



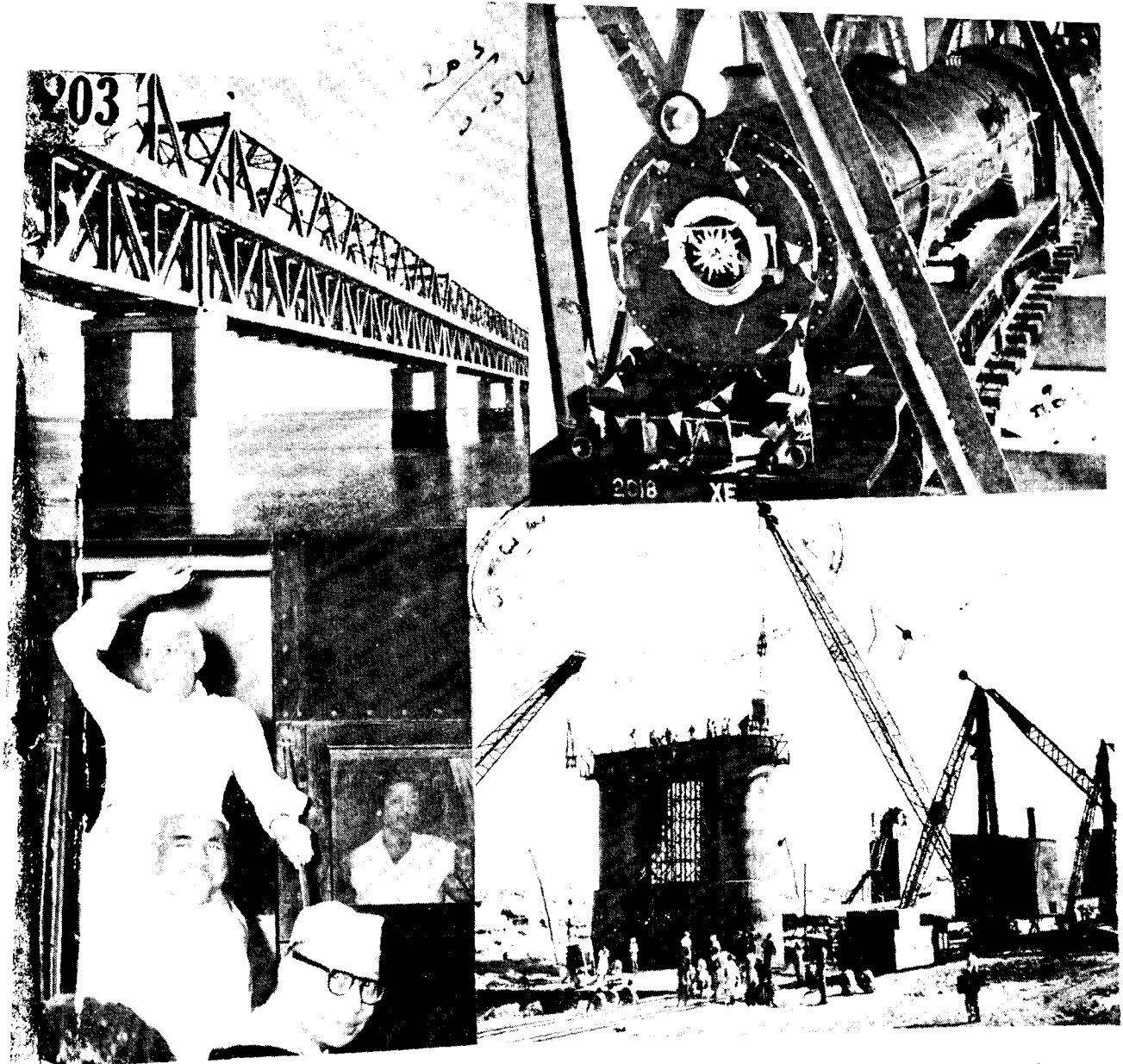
SOUTH RAIL NEWS.

No. 2

VI.

May, 1959

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VOL. VI

MAY 1959

No. 2

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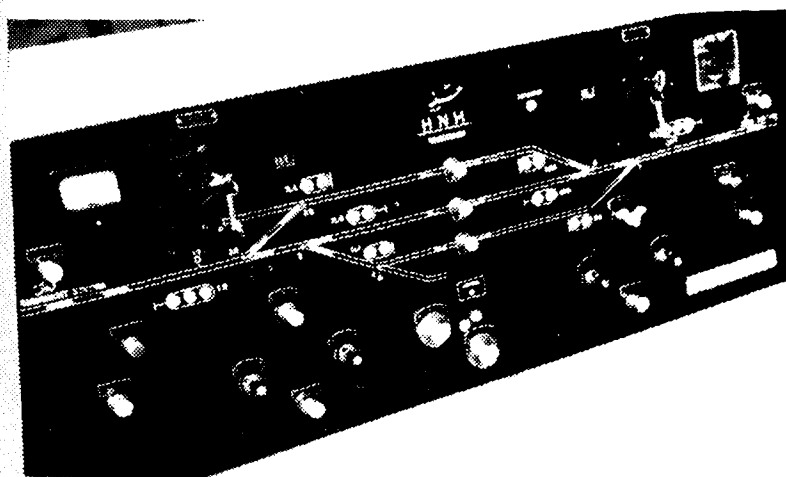
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(Published by the Southern Railway)

EDITORIAL NOTICE

VOL. VI

No. 2

Editor :

K. SRINIVASAN

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THE EDITOR

"*Southrailnews*"

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Cover Page :

Top left—A view of the Rs. 16-Crore Ganga Bridge at Mokameh which was opened on May 1, 1959 by the Prime Minister, Shri Jawaharlal Nehru.

Top right—The test train is seen passing through the Bridge.

Bottom left—Prime Minister, Shri Jawaharlal Nehru and the Railway Minister, Shri Jagjivan Ram boarding the first train which went over the Bridge after it had been formally opened by the Prime Minister. Sri S. V. Ramaswamy, Dy. Rly. Minister is also seen in the picture.

Bottom right—Concreting on the top slab of a land mains pits in progress.

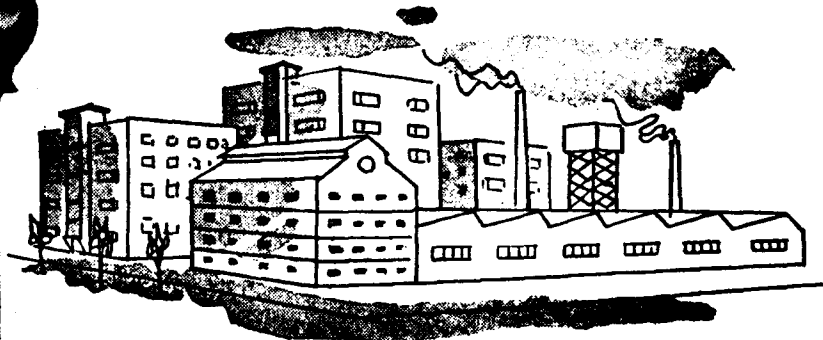
SOUTH RAIL NEWS

VOL. VI

MAY 1959

No. 2

Buildings that stand the test of time



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SELF-SUFFICIENCY IN SLEEPERS

THE Railway Minister, Mr. Jagjivan Ram, assured the Lok Sabha on 23rd April, 1959 that no further orders would be placed abroad for railway sleepers and every effort would be made to meet the demand for them—wooden, concrete and metal sleepers—from indigenous sources.

As for exploitation of the forest wealth, it had to be done on certain scientific lines, otherwise regular supplies could not be maintained. The average output of indigenous sleepers of the requisite quality was about 23 lakhs to 25 lakhs annually, but in terms of actual supply it varied between 19 lakhs and 24 lakhs. The total requirement of sleepers during the Second Plan period was 3.5 lakhs and during the initial period indigenous supplies fell far short of the requirements. During the current year the Railway Ministry expected about 24 lakhs from indigenous sources.

There was an impression that while the Railways could get the sleepers within the country, they were rushing to foreign countries for purchasing them. The position, on the contrary, was that Government were forced to purchase them abroad as the requirements could not be met fully from internal supplies. The sleeper requirements during the Second Plan had been estimated at 3.5 lakhs, an average

of 63 lakhs a year. As against this, the sustained annual yield of sleepers from within the country was between 20 lakhs to 25 lakhs, which fell far short of the requirements.

The Railways were the biggest purchasers in the timber market in the country, and hence could not pay high prices even if other parties, including some Government departments were to pay more. The requirements of others were considerably small compared to the railway orders.

The Railway Board have directed its units to plant the desirable varieties of trees throughout the country. A few lakh trees would be planted on either side of railway tracks and when they grew up, a part of the requirements could be met.

The import of sleepers was decided on only after the possibilities of obtaining them within the country were fully explored. It was found that the indigenous supply position of all types of sleepers put together fell too-short of the demand. It was, therefore, decided to import two lakh metal sleepers initially. Later, it was found that it was cheaper to import wooden sleepers than metal ones. White metal sleepers would have cost Rs. 15.5 crores, the wooden sleepers cost only Rs. 4 crores.

The prices paid for imported wooden sleepers were reasonable. The Ministry had invited global tenders and they were carefully scrutinised by specialists before the contract was awarded. At any rate, it was found that the f.o.b. price charged by the suppliers was not higher than the prices quoted within the country specie for specie. The Ministry's experts were satisfied that no other country in the world had been able to strike a better bargain than this one.

The Ministry had taken several steps to expand the indigenous capacity for the manufacture of cast iron sleepers. Depending upon the availability of pig iron, the position could further improve. This would no doubt be only a supplement to the timber sleepers available in the country.

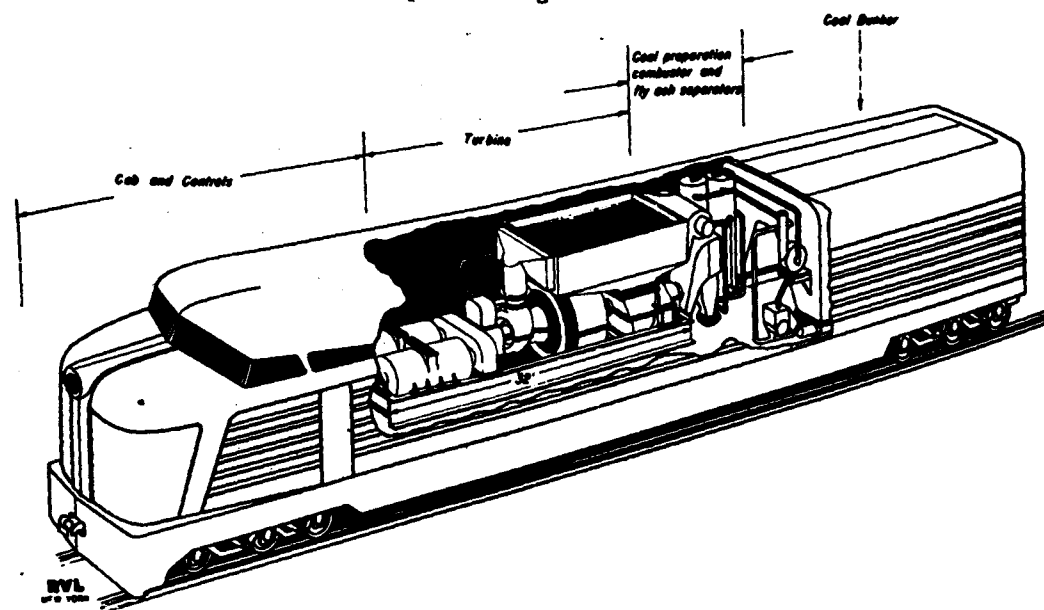
The Government was trying to secure concrete sleepers also. They had placed an order for 50,000 concrete sleepers with the Hindustan Housing Factory. They would be tried in marshalling yards, and if found suitable, would be tried elsewhere.

The manufacture of these sleepers required a certain technical skill.

Further all the timber available indigenously could not be utilised by the railways as only certain species were suitable for sleepers. For instance, the Kerala variety was soft and inferior with the result that fungus set in and it decayed quickly. The bulk of timber produced in Kerala was of this variety.

Nevertheless, attempts were being made to develop other species which had not been used in the past, including the Kerala variety. There is a Creosoting Plant at Olavakkot on the Southern Railway. Olavakkot is situated in Kerala. The utilisation of these other species had increased from two lakhs to thirteen lakhs with the establishment of several Creosoting plants for the treatment of raw timber, and in course of time it was intended to increase their use further. Thus, it is clear that the Railways are doing their best applying technological improvements to the production of sleepers of the requisite quality from all varieties of timber.

Model of a 3,000 Rail Horse-power Coal-burning Gas Turbine Locomotive which is still in the experimental stage in the U.S.A.



The General Managers of Zonal Railways meeting the Railway Board at a Conference in New Delhi on May 5, 1959. Sri Jagjivan Ram who addressed the meeting is seen in the picture



M. Ps. Meet Railway Minister

Members of the two Houses of Parliament from Andhra Pradesh, Kerala, Madras and Mysore, meeting the Railway Minister, Sri Jagjivan Ram, members of the Railway Board and the General Manager of the Southern Railway to discuss railway matters of interest to the Southern Railway Zone

Courtesy : The Hindu

This was the first of a series of meetings at which M. Ps. from different railway zones will separately meet the railway authorities to discuss local problems

Sri Jagjivan Ram inaugurating the National Railway User's Consultative Council Meeting at New Delhi on April 24, 1959



RAILWAY WEEK CELEBRATIONS AT THE CAPITAL

MERITORIOUS WORK BY RAILWAYMEN

PRESENTATION OF AWARDS

The Railway Minister Mr. Jagjivan Ram presented Silver Medals and National Savings Certificates of the value of Rs. 500 each to 21 railwaymen from different parts of the country in recognition of outstanding work done by them in various fields of railway operation.

Among the recipients of the Silver Medals and the National Savings Certificates were four employees of the Southern Railway, two each of the Central, Western, Northern, Eastern, North-Eastern—North-East Frontier Railways, and one each of the South-Eastern Railway, Chittaranjan Locomotive Works Integral Coach Factory, Indian Railways Electrification Project, and Office of the Deputy Director, Rail Movement, Moghal Sarai.

The Employees of the Southern Railway who received the awards were Mr. O. D'Cruz, Mr. P. Augustine Dawson, Mr. V. S. Masthan and Mr. V. Raghavan.

Mr. O. D'Cruz who was a 'A' Grade Driver in the Southern Railway by his prompt action averted a serious train collision on March 24, 1958 at Machavaram crossing station. Mr. D'Cruz retired in October 1958, after 35 years of service.

Mr. P. Augustine Dawson, a Porter in the Southern Railway, while walk-

ing along the railway track on the Peralam-Karaikal section on December 2, 1958, noticed a fractured rail and immediately brought the matter to the notice of the clerk-in-charge of Pateoudy station. Action was immediately taken to protect the track by placing detonators on the line and the passenger train due from Peralam was stopped short of the obstruction. The keen observation of Mr. Dawson and timely intimation given by him averted what might have been a serious accident to the passenger train.

The late Mr. V. S. Masthan was a Bridge Inspector of the Southern Railway. On February 8, 1959, when the regirdering of the tenth span of one of the bridges on the Gadag-Sholapur branch was in progress, a serious accident occurred due to the collapse of the girders and Mr. Masthan who was standing on the girders supervising the work, went down with them and lost his life. As the girders collapsed he shouted a warning to a number of officials who were watching this work and thus saved some lives.

Mr. V. Raghavan, Skilled Artisan Grade I, Southern Railway is responsible for manufacturing special rack assembly in the workshop at Arkonam at a cost of about Rs. 2,000 each, whereby it has been possible to effect savings and conserve foreign exchange. The initiative displayed by Mr. Raghavan is worthy of commendation.

May 1959

RAILWAY WEEK CELEBRATIONS

7

PRIZES AWARDED TO RAILWAY ARTISTES

Twenty-two artistes from different railway zones were awarded prizes by Mrs. P. C. Mukerjee, wife of the Chairman, Railway Board, for their outstanding performances during the Railway Week cultural shows held in the Capital.

At a colourful ceremony held in the Northern Railway Stadium on 14th February 1959, Mrs. Mukerjee also awarded prizes to 45 participants in the All-India Railwaymen's Handicrafts Exhibition.

BABY GIRIJA APPLAUDED

SRI ALAGAN AND PARTY EXCELS

The Southern Railway team of artistes had won the appreciation of all those present during the Central Cultural Shows which were held at Delhi in connection with the Railway Week Celebrations, presenting (1) 'Bharathanatyam' by the young Artist, Baby Girija, aged 9 years, daughter of Sri N. Srinivasan, Clerk, FA & CAO's Office, Madras and (2) "Traditional Acrobatic Dances—Kavadi" by Sri Alagan and Party who are employed in the Golden Rock Workshops. Both these Artistes have won First Prizes for their part. Baby Girija gave performance in Bharathanatya on all the days at the Open Air Theatre at Kishenganj and at the National Physical Laboratory Auditorium at the request of the organisers.



Baby Girija, the talented young artiste

In addition to the 'Kavadi Dance', Sri Alagan gave a performance on the Camp Fire Day at Kishenganj, an interesting item called "Leaping through the Fire." This was also well appreciated by the audience and by the Hon'ble Minister for Railways.



SOUTHERN RAILWAY TEAM OF ARTISTES AT NEW DELHI, with the Railway Minister

The Railway Minister, Sri Jagjivan Ram, presented silver medals and National Savings Certificates of the value of Rs. 500 each to 21 Railwaymen from different parts of the country in recognition of outstanding work done by them in various fields of railway operation at a special ceremony held in New Delhi on April 16

Photo shows the Railway Minister pinning a medal to the widow of the late Sri Thakurdas Valecha, Booking Clerk, Northern Railway. The late Thakurdas Valecha was shot by dacoits on his refusal to hand over the keys of the cash safe of the Karsinghu flag station



Photo shows the Union Minister pinning a medal to Sri Tukaram Sukdeo, Gangman, Central Railway, for averting a possible derailment of a train near Jalamb Station



An All-India Railwaymen's Handicrafts Exhibition was inaugurated in New Delhi on April 11. Sri S.V. Ramaswamy, Deputy Minister for Railways is going round the Exhibition after he had formally opened it

The President, Dr. Rajendra Prasad, decorating Sri Onkar Srinivasa Murthy, Director (Planning), Railway Board, who was in charge of construction of the Workshops at the Chittaranjan Locomotive Works and the Integral Coach Factory, with the Padma Sri Award at an Investiture ceremony at Rashtrapati Bhavan on April 8, 1959



Railwaymen's Outstanding work Rewarded

Photograph shows the Railway Minister, Sri Jagjivan Ram, and some Members of the Railway Board with Selected Railwaymen who will receive from him a Silver Medal and National Savings Certificates of the value of Rs. 500 each for outstanding work done by them. Sri Jagjivan Ram is seen in the centre. With him are three Railway Board Members : Sri Karnail Singh (4th from left) ; Sri K. B. Mathur (4th from right) ; and Sri M. N. Chakravarty (3rd from right)



SOUTHERN RAILWAY CELEBRATES RAILWAY WEEK

AT THE HEADQUARTERS

The fourth Railway Week was celebrated throughout this Railway with great enthusiasm. Variety programmes and cultural shows were held during the Week from April 10th to 16th both at the Headquarters in Madras and on the Divisions.

A call to the public to extend full co-operation to the railway administration in ensuring better upkeep and maintenance of railway stock was made by Mr. Bishnuram Medhi, Governor of Madras, while inaugurating the annual Railway week at the Railway Institute on 10-4-1959, Perambur.

Mr. A. C. Mukerji, General Manager, Southern Railway, said that the last day of the Week, April 16 commemorated the 106th anniversary of the opening of the first railway line in the country—the 21-mile long section from Bombay to Thana in 1853. From that tiny beginning the Indian Railways had grown rapidly and now they had a total mileage of 34,889 of which 6,159 miles came under the Southern Railway. The latter gave employment to about 1,60,000 persons. The activities of the Southern Railways had considerably increased in the Second Plan period—including the doubling of the track, remodelling of yards, etc. He also said that the punctuality of trains during recent months was of a better standard. The Week reminded railwaymen of their obligations to the public—better punctuality in the running of trains, greater courtesy to the public, and provision of comfort to the travelling public.

Inaugurating the Week Mr. Bishnuram Medhi said that today there was an overall investment of Rs. 1,200 crores in Indian Railways. India's railway system was now one of the largest in the world and was the principal mode of transport in this vast country, providing employment to about 11 lakhs of people. It was now a purely national venture with the biggest capital assets and investment, and they had every reason to be proud of its achievements, he said.

Under the successive Five-Year-Plans, the Governor said the railways too had their share of responsibility, such as rebuilding sufficient rolling-stock and equipment to meet the growing needs of the country. The Integral Coach Factory in Madras had been equipped to supply coaches for the railways and there were other factories elsewhere for manufacturing coaches and locomotives "and the history of our railways since nationalisation has been an unbroken story of consolidation and expansion" Mr. Medhi said:

"The need of the hour is that while the Railway Administration and those who are in charge of running these railways every day have to be imbued with a high sense of duty in the cause of affording maximum public service to the people of the country, the general public have to assure the administration of their full co-operation and understanding in order to make the tasks of the railways smooth and easy" the Governor said. Public co-operation could go a long way in ensuring better upkeep and maintenance of railway stock and property

and the administration in turn would, he was sure, be able to give more facilities and amenities to the passengers and for the transport of goods, Mr. Medhi concluded.

After the vote of thanks by Sri S. N. Barua, the Senior Deputy General Manager, the audience and the distinguished guests were entertained with a variety programme. The high light of the evening's programme was a drama entitled 'Shajehan' in Hindi which was appreciated by one and all.

Earlier in the day Srimati Mukerji wife of Sri A. C. Mukerji, General Manager, threw open the Handicraft Centre at Ayanavaram Railway Colony. This is intended to induce the Railwaymen's family members to utilise their spare time profitably. Two other handicrafts centres were opened one at Washermanpet Railway Colony and another at Tondiarpet Marshalling Yard Colony on the 12th and 15th respectively.

"Get-together" tea parties were arranged at the Headquarters office at Madras and other Divisional Headquarters on the 12th April 1959. The tea-party at the Headquarters Office, Park Town, Madras was attended by 538 members of the staff, both class III and class IV, officers and their wives. The wives of the officers served refreshments and they mingled quite freely with the staff. The feeling that they belonged to the big Railway family was writ large on the face of those who had attended the party.

The staff of the workshops at Golden Rock, PER, UBL, MYSS and AJJ. also attended similar tea parties at their respective places. In these parties emphasis was laid to invite



Sri Bishnuram Medhi (drawing by R. Pachiyappan, Draftsman, C.S.T.E's Office, S. Rly.)

persons with longest service in the category to which they belonged.

Another important feature of this year's celebrations is the Art and Handicraft Exhibition held at Perambur Railway School Hall at Madras. Out of 308 exhibits received 21 were selected and sent to Delhi and the rest 287 have been displayed at the Exhibition. Sri Bishnuram Medhi and Srimathi Medhi and the



Sri Bishnuram Medhi, Governor of Madras,
inaugurating the Railway Week



Sri A. C. Mukerji, General Manager,
welcoming the gathering



Views of the Get-together Tea Party

A scene from "Viswamitra and Menaka"
Oriental Dances by Sri Sundaram and Party



A Group of Artistes who entertained the
audience with music



Mrs. A. C. Mukerji distributing prizes



A scene from the Tamil Drama—"Tippu Sultan"

Mrs. Mukerji inside the Handicrafts Centre



Sri S. N. Barua taking the Salute at a March
Past by R.P.F.



Artistes who staged the Telugu Drama "F. S.
Travel" on 13-4-59. Sri J. B. Rao, CCS,
who presided is seen facing the camera

Mrs. A. C. Mukerji opening the Handicrafts
Centre at Ayanavaram





A new Dining Hall for Loco Works Employees (PER) opened by Sri A. N. Mukerjee, CME

other distinguished guests visited this Exhibition and appreciated the talents of Railway employees and their families.

Adult literacy classes were opened at the following places on the dates mentioned against each :

1. At Egmore Madras, by DPO/RPM on 10th April 1959.
2. At Tambaram (Madras) by DEN/I/RPM on 14th April 1959.
3. At Tondiarpet Marshalling Yard (Madras) by DEN/II/RPM on 15th April 1959.
4. At Jalarpet by AEN/JTJ on 15th April 1959.

Besides the above special features there were the usual items of Children's treat, picnic and sports competitions for children of the employees at various

places over this Railway. Banners with catchy slogans were displayed at all important places. Film shows were arranged at Madras Egmore, Madurai, Vijayawada and Bangalore City by the PRO's organisation. A "Prompt Service to the Public" drive was launched during this week with instructions to staff dealing with the public, to ensure prompt and courteous service. Hand bills on 'Courtesy' were printed in English and other regional languages and distributed to the staff.

With the kind co-operation of the Ministry of Information and Broadcasting, seven broadcast talks were arranged from the various A.I.R. stations in the South, details of which are furnished below :

11th April 1959, from Madras, Sri A. C. Mukerji, G.M., spoke in English

A Scene from the Hindi Drama "Shajehan" staged on 10-4-59



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on "the Place of Railways in our Life."

12th April 1959, from Trivandrum, Sri P. H. Sharma, COPS, spoke in Malayalam on Railways in Second Five-Year Plan.

12th April 1959, from Dharwar, Sri T. S. Parthasarathy, DS/UBL, spoke in Kannada on significance of Railway Week.

13th April 1959, from Madras, Dr. P. A. Menon, CMO, spoke in English on "Health Services on Railways."

13th April 1959, from Vijayawada, Sri J. B. Rao, CCS, delivered talk in Telugu on Importance of Railway Week.

14th April 1959, from Trichinopoly, Sri R. Gopalakrishnan, CPO, spoke in Tamil on Role of Railwaymen.

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16th April 1959, from Trichinopoly, Srimathi Mukerji distributed prizes to the winners in various competitions including those who had sent entries to the Handicraft exhibition.

With a physical training display by the RPF staff at the Sports Grounds, Perambur, the celebrations at Madras came to a close on the 16th April. The entertainment Committee had brought out an attractive programme book to mark the "Railway Week."

Report from Divisions and more Photos will appear in the next issue.

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THE GROWTH OF

THE NATION'S LIFE-LINE

P. C. MUKERJEE

Chairman, Railway Board

Since the turn of the present century, more particularly since the end of the last war and the achievement of Independence, the work of the Railway Ministry has grown out of recognition. The size of operations has multiplied in all directions. In this article, the top executive of the Indian railways has highlighted a few aspects of the railway system where the developments have been most significant.



Sri P. C. MUKERJEE

guaranteed interest on capital on behalf of the Central Government.

Naturally, the private companies connected mostly centres of activity where there was possibility of traffic. In undertaking the construction of these lines practically all the equipment had to be obtained through imports—rails, fastenings, girders, carriages, wagons, locomotives, etc.

BY 1903, the Indian Railways had spread over the country covering 27,000 route miles in undivided India. This gave an average of 540 miles of new line construction per year in the first 50 years since the railways in this country were established, construction being done by a number of private companies as well as some Indian States, the former being

Since the turn of the present century, but more particularly since the end of the last war and the achievement of independence, the work of the Ministry of Railways has grown virtually out of recognition. Up to 1925, the Government of India managed only three Railways—the Eastern Bengal, the North Western and the O. & R. Railways, with a total route mileage of 9,000. By 1950, all the railways including those of the Princely States had been brought under Government management and, even though 7,000 miles of the old undivided Indian railway system had gone to Pakistan, the Indian Government had to be responsible for the management of 34,000 miles of railways.

PUBLIC INTEREST IN RAILWAYS

It is gratifying that the interest displayed by the public in the working of the railways has continually been growing; evidence of this is found in Parliament. While in 1948 the number of questions answered on railway subjects was only 271, the figure rose in 1958 to 1928—more than sevenfold. This number is approximately one ninth of all the questions answered in Parliament in 1957-58 on behalf of all the 23 Ministries and Departments at the Centre.

Similarly, correspondence as gauged by receipts in the Railway Board's office stood at 543 receipts per day in 1952, and increased more than five times to 1,710 per day in 1958.

HOW RAILWAYS HAVE GROWN

Enough has been said about the railways' two Five-Year Plans to call for detailed comments here. The need for increasing rail capacity has been urgent, and much has been done during the first Plan and the second Plan so far. The developments that have occurred can best be summed up in the following figures:

CLASS 1/GOVERNMENT RAILWAYS

	1938-39	1948-49	1951-52	1956-57	1957-58
Works Machinery and Rolling Stock Programme (Crores of Rupees) ..	9.41	54.01	59.08	178.95	250.86
Total Staff ..	6,41,099	8,56,795	9,23,089	10,56,692	11,11,026
Total gross receipts (Crores of rupees) ..	103.5	225.7	291.8	348.9	381.4
Total working expenses (Crores of Rupees)	68.8	178.0	225.8	278.8	309.3
Tons originating (Million) ..	84.4	78.5	96.7	124.1	132.1
Ton miles (Million) ..	21,878	22,387	28,966	40,186	44,861
Passengers originating (Million) ..	499	1,114	1,204	1,360	1,410
Passenger miles (Million) ..	17,988	37,129	39,030	41,878	43,043
Total Stores purchases (Crores of rupees) ..	9.38	100.4	97.7	171.4	221.8
<i>Rolling Stock as on 31st March :</i>					
No. of Locomotives ..	7,919	7,761	8,411	9,601	10,025
No. of Passenger carriages (Units) ..	16,620	12,665	14,487	17,402	17,599
No. of Wagons including Special Wagons (Units) ..	205,017	198,863	206,496	256,076	275,970

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RESEARCH DESIGN AND TECHNICAL DEVELOPMENT

Side by side with all this increase in the activities of the railways, there has been a significant change in another direction. A reversal of trend has taken place from a system under which most of the designing and supply of equipment came from abroad, and technical work in India was confined merely to the construction of lines and the maintenance and operation of the railways. The position has now radically altered. In consequence, the railways have had to concentrate on research, testing and standardization work to a far greater extent than before. They have had to undertake considerable new technical work, too.

It has not been possible to expand the research and designs organisation to the extent necessary because work of this nature calls for considerable experience. Care has also to be taken to confine research activities to matters of immediate necessity in order to make the best use of the limited trained manpower and money. Since it would be a waste of resources to undertake here work which is already being done in other countries, considerable attention is being paid to a study of the research and design work being done abroad in order to derive the maximum advantage from it.

SELF-SUFFICIENCY DRIVE BEARS FRUIT

The railways have also played a leading role in developing capacity for the manufacture of their requirements within the country. Items

where increase have been most significant are :

(lakhs of Rupees)

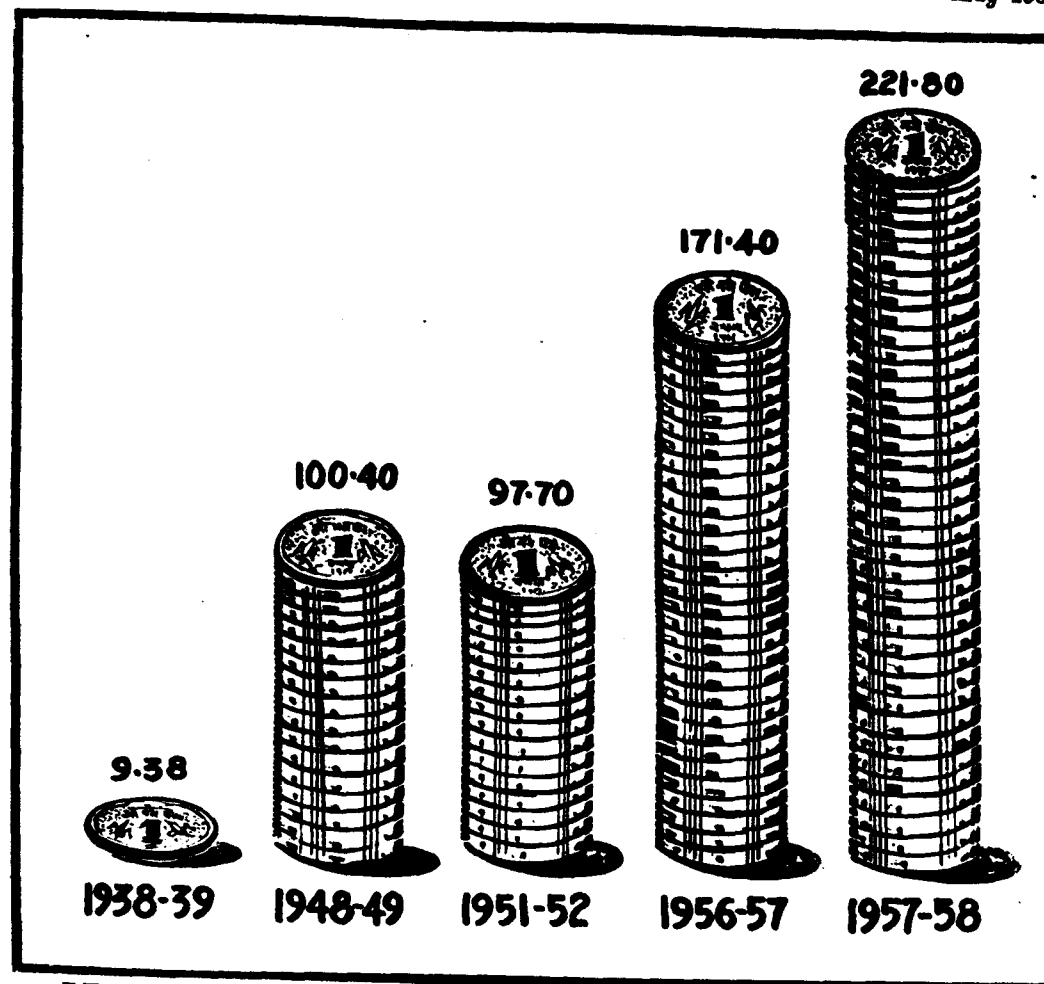
ITEMS	1947-48	1957-58
Engineering Plant and components ..	5.63	35.84
Workshop machinery and tools	7.70	89.65
Permanent-way material ..	379.40	2,400.9
Steam locomotives and parts ..	60.88	1,359.23
Wagon underframes and parts.	275.73	1,450.64
Signalling equipment ..	15.6	201.9
Electrical, train lighting, telegraph and telephone equipment ..	33.37	735.46

Notable work has been and is being accomplished in the field of long-term planning. Heavier wagons, more powerful locomotives, electrification, dieselisation, improved track standards—all these and many other types of work have been undertaken.

THIRD PLAN

The third Plan is yet to be formulated, but with even the very little that can be foreseen at this stage, it appears that an annual freight capacity of 260 million tons may be required to be built up by the end of 1965. The railway third Plan can be formulated in more precise terms only after a clearer picture is obtained of the major industrial and agricultural developments to be undertaken in the third Plan period.

There are vast tracts in the country which have still to be opened up. Most of the easier terrain having already been covered, new construction will largely be in the more difficult



INDIAN RAILWAYS "SHOPPING" BILL—The chart indicates the marked rise in the railways' stores purchases from Rs. 100.40 crores in 1948-49 to Rs. 221.80 crores in 1957-58, an average of nearly Rs. 61 lakhs in each 24 hour period.

areas. It will, therefore, necessarily be costlier, even apart from the increases that have occurred in the costs of materials.

HAVE RAILWAYS OUTLIVED USEFULNESS?

Sometimes there is a feeling that the railways have outlived their usefulness. In the ultimate analysis, even in countries where rail capacity exceeds their needs, the railways are and will remain their lifelines. No

large area can maintain its economic life without railways.

In India, such a feeling should not exist.

The pressing transport needs of a developing economy, combined with the need for spreading the benefits of this economy throughout the country, cannot be met without the railways.

The Indian railways help in many ways, may be not strictly commercial

in nature, but in the larger interests of the country. For instance, the railways carry at low rates coal to the south for public consumption. Paradoxically, they have to carry some of the coal for their own use (by the Southern Railway) by the costlier sea route. Rail transport is cheaper and the benefit of this is given to the public, while the railways themselves have to pay about Rs. 3 crores in additional freight on carrying their own coal by the sea route. Again, it is well-known that the railway freight structure provides for special low rates for the transportation of industrial raw materials in the larger interests of the national economy. These are but two instances of policies adopted by the railways in national interest, which cannot be expected from any other transportation organisation.

INDIAN RAILWAYS CHEAPEST

The Indian railways provide about the cheapest form of transport as will be apparent from the table below:

Average fare per passenger per mile and average rate charged per ton per mile on Indian and selected foreign railways 1956-57.

RAILWAY	Average rate (pies)	
	Per Passenger Mile	Per Ton Mile
Indian	5.33	11.3
British	15.5	33.9
Canadian National	29.1	13.9
Canadian Pacific	27.5	13.2
French National	21.4	27.00
German Federal	13.4	26.1
Italian State	11.1	18.00
Japanese National	5.4	11.2
Swedish State	18.8	24.7
Swiss Federal	17.2	48.1
U.S. Class I	24.5	12.7

Source.—Annual Reports of Indian, British, Canadian National and Canadian Pacific, Japanese and U.S. Railways. Figures for other railways extracted from International Railway Statistics, 1956.

While comparing Indian figures with those of Japan or other industrially advanced countries, allowance should be made for the fact that there are many items of railway equipment which are still not made in this country. Steel supplies, too, have had to be imported to an appreciable extent. Imported items naturally raise the cost of transportation.

NEED FOR ECONOMICAL TRANSPORT

The need for providing transport in the most economical way can hardly be over-emphasised, as this has an important bearing on the economic development of the country. In many areas the railways will have to face big tasks in increasing capacity on some of the existing lines or in opening up new lines. For all this, railwaymen must be suitably equipped so as to enable them to make the best use of modern technological advances.

In the past railway assets have been allowed a very much longer life than will be possible now or in the future. The changing pattern of traffic in a developing economy calls for yard alterations and remodellings and other line capacity works, and often buildings have had to be removed to make room for new works. With heavier trains, electric or diesel locomotives, greater speeds, rail renewal programmes will also have to be accelerated.

DENSITY OF TRAFFIC

The following figures showing density of traffic will be read with interest:

CLASS 1/GOVERNMENT RAILWAYS

	Density of traffic.				
	1938-39	1948-49	1951-52	1956-57	1957-58
<i>Train Miles per running track Mile per day:</i>					
B. G.	13.8	14.9	17.1	19.5	20.0
M. G.	11.5	10.1	10.8	12.0	12.7
All Gauges	12.3	13.0	14.0	15.5	16.1
<i>Passenger Miles per running track Mile per annum:</i>					
B. G.	502,008	1,339,185	1,357,792	1,426,724	1,489,384
M. G.	403,145	863,581	821,369	841,785	816,698
All Gauges	445,917	1,105,787	1,057,804	1,103,717	1,127,309
<i>Net Ton Miles per running track Mile per annum:</i>					
B. G.	749,287	1,023,160	1,304,043	1,728,828	1,902,756
M. G.	240,572	217,276	254,625	388,394	447,674
All Gauges	542,359	666,736	785,422	1,059,109	1,174,935

COUNTRY	GOODS	PASSENGERS
INDIA	5.5	5.33
BRITAIN	53.9	15.5
CANADIAN NATIONAL	15.9	23.1
CANADIAN PACIFIC	13.2	27.5
FRENCH NATIONAL	27.0	21.4
GERMAN FEDERAL	26.1	15.4
ITALIAN STATES	10.0	11.1
JAPANESE NATIONAL	13.2	5.4
SWEDISH STATES	24.7	10.8
SWISS FEDERAL	49.1	17.2
U.S. CLASS I.	12.7	24.5

NEED FOR TRAINED PERSONNEL

Rolling-stock when it is used more intensively and at greater speeds will need greater attention. All this will result in replacement programmes having to be accelerated and a heavier load of work in maintenance and repairs. Due to all this the need for highly trained personnel will be increasingly felt.

The very heavy programme of work has imposed a severe strain on the

(Continued on page 30)

← The chart shows the comparative fare and freight rates on the Indian and selected foreign railways. The average rate per passenger on the Indian railways is 5.33 pies per mile, while the average rate for goods is 11.3 pies per ton per mile—in both cases the lowest amongst the world's leading railway systems.

“SOMETHING MAY BE WRONG”

OPRAIL

IF you take about a thousand locomotives, double that number of passenger coaches, up to about fifty thousand or more goods wagons, and to this add four to five hundred stations, thousands of miles of steel tracks, signals, yards, bridges, loco and carriage sheds, and last but not least over a lakh of employees, you have what is known as a large modern railway system. This enormous public utility organisation provides transport for millions of passengers and millions of tons of merchandise from one year's end to another.

It would be a miracle of efficiency for a vast and complex system like a modern railway administration to give entire satisfaction to all who make use of it. Obviously, then, anything short of expected perfection is open to public complaints, criticism and suggestions.

What is the origin of these complaints and criticisms? Some inconvenience is felt on a train journey: a train may be running late; a merchant may discover that his consignments have been damaged in transit; somebody is dissatisfied with the information given by a railwayman. Day after day the post brings to the headquarters, divisional or district offices, complaints of all types. But those that are most prevalent will be enough to indicate what action is taken by railway administrations on each of these complaints.

Let us suppose that the complaint is of the type that has brought to notice the late running of trains. This

'behind-the-schedule' running may not be an isolated case, but a more less regular occurrence over a particular section. The Operating department must probe and find out the reasons for this late running. Enquiries are then initiated and usually an Inspector is put on to the job to watch the running of a particular train or trains over that particular section. Perhaps for a week or ten days the Inspector will travel on those trains over the section, taking note of each minute lost and the reason why. If it is found that some mechanical defect either in the locomotive or passenger coaches is the cause, he reports this, and the department concerned then tackles the task of removing the cause promptly. If detentions are being caused at stations due to the staff working in a dilatory, careless or indifferent manner, those responsible are soon discovered, and appropriate disciplinary action taken to smarten up their ideas. The travelling public are more often not aware of the fact that where railway personnel are responsible for such complaints being made, they are punished according to the prescribed disciplinary rules.

The railway user will often complain about the inadequacy of train services; or inconvenient train timings, or that some stations are being overlooked in the way of providing stoppages of fast mail or express trains. If even one extra train is asked for over a particular section, the non-railwayman does not realise what is involved in meeting such requests. More locomotives, more coaches, more staff,

the question of line capacity over a busy section, and other operational factors, have to be taken into consideration, as well as the financial implications. Even if in replying to such a request the details were explained, the non-railwayman proposing an additional train, would not be able to appreciate the railway's viewpoint, as to him it seems so simple, whereas it is actually so complicated.

Although railway systems may be handicapped by limited resources in the way of locomotives, coaches and other material factors, wherever possible, and where large public interests are to be served, the railway does everything possible to provide the additional train services or other facilities for the benefit of passengers.

Quite often, amidst the arduous duties of a hard day, some of those railway staff who come into frequent contact with the public, may have without malice, been a little curt in meeting a request, or in giving some information to a passenger. The result is usually a strong complaint from the passenger accusing the railwayman for discourtesy. Every such complaint is promptly investigated, and if it is of a serious nature, confronted enquiries are held by railway officials in the presence of the complainant with his witness. If the railwayman is found guilty of the charge made against him of incivility, severe disciplinary action is taken against him.

Complaints of bribery and corruption are viewed very seriously. These are investigated by a special branch known as the Vigilance organisation, which conducts sifting enquiries. If as a result of such investigations a railwayman is found guilty severe action is taken against him, which may result in the loss of his job, and even end up facing trial in a law court.

Apart from a reasonable standard of comfort in trains and rapid and punctual transport, those who use the railways, expect other facilities. Waiting rooms may be found dirty or without proper furniture, the services rendered by refreshment rooms and platform vendors may be lacking; or there may be an inadequate supply of drinking water at a station, or deficient lighting. Wherever possible and within the resources of the railway, defects and deficiencies brought to notice are remedied as quickly as possible.

Where human nature is in question, it is to be expected that complaints may often contain an element of exaggeration and on investigation found to be far from the facts. However, every complaint that comes in does help a railway administration to gauge public reactions, and take whatever measures as may be necessary to keep the railway user satisfied as far as practicable.

THE PLACE OF RAILWAYS IN OUR LIFE

This is the text of a talk by Sri A. C. Mukerji, General Manager, Southern Railway, broadcast from All-India Radio, Madras, on 11th April in connection with the IV Railway Week Celebrations, on 11th April--Ed.



Sri A. C. MUKERJI

THE Indian Railways will be celebrating their 106th anniversary on the 16th April. There may be many ways of observing an anniversary but I can recall two different ways in which the centenary of Faraday's discovery of the principles of generation of electricity was celebrated a few years ago. While London did it with brilliant illumination, in New York the current was switched off for two minutes and the entire city was plunged in darkness: a very effective way of bringing home to the people the state in which the world would have remained had not Faraday made his momentous discovery.

No one can, of course, think of highlighting a Railway's anniversary by stopping all traffic even for the brief period of two minutes in the

way New York celebrated Faraday's discovery, but let us only contemplate the dislocation that would be caused by a complete cessation of railway traffic say on the Southern Railway for the space of a day. 612 thousands passengers will not find a train to take them to their destinations, 4,200 tons of foodgrains, mostly rice and paddy, will not be loaded, which is food for about 14 million persons for the day, 2,600 tons of cement will not be loaded, 5,500 tons of coal will not be delivered not only for the use of Railways but also for such essential industries like mills, thermal stations, etc. Besides these, the movement of textiles, hides and skins, steel and other materials will be affected to a considerable extent. During the mango season 40 wagons of mangoes will not move from the South to North Indian cities. Fish, eggs, fruits, betel leaves, potatoes and many other perishable traffics will not find a market. These figures bring to light the extent to which vital necessities of life are carried by the Southern Railway through its vast network spread over the peninsula, just as the arteries in a living body carry the life-giving bloodstream. The arteries cannot afford to stop functioning even for a minute, nor can the Railways.

The Southern Railway with its 6,159 miles of railway line is ever busy in its task of transporting passengers, parcels and goods. 1,286 stations

serve as the entrance and exit points for this traffic, and at these stations various amenities for the convenience of railway users have been and are being provided on a progressive scale. Priorities for such works are assigned by an Advisory Committee on which there are members drawn from representative public bodies such as Passengers and Trades Associations. Periodical adjustment of train timings is another matter vitally concerning the travelling public and here again an Advisory Committee helps the Railway by giving valuable advice. Thus it will be seen that the public whom we serve exercise considerable influence on the railway's decisions and participate in its deliberations.

From the small beginnings made in 1853 the railway system in India has gradually and steadily spread itself over the entire country. It was started as small private enterprises and today it is the largest national undertaking in the country. The chequered history of the Railways in India can well constitute an interesting chapter in the history of the social and economic development of the country. Most of the railway lines were originally constructed with a view to tapping the resources of rich fertile tracts but a few were constructed as famine relief measures and a few again as strategic lines. The construction of a new Railway line today is no doubt an arduous task but it is not fraught with any danger. It was not so in the pioneering days of Railway construction. The men had to fight against very heavy odds such as unhealthy climate, danger from wild animals and bandits. Sickness and even loss of life were not uncommon. Transport of materials for construction such as

rails and bridge girders was a problem, and pack animals were the only available means of transport. Work proceeded slowly but with determination even under these adverse conditions. The story of railways construction is an adventurous and heroic one, and let us not forget, while celebrating the Railway anniversary, the countless millions to whom we owe a deep debt of gratitude for giving us the Railways.

Railway development in those far off days was left to private enterprise and the Government exercised only a limited control. As a result, a uniform policy on the question of gauge was not adopted, unlike in Western Europe where even different nations accepted a standard gauge common for all. There have developed three gauges in this country not all in contiguous lengths, with the inevitable result that transshipment from one gauge to another remains a major problem even today and hinders the quick and smooth flow of traffic. On the Southern Railway alone there are 20 transshipment points. I cannot recall any other country except perhaps Australia where the problem exists in such magnitude.

The Railways started as commercial enterprises, the initial objective of the promoters being to open up the countryside and connect it to the ports by providing a fast and ample means of communication. But eventually the Railways achieved much more. The recurring famines of the Eighteenth and Nineteenth centuries, about which we have read in our history books and which brought desolation and pestilence in their wake, causing untold miseries, were only controlled with the advent of the Railways. We have

also heard how in the Nineteenth century gangs of marauders known as Thugs infested a very large part of the countryside and made journeys perilous. Determined attempts made by the Government to eradicate this evil met with only partial success. It was only with the spread of the Railways that the evil was completely checked and peace restored to the country. It was only after the advent of railways that a free intermixing of the people of different parts was possible. In order to see an ethnic cross-section of India one has only to see the passengers travelling by a long distance train.

The Southern Railway employs today over 1,60,000 men. These include highly skilled artisans, specialists who have received training in their particular vocations in colleges and universities before joining the Railway, trained workers who have been taught their trade entirely on the railway and an army of other workers of several categories. Some of the categories require long periods of training, both theoretical and practical, before the employee becomes proficient in his trade and can be entrusted with a particular job. There is a very wide field in Railway employment for skill and talent, requiring high ingenuity and the cultivation of diverse faculties of the intellect. The railway offers ample opportunity to a wide range of citizens, from those possessing a basic education to those who have highly specialised knowledge, for showing their proficiency and of rendering valuable service to the nation.

In the initial developmental phase the Railway may have been the subject of grandmother's lore but it is not

so today. It is no longer looked upon with awe and aloofness, and has been accepted as a familiar, integral part of our life. A railway time-table is not only a common household possession but some people take a delight in comparing the timings of trains in far off places. Perhaps the sight of such a time-table brings to their minds' eye visions of happy visits to those places, accomplished or yet to be accomplished. Some even have developed the hobby of collecting old time-tables just as they collect postage stamps. Many pursue with interest the detailed working of the Railway and surprise railwaymen with their well-informed remarks. There is profuse reference to Railways in the modern literature of our country. Poets who love to deal with abstract Nature could not, at one time, think that an artificial creation of man such as the Railways could at all form the subject-matter of poetry. This attitude has changed and poets and writers have no hesitation today in weaving a romantic or a pathetic tale against a railway background. One of Rabindranath Tagore's famous poems describes an incident full of pathos the scene of which is laid in the Railway waiting room at Bilaspur.

Fighting against Nature, conquering superstition, experimenting at every step, the railroad spread mile by mile throughout the country. Beginning as an object of wonder for the wide-eyed villager, it has so integrated itself with the landscape that a prospect without a railway line seems somewhat unreal. Starting as the private property of a few shareholders it is today

(Continued on page 30)

PROTECTING JOB SECURITY ON "TOMORROW'S RAILROADS"

VAST technological changes are in store for the American railroad industry, according to *Railway Age*, a leading trade publication. In a special article titled "Tomorrow's Railroads," the magazine envisions a new era in railroading when industry, government and the public recognize the fact that "railroads are potentially far and away our most efficient form of mass transportation."

Looking into the future, the article foresees an increasingly vital role for electronics in rail operations, speeding trains through yards automatically, reducing time for repairs, make-up and departure. Computers will be used for more and more railroad tasks, together with radar and finger-tip traffic control. Trains will run faster but safer when automatic devices control their movements.

Trackage will be improved, new lines installed and maintained by ingenious machines, and entire railroad systems will be "interlaced into one nervous system" by the use of highly improved communication systems.

Freight will travel across the 3,000 mile (4,800 kilometer) expanse of the continent on passenger train schedules of 72 hours. Loss and damage will be greatly reduced by the use of specially designed cars and improved yard handling devices.

Commenting on these predictions, the *Railway Clerk*, official organ of the Brotherhood of Railway Clerks, says "it is obvious that such developments are based on the further reduction

of the number of employees needed by the railroads."

The union paper recalls that George Harrison, president of the brotherhood, said in an interview with *Railway Age* in 1957:

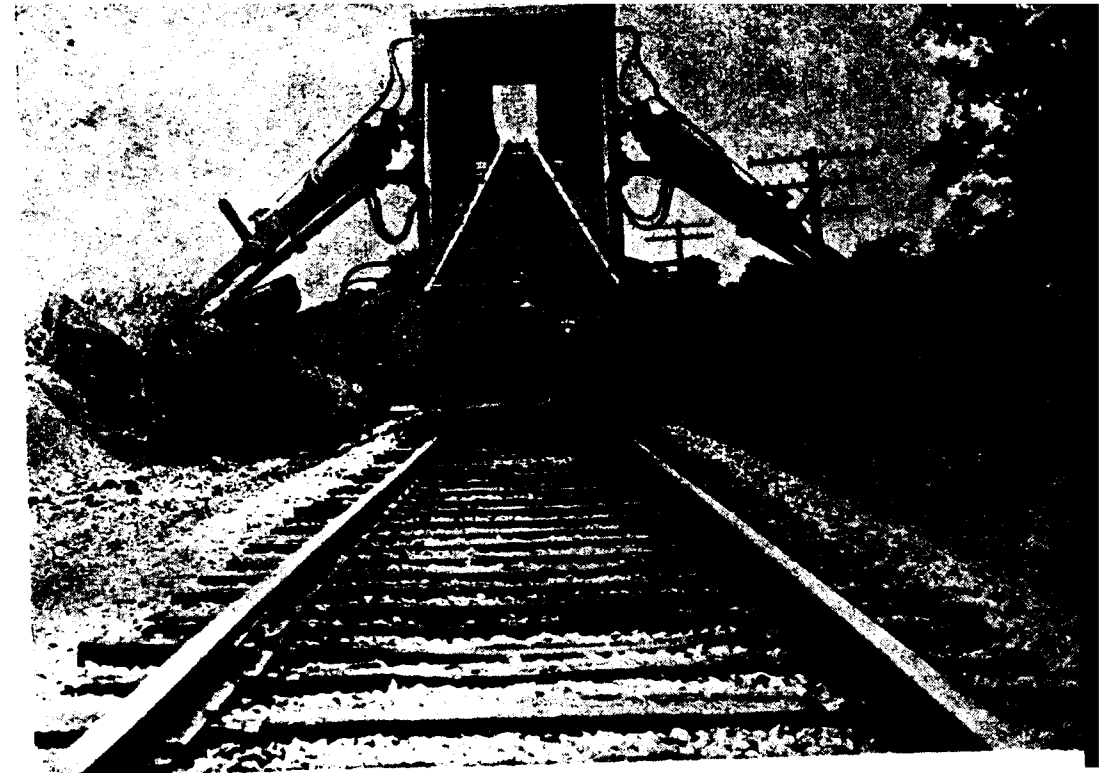
"Our complaint against management policies regarding mechanization is their failure to give consideration to the effect upon the work force. Such consideration is a primary essential and must be dealt with in the initial planning and early decisions concerning the introduction of new methods and the conversion to mechanization."

Some of the technological changes foreseen by *Railway Age* have already been initiated by the railroads, which have spent more than a \$1,000 million in improvements since World War II.

The threat to workers' job security first became apparent in the growing use of electronic computers and other data-processing machines for the automation of paper work.

In 1956, President Harrison of the Railway Clerks worked out a model agreement with the Chesapeake and Ohio Railway Company for the protection of office workers affected by these changes.

The agreement set up new job classifications for the machine operations and established rates of pay for each job; it provided that new jobs would be filled from the existing workforce, and that employees entitled to the new jobs would be trained for them at company expense.



Giant machines like this will maintain the trackage of tomorrow's railroads. Already used in construction work, it serves as spreader, ditcher, snowplough and roadbed shaper



Electronic computers and automatic processing machines are being installed in a growing number of railroad offices to prepare payroll and other statistical data

For the displaced worker who is moved to another job, the agreement provided that he would receive for five years the same pay and working conditions as before. If laid off, he would be paid unemployment benefits equal to 60 per cent of his normal pay for half a year up to five years, depending on length of service. His hospitalization, pension and other benefits would be maintained for the five-year period.

In place of unemployment and other benefits, the laid-off worker could choose a lump-sum severance payment ranging from 3 to 12 months' pay, depending on length of service.

If he is transferred to a new location, he would be reimbursed for all traveling and moving expenses, for any losses on his home because of the move, and for living expenses and wage loss during the period of getting settled in the new location.

With the extension of mechanization into the operational and maintenance sectors of the industry, the problem of stabilizing railroad employment has become steadily more pressing. It is expected to be a paramount issue in negotiations between the brotherhoods and rail managements when contracts on Class 1 carriers terminate this fall.

The Nation's Life-Line

(Continued from page 22)

resources of technical personnel for the execution of works. In earlier days, the average service of assistant officers before they were promoted to district ranks was 8 to 10 years in the Traffic Department, 10 to 12 years in the Mechanical Engineering Department and 12 to 14 years in the Civil Engineering Department. The position now is that in many cases technical officers have to hold district and

executive charges after barely 3 to 4 years of service as assistant officers in a working post.

Although inspite of this handicap the record of the railways in regard to the Plan targets is an enviable one, it would be desirable to plan ahead now so that future Plan requirements of technical personnel can be met with officers adequate in number and experience.

The Place of Railways in our Life

(Continued from page 27)

the valuable property of the entire nation. It is needless for me to stress how vital the Railways are for the prosperity of our country. On the occasion of the celebration of the 100th anniversary of our Railways may I express the fervent hope that

our people whom the Railways serve will take ever-increasing interest in the well-being and progressive development of the Railways so that, in the years to come, they may become the symbol of our country's march towards progress.

SOUTHERN RAILWAY—SOME PROBLEMS AND ACHIEVEMENTS

This is the text of a talk by Sri S. N. Barua, Senior Deputy General Manager, Southern Railway, broadcast from All-India Radio, Madras, on 16th April in connection with the IV Railway Week Celebrations—Ed.



Sri S. N. BARUA

tranship points such as Poona, Bangalore, Guntakal, Tadepalli, Arkonam and Palghat.

FLOW OF GOODS TRAFFIC FROM NORTH TO SOUTH :

The general pattern of traffic on this Railway is the heavy flow of a large volume of consumer goods from the North to South with comparatively little traffic moving from the South to North. The bulk of this traffic moves through the Broad Gauge system which, although less than 30% of the total route mileage, is called upon to carry more than 75% of the Railway's total net ton miles. Some commodities like coal, foodgrains, sugar, etc., which used to move by sea from the North, also diverted to rail transport since the last war. The surplus produce of the South, viz., iron and manganese ore, tobacco, tea, groundnut and groundnut oil generally move only as local traffic to Madras, Cochin and other ports in the area for export by sea.

Thus there is a heavy imbalance in the flow of traffic from North to South and *vice versa* which creates an important operational problem of taking over more and more loaded wagons at the inter-change points of Waltair, Vijayawada and Raichur and returning a large percentage of empty wagons in the opposite direction. This inflow of traffic from the North is

THE Southern Railway, which emerged in April 1951 as a separate Zonal Railway with the merger of the former M.S.M., S.I. and Mysore Railways, serves the States of Madras, Andhra, Kerala, Mysore and a part of Bombay with its 6,159 miles of railway, which also includes 96 miles of Narrow Gauge. The Broad Gauge section with 1,807 miles fans out of Madras in three directions and leads to the three principal cities of Bombay, Delhi and Calcutta. The Metre Gauge comprising of 4,256 miles spans from Masulipatam in the East Coast of Andhra Pradesh to Poona in the North and Trivandrum and Dhanushkodi in the South, and feeds the Broad Gauge through several

bound to swell further when the giant Steel Plants in Bihar and Orissa and other major industries go into full production. Besides, in the South itself, we have felt the impact of the growing mining industry with its dollar earning potential which is bound to develop further. The Southern States have also shown keen interest in setting up in recent years, large, small and medium size industries, chief among them being textiles, cement, sugar, iron and steel, and lately automobile rubber and bicycles. Additional transport capacity is required for all this, and our position at the time we gained Independence was far from happy. The intensive use made of Railways during the last War left them in a very low and exhausted condition. The task of equipping our Railway to cope with the increased traffic was colossal, but no time was lost in setting about it in a business-like manner. The immediate task was rehabilitation, and the First Five-Year Plan, primarily a Rehabilitation Plan, was accordingly drawn up with an outlay of Rs. 30 crores.

The Second Five-Year Plan is much more ambitious with an outlay of Rs. 134 crores, and the primary object of the Plan is to provide adequate transport capacity for the everincreasing traffic on this Railway. The traffic intakes at the three important inter-change points will considerably increase at the end of the Second Plan period, from 350 to 400 wagons at Waltair and Vijayawada, and from 210 to 300 at Raichur. The daily movement of wagons over the arterial sections is also expected to increase cent-per-cent with 700 wagons moving on the Section Vijaya-

wada to Madras, 550 between Arkonam and Jalarpet, 450 between Jalarpet and Erode and 700 between Renigunta and Arkonam. It will be easily appreciated against this background why so much emphasis has been laid on building additional transport capacity. More than 75% of the Plan provision of 134 crores has been earmarked for essential things like line capacity works, renewal of tracks and additional locomotives and rolling-stock. Adequate sums have been also earmarked for ancillary works such as additional capacity in workshops, sick lines, etc., besides making provision for Passenger Amenity works, Staff Welfare works and other works of minor nature.

Mention of some of the important works undertaken in the First Plan and completed in the Second Plan period may not be out of place. The first project that comes to my mind is the 96½ miles Quilon-Ernakulam Railway opened for traffic in January last year. This line linking up Cochin, the industrial capital of Kerala, with Quilon and Trivandrum, the capital city of the State, opens out an underdeveloped country of surpassing beauty skirting the sea on its way practically from one end to the other. This outlet to the Port of Cochin will act as a fillip to Commerce and Industry and fulfil a long-felt need which will usher in an era of infinite possibilities of agricultural and industrial prosperity to this fertile region.

The second important project is the conversion of the 52 miles Metre Gauge line from Renigunta to Gudur into Broad Gauge which was opened for traffic in August 1957. This provides a direct connection to the West Coast from the North via Arkonam

without touching Madras, thus saving a lead of 32 miles for traffic moving to and from West Coast. The conversion which included rebuilding of 141 bridges and regrading of the line, was carried out under traffic conditions without interruption to running of Metre Gauge trains. These two projects involved very heavy responsibilities and meticulous planning and credit is due to our Engineers who successfully accomplished these tasks in record time.

A Signal Workshops set up at Podanur at a cost of Rs. 26 lakhs has already started producing essential signal and interlocking equipment, thus contributing handsomely to conserving much needed foreign exchange.

Doubling of track has also been programmed to increase line capacity where the existing single line has reached the point of saturation. This programme provides for doubling 101 miles between Vijayawada and Madras, 31 miles between Rajahmundry and Samalkot, 62 miles between Arkonam and Tirupattur and 23 miles between Arkonam and Renigunta. So far, 29 miles on the North-East line and 18 miles between Arkonam and Tirupattur have been completed and opened for traffic. These works involve heavy bridging and sinking of a large number of wells. The present rate of progress has been stepped up to opening one block section every month and this pace will be maintained with a view to complete the entire doubling work within the Plan period, namely March 1961.

The proposed conversion of the Metre Gauge section between Gudivada and Bhimavaram and Vijayawada

and Masulipatam into Broad Gauge will give the advantage of double line between Nidadavolu and Vijayawada.

Vijayawada Yard is also being remodelled at a cost of Rs. 88 lakhs to relieve congestion and facilitate the handling of the enormous traffic that will have to pass through this yard.

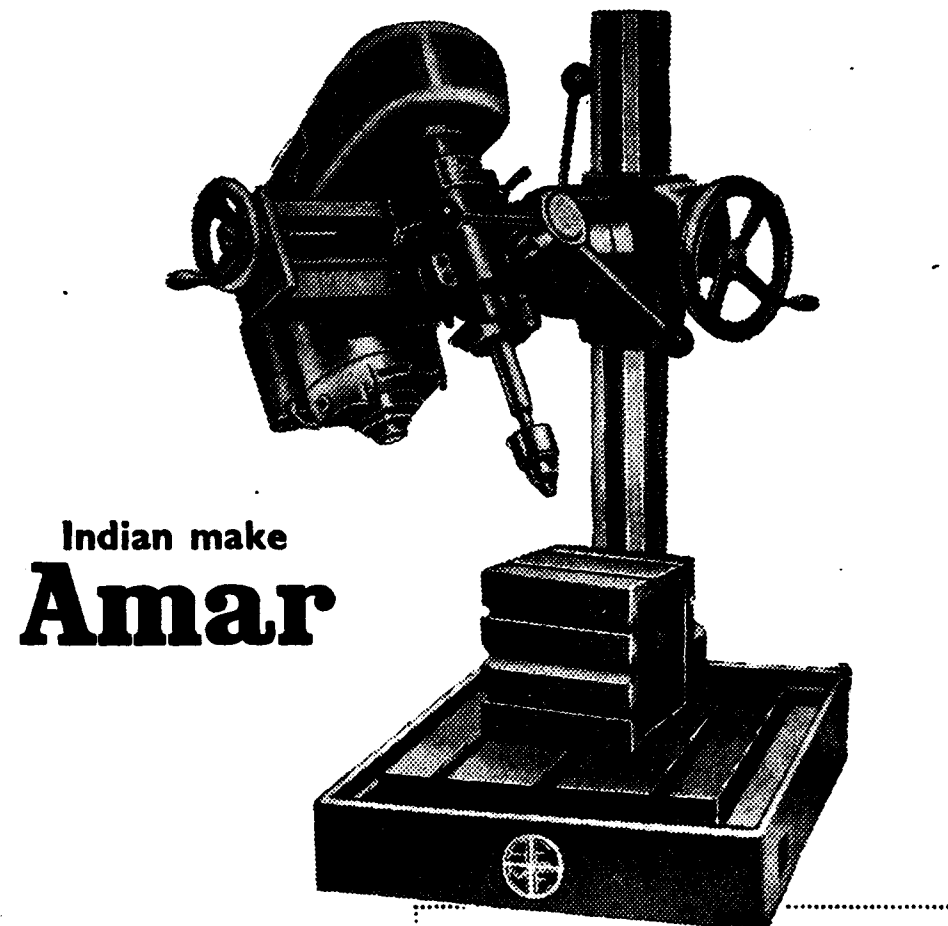
Simultaneously with this all-round, increased activity we have the problem of looking after 1,60,000 staff who are employed on the Southern Railway. The Second Five-Year Plan has made adequate provision for staff welfare works which include construction of 10,000 quarters, 40 additional dispensaries, Holiday-homes, recreation facilities, etc., and a sum of Rs. 729 lakhs has been exclusive by set apart for this purpose.

The Second Five-Year Plan will be over in another two years, but there may be many more Five-Year Plans to suit the needs of additional traffic and pattern of movement side by side with further developments and industrial expansion in the country. One noteworthy development which is expected to play an important role in the future pattern of movement in this area is the exploitation of the lignite deposits in the Neyveli area. The rich reservoirs of the brown coal are being harnessed under a Rs. 68 crore multi-purpose project to produce much needed electricity for industrial development, to manufacture fertilisers for agriculture and lignite briquettes for use as domestic and industrial fuel. Besides providing extensive sidings in and around Neyveli, it will be necessary for the Railway to go

(Continued on page 42)

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THE tolerance observed by our fore-fathers in closely associating the worship of the twin-deities—Vishnu and Siva in all forms of adoration—a fact which has now been more often broken than observed—can, amongst many varied evidences, be seen in the construction of some of our temples in those days of religious catholicity. This fervour can be well seen in the ancient monuments that were erected under Royal patronage in the dim periods of the history of our country. Especially during the early Pallava period, the days of the mighty monarch that well-renowned emperor, Mahendra Varman the great (610 to 640 A.D.) and later in the days of his worthy successors like Narasimha Varman and others, we find that the one common trait in their religious bequests was that they had brought into existence temples in which both Vishnu and Siva have been treated on parity. Even if other reasons prevailed they had constructed the two shrines for these two deities on the same scale of grandeur and similar status. These can be evident when one observes the famous "*Shore temple*" at Mamallapuram, which has two shrines of Vishnu and Siva one by the side of the other and for the latter type the reputed temples of *Kailasanatha* and *Vaikunta Perumal* at Kancheepuram bear evidence. Besides these oft-quoted examples, the Pallava contribution to this unified spirit can be seen throughout the peninsula and one among such twin shrines still under worship is situated in the southern part of Tamilnad near Pudukottai. This place is known as Tirumayam—

a place of both religious and historical importance.

The small unostentatious town of Thirumayam is now situated in the District of Tiruchirapalli, but at one time was part of the then native state of Pudukottai. This place can be very easily reached as there is a station of the same name situated on the Tiruchirapalli-Manamadurai chord line, some 43 miles to the south-east of Tiruchirapalli junction and just a few miles to the north of Chettinad station. As it was at one time an important town in the Pudukotai State, there is a fine road connecting these two places which is now linked up as a prominent bus route with other places like Tiruchirapalli on one side and Ramnad and Madura on the other.

At Thirumayam, the most outstanding natural feature is the picturesque hillock, which has been utilised by the past rulers of this part of the country as a natural place of protection. A well conceived fortress had been built on the top of this hill and this famous fort at Tirumayam had played a significant role in the struggle of the Tamil chieftains with the irascible Englishmen, who were steadily impinging into these ancient tracts of the country in their lust for more lands and money. But to the religious-minded, this place is very important as it is held sacred for the worship of the twin-deities Vishnu and Siva, whose names are interlinked with the common appellative sacred word—"*Satyam*",—truth and righteousness. Accordingly, this place is

called "*Satyakshetram*", the hill as "*Satyagiri*", the Vishnu deity as "*Satyamurthy*", the Siva deity as "*Satyagireswarar*", the local tank as "*Satyapushkarani*" and the temple vimanam as "*Satyavimanam*". Thus this holy place had been associated by our ancients with truth and in later days this Samskrit appellation was rendered into the Tamil word "Meai" (மேயி). Thus the name of the deity came to be known as "*Meiyan*" or "*Meiyyappan*." This name is held in great veneration by the members of the rich Nagarathar community who are the prominent residents of this locality.

The presiding deity of the Vishnu temple here is also known as "*Adiranga-swamy*" suggesting that this deity is even older than the reputed deity at Srirangam temple. Moreover this place is one of one hundred and eight sacred Tirupathis held very sacred by the Vaishnavites and no less than seven beautiful hymns have been sung by the saint *Sri Tirumangai Azhwar* in praise of the Lord enshrined here. In one of these songs which occurs in the "*Tirukurunthandakam*" of the Sacred Divya Prabhandam, this Azhwar equates so to say, Thirumayam with "*Arangam, Kachi, Per and Mallai*", which are respectively, Srirangam, Kancheepuram, Koviladi (Tirupernagar) and Mamallapuram and which the saint describes as the five most outstanding places here on earth, where the Lord had deigned to manifest himself in his *Sayana* or reclining aspect.

According to the puranic tradition, the image of Vishnu as "*Anantha Sayana Murthi*" here is said to have installed by the great serpent God

himself—Adishesha, in token of his being gifted with the knowledge of "*Satyam*" or truth by the Supreme Being at this sacred place. Another puranic story associated with this place is that one time, a great sage by name Satyarishi was doing a severe penance in the inaccessible peaks of the snow-clad Himalaya, seeking to have a true vision of that incomprehensible quality—"Satyam"—about which all spoke but none realised. After numerous years of intense austerities, the sage was gifted with the vision of Lord Vishnu, who commanded the sage to proceed to the south and in particular to this place of Thirumayam, where He promised to reveal the esoteric significance of "*Satyam*". Accordingly the venerable sage came to this sacred spot and after bathing in the tank here, beheld the Lord Vishnu revealing Himself to him as the personification of Truth. The sage was transported with joy and as requested by him the Invisible Lord chose to remain here as the visible *Archa* form—in the form of the image that one sees even to this day. Ages later, the legendary king Indrathymnan of the Lunar dynasty is said to have built a temple for the Lord here.

Historically, the origin of this temple goes back to the ancient Pallava period and it is said that it was that famous Pallava emperor, Mahendra Varman the great that had caused these rock-cut temples to be made. As is well-known this monarch was responsible for the systematic construction of monolithic temples and his early attempts at Pallavapuram and Mandagapattu encouraged him to increase such shrines in all parts of the country over which he had sway. The twin temples of Siva and Vishnu carved out of the

rock on its southern flank bear indisputable characteristics of the ancient Pallava style of pillars and images and some of the fragmentary inscriptions here refer to certain musical notations. It is a known fact that the king Mahendra Varman, besides being an efficient ruler and a patron of fine arts was himself a gifted musician and had written a musical extravaganza which reveals his mastery over music and art. So it is not difficult to assign the beginning of this temple to the early Seventh century A.D.

A later inscription found in the Vishnu temple indicates that some improvements to this temple were made by king *Sattan maran*, also known as *Videlaividugu Vilupperadia Rayyan* and that free gifts of villages were made to this deity by his mother who is named as *Perumbidugu Perundevi*. Other inscriptions found here throw considerable light on the contributions made by the Sethupathi rulers during the 16th and the 17th centuries. Later when the Maharatta chieftain Anada Rao invaded this place, the ruler of Pudukottai Vijaya Raghunatha Thondaiman hid himself in the fort at Thirumayam and afterwards escaped from it. It was also in this famous fort that the renowned chieftain of Panchalakuranchi—Kattabommu sought asylum at the hands of the Tondaiman ruler, who of course treacherously exposed the hiding nobleman to the British Commander Bannerman, which culminated in the execution of that noble son of Tamilnad.

The fort on the top of the hillock here is in the form of a coil of several turns and each turn of the same being heavily constructed with massive

battlements. It was accessible by three gateways but now they have fallen into ruins. But adjacent to these can be seen such images like Anjaneya, Bhairava and Durga, who are usually installed by the ancient Hindus as guardian deities of their forts. The entire construction covers an area of about forty acres, wherein though much are in ruins, some of the remnants still reveal the past glory of these ancient constructions which were made to face the onslaught of foreigners in this land of peace-loving people.

On the southern side of this fortress-hill is the twin temple of Vishnu and Siva, the main shrines of both being rock-cut shrines scooped out of the mother-rock. Each shrine has a gopuram at its entrance, which is of a considerably later date probably belonging to the days of the Pandyan rulers. Entering the Vishnu temple through this gopuram-crowned entrance, one passes through a fine sculptured mandapam, in which the shrines of *Andal*, *Kannan* and *Chakrat-azhwar* are situated on one side and the shrine of *Sri Narasimha* on the other. Passing into the second mandapam enclosure, the shrine of the Goddess—here known as "*Ujjevani Thayar*" or "*Uyya-vanda Thayar*" is reached. Crossing the shrine of *Garudazhwar*, which stands in the centre, one now reaches the platform known as "*Sundara-Pandyan Koradu*" said to have gifted by that great Pandyan ruler of Mathurai. On the rear end of this Platform is the shrine of "*Sri Satyamurthy Perumal*" or more popularly known by the name "*Meiyyappaswamy*", who is represented as a deity in standing posture—an imposing image.

On the western side of this shrine is the ancient rock-cut temple in which Vishnu is represented as reclining on the coils of the serpent Adisesha, whose hoods form a canopy over the crown of the deity. This image of Vishnu with two hands resembles very closely the more famous one in the Mahisa-suramardhani cave at Mamallapuram (the present Mahabalipuram). The image of this Yogasayana murti at Thirumayam is unique, for here, Adisesha has not fully extended his hoods over the head of the Lord. The Lord is represented as comforting his two consorts, Sri and Bhu Devis who bear a look of fright. It is stated that two demons Madhu and Kaitaba approached the apparently sleeping Lord with evil intention. To spurn them away, Adisesha came forward to spurt out the venom but the Lord pulled him up and killed the demons himself. This puranic version is very graphically represented in this ancient sculptural piece and deserves a close study.

The temple of Siva which is about fifty feet away from the Vishnu shrine is also constructed on the same fashion. It has also a separate entrance crowned by a gopuram and the inner mandapam contains the shrines of *Banu Umaphatheswara* and the Goddess *Rajarajeswari-amma*. Going further inside, there is another shrine dedicated to the Goddess known as "*Sri Venuvanes-*

wari". Beyond this is the companion rock-cut shrine which enshrines the lingam known as "*Sri Satyagireswarar*" with a stone-cut image of Nandi in front of the lingam. The peculiar form of the lingam, which strongly resembles those that are now seen at Mamallapuram and the facade of the shrine with the two Dwarapalas guarding the entrance bears unmistakable testimony to the Pallava origin of these twin shrines.

Within the temple precincts is the sacred pushkarani known as "*Satyathirtham*", which is octagonal in shape. The mandapams adjacent to this place appear new for they have been recently renovated by the rich members of the Nagarathar community in the year 1924. Yet the older parts of the temple are very carefully preserved.

Tirumayam is one of the many pilgrim spots in South India, in which both religion and art have blended together harmoniously. The mute structures that one still sees here today bear silent testimony to the glory of the long line of great benefactors that had enriched this ancient land and, to the vying fanatics of the present-day religion, reveal the unifying spirit of religious tolerance that was in vogue in the ages past, when men adored the Supreme Being with unalloyed zeal and fervour.



IMPORTANCE OF THE RAILWAY WEEK

This is a free translation of a talk in Telugu by Sri J. B. Rao, Chief Commercial Superintendent, Southern Railway, broadcast from the All-India Radio, Vijayawada on the 13th April in connection with the IV Railway Week Celebrations—Ed.



SRI J. B. RAO

SINCE 1956, Railways have been celebrating a special Railway Week. You may be knowing the reason for these celebrations being done in this particular month. Over a century ago, in 1853, it was in the month of April the first train moved in this country of ours. From that foundation to this day, the development of the country and the development of Railways have been almost synonymous terms. Laying the iron road through mountains, valleys and forests, Railways have gradually joined up the distant corners of this vast country and have been primarily responsible not only for the development and industry, but even the sense of unity of the country. Carrying petrol from Assam, coal iron and steel from Bihar,

grains from Andhra and other public merchandise from different parts, Railways have been responsible for the present advanced state of development of the country.

The main objective of the Railway Week is to emphasise to the Railway workers that the development of the country depends upon the efficient working of Railways and that in the development that is envisaged during the course of the various Five-Year Plans, the responsibility of Railway workers is tremendous. On the Railways, there are over 11 lakhs of people working throughout the length and breadth of India. Since Railway's work is to continuously go on throughout day and night, you can imagine the ardour of a Railwayman's work. All these Railwaymen will gather at various centres throughout the length and breadth of India and remind themselves of their responsibility towards the efficient running of Railways.

Since the Railways are the property of the people, it is necessary for the public to know what the Railways are doing and what the reasons are for any short-comings. Another objective of the Railway Week is to place these matters before the public. If any private business does not progress satisfactorily, it is only one person who is hurt, but if there are difficulties in a great public enterprise like the Railways, the entire country is affected adversely.

It is hardly necessary for me to state that during recent times, the public have been put to some difficulties due to such things as trains not arriving on time, goods taking a long time for transport, difficulty in obtaining room on trains, overcrowding, ticketless travel and high railway charges on some goods. This is particularly due to defects in us, namely, the Railway workers. Part is due to the conditions obtaining in the country, but the major cause for these difficulties is the fact that Railways are engaged in the execution of several works in connection with the Five-Year Plans. During the year 1st April 1951 to 31st March 1952—that is to say, during the first year of the First Five-Year Plan—Railways carried roughly, $9\frac{1}{2}$ crore tons of goods. By the time the First Five-Year Plan ended, this quantum had increased to $11\frac{1}{2}$ crores, that is to say, an increase of over 20 per cent. By the time the Second Five Year Plan is completed, that is to say, in 1961, Railways have to be prepared to carry an annual load of 16 crore tons of goods. If you will keep in mind the fact that the $9\frac{1}{2}$ crore tons carried in 1951 required the development of Railways very nearly for 100 years, you can well imagine under what pressure the works have got to be carried out in order to be able to carry another 7 crore tons within the short space of 10 years. This development consists of doubling the lines wherever required, making the necessary signalling arrangements to enable trains to be run faster, providing additional loops at stations, etc. All these works have to be executed without trains being stopped for that purpose. They have to be done in timed interval between two trains. Work is going on day and night on this. It is due to this reason that sometimes it happens they do not arrive at destination on time. Since the Railways' Five-Year Plan consists of executing the works necessary for increasing the capacity, I trust you will agree that until this Plan is completed, a certain amount of difficulty in regard to travel is unavoidable. One of the things I have mentioned before is the fact that the Railway charges for certain goods are somewhat high. If the Railways' economic condition is to be sound, it is clear that the income should be sufficient. This income has to come from the charges collected on goods and on fares from passengers. It is the obligation of Railways to carry any type of goods that you may choose to offer, whether they are cheap goods like sand, coal, stone or fertilizers or they are expensive goods like medicines, piece-goods and cotton. If, for these varieties of goods, a same charge is levied, you will appreciate that the charges on the cheaper goods will be very much higher than what they are at present. If the coal from Bihar or Singhereni is charged, say Rs. 40 per ton, instead of about Rs. 20 per ton, you can imagine the amount of harm that it will cause to the numerous industries that depend upon this coal. Keeping these facts in mind, the charges on these cheaper goods are kept low and the charges on the more expensive goods are higher. If, for the purpose of retaining these more valuable goods to rail transport, we reduce the charges, it would obviously be necessary to make up the deficit by increasing charges on goods which have to move by Railways, such as the cheaper goods mentioned above.

I need hardly state how injurious such a state would be for the country.

In order to ascertain public opinion, as far as possible, in regard to the working of Railways, various Committees have been formed. In every Division there is a Divisional Railway Users' Consultative Committee. It is this Committee which decides what passenger amenities should be provided at what stations. It is in accordance with the decision of these Committees that the three crores of rupees which is set aside for the purpose of providing passenger amenities throughout India is expended. Again, there is a Committee for each Zone. In Delhi, there is a National Railway Users' Consultative Committee, covering all Railways in India. Besides this, in every zone, there is a Railway Time-Table Committee. In this Committee there are representatives from every Division. There are also representatives for the Parliament and the Assembly. It is this Committee which decides what trains should be stopped at what stations and where they should not be stopped. It sometimes happens that when we provide a facility for one section of the people, some difficulty is caused for another section. For the convenience of long distance passengers and for the purpose of taking trains faster, if Mail trains are not stopped at a few stations, those stations are to a slight extent, inconvenienced. In these matters the Committee considers what arrangement is to the best advantage of the people in general. Besides these, there is a Committee to supervise the meals arrangements of Railways. In this Committee the majority are ladies. Similarly, there is a Committee for

helping the Railway to ensure that the proper types of books are sold in the Book-Stalls. Although we are not able to remove all the difficulties of passengers completely at present, we know that we are doing whatever is possible. For instance, Janatha trains have been introduced. There are separate compartments for long distance travel. Reservations are arranged for third class also. Sleeping arrangements have been made in third class. There is an Air-Conditioned third class train running. As more engines and rail stock become available, the facilities will be gradually extended. Since it is necessary for the development of the country that the products of the industries, etc., should move, for the present, greater emphasis has to be given for the movement of goods. To this extent, a certain amount of overcrowding in passenger trains cannot be avoided, but there are several other difficulties connected with Railways which can be completely eradicated with the co-operation of the people. These are things like travel without proper tickets, loss of fittings from carriages, bribery, lack of cleanliness at stations, etc. Apart from the loss caused by these various unsocial acts, Railways have to incur extra expenditure in appointing staff to prevent these things. All these can be eradicated with your co-operation. Whatever it is, the 11 lakhs of people working on Railways are our own people. They are not others. On behalf of these people, I can promise you that we will constantly work for the good of the people, remembering that there is no greater service to God than service to man. It is only re-emphasising the fact that is the main purpose of this Railway Week.

RAILWAY SERVICE COMMISSION MADRAS.

Change of address

The Office of the Railway Service Commission, Madras will be shifted to No. 16/31, Eldams Road, Teynampet, Madras-18 on and from 1-6-1959. New Telephone No. will be 72111.

S. Rly. Some Problems and Achievements

(Continued from page 33)

in for various line capacity works to cater for this traffic of vast potentialities. The function of the Indian Railways is to serve the transport needs of the country, and it is our ambition and hope that, by sustained hard work and with the co-operation and goodwill of the public, we shall never fail in this great task of giving satisfactory service to the Nation and the Country.

GANGA BRIDGE OPENS ROAD TO INDUSTRIALISATION

K. B. MATHUR

Member, Transportation, Railway Board

The completion of the Ganga bridge brings a ray of hope to the people of North Bihar, Bengal and Assam. It opens the road to Industrialisation, lays the path to future progress. The author says that it is now only a question of time before "Prosperity sheds its sweet fragrance into all these poverty-stricken areas."

THE Ganga bridge, which provides a transport link between North and South Bihar, is destined to play a vital role in the economic resurgence of North Bihar and will equally benefit North Bengal and Assam.

Passengers were subjected to the additional cost of transshipment, with the added misery of having to bargain with hard-boiled porters who made capital out of their plight. During the rains their plight was even worse.

The river Ganga which divides Bihar into two wings was hitherto unbridged in this area. Passenger traffic from one bank to the other was, therefore, carried in steam boats or country boats and goods traffic was largely carried in metre gauge wagons transported over wagon ferry barges. Goods were transhipped at Mokameh ghat from broad gauge to metre gauge or vice versa.

PLIGHT OF NORTH BIHAR

In this state of things, business conditions in North Bihar was extremely precarious. Goods expected were sometimes abnormally delayed. Medicines required reached after their demand had faded away. Calculations had no meaning for the stockists. Even though they were reconciled to hold larger stocks, they could not be sure of securing transport for doing so. In-balance in the demand and supply of consumer goods was a regular phenomenon which afforded an opportunity for the stockists to earn rich dividends at the expense of the hard-pressed consumer. Occasionally, his demand remained unsatisfied even if he was prepared to pay a higher price.

Owing to the vagaries of the river, however, it kept on changing its course with seasonal variations in the flow of water and every change led to the shifting of the ferry ghats at either bank. This continual process of ghat shifting was not only costly but it invariably caused a serious setback to the movement of traffic and led to the detention to wagons. The width of the river crossing and the navigational problems continually kept on changing, and in turn the transit time of steamers and the number of ferry crossings fluctuated sometimes to a marked degree.

Amidst these uncertainties of transport, industrial development was not possible. The area mainly subsisted on agriculture and with the heavy pressure of population the fragments of land which fell to the share

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of each cultivator gave him hardly enough for his living. Thousands of able-bodied men, therefore, had migrated to the industrial areas of Calcutta, the coalfields, the steel works at Tatanagar and other centres further afield. There is, therefore, a constant stream of passenger movement between North Bihar and the industrial centres in the eastern region.

NEW BRIDGE BRINGS RAY OF HOPE

The Ganga bridge brings a ray of hope to all those stricken by this gloomy past. North Bihar, Bengal and Assam are agog with expectation. The biggest barrier to industrialisation has been removed. The path to progress has been laid. It is now only a question of time when prosperity will shed its sweet fragrance into all these poverty-stricken areas.

Barauni—an insignificant village—is humming with activity. Till yesterday, a miserable riverine ghat with a shifting metre gauge railway connection, it now boasts of broad gauge trains buzzing past with speed, of massive broad and metre gauge yards, well-equipped and modernized transshipment sheds to handle all variety of traffic, extensive broad and metre gauge locomotive sheds and, to crown it all, a modern well-laid out colony with all the amenities for the habitation of its thousands of workers. It will be the centre for the transshipment of all variety of goods, heavy and light, from about 350 broad gauge

wagons into about 600 or so metre gauge wagons and *vice versa*, which is practically thrice the capacity now available at Mokameh ghat.

What a change! Barauni now potentially rivals some of the most modern industrial towns and this is by no means the end: it is only the beginning of a process. An oil refinery and an industrial estate are in the offing. Barauni now signals the advent of an industrial era amidst an agricultural setting.

The old land owners who gave their land for this development feel proud of their sacrifice and join in rejoicing with the entire country and in paying homage to the mother Ganga and the beneficent bridge which stands out as a monument on firm foundations laid by the blessed hands of our revered Rashtrapati on February 26, 1956. It is in the fitness of things that the portals of this bridge was opened by our beloved Prime Minister who, to us, is a symbol of dynamism and progress for the uplift of our country.

Let us also pay homage to the devoted band of engineers, workers and contractors for their skill and industry, for the contribution of their mite in the timely fruition of this magnificent task.

May the Ganga bridge serve the cherished needs of the masses of the people who live across in North and may it prove a boon and a symbol of prosperity to them.

HEALTH SERVICE ON RAILWAYS

This is the text of a talk by Sri P. A. Menon, Chief Medical Officer, Southern Railways, broadcast from All-India Radio, Madras, on the 13th April, in connection with the IV Railway Week Celebrations—Ed.

THE Medical Department of the railways is one of those departments which comes very little into contact with the public but it plays a very vital role in maintaining the efficiency and safety of the railways. The Indian Railways is unique among the railway systems in the world in that it provides very comprehensive medical care for its employees and their families. The railways maintain well-equipped hospitals, clinics and health units where qualified doctors minister to the needs of the sick employees and their families.

Each Zonal railway has a Chief Medical Officer in charge of the Medical and Public Health Administration. Each Zone is divided into Divisions or Districts depending on the length of the section, the volume of traffic, number of employees, etc. Well-equipped hospitals with specialist services are provided at the Divisional or District Headquarters. Each division is further subdivided into sections under the charge of Assistant Surgeons who are stationed at important stations. The employees who are sick are treated at the dispensary or hospital if they are able to attend for treatment. If they are bedridden, the doctor attends on them at their residence. Hospitalisation either at the Railway hospital or Government hospital is arranged if it is necessary. Hospital treatment is free for all employees irrespective of class and

many of them are given free diet also. Beds have been reserved in sanatoria for treatment of tuberculosis patients and there are arrangements for financial assistance to employees who suffer loss of emoluments due to prolonged illness. This comprehensive medical care is a recent development and is due to the realisation that only if the staff and their families are healthy and happy can they give their best to the development of this great national undertaking. This might be termed an indirect contribution to safety and efficiency.

Most of the duties connected with train working are onerous and call for a high standard of physical fitness, good eyesight, alertness and capacity for sustained concentration on the job in hand. The efficiency of the railways and the safety of the travelling public depend on this standard being maintained. Therefore all candidates have to be medically examined before appointment and periodically during their service. Medical examination of employees is one of the most important duties of medical officers and in the early days of the railways they were appointed mainly for this purpose. It is often an unpleasant task because we have to reject an appreciable percentage of selected candidates and a few of those already employed as unfit for employment.

For purposes of medical examination, railway employees are grouped under three broad categories and standards of fitness have been laid down taking into consideration the duties they have to perform. Under the first category come those staff who are directly concerned with the running of trains like drivers, firemen, guards, station masters, pointsmen, etc. A high standard of physical fitness, perfect eyesight and ability to recognise colours are demanded of those staff in the interests of public safety. The second category consists of those who require a reasonable standard of fitness for their work and for the safety of their co-workers. Staff employed on the maintenance of railway lines and some of the workshop staff come under this group. The last category consists of the remaining workshop staff and office staff.

All staff are examined before employment. Because of the nature of their duties, those in the first category are examined at frequent intervals during their service by Gazetted Medical Officers and the examination is rigorous. The other staff are examined at less frequent intervals.

The Medical Department is also responsible for ensuring that the sanitation of railway stations and trains is maintained at a reasonably high standard and that only wholesome food and water are supplied at stations. This is a difficult task because the stations are spread out over thousands of miles and constant supervision is not possible except at the larger stations where medical staff are headquartered. Even at these stations it is not easy because a large percentage of railway

users are uneducated and have rather primitive ideas about sanitation. Good drinking water is scarce or not available at many of the stations and has to be brought from far-off places at considerable expense. Many passengers do not realise this and do not bother to turn off the tap after use, resulting in waste of precious water. Often passengers at larger stations do not make way for the sanitary staff to clean the station platforms and waiting halls. A lot more remains to be done to make travelling more comfortable and it will make our task easier if the public appreciate our difficulties and co-operate with us a little more in keeping stations and trains clean and in avoiding waste.

In spite of all the care taken by the railway staff, accidents do happen and the medical department has to ensure that accident services are maintained properly. For prompt assistance in case of accidents, equipment and personnel are necessary and these must reach the scene of accidents expeditiously. First Aid boxes are provided at all important stations and in all passenger trains. Drivers, guards, station masters and a large number of other staff are trained in First Aid so that minor injuries can be attended to immediately.

To deal with major accidents more elaborate First Aid equipment stretchers, blankets, etc., are provided at important stations—usually not more than 60 miles apart. In addition, specially fitted accident relief vehicles with all the necessary equipment and drugs are located at important stations where an engine is likely to be always available to move it. There are also

other vehicles with cranes, jacks and other engineering tools to clear the debris and rescue the injured. All these equipments are frequently inspected to ensure that they are maintained properly. The staff required for such emergencies are trained in First Aid and many of them are provided with quarters near the station. The state of preparedness is tested periodically by sounding the alarm. Many of the office staff have voluntarily undergone training in First Aid and joined organisations like the St. John Ambulance Brigade and the Bharat Scouts to be of service to the public when needed. It must be said to the credit of these men that although there have been severe criticisms about increase in accidents there has hardly been any criticism about the accident services.

The Medical Department also renders assistance to passengers who are taken ill during their journey and to seriously ill persons who are being transported by rail to treatment centres in the big cities.

Like the State Medical Services, the Railway Medical Service is also handicapped by dearth of doctors and other skilled personnel. With the increase in the number of training institutions during the Second Five-Year Plan we look forward to overcoming these handicaps in the years to come and to be of greater service to the travelling public and to the country.



OXYGEN SERVES THE RAILWAYS

The Indian Railway system is Asia's largest and is a vital factor in the country's development.

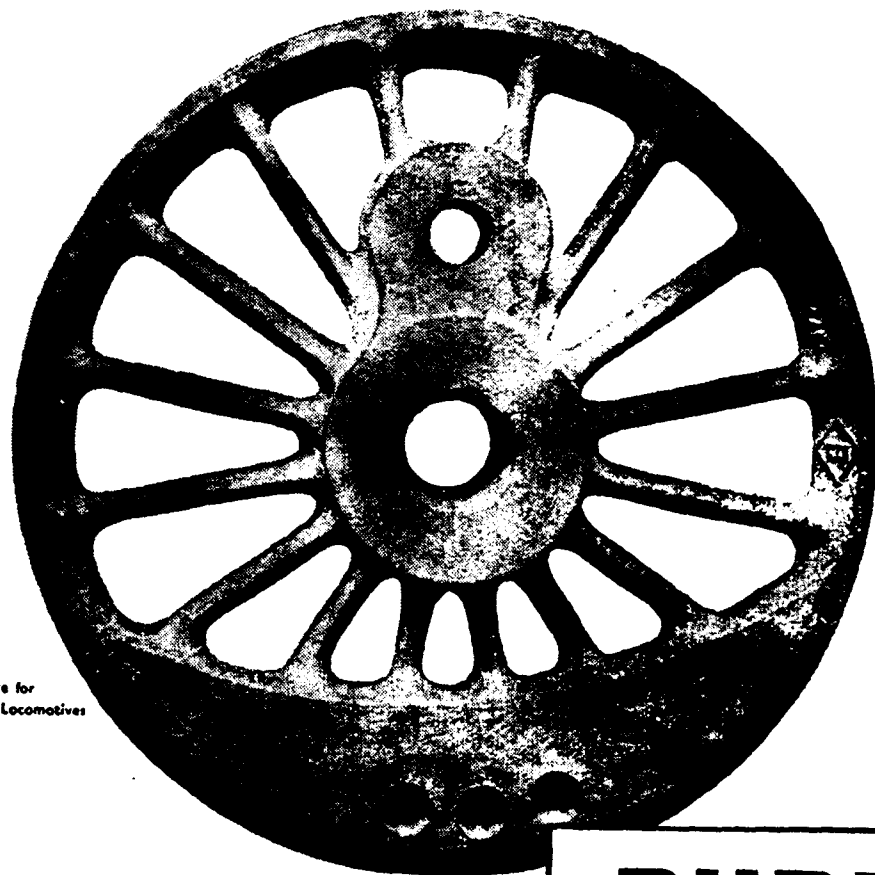
The nation's arteries have to be maintained in sound health. Railway engineers rely increasingly on welding for maintenance of the permanent way, bridges, locomotives, wagons and coaches.

Indian Oxygen with its countrywide organisation, serves the Indian Railways in many ways. Besides the supply of industrial gases, welding materials, welding and cutting equipment, this service covers technical advice, tuition and expert assistance in all problems relating to welding and its allied processes.



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WORKING OF PUBLIC RELATIONS

K. SRINIVASAN

THE individual public relations man of a small department can make but a tiny dent in the great mass of public opinion by working alone. The way to make a real and lasting impression is to work through many others. Creation of public relations department should not make others in the organisation, i.e., in the other departments to cease their own public relations activities. In a big organisation like the Railways spread out throughout the length and breadth of India with more than 34,000 miles of track and more than 6,000 stations running more than 7,000 trains a day and carrying about 40 lakhs of passengers daily, every employee from the highest to the lowest in the Commercial and Operating Departments and also in other departments who deal with public should function as a public relations man, though he may not have specialised in public relations. Efforts of all these people should be intensified with the careful assistance of the specialist in the subject.

The public relations man must be a kind of conscience for the organisation. He should consider how any step about to be taken will be regarded by the public and give as wise a counsel as he can with a view to guiding decisions. Others involved in shaping policy or taking action may be too much pre-occupied with achieving specific objectives to give enough thought to public relations aspects.

The gathering of information from the public and its distribution within the organisation is one of the primary functions. This activity involves

extensive reading of books, magazines, trade journals, newspapers, etc., in search of information pertinent to the activities of the department. It involves establishing listening posts elsewhere in the organisation, where the murmurs of public approval or disapproval, demand or rejection, can be picked up and relayed to the departments. Making educated guesses on the basis of personal observation and personal conversations with representative persons is a practical way of getting this information. The information thus gathered should be reported to the officials or executives. News clippings, letters, memoranda, digests and analyses of public opinion can be passed on to the Executives, Heads of Departments to appraise them of the drift of public opinion and attitude. It is necessary for the Public Relations Department to publicise or interpret public's reactions towards the Railway's activities. Preparation of speeches, radio broadcasts, books, pamphlets, memoranda, letters, press releases, magazines, articles, departmental advertisements (displayed and classified) and other forms of the written word should be adopted which are the necessary basis of attempts to reach the public.

INTERNAL PUBLIC RELATIONS AND EXTERNAL PUBLIC RELATIONS

Internal public relations is the relations of the management with the staff, the personnel, the labour and everyone belonging to the organisation. In determining what kinds of messages may best be given to employees, we

must ask ourselves whether they serve the three basic desires which every employee reveals in every state of their activities. These are security, opportunity and recognition. As for feeling of security in the minds of workers, it is best dramatised when the employees go to the desirable extent of saying that the management has been significantly conscious of their right to earn a decent living and a larger measure of security. Every time when employees advance in the rank, it should be reported in the Railway's publication. It may be noted that the 'Indian Railways' (the magazine of the Railway Board) gives detail of promotion of Railway employees. During the Railway Week for instance, outstanding work of 21 railwaymen were rewarded in April 1959. The Railway Minister presented medals and cash certificates during the 'Railway Week' Celebrations. Out of these, four railwaymen were on the Southern Railway. These Railway magazines apart from developing *esprit de corps* also publicise good acts done by the Railway employees at all levels.

External public relations deals with the Press, the public and all outside organisations, consultative committees etc. Silence on the part of the organisation makes a public man angry. A pleasant answer moderately worded

pacifies. It is said in the hand-book of diplomats, that unnecessary publicity is the enemy of diplomacy but in modern days when the public are democratic and powerful, it is necessary to disseminate correct information about the Railways as and when required.

The public relations of a Railway cannot be assigned to any single department. These relations result from the contact of employees and representatives of the Railways 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 public relations will be responsible for the study, development, fostering and promotion of such public relations. Policies and activities as may be assigned from time to time. Although it is impossible to detail in full the responsibilities of the public relations Department its objectives will be to clarify, correlate and interpret Railways' policies towards the public in the proper manner.

Think of what could be accomplished if more than ten lakhs. Railwaymen used every opportunity to speak favourably about their railways to the people they meet when on and off duty!!

Children's Corner

(Continued from page 64)

Rooster found some excellent vegetable salads which they thoroughly enjoyed. They ate until they were satisfied and then looked around for a place to sleep. This they soon found, and so

the deserted house was soon quiet with the old gang of old animal friends sleeping blissfully.

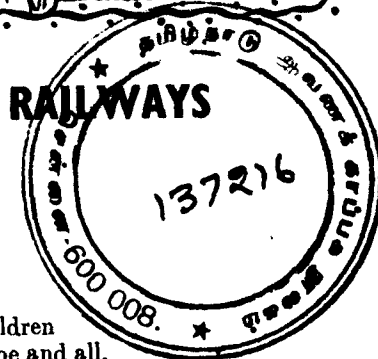
UNCLE TELLATALE



WORKSHOP,—THE HEART OF RAILWAYS

V. E. THRUVENGADIAH

Sub-head, Accounts, S. Rly.



High above and up aloft there hangs a sick engine
Lifted by the might of crane for repairs overhaul
As toy at cradle that swings to breeze amusing babe children
Oh, what a sight! the might of steel that sways the globe and all.

Tall, still tall and lean but lone towering amidst spacious sheds
Emitting smoke in curls and whirls that race in haste to skies
Stands burried in deep the chimney clad in steel sheet shreds
And cares little the chaos down nor sun or freezing breeze.

Behold there yon in blazing furnace as glittering dusky sun,
The steel lumps which on anvils huge get shaped to requirements
By thundering hits of sledge hammer that wrenches awes of one
To brood over ingenuity of man of harnessing attainments.

The welding, lathe plant, truck, traverser, mammoth machines galore
The bellows, blowpipes, punching slots, hydraulic presses too
The grinding stones, Jacks, guillotine shears and giant drillers that bore
Planing, sliding, milling ones that aid, shape, rivet and screw.

Arrayed quite trim, an army like to cure all vehicles ills
By host of fitters, turners, welders, smiths with intentions
That speak to skies of 'MAN-POWER' in all industries and mills
Of minute precision, perfection as well as quick productions.

Further on at another spot the fluid iron gets mould,
Fetled, chiselled and chipped to several parts as such in need
Boilers big examined, checked in ways more than tenfold
Thus gets fitted in streamline effects the steaming 'IRON STEED'.

Great trees felled, seasoned and sawed to smoothest planks from logs
By which are wrought fine carriages to transport many a don
In cool comfort of utmost ease through heaviest rains or fogs
Yes, what a bliss! yet cheap travels! Many thanks to Stephenson.

Handwritten notes: 21/5/59, 1159-6-2

The Luggage, Postal, Motor, Fruit, Fish, Duck, Poultry, Brake-vans,
Tool-van, Store-van, Breakdown-van and Inspection-van too,
The 'earthly paradise' A. C. Cars and dignitaries' Saloons,
The Tourist, Restaurant, First, Second, Third, all have their births HERE true.

The wagons-covered or open, low for logs or long-ton iron,
For explosives, oil, petrol, for hopper crane support
For livestock (save perhaps the long-necked chequered giraffe scion)
For still a multipurpose works are fitted for all transport.

The popular modern world-wide transport is sure the Great Railways,
The reliable back-bone of industries tending prosperity
The seat and centre of such transport indeed are SHOPS of grace
Where art and craft leave rich legacy to the morrow's posterity.

Sages say our 'WORK IS WORSHIP' to reach HIS divine ways
The workers' temples are workshops which serve our needs and ends
Long live coal, steel and aqua with honest working race
Who worship work and so of HIM Who generates thoughtful blends.

YERCAUD

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Clerk, Amenities Section, G.M'S Office, Madras

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From a desert hot, to a cool hill side,
It serves you with a guarantee
It assures you both speed and safety.

Upon the " Rails " to health resorts,
Upon the " Rails " to beauty spots—
Coonoor, Ooty on the Nilgiri Hills,
Yercaud too has its own thrills.

Yea, Yercaud near to Salem Town :
Alight at Salem—station of renown,
The Railway takes you swiftly there,
It takes you gently with all care.

Cheap by bus from Salem proper,
In two hours you're in climate softer.
Coffee estates surround you then,
Breezes whisper thro' the glen.

All is bright, the Sun is cool,
School boys loaf from the local school.
Free and easy you take your time
To absorb the scenery sublime.

Oh ! to see the coffee grow,
Oh ! to see the fruits galore,

Oh ! to see the seasonal flowers,
Spring up after April showers.

Take a walk to " Ladies Seat " .
It makes your heart miss a beat—
And if your imagination's good
Lying there's a lady from slipper to hood.

Sit down upon the rocks so smooth,
And gaze at Salem—the town looks rude.
Bright lights like stars from down below,
Against dark Nature, seem to glow.

Take a walk to 'Hairpin View'—
See the Sun shine on the dew
As you count the " Hair pin " bends
Twenty-one in line like fairy legends.

To pen in detail the enchantment there
Wouldn't do justice to a place so fair,
Where climate scenery all in one,
Gives you rest, health and fun.

So all you readers' don't miss the chance,
Buy your ticket—book a berth in advance.
Leave the rest to the 'Southern Railway',
'Twill take you there by night or by day.

ECONOMY ON RAILWAY AND THE PLACE OF COAL

(Contributed)

IT is necessary to economise in the interests of the public. Empty waste makes oweful want. A person using the Railway may ask a question how can a little waste hurt such a big undertaking. The answer is a little waste day by day at each of our thousands of stations, yards, shops and offices and other work locations can add upto a staggering amount. Recurring expenditure is one of the items which should be avoided. In matters that return not, one can be magnificent. While looking at economy, we must try to economise on expenditure which can be considered as luxurious or superfluous or extravagant. A little more care day by day by each employee at each work location can have tremendous results. All Railwaymen can join in waste prevention in some way or other by reusing items when they are in a reusable condition such as envelopes which can be used again and paper which has been used only on one side and which can be used for rough jottings and by taking only as much material as the job requires, by using materials as they were designed to be used, by avoiding breakage and by promptly returning any material left over when the job is completed.

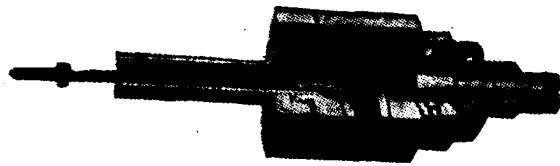
There are certain items of expenditure on railway such as coal which costs a huge amount. Occasional expenditure also has to be kept on the low side but there is not much scope for economising on occasional expenditure incurred periodically, annually on functions. A penny wasted makes the life of the poor man meagre to that

extent. If there is saving and economy allround, this will enable the organisation to set apart a large amount for productive works. Economy in the use of fuel and coal may result in a major saving.

Railways increasing coal consumption and the resultant higher bills have drawn both popular and Government attention. The various factors which have affected the consumption of coal on Indian Railways have recently been reviewed by an experts' Committee set up in 1957 by the Government of India.

Against 13.6 million tons in 1956-57, coal consumption is expected to go upto 16.5 million tons by 1960-61 (9 million tons of selected grades and 7.5 million tons of Grade I non-coking coals). Based on the present trend of the quality of supplies received by the railways, it is anticipated that there will be a real deficiency of specified grades, and the probable supplies would correspond to six million tons of selected Grade coals, 4.3 million tons of Grade I and the balance to lower grade of coal, which would result in increased consumption of nearly two million tons. The railways' requirements of coal in 1965-66 are estimated at 26 million tons (14 million tons of selected grades and 12 million tons of Grade I non-coking coals).

Indian Railways consume nearly one-third of the total coal produced in the country. The total railway fuel bill was Rs. 9.3 crores in 1926-27, Rs. 13.9 crores in 1943-44 and due to a sudden rise in prices, the bill rose



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to Rs. 20.8 crores in 1944-45. Coal costs expressed as a percentage of total working expenses have risen only marginally from 13.8 per cent in 1926-27 to 14.7 per cent in 1956-57, showing that the rise in both cases is affected by the same economic factors—rise in the cost of labour and materials.

The consumption of coal by the Indian Railways has gone up from 8.7 million tons in 1951-52 to 13.6 million tons in 1956-57, and it has been estimated that by 1975, it would rise to a minimum of 50 million tons. An answer to the problem of rising costs of coal which is difficult to come by in the right quality and in the required quantities, is partial conversion to diesel and electric traction. This will not only be cheaper, but will also save coal for other important industries.

The progress of dieselisation on Indian Railways will, however, be closely tied up with the early development of (a) indigenous resources of diesel oil; and (b) indigenous design and maintenance of diesel plant and equipment.

But electric traction further scores in the simplicity of maintenance and the low maintenance cost, which is about one-third of the maintenance cost of steam locomotives. On busy sections, where high traffic density is obtained, electrification would be both an operational and financial necessity.

Daniel P. Loomis of Washington D. C. President of the Association of American Railroads, addressing before

the New York Society Analysts declared "I cannot envision a time when railroads will no longer be the primary means of transportation upon which all others, and the national economy depend."

Stating that the low-cost advantages of railroading are resources that "even the richest nation in the world cannot afford to abandon or permit to waste away," the A. A. R. President said that the real question the nation must weigh is not whether there will be railroads in the transportation future, but what kind of railroads will they be? Whether steam, diesel or electric. In India it is proposed by 1975 to reach a target of 20% diesel traction, 30% electric traction and 50% steam traction as recommended by the expert committee on coal consumptions on Indian Railways.

If this is achieved, only 27.5 million tons of coal would be required as against 50 million tons, which will otherwise be required for steam traction. This would include the quantity needed for generating thermal power for electric traction. The requirements of coal in 1975 can thus be kept down to the same level as now estimated for 1965-66.

Thus it is clear that the Indian Railways, who consume about one-third of the total coal produced in the country, have looked forward to the future, seen relative proportions taking a long run view of the question and have devised methods of effecting economy in the use of coal which is a big item of expenditure on Railways.



'HELP US to HELP YOU'

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

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

(Issued by Northern Railway on behalf of Indian Railways)



"INDIAN RAILWAYS 1959 ANNUAL"

This interesting magazine published by the Railway Board which has already established itself as a source of authentic information expounding correctly the achievements of our Railways has completed three years of successful career and the Annual under review is luxuriously got up containing a score of important features well written on varied topics by distinguished men with a profusion of illustrations and an attractive colour cover page of 'influenced' modern art. The Annual carries the messages of Sri Jagjivanram, Sri S. V. Ramaswamy and Sri Shah Nawazkhan emphasising the special role of the Railways in the rapid industrial and economic development of the country.

"The Growth of the Nation's Life-Line" is an informative article by Sri P. C. Mukerji, Chairman, Railway Board. Since the turn of the present century, more particularly since the end of the last war and the achievement of independence, the Railway Ministry's work has grown out of recognition. The size of operations has multiplied in all directions. In this article, the top executive of the Indian Railways has highlighted a few aspects of the railway system where progress has been most significant. In the article "Electrified Mileage," Sri Karnail Singh observes that the electrified railway route mileage in India at the end of the First Plan period will be more than quadrupled during the Second Plan period. Also, during the Second Plan period, prelimi-

nary work would have been completed on several hundred additional miles of track which would be electrified early in the Third Plan period. This gigantic task is being tackled largely by the Indian Railways themselves in technical collaboration with the French National railways and indigenous resources are being utilised to the maximum extent. "Indian Railways—1,000,000 Partners" is an interesting article by Sri M. N. Chakravarti. Over a million men who work on the railways are partners in service on whose co-ordinated labour rests the edifice, that is the Indian Railways. One Railwayman, in charge of staff matter says in this article that apart from the external rights and obligations of workers in this partnership, there should be a code of relations as between one partner and another. He makes suggestions how this partnership can work to better purpose. Sri G. Pande in his article "Railways and the Steel Plants" writes that the realisation that steady industrial growth is possible only on the foundations of a strong iron and steel industry had led to the setting up of the three new steel plants at Rourkela, Bhilai and Durgapur. In this article, the top executive of Hindustan Steel Private Ltd., acknowledges the invaluable help the Indian Railways are giving, in carrying vast quantities of raw materials to the plants and in other directions such as the training of steel plant workers in railway workshops. In his thought provoking article "Railways and Evolution of Socialism in India" Sri K. Santhanam, a former Minister of State for Railways,



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says that Indian railways constitute a substantial foundation for the development of socialism in the country. He makes weighty suggestions for the solution of certain problems facing the railways including that of winning public co-operation. "Rail Transport in an Expanding Economy" is an informative article by Sri A. K. Chanda, Comptroller and Auditor-General of India. The author, a former Financial Commissioner of Railways, makes a rapid survey of the growth of the Indian Railway organisation since their early days and dwells at some length on the development of the railway financial structure during the past 35 years—a subject which he is eminently fitted to speak. In the article "India's Steel Plants Railway" Sri G. P. Shahani observes that individual or corporate life in India today would be inconceivable without the railways and the author draws upon a wealth of data to show in this article, how trade, commerce and prosperity have followed closely in the footsteps of the railways over the past century. "Railways Aids Railway Progress" is another interesting article by Sri Kumar. The multifarious activities in which the Railway Testing and Research Centre at Lucknow and its sub-centre at Chittaranjan are engaged have one central aim; to help the railways in their drive towards greater self-sufficiency and to employ indigenous materials to the maximum extent for this purpose. This article outlines briefly the large range of research problems now being tackled and indicates what progress has already been made.

In his article "How is Second Plan going on Railways" Sri O. S. Murthy gives a comprehensive bird's eye-view

of the physical progress already made and the tasks that remain during the remaining two years of the Second Plan. "The ICF beats Production Targets" is an informative article by Sri K. Swarup. "Making Train Operation" is a comprehensive survey of the extent to which the advances in signalling and tele-communications have made train operation abroad safer, faster and more economical. Sri S. A. Srinivasan, the author, refers to the comparatively humble beginnings made by the Indian Railways in this important field and expresses the hope that this country will sooner than later catch up with modern signalling and tele-communication techniques in vogue abroad. In the article "Wanted 20,000 miles of new lines" Sri A. K. Chakravarti looks into the future to speculate how best railway development in India in the next 20 years could be ordered to the best advantage of the country's fast growing economy. He feels that a minimum of 20,000 miles of new "ribbons of steel" should be planned by 1980 with the maximum of indigenous labour and materials. Mr. Daniel P. Loomis, President, Association of American Railroads, in his article "Challenge of Road.....", says that the U.S. Railroads like many other systems in the world, are faced with keen competition from road, air and water transport, all of which are highly subsidised by Government. The distinguished author narrates in this article the measures taken by the U. S. Railroads to overcome the handicaps of unequal competition by improving service, raising efficiency and cutting costs. "Three Unusual Features of Swedish Railways," "Push and Pull,"

Belgian Railways are also interesting. "Southern Railway Moves Iron-ore for Export" is an informative article by Sri P. H. Sarma, COPS. The author brilliantly portrays how the Southern Railway is tackling the problem of heavy iron-ore traffic, a satisfactory solution of which helps India to earn valuable foreign exchange. Sri K. D. Dhir, in his article "An experiment in Psychology" observes that a Psychological approach involving an appeal to people's sense of duty and finer sentiments always brings good results. This is particularly true of an organization like railways where thousands of persons, widely interspersed in a larger area, have to intimatedly co-operate before a single train can run. "How Southern Railway is caring for the Workers" is another interesting and informative article by Sri R. Gopalakrishnan. The author explains how the Southern Railway is implementing the railway's policy to improve worker's efficiency by caring for his and his family's welfare.

There are excellent photo inserts, humorous cartoons in colour and paintings distributed all over the magazine. The informative statistical datas, charts maps, etc., concerning the railways help us to understand the erudite articles and various technical problems. The photo news of VIPs on Indian Railways is another salient feature. "Ten Golden Rules for Management" is a box item, which is worth quoting: Be fair and friendly and give praise where due, Reward people in accordance with merit, Criticise without humiliating and never in the presence of other people, Give workers a sense of security, Do not lose your temper or be moody, Do not

pass the buck to subordinates, Do not play favourites, Always give a reason for an order and bring the worker into the picture as far as possible, like people and in turn they will like you and Be patient. In short, this sumptuous well got up magazine is a good presentation of many good things.

"EIGHT SEERS OF RICE"

By K. SANTHANAM

(Publishers : Sundara Prasuralayam
193, Mount Road, Madras
Price 1-50).

This is a "Charming Collection" containing 19 stories and phantasies of a rich Hindu mind of the highest order. The stories contained in the book fall into three groups. The first group consists of pen-pictures of Hindu social life, with its ancient roots and struggling to adapt itself to modern conditions. The second group arose from the author's experiences during the non-co-operation movement. The third are fantasies based on the puranas.

What is the definition of a short story? There is a plethora of views. All of them are controversial. So, it would be better to have a standard from the stand-point of an ordinary reader. The short story should be short should have good morals: should engage the attention of the readers. In short, one should experience a feeling of fullness after reading a good short story. The feeling of fullness is one, more to be experienced than defined. Such an experience can be had after finishing the collection of stories, under review. Many of the short stories that are appearing in journals nowadays leave much to be desired. They are either lacking in crispness or in

good morals or in perfect delineation of characters. For the readers, who are fed up with this sort of fare, Sri K. Santhanam offers welcome relief. His definition on short story is that it is the best medium to portray the strange mixture of tradition and superstition, gentleness and asceticism, profound family affection and quaint taboos which makes Hindu life as puzzling as it is charming. The stories are uniformly good. The author has been able to achieve this magnificent result because of his wide experience and understanding of life. His characters on Social life are drawn from life and while reading we feel we have met them somewhere, sometime in our life. He has portrayed the life of 'middle class' very successfully. The author has touched upon a variety of subjects, thus not boring the readers. His stories breath the atmosphere of the place where his characters live. He brilliantly portrays the puranas which have been the most powerful influences shaping Hindu life through the last thirty centuries and has added to and altered them while a modern anglicised and Gandhian imagination play upon some of the strange dramatic incidents contained in them. As observed by Rajaji, the book under review will leave the reader better as a man or woman, than he or she was before reading it.

SWAMI'S NOTES ON STORES AND STORES ACCOUNT:

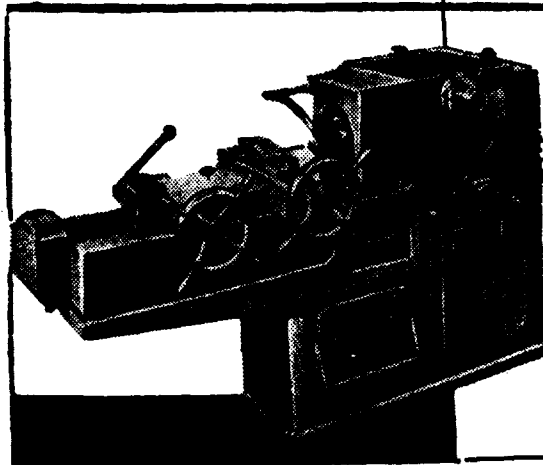
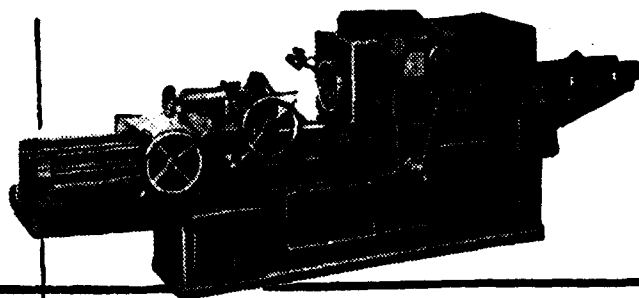
(The Kalpana Publishers, Book-Sellers, Trichy-3. Rs. 2-50)

A Central Agency of the Railway called the Stores Department is func-

tioning for obtaining the materials required for the use of the Railway, either for immediate consumption on specific works, or for being kept in stock for issue, as and when indented by the several departments of the Railway, under the supervision of the Controller of Stores. The COS is to envisage the requirements of stores of the several consuming departments of the Railway and arrange for their purchase in the widest market at the cheapest rate and in an expeditious manner. He is responsible for their receipt, examination and custody in a manner which is convenient to the Administration and at the same time secure against losses, waste and deterioration and finally for their issues to authorised officials on requisition. To facilitate maintenance and distribution, the Stores Department is divided into General Stores, Engineering Stores, Locomotive Stores, Carriage and Wagon Stores, Emergency Stores, Surplus Stores, and so on. The book under review contains two parts, the first dealing with the organisation and functions of Stores, and the second with model questions and answers for Appendix II examinations. The book has been compiled in simple style bringing out the salient features of the Stores Organisation and the Stores Accounts Branch of the Accounts Organisation, and serves as a Handbook and Guide to the Staff of the Stores and Stores Accounts Office, either beginners or old hands.

S. VEDANTAM

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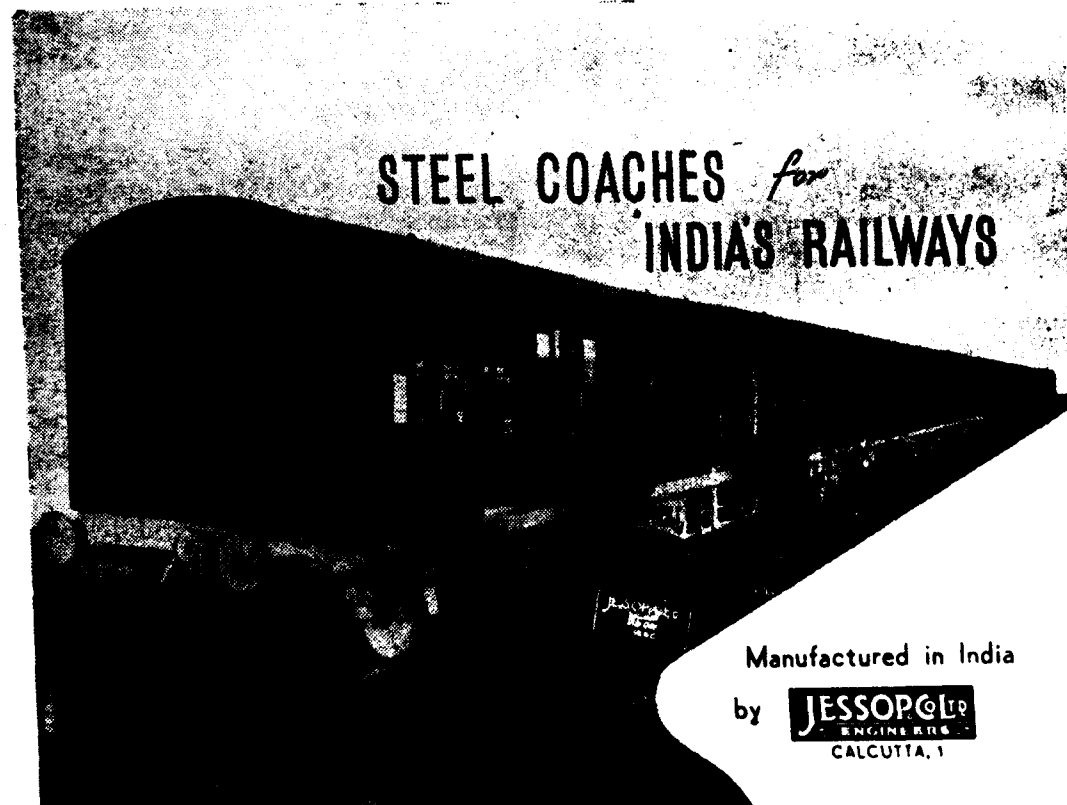
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NOBODY WANTS US

NED the donkey, was slowly walking along the road feeling very sad. And he had something to be sad about. He was rather old for a donkey, and his master had sent him away because he was too weak to be of any use for carrying loads on his back. His master believed in the saying 'no work, no food'. So as Ned was too feeble to do any work for his master, he was told to go and get his own food.

As Ned the donkey was moving along the road he heard a squawk nearby. Now that sounded like some bird. Ned looked up from where the sound had come and saw an old cockbird on a fencing post at the side of the road. Ned stopped his slow walk, and thought to himself, that as he had nothing to do, he may as well have a chat with the old cockbird.

Now Ned noticed that the old cockbird seemed to look sad so he asked him, "What's the trouble, Rooster?" With a hoarse croak the bird said to the donkey that he too had been kicked out of his master's fowl house, as being so old, he could not get up in time to see the dawn break in the sky each morning, and so could not awake all the others with his early-morning cockcrowing. "So, you see, I'm too old for my job, and being so tough I'm not even considered good enough to grace my

master's table in the form of fowl roast. So, wouldn't I be sad?" Ned replied, "I'm like you, friend. Kicked out because I'm old and useless. So we're pals in misfortune. Come on join up with me and let's see what the day brings to us."

Rooster flapped his old wings and hopped on to Ned's back. The bird and the donkey now moved down the road. They had walked for about a few hundred yards, when they came across a dog dozing on the cool grass by the wayside. When they came closer they found that he too was old and grizzled. Now and again the old dog would sit up and scratch the flees off his back or chest. Ned and Rooster greeted the old dog with a 'Hello, Buster, old boy, what are you doing here all by yourself?' Buster lifted up his old shaggy head replied, "Look at me friends. No teeth, stiff in the joints and no sense of smell. And once I was a crack gun dog. Today I'm no use, so I walked out of my master's house, as I heard him say that it was about time he put a bullet into me." Ned and Rooster smiled sadly. Here's another one of us old crows. "Well, Buster," they said, "why not team up with us, the old gang?"

It was now the old donkey, the old bird and the old dog who walked slowly along the road. After a while they came upon a scraggy old cat,

trying to purr. All of them thought, ah, here seems to be another one of us old and useless animals. And it was. The old cat now told his story sadly. "I was once champion tom-cat of the neighbourhood. As for rats, well, they had to start a vigilance committee to keep track of my movements. But I'm not so swift and sprightly now, and when I try and pounce on a rat, he seems to be just one jump ahead of my out-reaching paws. I heard my mistress say that all I was good for now was my daily dish of nice creamy milk. So she told me to go and find my own milk and meat." Ned, Rooster and Buster all smiled. The old, old story for the old, old animals. All right, you're one of us, so come on and join the old brigade. Who knows there may be something good ahead of us.

This strange party of old animal friends continued their journey until it was dark. They were now tired and hungry and searched for some place where they could rest, and perhaps get some food to eat also. The tom-cat's eyes were still keen for seeing in the dark, and he saw a faint prick of light in the distance. All of them went ahead towards the light, which they found came from a lonely old house. But the house was not empty. In fact, there seemed to be quite a lot of good fun going on inside. Peeping in, they saw a number of men eating and drinking heartily, and counting out sums of money. The old animals were not at all interested in the money, but what made their mouths water was the sight of all the food on the table. So they all put their heads together to decide on a way in which those rascally men inside could be made to run out

of the house. The tom cat spoke first. "It's easy friends, because I know how to make these human beings curse and swear. I recall my days of roof-walking and those glorious fights with other tom-cats when we made so much noise that old tins and buckets of water were thrown at us to chase us away. Well, this is what we will do. Ned will bray, Rooster will give his best and loudest cockcrow, Buster will do his best with the most ferocious barking and growling he can get out of his old mouth, and leave the rest to me. I can produce some really awful sounds which would frighten even a ghost. Now, I'll act as the conductor of this animal orchestra of ours, so when I give signal we'll start together."

Old Tom said "Ready, one, two and three". What those men heard through one of the windows of the house was terrible. They could see nothing but they could hear a lot. The combined sounds of the donkey's braying, the cockbird's crowing, the dog's barking and howling and the old tom-cat's terrible cat calls, put the fears of hell into those men's hearts. They promptly stopped eating, drinking and counting out their ill-gotten money, and all made a rush for the nearest door, and kept on running until they were well-away from the house. They were sure it was haunted, as never had they heard such an awful sound in all their lives.

When the men had gone far away, Ned, Rooster, Buster and old Tom walked into the house and went straight towards the table. Tom jumped on top and handed down choice morsels to Buster the old dog, while Ned and

(Continued on page 50)

MY IMPRESSIONS ON THE Z.R.U.C.C. CONDUCTED TOUR

M. BAPINEEDU, B.Sc. (Cornell) M.Sc. (Hort) California,
(Member Z.R.U.C.C.)

AT the outset let me thank the Railway administration for the opportunity afforded to the members of the Zonal Railway Users' Consultative Committee to study at first-hand the working of the life-line of the South. The tour conducted in January-February was very informative and helpful to us to know the needs of the passengers and the amenities provided by the Railway at various stations.

Our tour covered many important places of pilgrimage situated in the four States of the South, the viz., Tamilnad, Kerala, Mysore and Andhra. South India presents to the visitor a rich variety of scene and colour that is almost unique. It is a land of mighty rivers and imposing waterfalls, high mountains and thick forest glades, vast plains and golden beaches, garden cities and temple-towns, industrial colonies and busy ports. South India is indeed a treasure-house of art, natural beauty and industrial enterprise which one may discover afresh with profit and pleasure. In short, in South India places of interest for the Historian, the Archaeologist and the devout pilgrim are legion.

In this article, I intend to discuss only the needs that are required at the railway stations, at various places of pilgrimage, without touching the Railway's achievements in many other aspects. However, this need not be viewed as a criticism, but more as suggestion.

5

Pondicherry is a sea-port and the capital of the former French settlement in India. The Aurobindo Ashram attracts visitors from all parts of India. In view of the importance of this Ashram and also the growing commercial importance of the place because of the new Pier, I wish that more attention is paid for the improvement of this station. Bathing cubicles are essential here. The III class waiting-room is not big enough and has to be expanded.

Tanjore the "The Royal City" is the cultural headquarters of the Cauvery delta which has a wealth of temples, shrines and other artistic monuments almost unrivalled. The Retiring Rooms at the Railway station may be equipped with more tourist attractions. There should be mike arrangements for the arrival and departure announcements.

Apart from its importance as a big railway junction and an educational and commercial centre, Trichinopoly is a famous place of pilgrimage because of its neighbouring shrines at Srirangam and Tiruvanaikoil. Besides, the Golden Rock Workshop is also a place of interest. I would like to make particular mention of the beautiful garden maintained by the staff around the workshops which gives life to this mechanical workshop.

Madurai is the second largest city in the Madras State. It is a modern city built against the background of ancient temples and monuments and

provides every amenity to the visitors. This being a pilgrim centre, the railway station needs bathing cubicles in the platforms. The ventilation in the III class waiting-room appears to be insufficient. More chairs and a clock should be provided for the Refreshment Room.

In view of the commercial importance, Virudhunagar station requires more amenities. The platform requires shelters. A separate upper class waiting-room is essential here.

No Hindu who has any regard for the holy scriptures ever considers his life's duty done until he takes a bath in the sea at Dhanushkodi and offers his prayers to Sri Rama Linga at Rameswara. At Dhanushkodi Railway station there is no shelter against rain and sun for the heavy flow of pilgrims. Protected water supply and better sanitary arrangements also have to be ensured. At Rameswaram, the Cloak Room needs more publicity. The Retiring Rooms are excellent. But the mileage restriction for occupying the Retiring Rooms may be lifted to enable passengers from Ceylon alighting at Dhanushkodi to occupy these rooms. As there is no hotel nearby, tiffin carriers and carrier meals may be arranged at the station. A Janata dormitory is also essential here.

The State of Travancore is an ideal tourist paradise, being a country of mountains and low lands, rivers, virgin forest and extensive plantations of coconut, palmyra, rubber and tea. The most beautiful and fertile region in South India is Travancore-Cochin. There is no proper waiting-room for III class passengers at many places including Ernakulam. There is no flush-out for upper class waiting-room.

Bathing facilities are also lacking. Fans should be provided for the III class waiting-room.

Coimbatore being an industrial centre, the retiring rooms should be fully equipped. A separate cloak room is also essential here. The enquiry office at this important station deserves a public phone.

The City of Bangalore is replete with fine parks, beautiful avenues and imposing buildings. We visited the Hindustan Air Crafts and Indian Telephone Factory. Bangalore Cantonment station requires public phone in the platform. There should be separate enclosures for ladies' waiting-room.

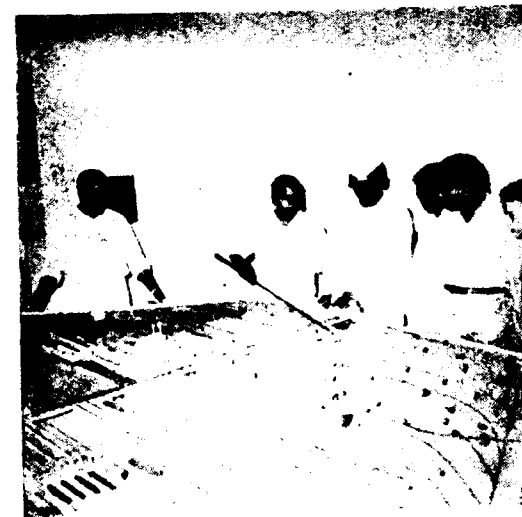
At Guntakal station, the bathing cubicles are working but they are used as mere taps. Protected water supply should be provided. A public telephone is also essential here. The Refreshment Room requires more servers. A Cloak room should be provided here, as this is an important transshipment centre. Beggars and ticketless travellers are in abundance at this station and the station staff should try to check this.

After visiting Hubli Workshops, we visited Renigunta and Tirupati. Few Hindu shrines have greater sanctity than the ancient Hill Temple of Sri Venkateswara which enjoys an eminence which can rarely be equalled. Renigunta is the focal point for pilgrims from any part of the country. There should be Tourist Guides at Renigunta as well as Tirupati. Bathing cubicles are also necessary at these stations. The III class waiting-room at Renigunta should have more benches.

I have tried to explain in brief some of the basic amenities that are



Z.R.U.C.C. Members visit Thiruvaiyur



Inside GOC Workshops



The tour party in the Gandhi Park at GOC Workshops

In the corridor of Rameswaram Temple



On the backwaters at Cochin



urgently needed by the public, especially the III class passengers at various places. During our tour, I generally observed that much attention is needed to improve cleanliness and sanitation both in trains and waiting-rooms.

Of course, the railway staff alone cannot be blamed for this; as the public are also responsible for the same.

Before conclusion, it is not out of place if I mention the co-operation we received from the Public Relations Officer Mr. K. Srinivasan and his staff, who accompanied us in our tour and also the Divisional officers.



The party at Trivandrum

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S. R. NEWS

SOUTHERN RAILWAY St. JOHN AMBULANCE BRIGADE (INDIA)

SECOND ANNUAL CAMP

1. The Second Annual Camp of the St. John Ambulance Brigade (India),

He said that this was the effect of the training camp held last year and that considering that this was only a second annual Training Camp, he was very hopeful that there will be further remarkable improvement in the turnout during the coming year.



Inauguration of the camp by Dr. P. A. Menon, District Surgeon, SJAB (I) and CMO/MAS

No. XX, Southern Railway District was held at the Old S. A. P. Ground, Red Hills from 25th February, 1959 to 1st March 1959.

2. The Campers and Camp Executives numbering about 140 drawn from all the Ambulance Divisions of the Southern Railway arrived at the camp site just before 9-30 a.m. on 25th February 1959, by transport arranged by the District Headquarters.

3. Dr. P. A. Menon, the District Surgeon, SJAB and Chief Medical Officer, Southern Railway inaugurated the Training Camp. In his speech he expressed very great satisfaction at the smart turnout of the campers.

4. The programme for each day was so fixed to cover all aspects of training through practical demonstration and lectures. The following was the programme of lectures on each day:

25th February 1959:

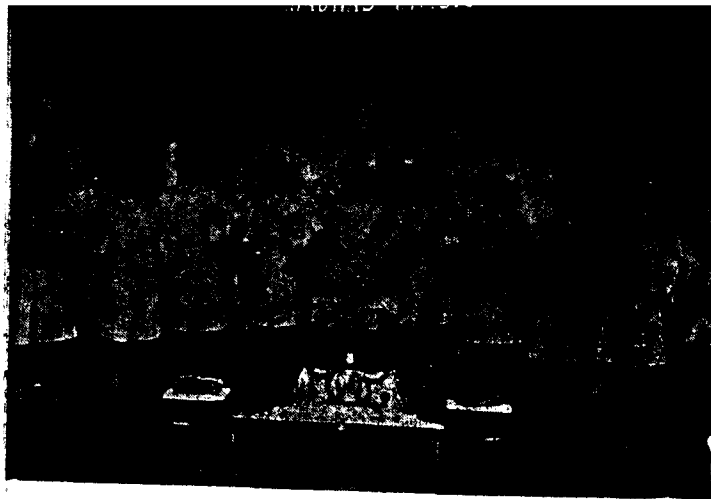
Dr. Nanjundiah and Dr. A. Venkataraman—Fractures and dislocation; Shock.

26th February 1959:

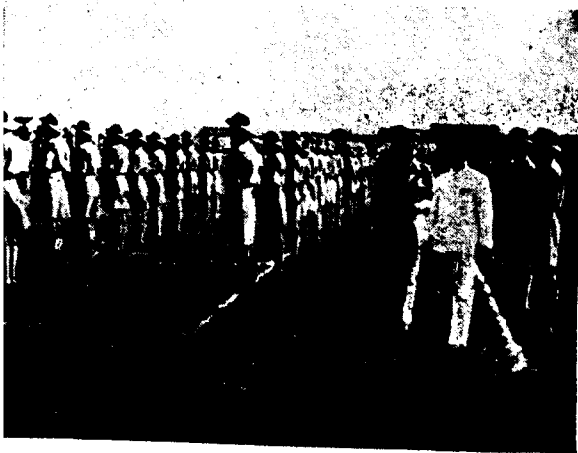
Dr. Nanjundiah—Haemorrhage and wound.

27th February 1959:

Dr. Nanjundiah—Insensibility and Asphyxia.



Group photo of Members of Madras Division



Inspection—Ambulance units

Winners of Stretcher Squad—Madras Division



*Mrs. A. C. Mukerji Presenting the trophy to
Sri G. Ganesh Rao, Leader of Madras
Ambulance Division*

Trophy for Stretcher Drill



May 1959

S. R. NEWS

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1st March 1959 :

Dr. Nanjundiah—Burns and scalds ;
Poisons, Snake bite ; Hydrophobia.

5. On the fourth day of the camp, i.e. on 28th February 1959, the campers went on a route march to Red Hills village, a place about 4 miles off from the camp site and the campers enjoyed the march very much. On the same day in the afternoon, a Stretcher Drill Competition was held. Prizes were also awarded to the winners in the variety entertainment competition held that night. Sri T. N. Narasimhan of the Madras Ambulance Division was awarded first prize for his item—“Lame Baghavathar” and the second prize went to Sri Mahalingam of Perambur Division for his Dance recital.

6. The following were the winners in the Stretcher Drill Competition and other items of competition :

1. The Best Division Shield : Rayapuram Division—Sri S. Narayanaswamy, Divisional Superintendent.

2. The Best Stretcher Squad Trophy : Madras Division—Sri G. Ganesh Rao.

3. The Best Camper Cup : Sri K. Krishnan of Villupuram Division.

4. The next Best Camper Medal : Sri Krishna Singh of Mysore Division.

7. A special feature of the programme was lectures on general topics by Officers of the Railway, which served not only as a diversion from the strenuous camp life but also had a great educational value.

8. Sri R. Gopalakrishnan, Chief Personnel Officer, Southern Railway in his talk on ‘Art of Living’ called on the campers to devote their time in reading works of eminent authors

and acquire knowledge. He wanted the campers to bestow full attention to the training imparted so that they could be of use in times of emergency.

9. Sri P. V. Rajagopal, Dy. Chief Engineer, Southern Railway gave a lecture on “Goal in life.” He explained how one should have aspirations and how one should work hard to achieve it. He stressed that egoism should be given up and one should perform an act without expectation of reward.

10. Sri T. N. Kuriakose, Dy. Financial Adviser, Southern Railway gave a lecture on “The Good and the Great.” He explained how one should achieve goodness and went on to describe the difference between the great and the good. He cited as examples great men like Mahatma Gandhi and Abraham Lincoln.

11. On the last day, in the evening, the General Manager and the Assistant Commissioner for the District, inspected each platoon and witnessed the demonstrations held in the Parade ground. The District Surgeon welcomed the Assistant Commissioner and Shrimati Mukerjee and traced the history of the St. John Ambulance Brigade (India) on the Southern Railway. The General Manager expressed that he was happy to associate with the campers and that he was satisfied with the smart turn out and the demonstration and said that he would be keenly watching the progress of the activities of the Brigade on the Railway. There was a “March Past” of the campers, when the General Manager took the salute.

12. After singing of National Anthem by the R.P.F. Band, which was in attendance, the camp came to a close.

HINTS TO PASSENGERS

The Railways are spending a lot of money on providing amenities for the travelling public, especially third class passengers.

You are requested to make full use of these amenities and also to see that they are properly used and kept clean as far as possible.

*** PLEASE ALLOW PEOPLE TO GET DOWN FIRST FROM TRAINS.**

The doors of railway compartments are just wide enough to allow one person at a time, to get in or get out.

Wait for passengers to detrain and then you entrain avoiding confusion at the doorway.

*** FORM THE QUEUE HABIT.**

You will be served more expeditiously if you form the queue habit.

*** DO NOT ENCOURAGE HAWKING AND BEGGING.**

It is up to you to discourage hawking and begging in railway premises by refusing to buy or give.

WESTERN RAILWAY

May 1959

S. B. NEWS

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SECOND CHILDREN'S HOLIDAY CAMP—MYSORE DIVISION AT MAHABALIPURAM, THIRUKALUKUNRAM AND MADRAS

The Second Children's Holiday Camp of Mysore Division was conducted from 26th to 29th March 1959 at Thirukalukunram, Mahabalipuram and Madras.

The camp was inaugurated by Sri J. Siddiah, Divisional Personnel Officer, Mysore, on the afternoon of the 26th instant at Mysore. 56 children participated in the camp. Parents of children and other officials at Mysore gave them a hearty send off.

The Holiday Camp was conducted by Sarvashri V. Arumugam, Secretary, Southern Railway Employees Sangh, Mysore, B. P. Nanjundiah, ALWI, K. R. Muduramiah, ALWI and M. Muninaranappa, ALWI. R. V. S. N. Sarma, JLWI was in overall charge of the camp.

The party reached Madras on the morning of March 27, 1959. The children were taken in a special bus to Thirukalukunram, where they visited the "Pakshitheertham" on the hillock. After lunch, the party left for Mahabalipuram, where the children had the unique privilege of visiting the architectural stone carvings of the Mamalla period, the lighthouses of Pallava time and modern period, the sea-beach and the temple at the sea-beach. The significance of each of the stone carvings depicting scenes of Mahabharata were explained to the children.

The children returned at 6 p.m. to Madras where necessary arrangements for residence and food were made by Sri A. V. Subramanian, Personnel Officer, Integral Coach Factory, Perambur. On the way the children visited the prayer meeting at the Gandhimantap at Adyar in the evening. The teachings of Mahatmaji inscribed there were explained to the children in Kannada.

On the morning of 28th instant, the children were shown the Coach building works at the I.C.F. under the leadership of Sri Sankaran, Labour Welfare Inspector, ICF/PER. After finishing of rounds at ICF Sri A. V. Subramanian, PO/ICF, met the children, enquired about their welfare and treated them to tea. He also gave a brief talk about the gigantic tasks done by heavy machines now-a-days and the mastery of human beings over such machines and expressed the hope that man will continue to use his powers of mastery over the machine for peaceful purposes and betterment of mankind. In this context he exhorted the children to bestow their efforts to attain scientific knowledge and work for the uplift of our Mother India. The children were later shown round places of interest like Government Museum, Art Gallery and Theosophical Society and reached Marina beach by 4 p.m. They were shown the Aquarium there and taken to the sea-beach where they spent more than an hour enjoying beauties of Marina.

The party returned to Mysore on the morning of 29th March 1959. With the singing of Jana Gana Mana, the camp concluded.

SOUTHERN RAILWAY

TENDER NOTICE

TENDER No. S/236/1/EA1/4541/MYS/IC.

Sealed Tenders for the supply of 39 Nos. "Goodall draw bars with nuts and Cotters for MHS, HPS & GS class locos to Fig. EF & G of Drawing No. LE233/133" will be received by the Controller of Stores, Southern Railway, Ayanavaram P.O., Madras-23, before 15 hours on 11-6-1959 on the prescribed form obtainable upto 8-6-1959 (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 10-6-1959.

SOUTHERN RAILWAY STATISTICAL STAFF ASSOCIATION—SPORTS

The third annual sports meet of the Southern Railway Statistical Staff Association, Madras, was held on 29th March 1959 at Sir Ashley Biggs Institute, Madras, with Statistical Officer Sri M. K. Krishnamachari presiding.

More than 60 competitors from amongst the staff of this department competed in 20 events. There were also side attractions and meets provided for the children of employees.

Walking Race



Children's Flat Running Race



Tug-of-war item



Sri M. K. Krishnamachari, Statistical Officer, distributing prizes

Prominent among the winners were:

1. L. Francis
2. A. Srinivasan
3. T. M. Balasubramaniam
4. Akbar Hussain and
5. N. V. Damodaran.

After the reading of the annual report by the Secretary K. Balaguru, the prizes were distributed by the President and the events terminated with the singing of the National Anthem.

INDIAN RAILWAY INSTITUTE, GUNTUR

28th March 1959 in aid of T. B. Sufferers of Southern Railway in Bezwada Division.

A benefit drama "Netinyayam" in Telugu was staged by the Dramatic Association, Indian Railway Institute at Sri Ekdandaiah Panthulu Hall (Hindu college premises) Guntur on

Sri N. V. L. Narasimha Rao, M.A., Bar.-at-Law (Municipal Chairman), presided over and Sri T. V. G. Krishnamoorthy, M.A., LL.B., inaugurated the function.

Artistes who took part in the Drama



Sri Williams, TTE, GNT and Sri Chalapathi of Ongole presented two silver cups to Sri D. V. Balakrishna Rao, Compounder, Railway Dispensary and to Sri R. Suryanarayana, TC, GNT respectively.

Vinoda Orchestra, gave suitable and melodious music for the drama.

Sri T. Subbaramiah, Manager, VRR, GNT who was the Director of the Play gave vote of thanks.

The Committee of the Institute has decided to and the amount to the Staff Benefit Fund to aid the T. B. sufferers of this Railway.

OPENING OF A NEW RAILWAY COLONY AT PAKALA

A pleasant function was got up at Pakala on the morning of the 13th

inspected the various amenities provided for the residents.

After going round the colony, the party attended an exhibition basket ball match played within the grounds

Prayer by
Srimati
K. Manjula
Bai



Sri C. Anna
Rao
speaking

instant to celebrate the opening of the new Railway colony "CHANDY CHOWK." The function was presided by Sri K. J. Chandy, Divisional Superintendent, Guntakal. The president and party were taken on a gaily decorated train from the station to a level-crossing which is adjacent to the colony.

Sri K. J. Chandy declared open the colony by cutting a ribbon across the main gates of the colony. The party was taken around the colony and they

of the colony. The main function was celebrated in a tastefully decorated pandal specially erected for the occasion. The function was well attended. Among the guests present were Sri C. Anna Rao, Executive Officer, Tirumalai and Tirupati Devasthanam, Dr. K. Raghavendra Rao, Divisional Medical Officer, Guntakal, Sri B. Jaya Jaya Rao, Divisional Engineer, Guntakal and others.

Speeches were made by Sri Sriramulu, representative of the Employees'



Sri K. J. Chandy declaring the Colony open

Sangh, Sri B. Jaya Jaya Rao, Divisional Engineer, Guntakal, Sri C. Anna Rao, Executive Officer, Tirumalai and Tirupati Devasthanam and Sri T. C. Viswanatham Naidu, president, Passengers' Association, Pakala.

After the speeches a short entertainment in the form of a dance was staged. This was followed by the distribution of prizes to the winners

of the basket ball tournament by Sri K. J. Chandy.

After the concluding speech by Sri K. J. Chandy, the function came to a close with the valedictory address of Sri R. T. S. Rangiah, Assistant Engineer, Pakala.

In the evening, a dance and a drama were staged by the Railway staff before a well packed audience.

RAILWAY INSTITUTE, GUNTAKAL

A Gymnasium Section under the auspices of the Railway Institute, Guntakal was declared formally open on 1st April 1959 by Sri S. Ganesan, B.E., I.R.S.E. Divisional Engineer,

Southern Railway, Guntakal in the Railway Institute Guntakal. After the inaugural speech by the President, display of Acrobatics, Best Physique show and Weight Lifting Demonstrations with the available Olympic Standard Weights performed by leading Gymnasts from Bangalore including

Sri C. Mahadeva Rao Naidu, Instructor, National Institute of Physical Education, Bangalore (First Mr. Mysore 1947), Sri G. S. Naidu (Shree Industries—1958), Sri V. Nagaraj (Mr. K.G.F. 1958), Sri D. R. Nagaraj (Sree Industries—1958 (Runner-up) and Sri H. V. Sathyanarayana, Secretary, National Institute of Physical Education, Bangalore.

The performance was witnessed by over 500 members and every gymnastic item they displayed received a loud applause from the audience.

With a vote of thanks proposed by Sri C. Channappa, convener of the Gymnasium Section, the function concluded.

MK LATHE ATTRACTS BIG CROWDS AT SINGAPORE EXHIBITION

The Foreign Officer of the Engineering Export Promotion Council stationed at Singapore reported recently that the MK Harihar MB Lathe displayed at the Indian Pavilion in the Exhibition organised by the Singapore Chinese Chamber of Commerce created great interest among the visitors and that this machine was constantly surrounded by admiring crowds throughout the period of Exhibition. This Exhibition was organised to celebrate the Independence of Singapore.



Mrs. M. G. Nair, wife of Sri M. G. Nair, DEN/ I/MDU. She won the Ladies Singles Title in the open Table-Tennis Tournament conducted by the Y. M. C. A. Madurai in March 1959

Sow. N. V. Savithri (Sister of Sri N. V. Ramaswamy, Stenographer to the Press Supdt., S. Rly., Rayapuram) and Chi. K. Sundaram, B.A., Welfare Dept., TISCO, Jamshedpur, who were married on 20th April 1959



THE ST. JOHN AMBULANCE BRIGADE (INDIA) ACTIVITIES OF THE MADRAS AND RAYAPURAM DIVISIONS No. XX, DISTRICT, MADRAS

The services of the Ambulance Brigade Personnel at Rayapuram and Madras Central on being requisitioned by authorities in charge of Inter Railway School Sports, were offered in connection with the Inter Railway School Sports on 7th March 1959 at Perambur Institute grounds. Members both from Madras and Rayapuram Divisions numbering 18 were on public duty, led by the Ambulance officer of the Madras Division. Two cases of minor injuries were reported and were rendered First Aid by the Ambulance Personnel. A case of dislocation of shoulder joint was also attended to by the Members and the case was transported to the Railway Hospital in the Ambulance van after First Aid was rendered.

1959 to 8th March 1959 rendering First Aid to the injured and sick passengers and Assisting women and children in getting accommodation in the Trains.

The Assistant Operating Superintendent Sri M. Gurunathan, on special duty at this station, congratulated the Brigade for its notable service and high sense of duty and recorded his appreciation in the Minute book of the St. John Ambulance Brigade (India) Vijayawada Division.



Sri K. Venkatarama Naidu, Sub-head, Workshop Accounts Office, Perambur, who retired on 6-4-59

VIJAYAWADA DIVISION

A Contingent of 9 members of the Vijayawada Ambulance Brigade Division was on public duty at Narasaraopet in connection with the Mahasivarathri festival from 6th March

CORRIGENDUM

APRIL 1959 issue of 'Southrailnews'—Article entitled, "How Southern Railway is Caring for the Workers"; on page 29, first column, sixth line, please read: "A Class IV employee, for instance, will have to pay only Rs. 7.50 per month for the LODGING AND BOARDING OF HIS WARD; this sum does not cover tuition fees or books" instead of: "A Class IV employee, for instance, will have to pay only Rs. 7.50 per month for the lodging, boarding and tuition of his ward"—Ed.

SOUTHERN RAILWAY

TENDER NOTICE

The Divisional Superintendent (Works), Southern Railway, Hubli, invites sealed percentage tenders upto 16 hours on Wednesday the 10th June 1959, for the Execution of Works and Supply of Materials for a period of one year with effect from 1st July 1959, on various Zones on Hubli Division comprising of Ranebennur, Yalvigi, Hubli, Dharwar, Londa, Annigeri, Gadag, Hole-Alur, Bagalkot, Bijapur and Hotgi Sections. A tenderer may quote for one or more Zones. The cost of the tender form is Rs. 5 which may be remitted to any Station Master on the Southern Railway and the receipt therefor should be sent along with an application to the Divisional Superintendent (Works), Hubli. Earnest Money for one or more Zones is Rs. 1,000, to be remitted to the Divisional Pay Master, Southern Railway, Hubli, before submitting tender. Tender forms will be sold upto 13 hours on 4-6-1959. The Railway may agree to sell to Railway contractors to whom Railway works have been entrusted, residual coal ashes containing cinders below $\frac{1}{2}$ " in size at current market rates, if such ashes are surplus to Railway's requirements, the quantity to be sold being proportional to the bricks required for those works.

Divisional Superintendent,
HUBLI.

SOUTHERN RAILWAY

TENDER NOTICE

Tiruchirappalli Division

Name of work: I. Execution of works and supply of materials in Zones A, B, D, O-I and O-II in Tiruchirappalli Division for the period from 1-7-1959 to 30-6-1960.

II. Supply and Training out of ballast in Zones P, Q, R, T and U in Tiruchirappalli Division for the period from 1-7-1959 to 30-6-1960.

Separate Sealed Tenders in the prescribed form for Items I and II above will be received by the Divisional Superintendent (Works Branch), Southern Railway, Tiruchirappalli.

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

Last date for payment of earnest money of Rs. 1,000 for each Tender to the Divisional Pay Master, Southern Railway, Tiruchirappalli : 12-00 hours on 4-6-1959.

Last date for the receipt of tenders : upto 16-00 hours on 5-6-1959.

Date of opening of tenders : 11-00 hours on 8-6-1959.

Tender Forms (not transferable) can be obtained from the office of the Divisional Superintendent (Works Branch), Tiruchirappalli on production of a receipt for Rs. 5 only for each tender paid to the Divisional Pay Master, Tiruchirappalli or to any Station Master on this Railway towards the cost of the Tender Form. Further particulars can be seen in the Tender Form.

SOUTHERN RAILWAY

TENDER NOTICE

I. The Divisional Superintendent, Southern Railway, Madras Division, Rayapuram, Madras-13, invites separate sealed percentage schedule tenders for the following works to reach him not later than 15-00 hours on 4th June 1959 :—

Sl. No.	NAME OF WORK	Total approximate value of the contract	Earnest money to be paid
		Rs.	Rs.
1.	Arkonam—Improvements to Loco Yard at Stage II ..	59,000	1,500
2.	Proposed regrading of track over Bridge No. 293 at mile 71/3-13 between Mukundarayapuram and Tiruvalam stations (South-West Line) ..	58,000	1,500
3.	Perambur—Loco Works : Improvements to—(Proposed Chain Testing Shed) ..	10,200	300

II. Cost of Tender form—each Rs. 10 (Rupees Ten only).

III. Last date for sale of Tender forms .. 12-00 hours on 30-5-1959.

IV. Last date for receipt of Earnest money .. 12-00 hours on 1-6-1959.

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

SOUTHERN RAILWAY

TENDER NOTICE

Tenders are invited for the purchase of Engine and Power House ashes discarded from Golden Rock Workshops, during the period from 1-7-1959 to 31-3-1960. The tender form containing terms and conditions of contract can be had from the undersigned on production of a receipt for a sum of Rs. 3 (Three only) (not refundable) (tender form not transferable), remitted to the Divisional Pay Master, Southern Railway, Tiruchirapalli or any Station Master of this Railway towards its cost. Tender forms will not be sold *on or after 15 hours on 22-6-1959*. Tenders should reach the Chief Mechanical Engineer, Southern Railway (Ayanavaram), Madras-23, *on or before 12 noon on Friday the 26th June 1959 in sealed covers* enfaced conspicuously with the words “Tender for purchase of Engine and Power House refuse at Golden Rock Workshops, 1959-60”. The tenders will be opened by him or his duly appointed representative and the quotation read at 15 hours on the same day in the presence of such of the tenderers as may be present at that time. The tenderer should remit *on or before 12 noon on 23-6-1959*, a sum of Rs. 1,000 (Rupees One Thousand only) as Tender Deposit (earnest money) to the Divisional Pay Master, Southern Railway, Tiruchirapalli and the receipt thereof should be sent along with the tender. Cash remittances, Money orders, etc., towards the cost of Tender Forms or Tender Deposits will not be accepted by the office of the Chief Mechanical Engineer.

MADRAS-23

Chief Mechanical Engineer.

SOUTHERN RAILWAY

TENDER NOTICE

Tenders are invited for the purchase of cinders not required for Railway use and other kinds of workshop refuse discarded from Perambur Loco and Carriage Workshops during the period from 1-7-1959 to 31-3-1960. The tender form containing terms and conditions of contract can be had from the undersigned on production of a receipt for a sum of Rs. 3 (Three only) (not refundable) (tender form not transferable), remitted to the Chief Cashier, Southern Railway, P. T., Madras-3 or any Station Master of this Railway towards its cost. Tender forms will not be sold *on or after 15-00 hours on 22-6-1959*. Tenders should reach the Chief Mechanical Engineer, Southern Railway (Ayanavaram), Madras-23 *on or before 12 noon on Friday the 26th June 1959* in sealed covers enclosed conspicuously with the words "Tender for purchase of cinders at Perambur Workshops, 1959-60". The tenders will be opened by him or his duly appointed representative and the quotation read at 15-00 hours on the same day in the presence of such of the tenderers as may be present at that time. The tenderer should remit *on or before 12 noon on 23-6-1959*, a sum of Rs. 1,000 (Rupees One Thousand only) as Tender Deposit (earnest money) to the Chief Cashier, Southern Railway, P. T., Madras-3 and the receipt thereof should be sent along with tender. Cash, Money Orders, etc., towards the cost of Tender Forms will not be accepted by the office of the Chief Mechanical Engineer.

MADRAS-23

Chief Mechanical Engineer.

SOUTHERN RAILWAY

TENDER NOTICE

Separate sealed tenders will be received by the DIVISIONAL SUPERINTENDENT (WORKS), OLAVAKKOT, upto 16-00 hours on 23-6-1959 for the following works.

Serial No.	NAME OF WORK	Cost of work	Earnest money
		Rs.	Rs.
1	Shoranur—Remodelling of Loco Yard and extension of Loco shed.	75,000	1,900
2	Provision of stone ballast in lieu of existing sand or morrum ballast for the length B. 228/12 to B. 235/12 in Salem Sub-division	1,05,000	2,600
3	Execution of works and supply of materials in Zones 'C' Podanur North and Podanur East and Zone 'H' Calicut and Panthalayini Permanent-Way Sections	..	1,000
4	Supply of Tiles, Hourdis Blocks, etc. for the period from 1-7-1959 to 30-6-1960 for Olavakkot, Trichinopoly, Berwada, Rayapuram and Madura Divisions	..	500

Last date for the issue of tender forms 15-00 hours on 17- 6-1959.
 Last date for the payment of earnest money to the
 DIVISIONAL PAY MASTER, OLAVAKKOT .. 15-00 hours on 19- 6-1959.
 Date of opening of tender 12-00 hours on 24- 6-1959.

Further particulars and tender forms costing Rs. 10 (Rupees Ten) for items 1 & 2 each and Rs. 5 (Rupees Five) for items 3 & 4 each (not refundable) can be obtained from the DIVISIONAL SUPERINTENDENT (WORKS), OLAVAKKOT, on production of a receipt for the value of the tender form paid to any Station Master of this Railway or Divisional Pay Master, Olavakkot.

Tender forms are not transferable.

SOUTHERN RAILWAY

NOTICE No. 11

The Divisional Superintendent, Southern Railway, Vijayawada, invites sealed Tenders for the following works to reach him at 12 hours on 15-6-1959 :—

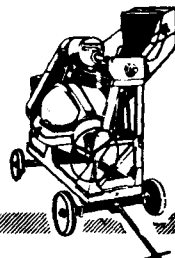
Serial No.	Name of Work	Approximate cost of work	Earnest money to be paid
		Rs.	Rs.
1.	Rajahmundry: Underground drainage arrangements, Vijayawada Division	1,73,000	5,190
2.	Tadepalli: Provision of a new combined running room to accommodate 34 beds in lieu of existing one, Vijayawada Division	98,577	2,957
3.	Proposed improvements to Loco Shed at Bitragunta—Extension of the R.C.C. roof of round house, etc. (Remaining works), Vijayawada Division	35,351	1,061
4.	Supply and training out stone ballast (granite stone) in connection with complete track renewal of existing 50 lbs 'O' Rails on wooden sleepers with 50 lbs 'R' Rails on new wooden sleepers for 10 miles from M.509/3 to 519/3 on Guntur-Sattanapalli Section, Vijayawada Division	1,38,500	4,155
5.	Supply and training out of stone ballast (hard stone) from Nidamanuru Station Yard for insertion in Gudivada Section, Vijayawada Division	90,000	2,700
6.	Supplying and training out of 1½" stone ballast (granite stone) from Kasimkota Station Yard in connection with re-sleepering with CST/9 sleepers for 15 miles in Kasimkota Section	1,12,543	3,376
7.	Supplying and training out of 1½" ring stone ballast (granite stone) from Yellamanchili Station Yard in connection with re-sleepering with CST/9 sleepers for 10 miles in Kasimkota Section	74,907	2,247
8.	Bridge No. 127 at Mile 34/10-13: Proposed re-building using existing girders	2,58,629	7,759
9.	Collection and training out of ballast for the period ending 30-6-1960 (Guntur Sub-Division)	..	1,000

1. Last date for the sale of tender forms 15 hours on 10-6-1959.
2. Last date of receipt of earnest money by the Chief Cashier, Madras, or Divisional Pay Master, Vijayawada, at 12 hours on 12-6-1959.
3. Tender forms can be obtained from the Divisional Superintendent (Works), Vijayawada, on production of a receipt for Rs. 10 paid to the Chief Cashier, Madras, or Divisional Pay Master, Vijayawada, or to any Station Master on the Southern Railway towards the cost of each tender form.
4. In no circumstances will the amount paid for the tender forms be refunded. Further particulars can be obtained from the Divisional Superintendent/Works/Office, Vijayawada.

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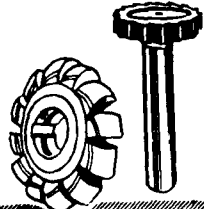
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Ask Jacks about it.

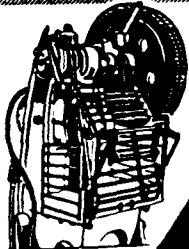


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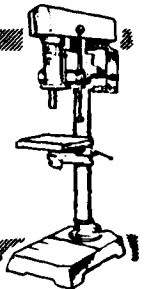
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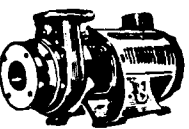


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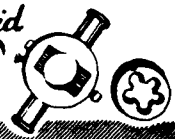


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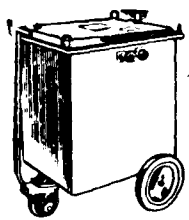
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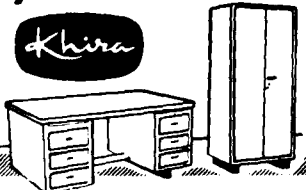
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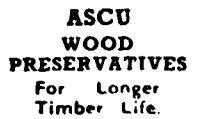
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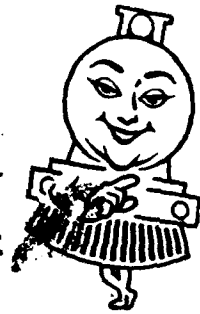


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(Issued by SOUTHERN RAILWAY)