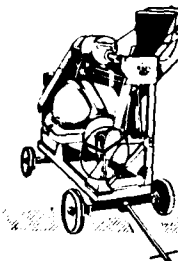
II. Last date for sale of tender forms ... 15-00 hours on 13 4 1959

III. Cost of tender form - each ... Rs. 10 (Rupees Ten only)

IV. Last date for receipt of Earnest Money
by the Divisional Pay Master, Rayapuram, Madras-13. } 12 hours on 15 4 1959

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

Ask Jacks about it



Winget

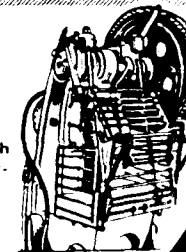
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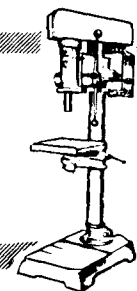


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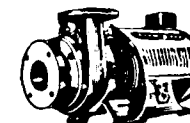


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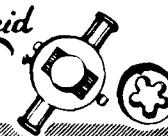


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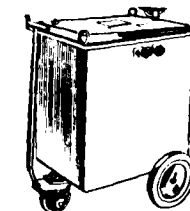
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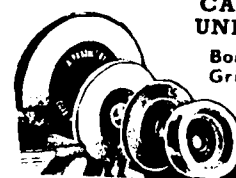


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