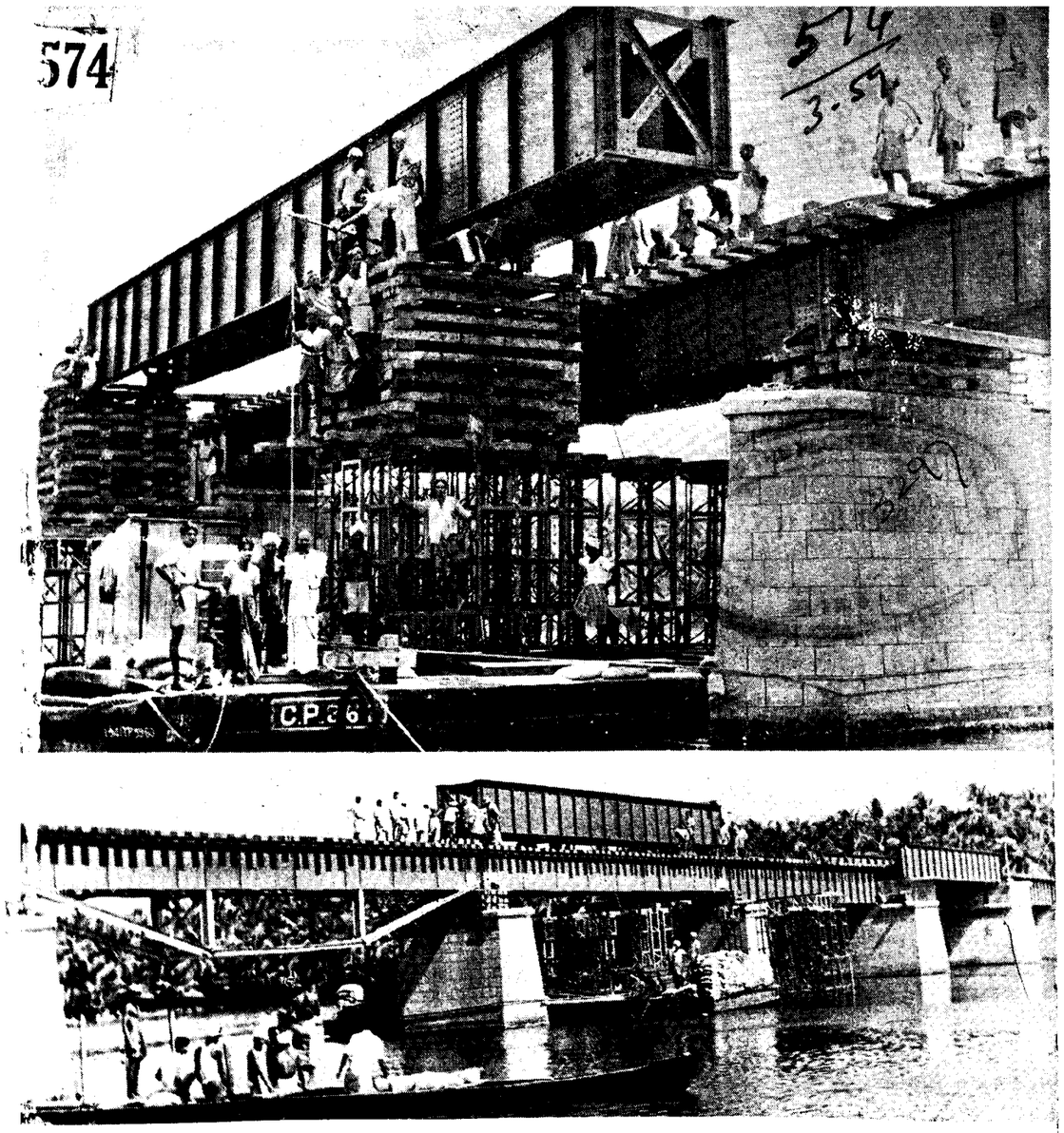
SOUTH RAIL NEWS

No. 3

June, 1959



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Southrailnews

PUBLISHED BY THE SOUTHERN RAILWAY

VOL. VI JUNE 1959 No. 3

PATRONISE RAILWAYS NATIONAL TRANSPORT

Traders and Travellers are requested to make full use of Railways. It is worth remembering that in the transport of goods, Railways cannot pick and choose. A cheap commodity like COAL or an expensive commodity like PIECE-GOODS are both accepted and carried with equal zeal. In the interest of the nation which is your own interest utilise to maximum benefit the space offered for goods booking and facilities offered for passenger travel on our National Railways. With your help and patronage, our Railways will be equal to the best in the world.

Issued by the SOUTHERN RAILWAY

SOUTHRAILNEWS

(Published by the Southern Railway)

VOL. VI EDITORIAL NOTICE **No. 3**

K. SRINIVASAN, *Editor*

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

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SOUTHRAILNEWS

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RAILWAY GENERAL MANAGERS' CONFERENCE

ONE of the questions that loomed large in the General Managers' Conference was the need for utmost economy on the one hand and for boosting the railways' revenue on the other hand in order to maintain the financial stability of the railways. Considerable emphasis was given to fuller utilisation of Plant and Machinery in Workshops and greater rationalisation of work. Stricter control on expenditure was one of the subjects which was thrashed out in its various details. It was pointed out that economies were also possible through a sustained campaign for further improvement in operational efficiency.

A question may be asked how can a little waste hurt such a big undertaking such as Railways. It may be pointed out that a little waste day by day at each of our thousands of stations, yards, shops and offices and other work locations can add up to a staggering amount. Recurring expenditure is one of the items which should be avoided if possible. While speaking about economy, it seems relevant to point out a little more care day by day by each employee at each work location can have tremendous results. It is the duty of all ranks of railwaymen to join 'Waste Prevention'. Items which are in a re-usable condition can be re-used. Materials may be used only for purposes for which they have been designed to be used. Breakages may be avoided by carefulness. Material left over when the job is completed may be promptly returned with a view to economise.

Besides there are certain items of expenditure on Railway such as coal which costs a huge amount. Economy in the use of fuel and coal may result in a major saving. The railways' increasing coal consumption and the resultant higher bills have drawn both popular and Government attention. The various factors which affect the consumption of coal on Indian Railways have recently been reviewed by an Expert Committee set up in 1957. In economising, it is one thing to economise the use of materials, but it is another thing to do a job efficiently and in less time than it was being done previously. Improvement in operating efficiency may result in higher average speed of trains. If a train takes less time to go from a fixed point to another fixed point, it results in economies in coal and fuel, wages of the crew and releases the line for other trains to go earlier. The line capacity works designed in the Second Plan are intended to facilitate the running of more trains between fixed points than previously.

Besides discussing about the need for utmost economy, the conference discussed at some length the need for devising measures calculated to further improve the present service to the commercial community. It was felt that closer contacts should for this purpose be maintained with the representative commercial bodies.

Also General Managers were requested to examine immediately the question of extending to more towns the Street Delivery and Collection Services for goods transported by rail which is now provided in a limited number of towns.

As for the question of amenities, in the Railway Passenger Amenities Programme during the remaining two Second Plan years, top priority will be given to electrification of all the station premises where power is available locally at reasonable rates.

The need was emphasised to gear up the machinery of various railways for handling the anticipated 16 million tons of additional goods traffic in 1959–60. The additional traffic would be made up of 10 million tons of raw-materials and finished goods for the five Steel Plants. 3 million tons of coal for the public and the railways and 3 million tons of general goods traffic. *Inter alia* a decision was taken to keep a sustained drive to plant more utility and decorative trees along the railway track and on railway land. Incentives could be given to the existing staff for doing this work. The active co-operation of the State Forest Departments would also be enlisted.

The conference is also reported to have discussed matters pertaining to catering, reduction of stores balances, Safety Organisation on Railways and the need for raising productivity in railway workshops.

The important catchword now is "increased productivity." Increased productivity can be achieved by every railwayman doing his best by putting his heart and soul into the work. All our leaders have emphasised on the philosophy of work. One is reminded of Carlyle's saying 'work is worship'. Even the Gita says, skill in works is yoga. It is necessary for every railwayman to put his heart and soul into the work which he has been given to do.

The Railway Minister, Sri Jagjivan Ram, inaugurating a meeting of Senior Deputy General Managers of all Railways in New Delhi on 12th May

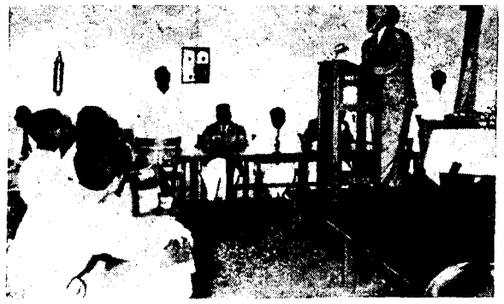
NOTES AND COMMENTS

THE SIGNAL AND INTERLOCKING STANDARDS COMMITTEE MEETS

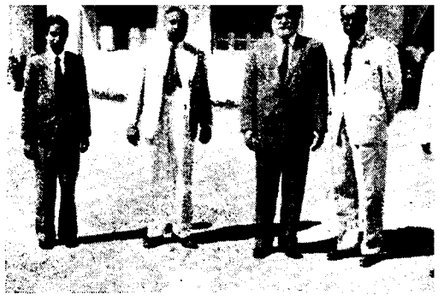
The 32nd meeting of the Signal and Interlocking Standards Committee was held in the Seminar Room of the All-India Signal and Tele-communications School, Secunderabad, during 17th March 1959 to 21st March 1959 with Sri S. Sen, Chief Signal and Tele-communication Engineer, Northern Railway, in the chair. As all CSTEs are Members of the Standing Committee, the Board took advantage of their presence to discuss matters of policy with them. Sri L. C. Mohindra, Director, Signalling and Tele-communications, presided over the meetings of the CSTEs with the Board.

During this period, two technical talks were arranged for the benefit of the trainees: Sri M. N. Mani, Resident Engineer of Siemens Engineering and Manufacturing Co., Madras, gave a technical description of Facsimile equipment and elaborated on their advantages and disadvantages. Sri N. P. Gupta of Phillips India Ltd. dealt with the principles of Operation of Closed Circuit Television equipment and referred to the several applications of Closed Circuit TV on the Railways. The talks were attended by the Director, S&T and CSTEs, who participated in the discussions that followed.

Sri Karnail Singh, Member Engineering, paid a visit to the School during this period. He went round the various sections of the School and the hostels and obtained for the first time, an impression of the methods adopted in this School for the dissemination of technical knowledge. In the course of a brief address to the trainees, Sri Karnail Singh congratulated them on their good fortune in being the recipients of organised training in the congenial surroundings of Secunderabad with its historical and cultural background and on being blessed with an enthusiastic team of staff in the School. It was the Signalmen who rendered railway travel safe and enabled traffic to be carried at high speeds and at the lowest cost. He was confident that in the immediate future, there will be considerable scope for the staff of the Signal and Tele-communications Departments of Railways to provide an efficient service. The time is now ripe for the extensive use of modern signalling methods to improve the efficiency of operation and,



The Member, Engineering, Sri Karnail Singh, addressing the trainees and staff of the All-India Signal & Tele-communications School, Secunderabad. The address was also attended by the CSTEs and the DST. In the foreground is seen Sri M. S. Visvanathan, CSTE, Central Rly. (standing), Sri G. R. Pathak, CSTE, Western Railway and Sri R. Hydari, DS, Secunderabad (sitting)



Snapped during the visit of the Member, Engineering Railway Board and Director (S. & T.), Railway Board, to the All-India Signal & Tele-communication School, Secunderabad. From left to right : Sarvashri M. G. Israni, Lecturer (Signalling), L. C. Mohindra Director (S. & T.), Karnail Singh, Member Engineering, S. A. Srinivasan, Principal and P. Prabakar, Lecturer (Tele-com.)

therefore, the trainees should develop a high sense of devotion to duty and display a genuine interest in their work. It would seem that in the field of Signal Engineering and Telecommunications, India, was about three decades behind the time and he would rely upon the young signalmen of the country to bring it up to the forefront in as short a period as possible. The Member, Engineering said that it was always a pleasure for him to be of personal assistance to any railwayman and that even after he retires from the railway, he would always look forward to meeting railway people and to receiving news of the progress that railways are making.

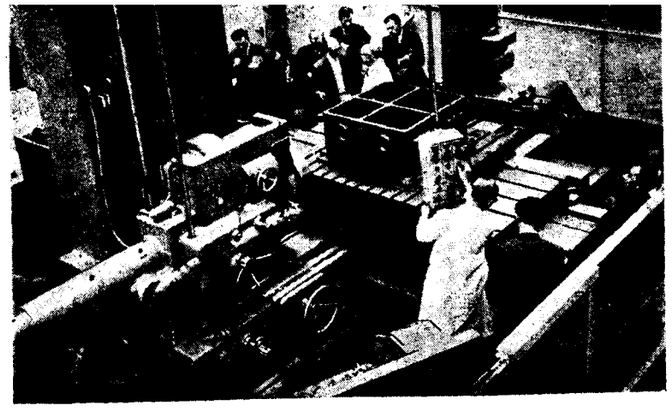
In a separate address to the CSTEs, the Member, Engineering thanked them for having overcome the materials bottleneck and said that even the Hon. Minister has recently gathered the impression that the Signal and Telecommunication Departments are not lagging behind other departments in the execution of works included in the Second Five-Year Plan. He urged the CSTEs to demonstrate the key role of Signal Engineering in rendering train movements completely safe and in providing for increased track capacities at the lowest cost. He felt that the line capacity works should really originate from the S. & T. department, as it is only that department which has the means to increase capacity at the lowest cost. Because of the potential ability of the S. & T. Department to increase the efficiency of operation at minimum cost, any investment on Signal Engineering is a sound investment and, therefore, the S. & T. Department would always receive a high priority in the allocation of funds. The S. & T. department should be thinking ahead, all the time, unretarded by financial considerations. He hoped that CSTEs will ensure that developments in the S. & T. branch are a continuous process and that all minor impediments such as lack of stores and trained personnel will be overcome by the exercise of imagination and advanced planning on the part of CSTEs. Sri Karnail Singh stated that the work targets for 1959–60 are big and unless CSTEs rose to the occasion they will find it an uphill task. He emphasised on the preparation of a rigid and

realistic time-table for works which should include the smallest detail such as the time required for obtaining the G.I.R's approval, etc. The execution of works should be so planned that the blocks required will not affect the punctuality of trains and in the case of major works the dislocation caused to the trains is reduced to the absolute minimum. He was happy over the sustained efforts on the part of CSTEs in reducing the incidence of failures and hoped that these efforts will continue until all avoidable failures are completely eliminated.

The Member, Engineering, desired that the All-India Signal and Tele-communications School should be fully exploited as part of the plan for the provision of adequately trained staff, and, therefore, the initial and refresher courses should be arranged well in advance so that there is no wastage of training capacity.

Reiterating the importance of signalling as an aid to operation, Sri Karnail Singh asked CSTEs to forge ahead with the introduction of up-to-the minute developments in the world, on the Indian Railways, so that in the near future India takes a lead in this field of activity as it has done in the Civil Engineering and as it will be doing shortly in the field of electric traction. The Board, for its part, will encourage the rapid development of signalling and even if it meant one CTC scheme for each railway, he would be quite prepared to consider it so long as there is adequate justification.

The Member Engineering, Director (S. & T.) and CSTEs, attended a dinner in the main S. & T. Hostel which was also attended by several Divisional Officers and their wives.



General view of the Machine in operation

No. 3 W.B. KEARNS PATENT ELECTRONIC UNIVERSAL SURFACING BORING, MILLING, DRILLING, TAPPING, AND SCREW-CUTTING MACHINE, FITTED WITH THE BRITISH THOMSON-HOUSTON TWO-DIMENSIONAL AUTOMATIC CO-ORDINATE SETTING SYSTEM WITH DEPTH CONTROL

The Machine has been specially designed and developed to take advantage of the accuracy available in this new system of electronic control.

Three smaller machines of plain travelling spindle type, fitted with the similar control equipment, have now been in service for an aggregate operational time exceeding six years and have been completely successful.

This new machine is of universal type, more powerful, and will operate on work pieces up to five tons in weight.

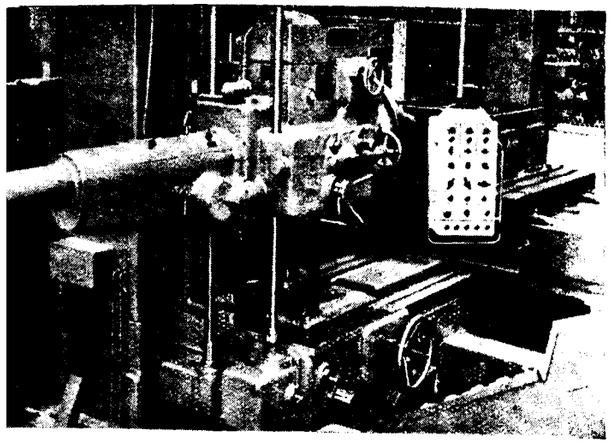
The 4″ diameter spindle, combined with a built-in facing chuck capable of machining up to 42″ in diameter, can take full advantage of the latest tungsten carbide tools on surfacing, boring or milling operations.

There are several unusual patented features: A special multi-jack revolving table which is 5 ft. square can be rotated very easily even when carrying an off-set load: The support to the main table in which rollers are combined with conventional slides avoids slip-stick characteristics in the table movements: The saddle on which the table is mounted is provided with four large diameter rollers with anti-friction bearings. These give full support to the outer ends of the saddle.

In addition to the provision of a screw-cutting device to the longitudinal movement of the tables, full ranges of mechanical feeds both in inches per minute and inches per revolution of the spindle apply to the radial movement of the facing slide and axial movement of the travelling spindle.

Automatic hydraulic clamping is fitted to the vertical adjustment of the spindle slide, and boring stay bearing and to the longitudinal and transverse movements of the main table.

The British Thomson-Houston automatic co-ordinate setting system



Close-up of Spindle Slide and Pendant Control

comprises Servo mechanisms operating the vertical traverse of the spindle slide and the transverse and longitudinal traverses of the compound table. Movements can be made to any position according to the co-ordinates which are indicated on dials which are to be seen on the face of the control desk.

Six dials, with clearly displayed figures, are provided for each of the three ordinates to set up any required displacement in tens of inches, inches and four decimals from any predetermined datum.

The dials can be set individually by hand operation or in groups by means of standard punched cards, a pack of which can be carried in the automatic card reading unit. The cards can be arranged in sequence and when placed in the feed hopper are individually read before being ejected into a collecting hopper. An inspection window is provided to enable the operator, if necessary, to read the top card in the collecting hopper.

The card reading unit can be made to operate either from the control desk or from the pendant unit. Displacement figures can be viewed through windows adjacent to each dial.

Identical Servo systems are provided for all three traverses, each of which operates as follows :—

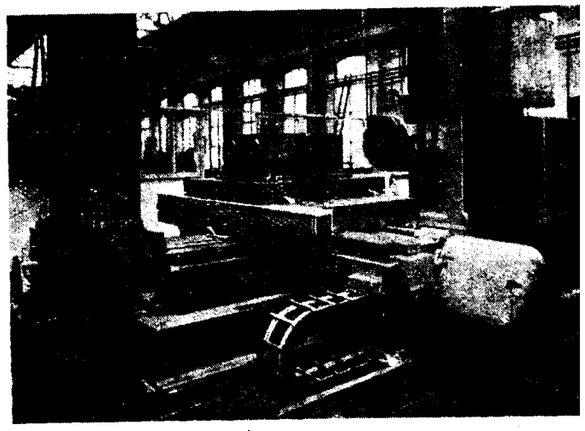
The electrical measuring system includes a heavy section cast iron measuring bar which carries the inch units comprising identical blocks with $\frac{3}{4}$" diameter holes in the face, each hole being filled with a non-magnetic insert.

An electric magnetic sensing head, working in conjunction with the measuring blocks in the bar, provides the electrical control signals.

During the approach to final alignment under the control of the electromagnetic head, a temporary signal is automatically injected so that the approach is always made from the same direction.

In addition to the controls on the desk, full operation of the electronic equipment is available to the operator from the pendant unit. This carries five buttons for controlling the main driving motor for the spindle of the

Rear view of the Machine



machine, another button which operates the automatic card reading unit on the control desk, and also has the following controls for each of the three motions, *i.e.*, vertical, longitudinal and transverse :—

" Sequence finished " pilot light.

Rotary switch with four positions giving clamp, manual control, automatic feed position and automatic setting.

A rotary switch to control a feed rate infinitely variable from $\frac{1}{2}$" to 10" per minute.

A six position rotary switch controlling the rapid traverse, feeds and inching in both directions.

A push button for operating the machine when set to " manual control " positions.

When any traverse is set to automatic feed position, the feed rate is automatically reduced by half and controlled from a separate rotary switch on the pendant.

A specially designed lubrication system is provided to the transverse and longitudinal movements of the tables. This system is brought into operation automatically when these traverses are operated.

The hydraulic clamping units grip through a friction lining on to steel strips attached to the main castings, arranged so that operation does not effect the setting. The clamping member is enabled to operate with the maximum freedom and efficiency by the employment of P.T.F.R. on the working surfaces.

The vertical traverses of the spindle slide and boring stay bearing are synchronised mechanically. This alignment can be corrected when necessary by fine adjustment provided to the bearing which is fitted with a special optical unit.

This machine, which can be offered in varying workholding capacities, should prove of exceptional interest in every field of production. Speed and accuracy are combined with the ability to perform the widest possible range of operations at one setting of the component.

ELECTRIFIED MILEAGE TO BE QUADRUPLED MORE ELECTRIFICATION TO FOLLOW

KARNAIL SINGH
Member, Engineering, Railway Board

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 preliminary 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.

THE early history of railways, the world over, was dominated by the steam locomotive. This form of motive power met the early needs of railway transportation adequately, and even with distinction.

As traffic densities increased, and the trunk routes of railways became congested, it became apparent that there was a limit to railway expansion with steam power.

In the absence of alternative forms of motive power these shortcomings were met in the early years by providing additional tracks so that the number of trains running on any section could be increased to meet traffic demands. Accordingly, busy sections were doubled, and were even tripled and quadrupled.

The construction of tracks is, however, a costly affair. When, later in the 19th century, the internal combustion engine and electric motors were developed, much thought and effort were directed to the adoption of these newer forms of motive power for railway use.

Before the first world war, diesel locomotives and electric traction had both been proved in service. Their higher power weight ratio, quick acceleration, and better adhesion permitted the running of heavier trains at higher operating speeds. The diesel locomotive offers certain advantages in operation, perhaps the most important of which are that it dispenses with the costly overhead equipment necessary with electrification, and provides an easy transition from steam. Where diesel oil has to be imported, it is however necessary to balance these advantages against the high cost of imported oil, and the higher operating costs of the diesel locomotive.

START OF ELECTRIFICATION IN INDIA

The impact of these advances was also felt in India, and as early as 1914 investigations into the economics of electrification of the Calcutta suburban area were undertaken. This was followed by investigations in the Bombay area, where the first electric train was run in India—between Bombay VT and Kurla on February 3, 1925.

Thereafter, electrification of the suburban sections of the former G.I.P. and B.B. & C.I. Railways continued apace. In 1931, the Madras-Tambaram section of the South Indian Railway was also electrified. Just before the commencement of the second world war in 1939, the Indian Railways had electrified a total of 240 route miles.

The growth of Calcutta and the Coalfield area in Bengal and Bihar had in the meantime led to a phenomenal increase in traffic in the Calcutta suburban area and on the trunk routes leading from Calcutta. The railway track had already been quadrupled upto Sitarampur—there are five tracks between Howrah and Belur—but even so the density of traffic will soon exceed the capacity. With the proposed setting up of steel plants, increase in coal production, and the setting up of other industries in this area, the need for replacing steam became evident.

As the First Five-Year Plan started, the Indian Railways commenced enquiries in foreign countries about the latest developments of railway electrification in the world. Soon after, a project team, appointed to prepare a comprehensive scheme for electrification of the Calcutta suburban area and of the trunk routes of the Eastern Railway as far as Jhajha, Moghalsarai and Chakradharpur, confirmed the desirability of electrification in this area. As large-scale electrification was beyond the resources of electrical power, as also of money, material and manpower, electrification was taken up in parts. In 1954 electrification of the Calcutta-Burdwan section (including Tarkeshwar Branch) was commenced, and this section was commissioned in stages and completed on August 15, 1958.

SECOND PLAN SCHEMES

In the meantime, plans were advanced for the electrification of other sections and a total of 826 route miles were included for electrification in the Second Five-Year Plan. These proposals included electrification of the Calcutta suburban area, of trunk routes from Howrah to Kharagpur (South-Eastern Railway) and to Gomoh (Eastern Railway); from Igatpuri to Bhusawal (Central Railway) and from Tambaram to Villupuram (Southern Railway).

It was later decided to add another 567 route miles by electrifying the Asansol–Rourkela, Kharagpur–Rajkharswan–Dongaposi and Gomoh–Moghalsarai sections. Traffic on these sections was also expected to increase with the development of steel plants and other industries in this area.

Present progress indicates that by the end of the Second Plan most of the electrification on the Eastern and South-Eastern Railways, comprising about 800 route miles, will be completed. Besides this, preliminary civil engineering works will have been completed on the other sections, so that their electrification may be completed early in the Third Plan.

CHOICE OF TRACTION SYSTEMS

In the early electrification schemes, electrical energy was supplied to the locomotives at 1,500 volts DC. This was in line with international practice at the time. When electrification in the Calcutta area was being considered, the DC system had been improved by using power at 3,000 volts, thereby reducing the cost of installation and operation.

The use of AC current had also been developed and offered certain advantages over DC traction; but it was still in an experimental stage, and a satisfactory AC freight locomotive had yet to be designed. For the electrification of the Calcutta suburban area it was, therefore, decided to use the 3,000 volts DC system.

Even so, the progress of AC traction in Europe was watched with close interest. When the French Railways reported success in the development of AC traction (including the design of AC freight locomotives), the decision to use 3,000 volts DC traction in the Calcutta area was reviewed.

By 1957, a detailed study had been made of the merits of each system, and it was realised that AC traction would be a distinct advance on the DC system.

Not only is there a distinct saving in capital cost, there is a further saving due to lower operating cost with AC traction.

AC traction has its own problems and complex ones too.

But the development of satisfactory solutions to these major problems has contributed very largely to the success of the AC traction system.

ELECTRIFICATION IS A BIG TASK

At first sight it would appear a simple task to electrify an existing railway line. All that is necessary is to provide sub-stations, run overhead wires, and place electric locomotives on the line. Closer examination, however, will show the immense amount of work involved.

Existing railway tracks and structures are provided to give specified minimum clearances between adjacent tracks, and between the track and fixed structures. These clearances alter materially as soon as overhead electrical equipment and supporting structures are provided. The section to be electrified has therefore to be surveyed inch by inch, and fixed structures altered to conform to a new schedule of clearances.

A wide range of structural alterations become necessary to provide, firstly, room for structures to carry the overhead equipment; secondly, specified minimum clearances from the overhead equipment, especially under bridges and in tunnels; and thirdly, the removal of all other ancillary overhead equipment, such as watering arrangements for carriages, which would interfere with the overhead equipment of electrification.

The signalling system has also to be modified substantially. Electrical signalling equipment has to be modified so that it does not suffer the ill-effects of induction caused by the electrical distribution system, and signals have to be resited so that they are not obstructed by the overhead structures.

The tele-communication system has also to be modified, all aerial lines being replaced by cables. Electric power lines, both public and railway, in the vicinity of the overhead equipment have also to be replaced by cables to prevent induction.

On sections where steam traction is to continue, it is also necessary to

ensure that the crews of steam locomotives are not endangered by the overhead electrical equipment, and to this end the arrangements for watering locomotives require special attention.

ELECTRIFICATION DONE BY INDIAN ENGINEERS

The complexity of the problem, the need for wide experience of similar work, and the capacity to find ingenious solutions to new problems all made it necessary in the past to employ experienced consulting engineers in carrying out large schemes of electrification. It is, therefore, a matter of some pride that the Calcutta-Burdwan electrification, recently completed, was undertaken entirely by the Indian Railways. This achievement is all the more praiseworthy as the 3,000 volts DC system has been used in India for the first time. The commissioning of this section in August 1958 marked a milestone in the progress of the Indian Railways towards self-sufficiency.

The AC electrification on the Eastern and South-Eastern Railways is being tackled largely by the Indian Railways themselves. We have been fortunate in securing technical collaboration of the French National Railways, who are in the forefront of AC traction development. By virtue of having successfully constructed and commissioned over 1,000 route miles of track with this system of traction, the French National Railways are, perhaps, the most experienced railway in AC electrification. The collaboration agreement with them is aimed not only at getting technical assistance for the present project, but also at training our own engineers and staff in the techniques of AC electrification, so that we may be able to undertake further projects of this nature independently.

CALCUTTA ELECTRIFICATION ORGANISATION

The electrification of railways is at present entrusted to the Railway Electrification Organisation, which is manned by nearly 100 engineers—civil, electrical, mechanical, signal and telecommunication—and a large body of technicians and staff.

This organisation is responsible for planning, construction work, and maintaining close liaison with the State electricity authorities and the Damodar Valley Corporation for the supply of power, with the Posts and Telegraphs Department for modification in the communication systems (telephones and telegraph), and with the railways on which the electrification is being undertaken.

The problems of construction are multiplied many times over by the need to keep normal traffic running while electrification is in progress. This calls for the closest liaison between the electrification and operating officers, so that adequate blocks are made available and are fully utilized.

TRAINING INDIAN PERSONNEL

The training of staff in construction and in the operation and maintenance of equipment is another important activity of the Calcutta Electrification Organisation. The French National Railways have offered considerable facilities for the training of both officers and technicians in France. With the help of men trained abroad, training cells have now been set up in India.

Training covers many categories of staff, from the locomotive drivers to the maintenance staff for electric stock and overhead equipment. To assist in the training of staff, a special training car which will be a replica of the electric locomotive, is being obtained. This car will provide a mobile school for training various categories of staff in operation, location of faults, and maintenance of electric rolling-stock.

USE OF INDIGENOUS RESOURCES

Faced with acute shortage of foreign exchange, it has been necessary to make the greatest possible use of indigenous resources. But industry in India, never before faced with this type of work has naturally not developed sufficient capacity to suit the requirements of railway electrification. Vigorous efforts are therefore being made not only to use existing manufacturing facilities fully but also to locate potential capacity and build it up by giving technical assistance.

Where the industry has not been able to assist in indigenous manufacture, efforts have been made to build up capacity in railway workshops. Examples of such enterprise are the setting up of a galvanizing plant and the decision to undertake manufacture of the mechanical parts of electric locomotives—both at the Chittaranjan Locomotive Works.

BUILDING UP " KNOW-HOW "

The technical " know-how " of our own engineers and staff is being developed by giving them field experience of electrification work. The survey of lines and the preliminary design of overhead electrical equipment are already being undertaken by them, and a start will shortly be made on departmental construction and installation of overhead equipment.

The emphasis in present planning is on self-sufficiency. The emphasis on building up technical " know-how " is equally strong, so that Indian engineers and technicians may be able to undertake independently future schemes of electrification.

The prospect is bright, and we hope that within the next decade not only will India be self-sufficient with regard to technical " know-how " and capacity to undertake electrification within the country, but will also be able to assist those of our neighbours who may wish to embark on schemes of railway electrification.

The future of electric traction in India is bright. As the traffic pressure increases, steam will have to give way increasingly to diesel or electric traction.

In the not too distant future, one can foresee the electrification of many more traffic routes, bringing with it the benefits of speedier operation, increased safety and more comfortable and cleaner travel.

INFORMATION PLEASE

OPRAIL

THE most popular guide to railway travel is the Time-table. The pages of this periodical publication issued by all Railways usually twice a year contains perhaps all the information required by a passenger who travels by rail. But everyone does not have the time and patience to dig out what he needs from the time-table. Then where else can he get what he wants ? Obviously from the Enquiry Office at a station.

It would not be practical to provide an enquiry office at all stations on a railway, but these are provided at important junctions, and stations serving large cities, state capitals or industrial centres.

The railwaymen who do the job of giving information to the public are not always 'ten to five' office-hour staff, but at stations where traffic of all kinds moves in and out throughout day and night, these men work round the clock in shifts. What information can be had from these 'Enquiry office' men, and where do they get it ? The best way of finding out is to spend a few hours at an enquiry counter. This is however not possible to all, so let us see what happens.

If you take a look into the office you will find a few telephones, some connected with local railway offices, and others with the public telephone exchange of the city or town. In addition, there will be a bookstand holding a number of railway reference books, such as the time-tables of all railways, a coaching guide, alphabetical list of all railway stations, and a few others, from which the Enquiry men can soon get all the data they may require.

Most passengers want to know the arrival and departure times of trains. If these timings are wanted for that particular station, the Enquiry staff can give the answer without hesitation. But if the timings are for other stations, junctions or destinations on other railways, he will consult the relevant time-tables and within a short time tell the passenger all that he wants.

Quite frequently a passenger may have to undertake a long journey, of thousand miles or more, involving changes at various junctions. Not having the time-tables of the various railways over which he will travel, he does not know how to go about it. So he goes to the Enquiry office, tells them of his destination station, and within a few minutes the passenger will be told how to get there in the shortest possible time, with alternative routes and timings also. Although it is not his job, the Enquiry staff is often asked about fares, and to oblige the passenger, he will do some quick calculation and give the information desired.

Another common and frequent query that comes to the Enquiry office men is from persons who come to catch a train, or meet somebody arriving by a particular train, is—" How's so and so train running ". The Enquiry staff is alert to this type of question and keeps himself posted with train running by being in constant touch with the Train Control Office, or the A.S.M. on duty. One can imagine an anxious person coming on to a station platform

perhaps twenty minutes before the arrival of train, getting impatient, worrying the Enquiry office about the expected arrival of the train. But the Enquiry office men cannot consider such persons a nuisance, but keep answering questions no matter how often they are asked.

Some Enquiry offices are also responsible for arranging reservation of berths and seats. For this purpose a register is maintained, and requests for reservations noted on a 'first come, first served' basis. It looks quite simple, but when all available reserved accommodation on a train is fully booked up, more will be demanded. And this is where doubts may arise in the minds of the persons asking for reservations. So the Enquiry staff have to use tact in convincing the doubter that accommodation has actually been booked up.

Apart from information relating to railways, the Enquiry men must also be conversant with a considerable amount of miscellaneous information that has nothing to do with railways. One passenger may want to know about local hotels and their rates of charge, another may ask about the local cinemas and what pictures are showing. Some may want to know if the local town has anything of interest to see in the way of history, old monuments or tombs, beauty spots, gardens, buildings, etc. The Enquiry men are also frequently asked about the local taxi, tonga and other transport rates, with which he must be thoroughly familiar.

The Enquiry office does not only give information required "over the counter". There is hardly a moment in the day when the telephones are not ringing their attention call. Practically, the same kind of information is asked for over the wires as over the counter, and one can hardly tell the person at the other end of the phone to wait. The telephone caller must be answered promptly, while the enquirer on the other side of the counter is also waiting to be given the information he wants.

Not all the information asked for either over the counter or the telephone is requested politely. Quite often the request comes in haughty tones, peeved annoyance or impatience. The Enquiry office men has to meet all requests with patience, tact and above all, courtesy. For these men it is always 'information please' and that information must be given in the most pleasant manner.

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Thoughts on Rail and Road Co-existence

(*Continued from page 28*)

malpractices and divert railway traffic. It is well-known that railways as a government concern on an organised basis should make enquiries into the irregularities. It is not possible to entertain such malpractices. Some petty operators on the road are susceptible of malpractices in taking passengers as well as booking goods which cannot be the case in railways which are the government concern. One should not measure other peoples corn by one's own bushel. The conditions of America may not be made applicable in India so far as the road transport is concerned at the present stage.

◘

THOUGHTS ON RAIL AND ROAD CO-EXISTENCE

K. S.

ALTHOUGH much traffic is competitive, each means of transportation occupies to some extent a distinct field of service. As to agencies of different types, railways handle the bulk of the high or medium grade traffic when transported on a large scale; waterways take the low grade cargo traffic within practical reach of their lines; highways receive the local and certain special kinds of traffic; and airways handle the traffic of highest grade and speed. As to carriers of the same type, each provides the transportation dependent upon its lines, according to location or other advantage.

Movement is accomplished by means of physical facilities and agreements. Physical facilities consist primarily of terminal instruments and interchangeable carrying units. Terminals include warehouses, loading and unloading machinery, etc. These expedite movement from railroad to railroad and from railroad to highway. Where ferries are operated by Railways, traffic may also move smoothly between railroad and waterway.

The railway has four marked advantages: First, it can be constructed to practically any point, usually at far less cost than a waterway, though at a greater cost than an ordinary highway. Second, the railway is less hampered by variations in the weather than any other means of transportation. Neither highways nor airways are so dependable and safe. Third, the railway requires comparatively little tractive power at high speed, because it utilizes the principle of the smooth rail. Fourth, the railway is well adapted to handling traffic in large volume. Long trains of heavily loaded wagons can be operated with safety.

Goods revenue is much more important to the railways than passenger revenue. From this source the Railways derive about two-thirds of their total revenue.

In providing general transportation over broad land areas in large volume the railway knows no superior. Given the condition of an adequate volume of business, no means of transportation can handle traffic so economically as the railway and no method of land transportation is potentially so fast for long distances.

Waterways have normally ranked next to the railways as carriers of freight. Although the costs by river are low when compared with railroad charges, it is important to note that they do not cover the "hidden costs" or capital and maintenance expenses incurred by the Government. The true costs of artificial waterways are therefore higher.

The advantages of the motor vehicle rest fundamentally upon two factors; first, the unit of carriage is small; second, the vehicle is not confined to its own fixed roadway. It can supply service in small loads over public highways to or from practically any point in the country, if necessary from door to door, up steep grades, or over poor roads. The motor vehicle can thus function in an exceptionally flexible and diversified manner, rounding

out the other means of transportation opening up areas untouched by the latter, and offering new services; can load and unload largely according to the convenience of the passengers. The bus is at a disadvantage where traffic is heavy, both in cost and in speed. Here it must yield to the Railway, which operates at a low unit cost when the volume of travel is large and which is ordinarily less obstructed by traffic congestion. The bus also lacks in comfort—an important consideration on long journeys. Bus transportation moreover is subject to interruptions and dangers growing out of changes in the weather.

In the supplementary Memorandum dealing with the railway rate structure, relative costs of operation by road and rail and the lines on which transport coordination can be achieved submitted to the Ministry of Transport and Communications on 31st March 1959 by I.R.T.D.A., the relative costs of operation was given as under:

"The average rate charged by the railways for carrying a ton of goods one mile for revenue-earning traffic was 11 pies in 1955–56 and 11·4 pies in 1957–58. The railways' capital-at-charge which was about Rs. 975 crores in 1955–56 is expected to go up by over 70 per cent to about Rs. 1,675 crores in 1960–61. On account of this increase their charges for depreciation and interest will go up proportionately. Due to this fact and also other rising costs it will be surprising if their average rate by 1960–61 does not go up to over 12 pies per ton-mile. Adding to it the incidence of terminal charges which is about Rs. 15 per ton at both ends the railway rates will be 12 plus $\frac{15 \times 192}{1,000} = 14{\cdot}88$, say, 15 pies per ton-mile over a distance of 1,000 miles. The current road rate is around 24 pies per ton-mile."

Thus they admit that road charges are much higher. It may be mentioned that in such places of heavy industry as Rourkela, in order to feed the heavy industries railways are more useful in the present state of development of transport. If road transport would have sufficed, there is no need for having constructed a net-work of railways in the steel plant areas. Thus it is clear that for transporting heavy merchandise to long distances railway is more suitable. It is not enough if protagonists of road transport indulge in forensic pleading just for glorifying road transport and maligning the railways and the protagonists of railways arguing from the railway point of view only. During the Second Five-Year Plan, it is well recognised that the importance of Railways which have risen to the occasion have to be maintained at a proper level of efficiency. Road transport which has not developed in India like America, yet requires technical personnel and has to develop before it can deal with all the heavy minerals and the long distance passenger traffic. It is possible that in the case of packing charges and door to door service for passengers and goods, road transport may offer some advantages but it should not be forgotten that in the case of railways they give better amenities to passengers such as water-coolers, good shelter, platforms, coverings, waiting rooms and what not. It is possible in the case of road transport to resort to

(*Continued on page 25*)

TIGHT CORNER

Mrs. I. WILSON
Clerk, G.M. (P.) MAS.

THE talk was running on the critical situations in which we had found ourselves, those of us whose lives were adventurous enough to comprise any.

One man narrated how he had escaped from the jaws of death when he was out hunting; another told of his adventurous escape from Nazi Germany and a third told how a lady friend was imprisoned with a python.

"But you all talk," said I, "as though tight corners were always physical affairs, surely they can be tighter when they are mental. The tightest corner I ever was in, was at Crimsons."

"Crimsons?"

"Yes." I had just met a friend who invited me to lunch at Mount Road. After a good lunch we were walking along the pavement when we saw a large advertisement inviting the public to Crimsons, the auctioneer's Sale Room, where some rare furniture was to be auctioned. Here I must say that my friend is a curio collector, and he persuaded me to look in at the Sale Room. The place was full. They were selling Barbizon pictures and getting tremendous sums for each; two thousand, three thousand for little bits of things—forest scenes, pools at evening, shepherdesses, and the regular subjects. Nothing went as low as three figures at all.

Well, we watched for a little while and then I found myself bidding too—just for fun. I had exactly Rs. 157 in the Post Office and Rs. 100 in my pocket and not enough securities to borrow five hundred on, and here was I bidding away like a plutocrat. "You will get caught", my friend said to me. "I am not going to run any risks, it is only for fun and excitement". And for a long time I did not, and then a picture was put up, and a short red-faced man, whom I had been baiting previously and who had paid quite a few stiff prices, because I kept raising the bid, shot an angry glance at me, and electrified the room by starting the bidding at a figure a little higher than anything, he had bought. Although the previous lots had run into four figures, they had all been modestly started at Rs. 50 with a gradual crescendo to which I had often been a safe contributor. But no sooner was the new picture displayed than the dealer made his sensational bid. "Four Thousand Rupees", he said and glared in my direction. There was a rustle of excitement and seeing his look, I heard my own voice calmly saying "and fifty". A terrible silence followed, the people looked as though they were afraid to breathe while the short red-faced man faced me with eyes filled with wrath. Then while the auctioneer looked inquiringly, first at the opener and then at me, I was surprised to see that the short man gave no sign at all. To my horror, I realised now that I was caught, and that the shortman had made his first and last bid. "Four Thousand and Fifty Rupees; any advance on four thousand fifty rupees"

said the auctioneer, searching the room. " My heart stopped, my blood congealed. There was no sound but a curious smothered noise from my friend. " Four thousand and fifty rupees, Once, Twice and Thrice," and the hammer fell ! ! ! That was a nice pickle to be in ? Here was I with exactly Rs. 150 in the Post Office and Rs. 100 in my pocket, the purchaser of a picture, I did not want, for four thousand and fifty rupees, the top price of the day ! Turning round I found that everybody's eyes were fixed on me, and so with trembling hands I began to feel for my pipe and to plug tobacco calmly into it. My pipe, my only consolation and companion, for, on turning round for some kindly support from my friend, I found that he had left me, but not, as I feared at the moment from baseness, but as I afterwards discovered, in order to find a remote place in which to lean against the wall and laugh. Stunned and dazed as I was I pulled myself together sufficiently to hand in Rs. 100 to the clerk who came, for the millionaire collector's name, and then I set to pondering on the problem what to do next. Articles one after another were put up for auction and sold but I saw none of them. I was running over the names of uncles and aunts from whom I might possibly borrow, but who would not lend, or, speculating on the possibility of confessing my poverty to one of the clerks and asking if the picture could not be put up again. Perhaps that was the best way out—pay the fine and have it reauctioned and yet how could I do it after all the bids I had made ? The staff looked so unsympathetic that I feared to disclose my secret.

Meanwhile the sale came to an end and I stood on the outskirts of a little knot of buyers round the desk who were paying for the articles they had purchased and giving instructions regarding their delivery. Naturally I preferred to be the last. It was then that I was joined by my friend, but only for a moment, for, as soon as he looked at my face he rammed his handkerchief into his mouth and again disappeared. Alone I had to face my plight. I never felt such a fool, or had colder feet in my life. I believe I would have even welcomed a firing party. And then the unexpected happened, and I realised that a career of rectitude sometimes has rewards beyond the mere consciousness of virtue. A voice at my ear suddenly said " Beg Pardon, Sir, but are you the gent that bought the Picture ? "

I said " Yes, why ? "

" Well, the short gentleman who offered four thousand, wants to know if you will take Rs. 50 more and give him the picture as he is an art dealer."

No messenger of God could have been more welcomed than that clerk ; I could have embraced, and kissed him, and wept for joy ! Why ? I would have taken 50 nP. more. But how worldly and base even the best of us are ! Is that the most he would offer ? I had the presence of mind to ask.

" It is not for me to say ", he replied.

" No harm in trying for a bit more is there ? Tell him, I will take a hundred ", I said. " And I got it."

(*Continued on page 38*)

THE SOUTHRAILNEWS

MAURICE RODRIGUES
Clerk, Amenities Section, G.M.'s Office, Madras

Have you read the Southrailnews,
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On the Railways and new lines laid.

Know the Railway which is the Nation's own today,
Watch the strides made from day to day
To serve you better, while the rails you ride,
Shining bright with easy stride.

So here's a request to one and all,
Hark ! these words—answer the call,
Enlist if you're not a subscriber,
'Cos the Southrailnews, you'd sure prefer.

WORLD BANK'S LOANS TO INDIAN RAILWAYS

(Contributed)

IT is the objective of India's successive Five-Year Plans to achieve through democratic means a social and economic order in which there will be a substantial rise in living standards, production and employment and the largest measure of social justice attainable. The Indo-American Technical Co-operation Programme will continue to make a useful contribution towards the fulfilment of this objective.

India was the first country in Asia to receive a World Bank loan, and in India the first loan was sanctioned for the Indian Railways in 1949, to enable them to import locomotives from Canada and U.S.A. The amount was $ 32 million. For the massive railway development provided for in the Second Plan, the question of a World Bank loan for the Railways was first mooted early in 1956. This was followed by technical discussions between a team of senior railway officers (Sri K. B. Mathur, Member, Transportation, Railway Board and Sri J. Dayal, Financial Commissioner

Mr. K. B. Mathur, Member, Railway Board, discussing problems with Mr. A. F. Geolet (centre) and Mr. R. A. D. Loven, Members of the World Bank Technical Co-operation Department, in New Delhi

Courtesy : Central Newsphoto Service, New Delhi

The World Bank experts holding discussions with General Manager and Heads of Departments, Southern Railway

for Railways) and the Bank's representatives in Washington.

Subsequently, a World Bank technical team headed by Mr. J. E. Slater came to India for an on-the-spot study. At the end of the tour, the team leader, Mr. J. E. Slater gave his impressions in a radio interview from New Delhi. He referred to the fact that the Indian Railways would have to increase their goods carrying capacity in the Second Plan period by about 50 per cent. "That" Mr. Slater remarked, " is a task which is formidable for any organisation and I really very much admire the courage with which the problem has been faced. Beyond that, I admire the ingenuity and the care and the planning which have been directed towards meeting it. I think it is quite clear that the basic problems are recognised." This was followed by negotiations, resulting in the grant of a loan of $ 90 million for railway development in July 1957.

Following further negotiations, the World Bank sanctioned a further loan of $ 85 millions in September 1958 to cover payments abroad up to March 1959.

A new chapter has opened for the Indian economy. The performance of the Railways will largely determine how smooth it will run. The first impressions of the World Bank team were complimentary. Mr. J. E. Slater, its leader, is very much impressed with the effort and care taken by the Railway Board, the General Managers and their staff toward the problems of future development.

The team of railway consulting engineers sent by the World Bank held its final meeting with the Railway Board in New Delhi on February 21, 1957. The meeting was attended by all the four members of the team: Mr. J. E. Slater, leader of the team, Mr. G. V. T. Burgess, Mr. M. G. Roeder and Mr. R. J. Joedicke.

Mr. Slater and his colleagues have, during their three-week tour of the country, held discussions also with the General Managers and senior officials of the Eastern, South-Eastern, Southern Central, Western and Northern Railways.

Questioned on the purpose of the team's visit to India, Mr. Slater said that two of the important objects were, firstly, to consider the soundness of the Second Five-Year Plan in so far as it applied to the railways and, secondly, to go into the financial ability of the railways to provide that portion of the funds which would be called for under the Plan itself.

The two members of the World Bank team who recently came to India are Mr. A. F. Geolet, Financial Analyst and Mr. R. A. D. Loven, Mechanical Engineer, both of the Bank's Technical Operations Department. The team has been sent out to obtain first-hand knowledge of the operation of the Indian Railways and to make an on-the-spot study of the progress made in the execution of the Railway Second Five-Year Plan.

The team will make its report to the World Bank. Negotiations for a further loan will then follow. The team spent a fortnight in India, during which it undertook a 4,500-mile tour of railway centres, visiting among other places the Ganga Bridge recently

M/s. Geolet and Loven with Railway officials in the Vijayawada Yard

The World Bank experts and Railway officials in the Vijayawada Yard

opened by the Prime Minister, the Chittaranjan Locomotive Works, the Integral Coach Factory. The team also covered the doubling of the Kanpur-Allahabad line; remodelling and modernisation of the Moghalsarai Yard; operation of diesel locomotives between Moghalsarai and Gomoh; railway operation in the colliery area around Dhanbad on the Eastern Railway; railway facilities around Howrah including suburban electrification and the new electrical repair workshops at Kharagpur; works around Tatanagar; new line construction between Ranchi and Muri; doubling of the Rajkharswan-Barajamda; new construction around Rourkela and the new Koel Bridge; Rourkela-Durg doubling; Vijayawada-Gudur doubling; new route relay installation at Kurla; and Godhra-Ratlam doubling.

Both the loans granted by the World Bank during the Second Five-Year Plan period have been fully drawn and utilised. The first loan was fully expended on import of rolling-stock, steel, signalling material and other capital equipment. The second loan has been expended on the purchase of capital equipment and also on some maintenance works.

The deputation of the recent World Bank team and the Bank's implied willingness to consider further loan assistance to India, would justify the inference that the Bank has continued confidence in the ability of the Indian Railways to fully implement their Second Five-Year Plan. The Bank had, at the initial stages, fully approved of the lines on which the Railway Plan has been drawn up, and it has maintained almost continuous contact with

the Railway Ministry in regard to the execution of the Plan essentials.

The railways are already well on the way to full achievement of their Plan targets. At the recent meeting of the Railway General Managers in Delhi, it was stated that in the fourth year of the Plan, the railways were hoping to carry an additional traffic of 16 million tons over the third year. As against this, the total increase during the first three years of the Plan was only 20 million tons. The Transport position is satisfactory and wagons are available in most cases within 48 hours of the demand being registered. This is a far cry from the days of "bottlenecks" about which one heard so much during the First Plan period. Practically all the traffic bottlenecks have been eliminated. The latest, and one of the worst bottlenecks, has gone with the opening of the Ganga Bridge on May 1, 1959, as a result of which daily traffic over this vital route will be trebled. At Moghalsarai, India's largest marshalling yard, there has been a 50 per cent increase in the number of wagons handled daily compared to the end of the First Plan—the increase being from 1,600 to 2,400 wagons per day.

Wagon production has gone up from 6,000 at the end of the First Plan to 20,000 at present. No general purpose wagons have been imported during the past two years, and at present even special type wagons are made within the country. *The country is now in a position to export wagons.*

In steam locomotives, India is now completely self-sufficient. The Chittaranjan Locomotive will be 100 per cent "home-made" when steel and

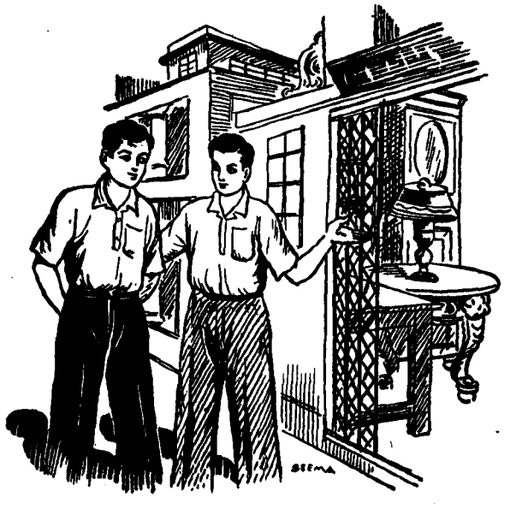
The party on the Road Bridge across Kistna River near Bezwada. The Railway Bridge can be seen in the background

wheels and axles begin to be received from the new steel plants next year. For many years there have been no imports of coaches, and the country is now entirely self-sufficient. The manufacture of electric coaches has also started in Calcutta. By the end of the Second Plan period or the beginning of the Third Plan period, it is hoped that diesel and electric locomotives will also be manufactured within the country. Spectacular advances have been made in the manufacture of signalling materials, and very few items are now imported.

In the matter of quick conveyance of bulky and heavy merchandise the recent introduction of 54-ton bogie wagons for carrying iron ore to Rourkela and Indian Iron Works has marked a new significant technical advance in railway operation in India. Fitted with automatic centre buffer couplers, these wagons help the railways to run goods trains with 70 per cent more loads, thus saving precious line capacity. This development has big possibilities for the future.

As a result of various measures adopted the country's economy is now looking up. Food production is increasing. Steel projects and other development works are coming up. The traffic prospects for the railways during the remaining two Plan years are now bright. There is every hope that the railways will be able to load 168 million tons at the end of the Second Plan, as against the Plan provision of 162 million tons. The bulk of the Second Plan projects have already been sanctioned and, on the present showing, there is every hope that the railways would not only be able to fully utilise their Plan allocation of Rs. 1,125 crores but also achieve the physical targets placed before them by the Planning Commission.

Tight Corner—(*continued from page 30*)



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When I found my friend I was laughing too, but he became serious after hearing the story. "Well, I am hanged!" he said. "Of all the luck! Well I am hanged!" Then he said, "Don't forget that if it had not been for me you would not have come to Crimsons's auction." "I shall never forget it," I said, "Nor your deplorable mirth. Both are branded in letters of fire on my heart. My hair has not gone white, has it?"

THE ROLE OF RAILWAYMEN

This is a free translation of a talk in Tamil by Sri R. Gopalakrishnan, Chief Personnel Officer, Southern Railway, broadcast from the All-India Radio, Trichinopoly on 14th April in connection with the IV Railway Week Celebrations—E1.

IT is a well-known fact that George Stephenson, the British Inventor, harnessed the power of steam for manufacturing locomotives, as a result of which it became possible to run railway trains. It was in the year 1825 that the first Railway train, hauled by a steam engine, ran in England. Twenty-eight years later the Railway made its appearance in India. The first train which ran on April 16, 1853 from Bombay to Thana (a distance of 21 miles) was also the first train in the whole of the Asian continent. The running of this train was acclaimed as a great event and it carried about 400 passengers. It is said that on the next day, Sir Jamshedji Jeeji Bhai, a Parsee celebrity of Bombay, reserved the entire train for his family and went on a picnic. Later a Railway line was laid between Howrah and Hoogly. It was in 1854 that the first railway line was opened in Southern India. This line connected Vyasarpadi in Madras with Arcot, a distance of 65 miles. From the small beginnings thus made, there is now a huge network of Railways over the length and breadth of our subcontinent. In 1953, the Centenary of the Indian Railways was celebrated. As it was on the 16th April that the first railway train ran in India every year the Railway Week is celebrated culminating on the 16th of April. This week affords an opportunity for establishing feelings of goodwill and cooperation between members of the public and railway employees, and also to let the public know in what manner the Railways are administered and in what manner they render service to the public.

The British Government established the Railways in India for the economic development of the country and also for the transport of foodstuffs, during times of famine. At first, the Railways started as private companies with some kind of Government control. Gradually these Railways came to be managed by the Government. By 1944 all the major Railways in the country had come under state-management. In 1951, the Railways were regrouped into 8 zones based upon considerations of efficient management and service for different regions.

The Southern Railway was formed by the integration of the M.S.M., S.I. and Mysore State Railways and has a mileage of about 6,200. The Southern Railway serves the whole of Madras, Mysore and Kerala States and also important parts of Andhra and Bombay States.

It is needless for me to say that in our country the Railways are the most important mode of transport. They are extremely useful to the community for the transport of passengers, goods, etc., over long distances and at comparatively cheap cost. After the attainment of independence

the part played by our Railways in the economy of the country has greatly increased. The Railways are responsible to a very large extent for the economic development and for providing for an efficient mode of transport. During the two Five-Year Plans a large number of National projects are under construction like Steel Plants, Fertiliser Plants, Multi-purpose Projects, etc. For the transport of machinery, raw materials, etc., required for these projects, Railways are mainly responsible.

For the successful completion of our National Plans, foreign exchange is extremely necessary. For earning foreign exchange, we have to export in large quantities commodities like iron-ore, manganese ore, coffee, tea, etc. It is by the Railways that these important commodities are transported to the ports from which they are shipped. During recent years there has been shortage of food in various parts of the country owing to adverse weather conditions. Food-grains like rice, wheat, etc., have to be transported in bulk from the surplus areas to deficit areas. We are also importing large quantities of food-grains from foreign countries and these have to be transported from the ports to the areas where they are badly needed. Railways have played a very important part in the transport of such vital necessities of life.

The amount of money invested in our Railways is of the order of Rs. 1,200 crores. It may be stated that the revenues of the Indian Railways amount to over one crore of rupees per day. Railways are the largest national undertaking and the Southern Railway employs about 1,60,000 workers. It may be stated that one in every 400

Sri R. Gopalakrishnan

Indians is a Railwayman. If the average strength of a family is taken as 5, one in every 80 families may be said to depend upon the Railways for its existence.

It may be asked what exactly is the work that is done by such a large number of men. Usually the public are only familiar with certain types of Railwaymen, such as Station Masters, Guards and Drivers of trains and the Booking Clerk who issues tickets. But in addition to these categories, there are thousands of Railway workers belonging to different categories and grades who work round the clock for the efficient working of the Railway. Let us now see in some detail what exactly is the work done by these people.

We all know that Railway Trains run on a steel track. It must not be imagined that once the Railway line is laid there is nothing more to

(Continued on page 85)

THE LANGUAGE OF SPORT

THE language of sport is made up partly of what we may call technical terms and partly of ordinary words which seem to tell us what is happening during the course of a game or contest. Words, like people and nations, also have a history, but how some of these special words crept into sporting language cannot always be traced. Some may have been suddenly shouted out by people watching a game, and these have perhaps caught on, and since then, everybody watching a particular sport, uses that same phrase or word. So, let us look over a few of these sporting words and phrases.

Take the game of cricket, which is popular during the winter, when apart from school and college games, there are also big events like Test Matches between India and crack cricket teams from other parts of the world. If you are not lucky enough to have watched one of these big matches, the next best thing is the radio, through which you can hear all about the game as it is being played and described by a sports commentator, or you may read all about it from the newspaper the next morning. Those of us who have played cricket know what is meant by such terms as 'back-stop', 'fast and slow' bowling, 'overs' and various other technical terms. But as we listen in we hear the radio speaker tell us that the batsman has just put across an 'air-short' or a 'cow-shot'.

What does he mean by these terms ? An 'air-shot' is a stroke of the bat that misses the ball and merely swipes the air. A 'cow-shot' is a wild swing with a cross bat which also misses the ball and swipes the air. In bowling we have such terms as 'googly' and the 'chinaman'. The 'googly' is an off-break bowled with a leg-break action. The 'chinaman' is an off-break bowled by a left-handed bowler to a right-handed batsman, and delivered as a right-handed bowler sends down a leg-break. To those who do not know the finer points of cricket all this will be a complete puzzle but if you are a cricketer you will know what it means.

Another common term in cricket is known as the 'hat trick'. This goes back to the days when any bowler took three wickets one after another, and as a sort of reward he was given a white hat. But this will not appear as funny when you are told that in those far off days hats were very often given as prizes for sports. Then there is that famous term 'out for a duck', which means that the batsman is bowled out before he has hit up any runs. The reason for calling this a 'duck' was because when the score was written up in chalk in large letters on the score board, the round nought looked like a duck's egg.

Unlike the game of cricket, football does not have so many of the special terms and words. You may have heard

someone say that a goal was scored off a 'penalty kick'. The penalty kick means a kick from within the penalty area, which is within a short distance from the goal-mouth, and the only two people who take part in this is the man who kicks and the goal-keeper who must try and stop the ball going past him into the goal-mouth. There is the term 'foul' which of course is used in other games like hockey. This is only a shortened form of 'foul play' and is used when a player has done something that is not allowed by the rules of the game, the other side getting a free kick as a reward. Another term used in football is 'daisy cutter' for a hard shot that travels perhaps not more than a foot above the ground and sneaks into the goal-mouth with the goal-keeper almost falling on top of the ball in attempting to stop it.

The sport of boxing too has a number of special words and terms. The most common as you all know is 'K.O.'. This is the shortened form of 'knock-out'. But what is a knock-out. When one of the boxers has been hit so hard that he falls to the floor of the ring and cannot get up as the referee counts out ten seconds, he has been given the 'k.o.' and so loses the fight. There is another term 'T.K.O.' which is short for technical knock-out. This happens when the referee stops the fight when one of the boxers has taken so much punishment that any more would not only be sheer cruelty, but would perhaps also endanger his life, even though the losing boxer has not been counted out for the ten seconds. You may also have heard of the term 'threw in the towel'. This means that one of the boxer finds that he cannot carry on the fight because of terrific punishment, or some injury like a cut eye that is bleeding badly, and so he tells his seconds to 'throw in the towel'. This tells us that he has 'given up' as small boys would say.

In the West, and especially in the United States of America where boxing is not only very popular, but also a professional sport, there are a lot more peculiar words and phrases used. If you happen to listen in to a broadcast of a big fight from America being described by an American sports reporter, you would find it very hard to understand what he means, and only those who go to see such fights often, or read about them, would actually be able to follow the fight blow by blow and round by round.

The sport of wrestling also has many special words and ways of describing a match between two huge man-mountains. But these are mostly technical terms describing various kinds of holds and falls. In sporting slang for instance, wrestling is also called the 'mat game', perhaps because wrestling may have at one time been done on a floor covered with matting.

Perhaps every kind of sport and games have these special words and phrases to tell us in a more racy and forceful manner what is happening. Tennis, badmintin, golf, swimming, volley-ball, base-ball, and even indoor games like billiards, darts and so on, have their own peculiar terms. And another thing, as the radio and television have practically brought every big game of national or international importance right into our drawing

(Continued on page 47)

"INDIAN RAILWAYS"

May 1959 issue

The May issue of the "Indian Railways" which is a special issue on Ganga Bridge contains many interesting and informative articles contributed by leading personalities. In his message, Dr. Rajendra Prasad says that the Ganga Bridge marks the advent of new era for the people of north Gangetic Bihar in particular and those of Eastern India in general. Coming as the fulfilment of a long-cherished hope, this bridge linking North with South Bihar is symbolic of the new awakening in the country. "What Ganga Bridge means to Bihar" is an interesting article by Dr. S. K. Sinha, Chief Minister, Bihar. The distinguished author says that the completion of the Ganga Bridge Project marks a radical change in the economic situation of not only North Bihar but also North Bengal, Assam, parts of East Uttar Pradesh and Bihar's northern neighbour, Nepal. The bridge, he says, makes possible the development of this entire area which may rapidly change this somewhat poor and backward part of the country into one of its most prosperous areas. "Speedier Transport Across the Ganga" is another interesting article by Sri P. C. Mukerjee, Chairman, Railway Board. The rail-cum-road Ganga Bridge which has just been thrown open to traffic will make all the difference to the economic life of North Bihar—substituting slow-moving wagon ferries by fast-moving broad gauge trains carrying goods and passengers. In view of the increased traffic pressure under the impact of the Five-Year Plan, says the author, the bridge has come "not a day too soon." In his article "Ganga Bridge Opens Road to Industrialisation" Sri K. B. Mathur, Member, Transportation, Railway Board, says that 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 and lays the path to further 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 article Ganga Bridge—Gateway to North Bihar's Prosperity by Sri Sathi, General Manager, Ganga Bridge Project, is also interesting. The Ganga Bridge has already come to be regarded as the gateway to the prosperity of North Bihar. This great project has been completed nearly nine months before schedule and within the original estimated cost. Thanks to the author, who has been responsible for the same and also for the freer movement of traffic that will now be possible, industrialisation will proceed at a much faster pace. "Speedier Transport Opens Door to Industrialisation," "Demise of Bottleneck" are other interesting articles. "Bridging the Ganga—a major engineering

achievement" is an informative technical article.

In the VIPs list, His Holiness Dalai Lama's travels over Indian Railways have been covered. Other interesting features in this issue are the recommendations of the Road Transport Reorganisation Committee, General Managers' Conference, a Report to the Nation and "Railway Week Celebrations" throughout Indian Railways. With an attractive multicolour cover page of Ganga Bridge, the issue under review is attractively got up.

"WESTERN RAILWAY MAGAZINE"

The Railway Week Number of Western Railway Magazine is nicely got up with a multicolour cover page of the Railway's imposing Headquarters Building illuminated, on a ceremonial occasion. The Editorial stresses the importance of Railways in the economy of the country and observes that the Railway Week is something more than a commemoration of the Railways' achievement and a renewal of pledge of service to the nation; it is one of the largest social events in the country each year. Railway Budget for 1959–60 has been flashed in this issue with an action photo of the Railway Minister preparing the same in his office. In his article "Indian Railways' Million Partners" Sri M. N. Chakravarti, Member, Staff Railway Board, pleads that 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. 'India's number one Railwayman' in charge of staff matters 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 as to how this partnership can work to better purpose. "Western Railway Marches on," "Signal Department Forges Ahead" are other interesting articles. "Production Management" is an informative article by Mina R. Sanjana, Chief Personnel Officer. Production management can be one of the most fascinating occupations. It provides ample scope for the inter-play of a whole variety of human characteristics and yields rewards for inspiration, skill and perseverance, not easily to be reaped elsewhere. There is a satisfaction in creating something tangible and useful from the crude raw materials; and a thrill in seeing the finished product. Some of the more important techniques and problems of Production are discussed in this article. The article is actually based on a Report submitted by the author, as Chairman of the Syndicate at the Government of India, Administrative Staff College at Hyderabad. "Power Supply for Railway Carriages" is another interesting article. The lighting of passenger coaches was developed from a crude beginning, by using candles. This was followed by oil lamps, which in turn was superseded by gas lighting. This system did not last long due to attendant danger of explosion of gas stored under pressure in cylinders mounted on coach underframes. The first attempt at coach lighting by electricity was made in 1881 and continued until it reached a real and serviceable stage. In this article the author explains the various systems of power supply for Railway carriages and observes

that in a tropical country like India with long distance travel, the comfort of lights and fans in trains is the minimum requirement of the travelling public. Dim lights or failure of lights and fans in compartments has been the subject of severe criticism and complaints from passengers. With the progressive increase in electrical loads on trains, the author pleads that it is essential to adopt a new system of train lighting which should be simple, economical, robust and give satisfactory service and at the same time free from financial and operational problems during the changeover period. The equipment involved should also be capable of progressive manufacture in the country altogether with a view to conserve foreign exchange. With the other usual features such as Sporting Events, Railway Notes, etc., the magazine under review continues to maintain its high standard.

"THE INDIAN RAILWAY ENGINEER"

(62, Jayprakashnagar, Goregaon, Bombay)

The Engineering Supplement of this technical journal is very informative both to engineers and laymen. The issue contains interesting technical and non-technical articles well contributed by several railway officials. "Systems of Working Trains" is an interesting article in which the learned author explains in a lucid way, various systems of traffic control both in India and abroad. While stressing the importance of Centralised Traffic Control, the author brilliantly observes that the Railway systems must keep abreast of the latest developments in the field of railway signalling and replace their outmoded appliances to increase their line capacity without enormous capital outlay. "Automatic Operation of Railway Facing Points" is another interesting article. "The Growth of the Nation's Life Line" by Sri P. C. Mukerji, Chairman, Railway Board, is an informative article. Since the turn of the present century more particularly since the end of the last war and the achievements 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 systems where the developments have been more significant. "CTC—a means of Improving the Competitive Power of Railways" is another interesting article. The first Centralized Traffic Control system developed by L. M. Ericssons Signalaktiebolag in the middle of 1930s employed rotary selectors. A new system based or relays alone without any mechanical selectors, has since been designed by Signalbolaget. The system is described in this article, which also presents some points of view on the use of C.T.C. system and the developments it has undergone upto the present time. "Need for Earthquake Engineering Research in India" is specially interesting. Ever since the thirties of this century, buildings and bridges on the Indian Railways have been built, where warranted, to resist earthquake forces. This article indicates how the present methods of design of earthquake resisting structures on the basis of "rule of thumb" methods do not take into account the dynamic characteristics of the

ground motion in earthquakes and how important it is to obtain confirmation or otherwise of conclusions and inferences, albeit controversial, drawn from field and laboratory data of other countries for the Indian conditions. An effort has been made to outline some of the unsolved problems in connection with the effect of earthquakes on structures but before a departure from the existing design practices is made in this country, it is imperative that extensive earthquake engineering research must be carried out to justify any modifications thereto.

The article "Efficient Working on Air" is also interesting. Mankind lives at the bottom of an ocean of air compressed by the weight of the air above it. Ever since man blew his breath on a smouldering wood to start his fire, he has been constantly endeavouring to add to the uses and applications of compressed air. The article gives a detailed account of ensuring efficient usage of the energy provided by it. "Essentiality of Productivity" is an informative article by Mr. B. S. Ganesh. Production and Productivity are two words much spoken off by the industrialists particularly when their industries manufacture similar types of products. Though the words appear to convey the same idea, there is a vast difference in reality. Production refers to the output of any concern without reference to the capital spent and the number of persons employed. But Productivity refers to the output of a factory taking into consideration the different resources that are utilised, viz., Men, Materials, Money, Machines, Power, etc. The author brilliantly observes that there must be a good human relationship between the employees and employers and the employers should not feel that the employees are meant only to work and the employers are meant only to get the fruit of labour and fame. The employers must treat the workers with the similar kind of courtesy which they expect from others. Then only, both Production and Productivity will be a success. "Rail Transport in Rourkela Project" is another informative article by Sri M. Ganapathi. The number under review also contains a Railway Week supplement. Among the important people who have contributed articles in the Supplement are Messrs. A. C. Mukerji, V. S. Avathe, B. B. Mathur and G. P. Shahani.

S. VEDANTAM

Children's Corner

(*Continued from page 42*)

rooms, the sports reporters who tell us all about these games from the field, the court, the green or ringside itself, will probably be describing the game in his own way, and who knows but that some of the words and terms he may use may become part of the accepted vocabulary of the particular sport or game.

UNCLE TELLATALE

THE GOLD DIGGERS OF MADOOTY

C. V. GOPAUL
DPO, Madura

No tongue can adequately describe the joy of a parent who meets his children returning with laurels. Such was the joy enjoyed by me when I witnessed S. R. A. A./Madras knocking off the coveted gold cup in the Annahbathi Football Tournament at Madurai on the 1st May 1959.

The final of this tournament was once again between the two sister teams, *viz.*, the Southern Railway and the Integral Coach Factory. The Southern Railway team led by its veteran Captain Padmanabhan, otherwise known as Babu, started well, foreboding the coming events. Within the close of the 3rd minute after the commencement of the game there was a fine bout of passing between Arulnathan, the left extreme and Simon Sunderaj, the left inner, which took them near the ICF goal where Arul nathan cleverly lobbed the ball into the net seeing the goalee advancing towards him. This was followed by another splendid move which would have added to the Railway's account but for a grand save brought about by Laxmanan, the I.C.F. custodian, when he blocked a powerful drive from Padmanabhan.

The opponents having thus had an initial reverse, started attacking forcibly which earned them 5 corners within about 10 minutes, but as ill luck would have it, they were of no avail as Alenby David at the Southern Railway goal was unbeatable. The continued and concerted efforts of the I.C.F. men got them a golden opportunity when Siva, the ICF Right Inner who collected the ball from a free kick near midfield sent it over the bar with an empty goal before him.

When the game was resumed in the second half, the Southern Railway thus started with a lead of one goal. Following the usual tactics Janakiraman, the skipper of the ICF team, moved to the centre-forward position replacing Srinivasalu who had to take up the extreme left sending Kanniappan to play as half-back. This change no doubt looked like bringing about some good results, but it was not to be.

The game reached a very high standard, the ball moving fast between the two goal areas and I.C.F. making an all-out effort to equalise. However, the Southern Railway men who showed good opportunism that day, did not fail in their aim. About 10 minutes before the close of play Padmanabhan converted neatly a pass from his right inner Arumugham to place the ICF in a more disadvantageous position. In spite of being 2 down, the I.C.F. men were undaunted and were rushing with full hope of scoring a goal or two. The additional lead did not, however, make the Railwaymen relax. They continued to attack and with 5 minutes of the game to end, the third goal was scored by the left inner Simon Sunderaj with a spectacular cross shot which beat the goalee completely.

It was a pleasure to see the Southern Railway men play organised football and there were more of constructive moves indicating the existence of good understanding between them. Alenby

David was really the Rock of Gibraltor ably supported by the experienced and intelligent veteran full-back Veeraraghavan. The wonder grows if Veeraraghavan would ever grow old in spite of the crowd calling him Thatha (Grandpa).

Special mention has also to be made of the members of the half line Radhakrishnan, Gurunathan and Sankaralingam who made no mistake of any kind during the game. The short and swift left extreme Arulnathan (formerly of Rajasthan, Calcutta) pulled out spontaneous cheers from the spectators thronged around by his perfect ball control and occasional dribbling which has produced the term "Arul-dance" among football fans of Madurai. After the closure of the game I had the unique pleasure of witnessing the intelligent skipper Padmanabhan receiving the beautiful fish-shaped cup, won outright, carrying a miniature gold football at the top.

With this success the Southern Railway Football Team, Madras has won 4 gold cups so far, the first being that of the Cercle Sportiff Tournament at Pondicherry and the last 3 being during the course of the last one year, *viz.*, the gold cup of the Southern Railway Institute Tournament/Madurai, the gold cup of Ooty Raiders Cup Tournament and the present Annahbathi Gold Cup. These footballers of Southern Railway seem to show an affinity for gold cups and winning each of them by their foot work.

Is it not therefore but fitting that they may be called "The Gold Diggers of Madooty"!

RAILWAY WEEK CELEBRATIONS

NEWS FROM DIVISIONS

MADRAS—Rayapuram

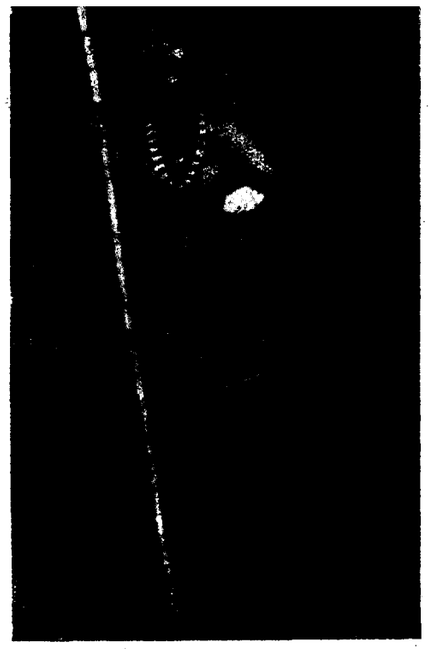
The fourth Railway Week celebrations of the Madras Division was inaugurated by Sri D. B. Patel, Divisional Superintendent at the Divisional Office on 10th April 1959. In the evening Literacy classes were opened by Sri M. M. Nathaniel at the Loco Tiffin Shed. A Film Show was arranged for the benefit of Staff and the Public at Madras Egmore. A children's treat was organised by the Railway Institute, Rayapuram and in connection with it children's Sports and Film Shows were held on the 11th. Prizes were distributed by Smt. D. B. Patel.

Special food packets were distributed to in-patients in Railway Hospital, Perambur.

On 12th April 1959 at 5 p.m. "Get together" Tea-party was arranged at 10 stations on this Division in which many Senior Railway Staff participated. Handicraft Centres at Washermanpet, Tondiarpet and Ayanavaram were also opened during the week. Sweets were distributed to children of Railway Schools at a few stations on the Divisions.

Madras Egmore

The Railway Week was celebrated on 15th April 1959 in the premises of the Dy. Chief Engineer's Office (Construction), Egmore, Madras, all the Officers and staff of the Engineering and Accounts Department of Construction Branch, participating with



Sri V. K. Srinivasachari acted as "Narikuravan"

Sri G. P. Warrier, Dy. Chief Engineer (Construction), in the chair.

A programme of variety entertainment was gone through in which Messrs. R. S. Pillai, P. V. Padmanabhan, M. Ramaswamy, Sampath, R. L. Rajabathar, Miss L. M. Fernandez, Miss I. G. Thibble of the Engineering Department, Messrs. N. K. Mani, A. Rathnaswamy, V. K. S. Chari and others of the Accounts Department took part and drew cheers from the audience.

Sri G. P. Warrier spoke on the importance of the "Railway Week" and congratulated the staff who participated in the variety entertainment. He also distributed prizes to the best actors.

Sri K. V. Ramanathan proposed a vote of thanks and the function came to a close with the singing of National Anthem.

Gopalaswami Nagar

The Residents of this Railway Colony celebrated the Railway Week on 12th April 1959 as children's day. In the morning, sports for childrer were held in which nearly 50 children participated. Later, sweets were distributed to all. In the evening the residents were entertained to veena recital by two young artistes of the colony. A number of children also took part in a Fancy Dress competition.

The evening function was presided over by Sri Mantharam, Vigilance Officer. Sri B. G. Balakrishnan, President of the Gopalaswamy Nagar Club, welcomed the gathering and spoke appreciatively of the enthusiasm evinced by everyone in the celebrations. Sri Mantharam said that such occassions gave opportunity for all the residents of this colony to meet together and spend a pleasant evening and hoped for more frequent evenings like this to give colour to the otherwise humdrum existence.

Sri Shah proposed a vote of thanks. The success of the evening was due in no small measure to the organizers Messrs. Sivaswamy, Sadasivayya, Kannan, Ranganathan and others.

The celebrations were rounded off with a very instructive film show arranged by the Public Relations Officer.

Perambur Loco Workshop

The newly constructed Dining Hall for the use of the employees of Loco Workshop, Perambur, was declared open on 13th April 1959 during the Railway Week Celebrations by Sri A. N. Mukerjee, Chief Mechanical Engineer, Perambur.

The hall was pleasantly decorated and presented a gay appearance. Officers of this and other departments and Loco Works employees gathered in large numbers.

After prayer by Sri P. K. Ganesan, LWM's Office, Sri M. Nagaraja Rao, LWM/PER, welcomed the guests and spoke about the amenity offered to the employees and complimented the Engineering and Electrical Departments for handing over such a fine hall after completion in a short time. He then requested Sri Mukerjee to declare open the hall.

Sri A. N. Mukerjee in thanking the LWM for having invited him to declare open the Dining Hall for the employees, said that he hoped the staff would keep hall clean and tidy and pointed out that the Administration is interested in providing more and more amenities of such nature for the benefit of the workers.

He then cut the tape and declared open the hall. LWM took all those present around the hall and explained to them all the amenities provided therein.

The Dining Hall costing about Rs. 80,000, covers an area of approximately 30,000 sq. feet. Reinforced cement concrete tables with benches, top finished with mosaic chip plastering will be provided. 32 lights and 10 fans and 16 Stainless Steel Wash Basins with individual taps have been provided. This hall at present can accommodate about 500 employees.

Left : A scene from "Mummanigal" a Tamil drama by the staff of Stores Branch during Rly. Week at Perambur. Right : The actors with Sri P. N. Talati and M. V. Seshadri

Perambur Carriage Works

In connection with the 4th Railway Week Celebrations, a "Get together" Tea-party was arranged at 5 p.m. on 12th April 1959, for the staff of the Carriage Works including Electrical Workshops, General Stores Depot and the staff of Engineering, Protection Force and Fire Brigade, working inside the Carriage Works, at the New Dining Hall opposite to the Carriage Works, Perambur. The hall was tastefully decorated to suit the occasion. The invitees—in all 200 employees representing the various shops were received cordially by the Carriage Works Manager and other Officers. Light music (Orchestra) filled the air during the tea time. The staff enjoyed the evening in the true spirit of "Get together." Speaking on the occasion Sri Gopalakrishna, Carriage Works Manager, stressed the need for developing a sense of camaraderie for the promotion of the well-being of the Railwaymen in general and exhorted the staff to avail the various amenities provided for the benefit of the families of employees, like Handicraft Centres. Sri S. P. Sundaravadivelu, Junior Labour Welfare Inspector, proposed a vote of thanks.

An entertaining Tamil Film Show was also arranged immediately after the Tea Party.

Arkonam

The Fourth Railway Week was celebrated in the Engineering Workshop, Arkonam, during the week ending 16th April 1959, with great enthusiasm and team spirit. The various shops here vied with each other in keeping their premises clean and to get the coveted rolling shield for "Cleanliness". Finally the Foundry Shop was adjudged as the best and cleanest shop by a panel of Judges.

A Tea-party was held on the 12th April 1959 at the Rest-cum-Tiffin Shed attached to the Engineering Workshops, Arkonam.

In all 150 persons with longest service in each category representing both Class III and Class IV in equal numbers drawn from various Shops and Office, attended the party.

During the party all the Supervisory officials freely mixed with their subordinates down to the lowest category.

After Tea, the Works Manager addressed the gathering on the significance of the "Get-together" Tea-party and how all should unite in developing the sense of camaraderie as between Officers and the staff. The Workers' representative Sri Aseervatham, also spoke.

On 15th April 1959, the Railway Week was celebrated with three Dramas, *viz.* "Ada Bagavatha", "Dr. Killer" and "Socrates." The dramas were appreciated and applauded by the audience.

During the day, the Works Manager took the opportunity in inaugurating the Radio and Amplifier sound system for the benefit of the workmen during their lunch hours. The entertainment given by the Administration through the Staff Benefit Fund by providing music during their recess hours, was keenly appreciated by the Workers and they in one voice hailed that this entertainment is a hall-mark in the annals of the Southern Railway.

On 16th April 1959, the Railway Week was concluded with Fancy Dress Competitions, Mono Act, etc., and with a Vote of Thanks, by the Labour Welfare Inspector attached to this workshop, the celebrations came to an end.

Acrobatic feats by Sri T. M. Lourdhuswamy and party

Trichinopoly

The Fourth Railway Week was celebrated on this Division from 10th April 1959 to 16th April 1959 consistent with the significance and importance attached to the Week.

Besides Headquarters important stations were tastefully decorated with flags, festoons, etc., and also brightly illuminated with flood lights and coloured lamps.

Railway Week entertainments were inaugurated on 10th April 1959 before a large gathering at the Railway Institute/GOC by Sri D. Venkataswami Dy. CME/GOC. There were a music performance by Kumari Praballa, daughter of ITP/VM, a monologue by Sri Sankarasubramanian of GOC Shops and 'Fun and Frolic' by Sri S. N. Naidu, Laboratory Assistant.

Variety Entertainment such as vocal music, instrumental music, acrobatic feats, mimicry, monologue, mono acting, etc., by staff and their families were spread over the week in the four Railway Institutes. All the performance were well-attended and much appreciated.

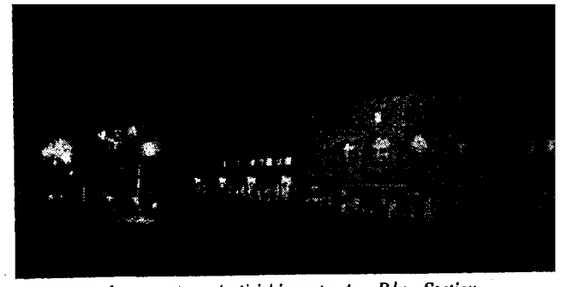
In addition to these performances, there were entertainments throughout the week at the Railway Institute, Tanjore and on 16th April 1959.

The children of Railway School/VM entertained the staff and the pupils with a few concert items on the last day of the week (16th April 1959) when sweets were also distributed to all the pupils.

On 12th April 1959, "Get together" Tea-parties were arranged at the General Offices and also at large stations. These parties were attended by staff of all categories.

In the tea-parties at all stations, the spirit of camaraderic prevailed.

The final day of the Railway Week was celebrated at TPJ colony in a specially erected pandal on 16th April



Illumination of Trichinopoly Jn Rly. Station

Veena recital by Kumari Rajeswari

Vocal music by Kumari Saroja

Mrs. Chaudhury distributing prize to Sri R. K. Sankaranarayanan

Mrs. Chaudhury and Mrs. Aruldoss serving light refreshments to invitees

1959. There was a huge gathering of staff and the D.P.O. addressed the audience about the celebrations of the Week from 10th and requested Sri Chaudhuri, D.S., to preside over the function and Smt. Chaudhury to distribute the prizes. The D. S. addressed the gathering on the significance of the Railway Week. Smt. S. Chaudhury then gave away the prize awarded by the Headquarters Exhibition Committee to an exhibit of Netaji's portrait sent from this Division and certificates of appreciation to all artistes who made the Railway Week a success. This was followed by Veena recital by Kumari Rajeswari, acrobatic feats by Sri T. M. Lourdhusamy and party and vocal music by Kumari Saroja.

With a vote of thanks proposed by Sri Mahadevan, Senior Instructor, C. T. School/TPJ and with the singing of National Anthem, the function came to a successful close.

A dialogue in Tamil (as per the approved script) by Sarvasri K. Alalasundaram, ATS (C)/TPJ and T. N. Kalidoss Iyer, Member, Zonal Railway Users' Consultative Committee, was broadcast at 19-30 hours on 13th April 1959 over All-India Radio, Tiruchirappalli.

Tiny paper flags specially prepared for the Railway Week, were distributed widely amongst staff.

Notices on 'Courtesy' in English and in local vernacular, were distributed to all stations.

Giant banners bearing special Slogans were displayed at stations.

Railway Institute, Trichy Fort

In connection with the Fourth Railway Week a Drama in Tamil "Vazhum Vakai" to a workshop labourer under the auspices of Art Section of the Trichy Fort Institute was enacted on Thursday the 16th April 1959, in which many Railway employees participated.

In the course of the address, the President appealed to all the employees to work and co-operate with the administration as depicted and staged in the drama.

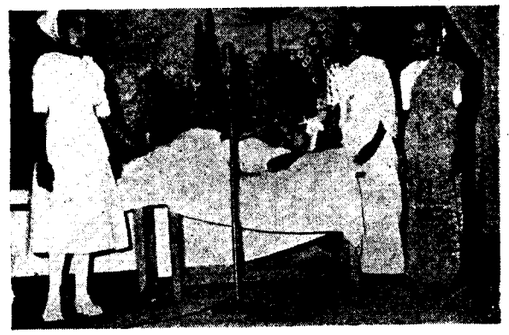
Madurai

The Railway Week celebrations were inaugurated by Sri G. N. Nair on 10th April 1959 in the new Railway Colony grounds. The Railway flag was hoisted and there was a march past by the R.P.F., St. John Ambulance Brigade and members of the S. Rly. Bharat Scouts and Guides. Sri G. N. Nair, Divisional Superintendent, took the salute.

In the evening there was a fancy dress Hockey match.

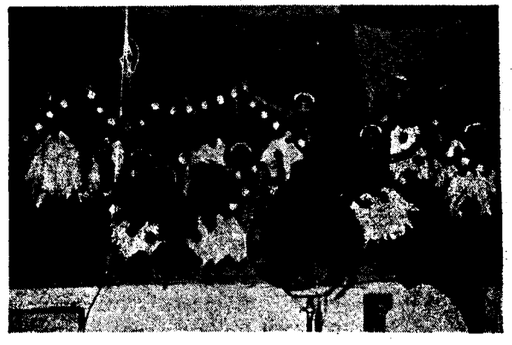
After the Hockey match the evening functions commenced with recitals of songs from "Thevaram" led by Sri C. V. Gopaul, D.P.O./MDU and Dr. P. R. Balakrishnan, DMO/MDU, playing Kanjira assisted by a group of employees playing other instruments. This was followed by a sweet flute performance by Sri K. V. Srinivasan, TXR/SCT and the evening programme came to a close with a fine One-act play called "Murpahal Seyyin" by the Railway Fine Arts Club, Madurai.

On the next day (11th April 1959) there was a Film show arranged by the P.R.O. in the Third class waiting hall of Madurai Junction and a Quiz contest for the Mechanical staff. This was followed by a very interesting Magic show by Sri J. K. Samuel, Fireman, Palni.



On 12th April 1959 there was a Cricket match in the afternoon between Gopaul's XI and Jagannathan's XI, in which Dr. P. R. Balakrishnan, Sri M. G. Nair, Sri G. S. Vittal Rao, Sri T. Kumarasamy and several other staff took part.

After the Cricket match there was a pleasant "Get together" Tea-party in the ground floor hall of the new Divisional Office building. All the Officers stationed at Madurai were present and took keen interest in receiving and serving refreshment to the invitees who numbered about 600. Sri G. N. Nair, DS/MDU addressed the gathering explaining the idea behind the "Get together" Tea-party. This was followed by a Tamil speech by Sri G. J. Balraj, APO/I/MDU, who dwelt at length upon the essential duties of railwaymen at the present time. The party came to a close with



a vote of thanks in Tamil by Sri C. V. Gopaul, DPO/MDU.

After the party there was a Variety Entertainment in the open air theatre

when the following programme was gone through :—

(i) Vocal music by Sri Muthiah, TTE and party.

(ii) Mimicry by Sri Palnivelu, Guard/MDU.

(iii) Oration by Chi. Mitra, S/o Sri R. Mahadevan, Section Controller/MDU.

(iv) Orchestra by Sri T. A. Rathnaraj, Clerk, DS/T office, Madurai.

When the first item was in progress Dr. P. R. Balakrishnan surprised the audience by getting on the stage and playing Ghatam for some time and then Ganjira till the finish of the vocal music. In between the above items there were two amusing and interesting events one being an extempore speech delivered by Govardhanam, aged 7 years nephew of Sri Lakshmanan, Machine Turner, Loco Shed, Madurai and problematic questions answered by Baby Sowbagyam, aged 7 years, daughter of Sri Ganesan, WT & G/MDU.

On the next evening (13th April 1959) there was a drama "Mathiri Mynthan" by the Seaton Institute, Mandapam.

On 15th April 1959 after distribution of sweets to pupils of the Railway Mixed Primary School, Madurai, the Railway Fine Arts Club, Madurai entertained the audience with a fine drama called "Pennin Kaditham." Special mention must be made of the histrionic talents exhibited by railwaymen such as Sri G. Swaminathan, Accounts Branch, Sarvashri Janardhanam and Ahmed Basha, Personnel Branch and Sri Sundararajan, Mechanical Branch. Here and there, there were references to prevention of corrupt practices, theft of fittings and ticketless travelling which was really of very educative value to the travelling public.

Throughout the week there were tournaments in both indoor and outdoor games conducted by the Railway Institute, Madurai, such as Carroms, Table Tennis, Billiards, Hockey and Football which gave an opportunity for several of the veteran players to take part in those games. Actually the D.P.O. and the D.S. played for the Madurai Institute 'B' Team in the Hockey tournament.

Sri G. N. Nair speaking

On the concluding day (16th April 1959) there was a Baby Show in the Railway Hospital conducted by Dr. P. R. Balakrishnan, DMO/MDU and there was a good number of entries indicating the enthusiasm of the railway staff at Madurai.

The Madurai railwaymen had the good fortune of having in their midst

on the last day (16th April 1959) Sri P. H. Sarma, Chief Operating Superintendent, Southern Railway, Madras. He kindly consented to preside over Railway School Concert which consisted of a variety of interesting items

such as "Butterfly Dance," "Nursery Rhyme Land," "Fairy Dance," two One-act plays in Tamil, etc. It was indeed a very enjoyable evening and the performance of the children bore testimony to the efforts taken by the staff of the Railway School.

Sri G. N. Nair, Divisional Superintendent, delivered the valedictory address when he thanked all the staff for the co-operation they exhibited and the interest they took in making the Railway Week celebrations a success.

After a review of the week's activities by Sri C. V. Gopaul, DPO/MDU, the prizes to the winners in the various tournaments and also to the Engineering staff for the best maintenance of gang length were distributed by Smt. G. N. Nair. Here special mention should be made of Sri S. Lakshmanan, Gangman, 3rd Gang, Quilon, who was presented with a cup and a merit certificate for the "Fancy Walking Stick" which he made out of horns and which was also sent to Delhi for the All-India Arts and Handicrafts Exhibition during the Railway Week. The interesting point here is the head of the walking stick which was of the shape of a dog's head had a contrivance by which the mouth could be opened and closed.

Sri P. H. Sarma, COPS/Madras, then spoke explaining the idea behind the Railway Week celebrations and called upon the railwaymen to maintain the efficiency and to aim at improving the standard higher still to help the country during the plan period in particular.

Sri R. Jagannathan, DTS/MDU, performed the pleasant duty of proposing the vote of thanks when he referred to the interest evinced by all the staff making up the various committees nominated for the successful conduct of the Railway Week such as Sri Rajagopal, Office Superintendent, Sri Dayanithi, Sri P. S. Ramachandran, Sri Jayaraj, etc. He made special reference to the organisers of the Southern Railway Employees Co-operative Canteen, Madurai, for the refreshments served by them for the "Get together" Tea-party. The celebrations came to a close after the singing of Jana Gana Mana.

'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)

Hubli

The Fourth Railway Week was celebrated with great eclat on the Hubli Division.

On 12th April 1959 " Get together " tea-parties were arranged at Hubli, Gadag, Miraj and Ghorpuri. Also at the Headquarters a similar party was organised. Staff representing all categories and from several stations took part in the function. A Ladies' Committee consisting of the entire strength of Officers' wives in the Headquarters at Hubli assisted in the arrangements and served tea and refreshments during the function. The spirit of 'get together', sinking all class distinctions, was much in evidence during the function.

Several variety entertainments were held during the Railway Week. On 11th April 1959 an interesting variety entertainment was got up by the Railway School children. The function commenced with the rendering of a chorus song composed by the Divisional Superintendent on the Railway Week to be sung by school children. The entertainment was widely applauded by the large audience.

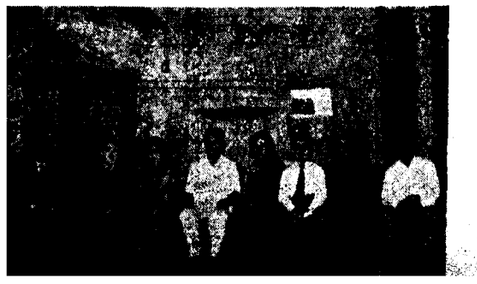
Kannada, Malayalam, Tamil and Telugu dramas were staged on 13th April 1959 and 14th April 1959. Not

A scene from the Telugu Drama

A scene from the Malayalam Drama

A scene from the Kannada Drama

Actors of the Kannada Drama with the D. S. and D. A. O.



only did Railway staff take part in the dramas but they contributed in the case of Malayalam and Tamil dramas by way of preparation of script and dialogue which reached a high degree of dramatic excellence.

During the Railway Week not only were prizes awarded to the best actors and amateur singers but certificates of merit were presented to Guards and Drivers for the best punctuality results. Also, awards to the Winners of the best exhibits in the Handicrafts Exhibition held at Madras were presented.

The other highlights of the Railway Week Celebrations were an exhibition of handicrafts, where a large variety of exhibits of several handicrafts of a high standard of craftsmanship was displayed, and the opening of a Lunch Shed for the use of Divisional Office staff.

A broadcast talk by Sri T. S. Parthasarathy, Divisional Superintendent in Kannada on Railway Week from A.I.R. Dharwar on 12th April 1959 was part of Railway Week Celebrations. Sri T. S. Parthasarathy also spoke on 'You and the Railways' in a public meeting held under the auspices of Maharashtra Mandal, Hubli.

On 16th April 1959, the last day of the Railway Week, a subscription tea-party was held by all Officers of the Division headquartered at Hubli. Prominent members of the public were invited to the function. The Divisional Superintendent gave a short Speech on the significance of the Railway Week and the importance of closer contacts between the Administration and Railway Users.

Mysore

The Railway Week Celebrations in Mysore Division commenced with Cultural entertainments on 10th April. 1959 at Railway Institute, Mysore. The following Dramas were enacted by the artistes of Railway Institutes of Mysore & Mysore South :

1. " Swargada Canvas " *by* Cultural Association, Railway Institute, Mysore.
2. " Soharab & Rustum " *by* Railway Institute, Mysore South.
3. " Thai Pirakkaamale Vazhi Pirandadu " *by* Railway Institute, Mysore South.

The Engineering staff of Davanagere section with their families gave performance of Folk Dances and Kolattam with music. Several individual songsters from among employees and their families rendered sastric and modern music. Besides these, there was also a " Fancy Dress " by the Staff. The Artistes were treated to tea at the close of the function.

On 12th April 1959 staff with longest service in different departments from the different corners of the Division were specially invited and treated to refreshments and tea at Mysore, Bangalore and at Arsikere stations. The Railway Officers and their families actively participated in arranging the function. About 750 employees took part in the " Get together " Tea-parties. At Mysore, the Divisional Superintendent Sri P. T. Padmanabhan addressed the invitees on the importance of Railway Week and the part played by each one in the large undertaking of Railways and the efforts

Sri P. T. Padmanabhan addressing the gathering

Prize distribution

they should make in improving the standards as well as reaching the target laid down for achievement during the National Plan periods.

On 15th April 1959, Cultural programmes were continued at Railway Institute, Mysore. The following are the Dramas enacted on that day :

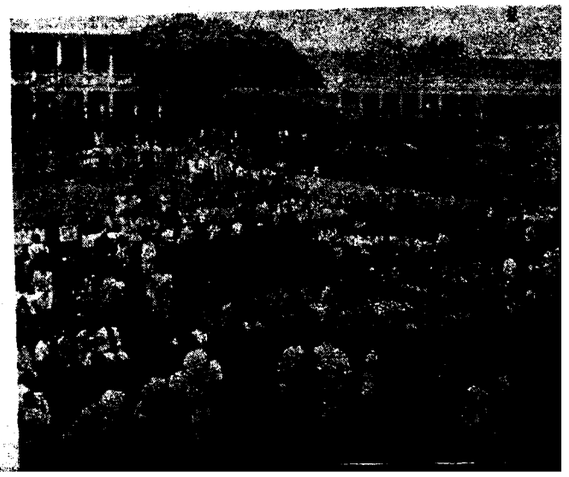
1. " Nataka " *by* Tamil Drama Association, Railway Institute, Mysore.
2. " Prema Saphalya " *by* Kala Koota, Railway Institute, Arsikere.

Individual songsters rendered nice songs and children of Railway employees gave dance items. The orchestra troupes led by Messrs. Henry of Mysore

A section of the gathering

South and Emanuel of Mysore also entertained the audience. In addition to the above, Fancy Dress actors Messrs. Balija and Party and Shankar and Party displayed their art well.

Get together Tea-party



Prizes were distributed to the best maintained Gang lengths on Mysore and Arsikere Sub-divisions. The Prize winners are KRNR section in Mysore Subdivision and ASK in Arsikere Subdivision. The Divisonal Superintendent exhorted them after giving away the prizes to continue the good work so far done and advised the other Railway staff to emulate the example of the prize winners.

At the conclusion of the function prizes were distributed to the artistes who took part in the various cultural entertainment items.

Vote of thanks was proposed by Sri M. C. Madappa, APO & Secretary, Railway Week Celebrations Committee.

A view of the gathering

The Assistant Works Manager, Asst. Personnel Officer and the Asst. Controller of Stores attended the party.

The different grades of employees freely mixed together sitting on common tables and enjoyed the evening in a spirit of Camaraderie and the party was a complete success.

Mysore South

On the lawns of Railway Works Canteen, Mysore South, decorated gaily to celebrate the Railway Week on Sunday the 12th April 1959, met 250 employees out of which 125 were Class III and 125 Class IV, including 10 employees of Stores Department at Mysore South, and 12 retired employees of these Works at a " Get together " Tea-party.

Musical entertainment

Bezwada-Rajahmundry

On 12th April Sri R. Parthasarathy, Executive Engineer, inaugurated the function. A March-past was held by the Railway Protection Force. In the evening Children's Sports were

Sri R. Parthasarathy watching the March-past

held and Smt. Parthasarathy distributed the Prizes to children. A Get together party was held and the Executive Engineer described the significance of the Railway Week. The ' Rajahmundry Railway Station ' was well lit up and decorated. On 19th instant Inter-Departmental Sports were held for the Railway Officials under the Presidentship of Sri Chandraban Singh, Assistant Engineer, Southern Railway. During the whole of the week, there were variety entertainments such as Dramas, Music, One-Act Plays, Information Films and Cine Films, which were enthusiastically witnessed by a fairly large crowd. On 18th Sri T. Prathapa Reddi, District Collector, was requested by Sri R. Parthasarathy, Executive Engineer, Southern Railway, to lay the 'First Rail of the Doubling between Rajahmundry and Samalkot' (31·25 Miles). The site was well decorated. Vedic Parayana and the magnificent fireworks were the highlights of the function. The Collector was garlanded at the site by Sri D. Govindaramiah, P. W. Inspector in charge of the works. Sri Prathapa Reddi while laying the first rail in the presence of a large gathering expressed his appreciation of the progress made by the Railway during the Second Five-Year Plan. He stressed on all the Departments and individuals to give a helping hand for the Railway to complete the target especially the Doubling project in this area. He specially thanked Sri Parthasarathy for making this celebration a grand one and after Vote of Thanks and National Anthem the Week-long celebration came to a close.

BITRAGUNTA

Railway Week was celebrated by the Railway Mixed Middle School (E), Bitragunta, with great enthusiasm—10th, 13th, 15th and 16th being the highlights of the Week.

On the 10th the Week was inaugurated by Sri Ranganadha Rao, Asst. Engineer. The National Flag was hoisted, and the senior pupils of the school narrated in verse what the Railway expected of its sons and daughters. Sri Ranganadha Rao and Smt. J. N. Day, a teacher of the School, spoke on the significance of the Week.

On the 13th evening the Scouts, Guides, Bulbuls and Cubs entertained the staff and school children to a Camp Fire organized entirely by themselves.

On the 15th evening a group of senior and junior pupils took part in the Cultural Programme. In the opening speech in English, Smt. J. N. Day, School Mistress, explained the significance of Railway Week. Sri Narayan Rao, Head Master of the Railway Higher Elementary School, expressed the same ideas in a Telugu speech. Then a very effective Pageant on both a Railwayman's duty and a Traveller's share in it was staged. Scenes through Travel were also depicted in Dances and Songs in the different Vernaculars. The performance of the school children was thoroughly enjoyed and greatly appreciated by the large number of employees assembled.

On the 16th, the last day of the Week's celebrations, sweets were distributed to the school children, after an hour's games and sports.

Quilon

Sri V. Gangadharan, Ex-Speaker, T.-C. State, inaugurating the closing ceremony

Classic dance by Miss Philo Morris

Actors of the Malayalam Drama with Sri D. J. Colton, IOW

SOUTHERN RAILWAY

TENDER NOTICE No. 25

Sealed Tenders are invited for the following works and will be received by the Divisional Superintendent (Works Branch), Southern Railway, Guntakal, up to 16-00 hours on 30th June 1959 and will be opened immediately thereafter :—

Serial No.	Description of work	Approximate cash value	Earnest money	Cost of tender form
		Rs.	Rs.	Rs.
1	Supply of stone ballast to replace the existing sand ballast from mile 334/18 to 340/1 between Mantralayam Road and Matmari Stations ..	85,470	2,137	10
2	Supply of stone ballast to replace the existing sand ballast from mile 340/1 to 346/0 between Matmari and Raichur Stations	98,190	2,455	10
3	Reballasting of the track from mile 331/0 to 339/9-10 and from mile 359/9-10 to 367/0 in Nandyal Ghat Section	86,270	2,157	10
4	Reballasting of the track from mile 299¼ to mile 315/0 between Betamcherla and Panyam Stations	71,750	1,794	10
5	Reballasting of the track from mile 375/0 to mile 391/0 and from mile 392/0 to 401/0 in Giddalur Section	1,33,550	3,339	10
6	Supply of stone ballast from mile 48/0 to 68/0 and from mile 80/0 to 94/0 in Madanapalle Section ..	71,700	1,793	10
7	Raichur—Construction of a II Class Railway Protection Force Station	13,350	334	10
8	Adoni—Improvements to Station building ..	12,790	320	10
9	Piecework contract—Execution of works and supply of materials in Zones 'A', 'K' & 'I' in Guntakal Division for a period of 1 year from 1-7-'59	—	1,000	5

Last date of issue of tender forms .. .. 12-00 hours on 26th June 1959.

Last date of deposit of earnest money with the Divisional Accounts Officer, Southern Railway, Guntakal .. 16-00 hours on 26th June 1959.

Further particulars and tender form can be had from the office of the Divisional Superintendent (Works Branch), Southern Railway, Guntakal, on production of a receipt towards the cost of tender forms paid to the Divisional Accounts Officer, Southern Railway, Guntakal or any Station Master on the Southern Railway before 12-00 hours on 26th June 1959. Tender forms are not transferable.

S. R. NEWS

DEPUTY RAILWAY MINISTER AT GOLDEN ROCK

On the occasion of the visit of Sri S. V. Ramaswamy, Deputy Minister for Railways, there was a demonstration of physical training and drill by the Trade Apprentices in the Stadium Grounds of Golden Rock. A crowd of 4,000 witnessed the function.

Sri D. Venkataswami, Deputy Chief Mechanical Engineer, Golden Rock Workshops, welcomed the Deputy Minister and presenting the Trade Apprentices, Sri Venkataswami said that they are the future props of the Workshop. He further stated that they are now given a course of training covering all aspects to make them real craftsmen. He referred to the opening of the Basic Training Centre by Srimathi Ranga and he said that it was the first milestone in the progress of training of Trade Apprentices.

The moral and physical sides of the life of the Apprentices he stated are given priority. To infuse in them a sense of discipline and to build up esprit de corps a mass physical training and drill had been introduced as part of their training.

Sri Venkataswami expressed gratitude for the assistance received from the Chief Security Officer, Sri Singaravelu and for the keen interest evinced by Commandant C. T. Lyons and his staff of the Railway Protection Force in giving the training to the Trade Apprentices.

Sri S. V. Ramaswamy, Dy. Minister, addressing the Trade Apprentices

A view of the audience witnessing the Passing Out Parade of Apprentices. Sri Venkataswamy, Dy. CME, seated on the front row (1st from right)

The Dy. Minister inspecting the Guard of Honour presented by the Trade Apprentices

Sri S. V. Ramaswamy, Deputy Minister, accompanied by Sri D. Venkataswami and Commandant C. T. Lyons, inspected the parade and took the salute at the March Past.

The imperative need for inculcating discipline in children in their tender age so that they would grow up to be disciplined men and women was stressed by Sri S. V. Ramaswamy, Deputy Minister for Railway.

Sri Ramaswamy was all praise for the magnificent physical display and pyramid building given by the Trade Apprentices of GOC Shop.

He said that during his last visit here he was greatly impressed by the mass drill of the Railway Protection Force. The Trade Apprentices had put up a show which excelled that of the Railway Protection Force.

Sri S. V. Ramaswamy speaking on the occasion of the opening of the Maternity Centre

A section of the gathering

The Dy. Rly. Minister and Smt. Ramaswamy with the Officers and other guests

MATERNITY CENTRE OPENED AT TRICHINOPOLY

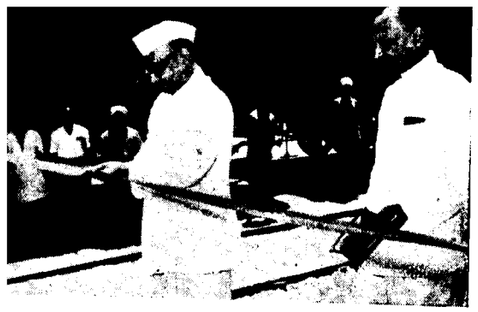
Sri S. Chaudhury, DS/TPJ, addressing the gathering

Sri P. A. Menon, CMO, addressing the gathering

AWARDS TO RAILWAY SERVANTS FOR SUGGESTIONS AND INVENTIONS IN REGARD TO RAILWAY WORK

The attention of staff is invited to the functioning of a 'Standing Screening Committee' (Inventions and Suggestions) at the Headquarters for examining all suggestions and inventions received from Railway staff as well as members of public

Inventions or suggestions should be submitted through the Head of the Department, Divisional Superintendent or Extra Divisional Officer.



Sri S. V. Ramaswamy, Dy. Minister for Rlys., declaring open the newly doubled Katpadi–Latteri section. Sri A. C. Mukerji, GM, is on his left

Sri S. V. Ramaswamy at the Southern Structurals near Pattabiram. On his right are Sri A. C. Mukerji and Sri K. Swarup, CAO/ICF. Sri Ranganathan, Managing Director of the Company, is on his left

The Dy. Minister at the Loco Works, Perambur. Sri Nagaraja Rao, LWM, is standing next to the Minister on his left

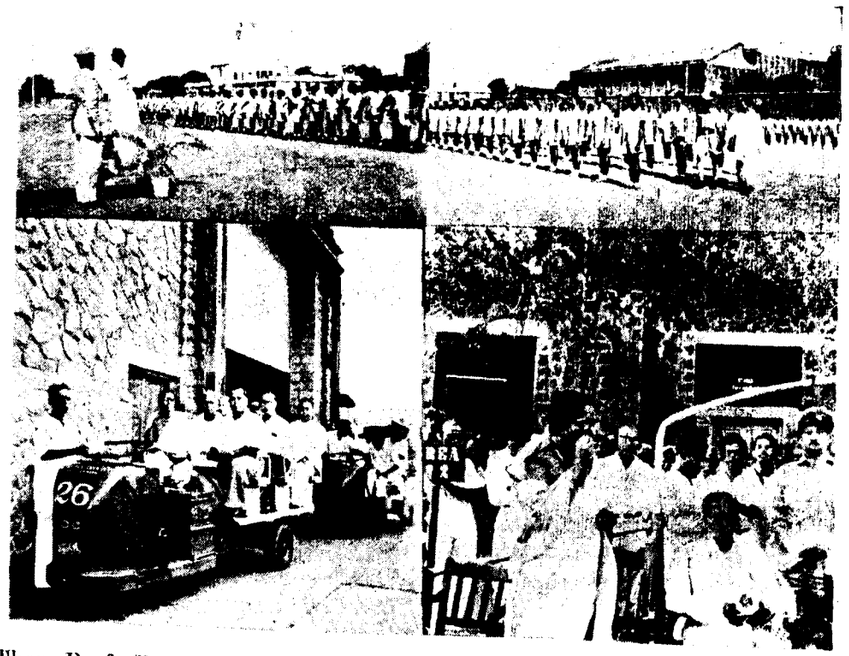
HANDICRAFTS TRAINING CENTRE AT GOLDEN ROCK

As part of the Railway Week Celebrations a Handicrafts Training Centre with 4 Sewing machines donated by the Staff Benefit Fund Committee was opened on the 16th April 1959 in the Railway Colony at Golden Rock for the benefit of the lady residents. Sri T. Venkateswara Rao, Assistant Personnel Officer/Colony/Golden Rock, in requesting the Deputy Chief Mechanical Engineer, Golden Rock—Sri D. Venkataswami to preside over the function and to inaugurate the Training Centre, explained briefly the objects underlying the establishment of such Training Centres in the Railway and pleaded for the supply of more sewing machines so that the needs of the 3,800 families residing in the Colony could be adequately met.

Sri D. Venkataswami said that he had great pleasure in inaugurating the Training Centre which was a long-felt need for the Golden Rock Railway Colony. He explained that apart from learning the arts of tailoring, dress-making, needle-work, embroidery, etc., at the Training Centre, the ladies can use it as a recreational home. Concluding his speech, he expressed the hope that the Centre would prove popular and that all the lady residents in the Colony would take advantage of the facilities provided at the centre.

PROFESSOR RENGA'S VISIT TO GOLDEN ROCK

Professor N. G. Renga accompanied by Srimathi Renga and Sarvashri A. N. Mukerji, C.M.E. and B. H. Sreekantiah, Dy. C.M.E./Works, visited Golden Rock Workshops on 28th March 1959. On arrival at the Armoury Gate a Guard of Honour, March Past and Salute was accorded to Prof. Renga by the Trade Apprentices undergoing training.



Then Prof. Renga and party went round the various Shops. The Basic Training Centre that has been developed in these Workshops for training of Trade Apprentices and the Workshop staff was declared open by Srimathi Renga. In her speech on the occasion, Srimathi Renga expressed considerable praise for the fine display done by the Trade Apprentices and also for the discipline shown by them. She expressed the hope that with the training that is being given to the Trade Apprentices and with the discipline that is being inculcated in them, the future of Golden Rock is assured as well as the future of the Country. She exhorted them to make full use of the training facilities offered in these Workshops to make themselves not only better artizans but also better citizens of this country.

Prof. Renga and Srimathi Renga expressed their profound satisfaction of the various aspects of work done in these Workshops and the courtesy shown by the Officers and staff attached to these Shops.

HOLIDAY CAMP FOR CHILDREN OF RAILWAY EMPLOYEES MADURAI DIVISION

The First Divisional Holiday Camp for children of Railway employees of Madurai Division was organized at Kodaikanal Hills on 13th and 14th March 1959. In all 42 children of employees between the ages of 8 and 15 in the case of boys and 8 and 12 in the case of girls participated in the Camp.

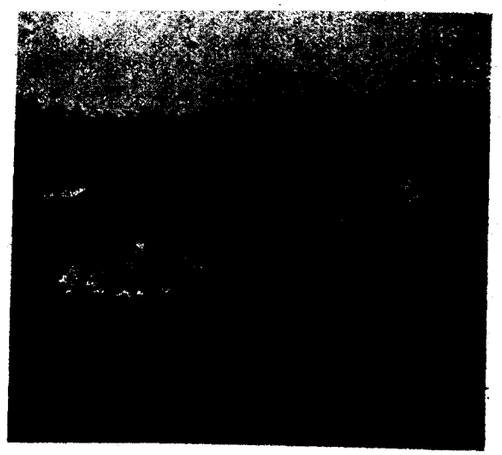
The children were brought from the various stations to Madurai by the Guides and Welfare Inspectors. The camp was conducted under the over-all supervision of Sri G. J. Balraj, Assistant Personnel Officer.

The party left Madurai by a special bus at 6-45 a.m. on 13th March 1959 and reached Kodaikanal at about 12 noon, after a comfortable journey. Light tiffin was given in the morning at Madurai and biscuits and toffee were distributed to the children during the road journey. On reaching Kodaikanal, the children were accommodated in Sri Jayaraj Nadar's Hall and they took some rest after meals. They were taken to the Astro Physical Observatory, where one of the staff explained in a very lucid manner the details about the planets, the effect of sun spots on the changes in the world through illuminated photographs and also how the sun is photographed. The details as to how the Seismograph works and also details about the sidereal clock were explained to the children, who listened to the lecture with rapt attention.

After this the children were taken round to see the Fairy Falls, Golf Links, Pillar Rocks and the "Holiday Home" which gave them an opportunity to enjoy the beauty of Kodai Hills with all its panorama of forests and pine trees.

The children at the Kodaikanal Solar Physics Observatory

On the 14th morning, the children were taken to the "Coaker's Walk"



from where they were able to have a faint glimpse of Madurai and Periakulam through the clouds. After spending some time in the Municipal Botanical gardens, they enjoyed sailing in boats in the beautiful Kodaikanal Lake. After visiting the Bear Shola Falls the children had an opportunity of seeing a private museum in one of the cottages " Berwin ", where there was a collection of wild animals like Lions, Bears, Tigers, Hyena, Crocodiles, Reptiles, etc., which were shot by the late Sri Rawson, the owner of the place. After the midday meals and a well-earned rest in the Nadar's Hall, the party returned to Kodaikanal Road by bus and reached Madurai by about 10 p.m. by train. The children were sent back to their homes under the care of Guides and Welfare Inspectors.

FAREWELL PARTY

On 30th April 1959 in the premises of the Welcome Cafe a Grand Farewell Party was got up by the Staff of the C. C. S.'s Office, Madras, on the occasion of the retirement of Sri T. N. Somasundaram, Chief Clerk, Coal Section, C. C. S.'s Office, Madras.

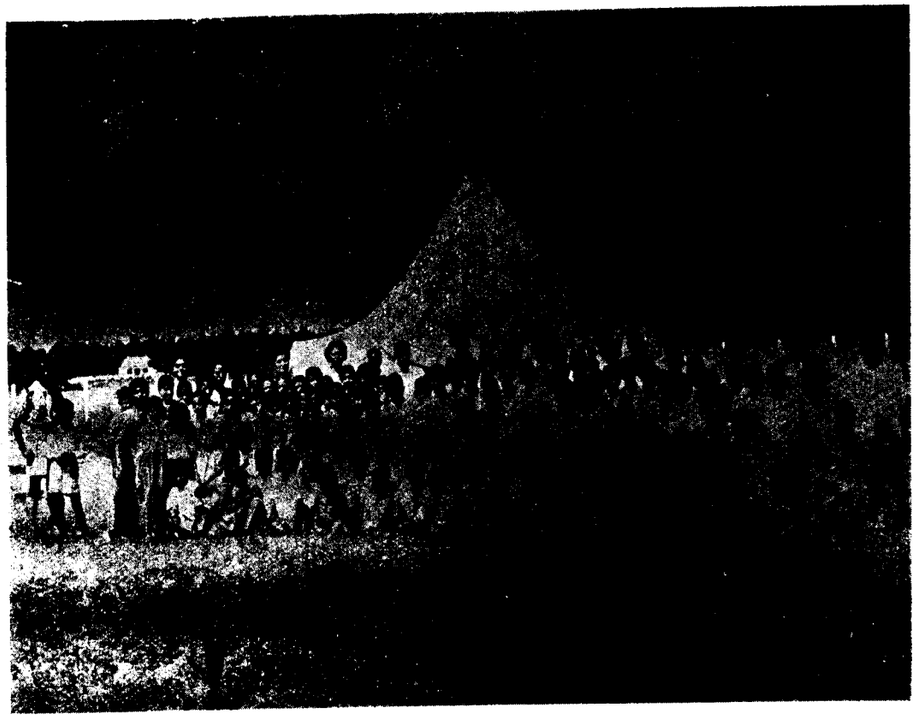
Sri M. Sivarama Rao presided over the function. After Tea, a farewell address was read by Sri T. M. Ramamurthy and presented to the Chief Guest.

Next Sri A. S. Ramachandra Iyer spoke touching the official life of the Chief Guest and emphasised that he was a " Model Chief Clerk."

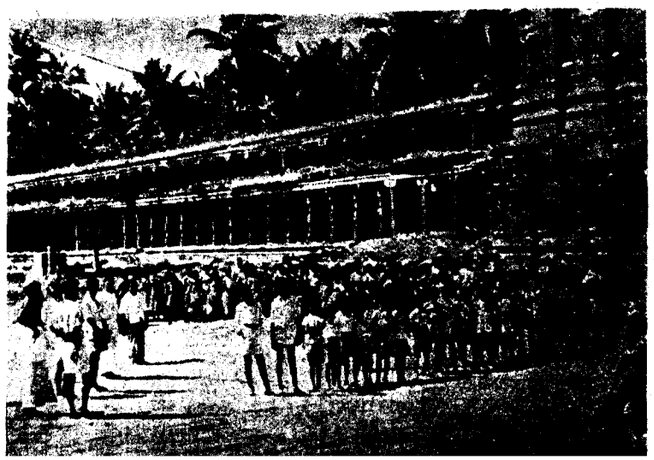
Glowing tributes were paid to the Chief Guest by all who spoke.

Then Sri Somasundaram replied suitably and thanked every one for the hearty co-operation he had during his service and the interest evinced in the conduct of the function.

THE FIRST DIVISIONAL HOLIDAY CAMP FOR CHILDREN OF RAILWAY EMPLOYEES, TRICHINOPOLY DIVISION

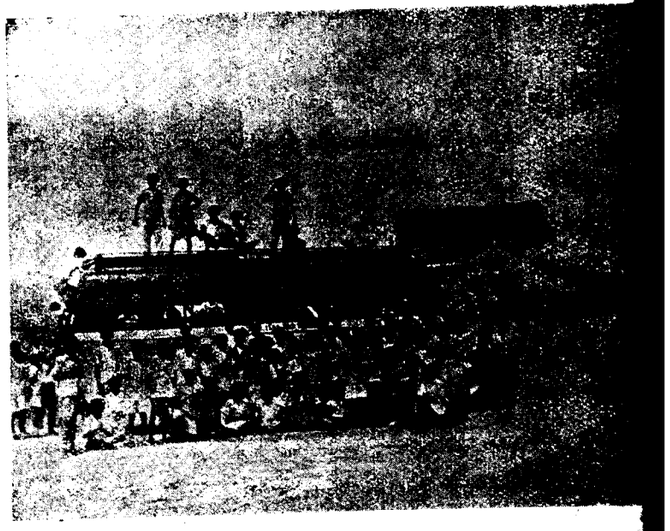


Children of TPJ Division enjoying the first Holiday Camp at Chidambaram on 14th and 15th February 1959. 108 children (71 boys and 37 girls) participated in the camp which was both instructive and entertaining



On the 14th morning the children visit the temple of Lord Nataraja at Chidambaram. They saw paintings and the ancient architecture

A visit to the Annamalai University in the afternoon where the Guides showed them the Library, Convocation Hall, Senate Hall, Science Laboratories, etc., which were of immense educative value.



On the 15th, at the Annamalai University Biological Research Station at Porto Novo. (In the background). The big tortoise, the six-month old crocodiles and the different kinds of fish which responded to the call of its master were the items which particularly attracted the children's attention

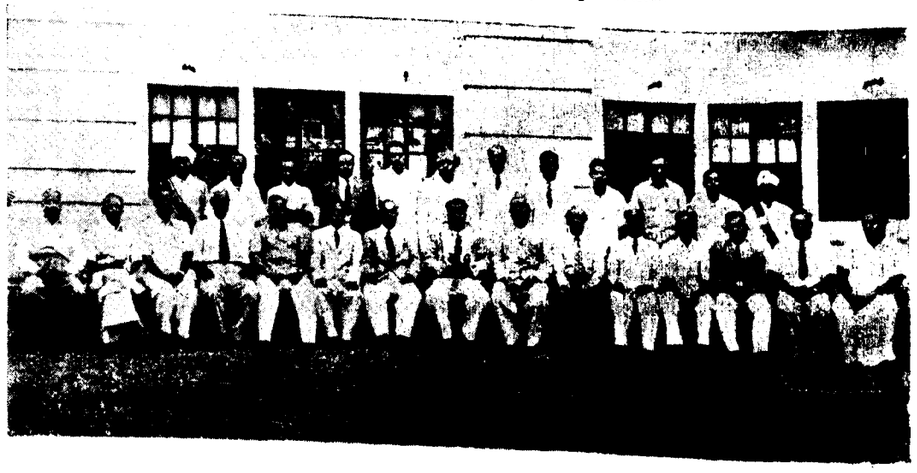
Children witnessing the building of Country Boats in the nearby Beach. They were taken to "Seva-Mandir", the Temple of Service—founded by Miss Anne Marie Peterson where about 350 poor girls—all residents—are given education on Ghandian principles. The Secretary Mr. D. Andrews took the children round and explained the Community work and the cultural activities of the Mandir

CHILDREN'S TREAT, PERAMBUR, 28th March 1959

Sri B. Gopalakrishna, Works Manager, Carriage Works, Perambur, distributing prizes

Flat race for children

Photo taken on the occasion of the Farewell given to Sri S. Balasubramanian, DTS/TPJ, on the eve of his transfer by Control Staff, TPJ Division



CULTURAL ASSOCIATION AYANAVARAM

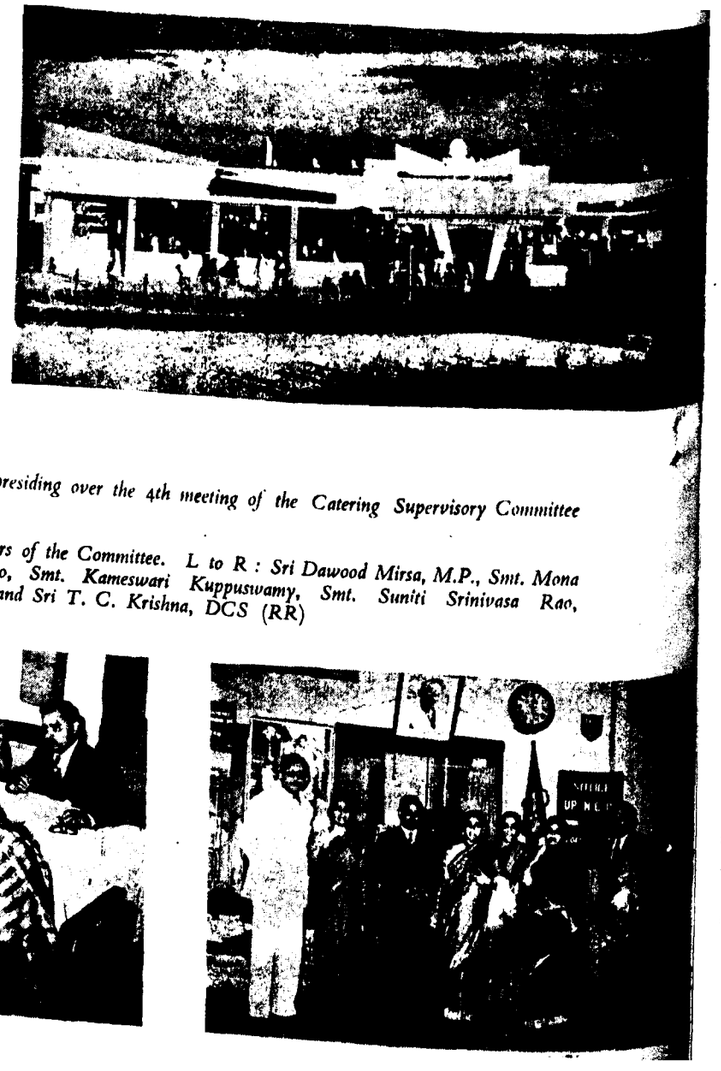
Sri V. S. Ramaswamy, Dy. CME, presided over a periodical meeting of the Association

Bottom Left : Mr. Clayton, Asst. Information Officer, USIS, speaking on Railways in America

Right : Sri Thiruvengadiah proposing Vote of Thanks

Sri M. Balarama Menon, Captain of the Southern Railway Volley-Ball Team, G.M.'s (P) Office and Sow. Sakunthala who were married on 23-4-1959

Visitors to our stall at Indian Red Cross Centenary Exhibition held at Madras showed great interest in the Venduruthi Road-cum-Rail Bridge model



A view of our stall at the exhibition

Left : Sri J. B. Rao (extreme right) presiding over the 4th meeting of the Catering Supervisory Committee held at Ootacamund recently

Right : Sri J. B. Rao with the Members of the Committee. L to R : Sri Dawood Mirsa, M.P., Smt. Mona Hensman, Sri J. B. Rao, Smt. Kameswari Kuppuswamy, Smt. Suniti Srinivasa Rao, Smt. Velambal Pasupathi and Sri T. C. Krishna, DCS (RR)

SOUTHERN RAILWAY BHARAT SCOUTS AND GUIDES— ANNUAL STATE RALLY AND COMPETITIONS

The Southern Railway Bharat Scouts and Guides conducted their Fourth Annual State Rally and Competitions at the Railway Institute (East) Grounds, Perambur, on the 20th and 21st February 1959.

On the 20th February 1959, Inter-District and Inter-Railway Rover Competitions were held. Contingents from Eastern, North-Eastern, South-Eastern and Western Railway Associations took part in the Rover competitions. On the 21st February, Inter-District Competitions for Cubs, Bulbuls, Scouts, Guides and Rangers were held.

On the morning of the 21st February, Smt. S. N. Hoskote, State Commissioner (Guides) declared the Exhibition of Scoutcraft open. This was followed by a Conference of Commissioners and Secretaries and Dr. P. A. Menon, Chief Medical Officer and State Chief Commissioner, presided. Useful discussions on various subjects relating to Scouting took place. In particular, the feasibility of enlarging the scope of the Annual State Rally and Competitions was considered.

Nearly 2,000 members of the Association participated in the Rally and Route March on the 21st February 1959. The Route March was led by the Railway Protection Force Band. At the function held in the evening, which was attended by a large number of parents and public, Sri S. N. Barua, Senior Deputy General Manager, Southern Railway, presided. Earlier, he was shown round the Exhibition and Pioneering Projects put up by the Rovers.

After introduction to the Commissioners, Sri S. N. Barua unfurled the flag and reviewed the Scout and Guide units. He then took the salute at the March Past.

Dr. P. A. Menon welcomed the Chief Guest and other members and Sri N. G. Hoskote, Dy. Chief Mechanical Engineer and State Commissioner (Scouts), spoke on the significance of the THINKING DAY, which is celebrated throughout the World in Memory of the Founder of the Movement, Lord Baden Powell.

After displays by the 'Scouts' and 'Guides', Smt. Sujata Mukerji, Vice-President, distributed the prizes, certificates and trophies to the Winners and Runners-up in the Competitions and Exhibition.

In his Presidential Address, Sri S. N. Barua expressed his joy at the progress of the Association on this Railway. At the same time, he exhorted that efforts should be made to impress upon the parents and employees of the benefits of the Movement to enable them and their children to join in increasing numbers. He also read out the following extract from what Lord Baden Powell, the Founder of the Movement, had sent to his Scouters in 1939 from Kenya :

> " Let us, in training our Scouts, keep the higher aims in the forefront, not ourselves become too absorbed in the steps. Do not let the technical outweigh the moral. Field efficiency, backwood-manship, camping, hiking, good turns,

Jamboree comradeships are all means, not the end.

"The end is character—character with a purpose. And that purpose, that the next generation be sane in an insane world and develop the higher realisation of Service, the active service of Love and Duty to God and neighbour."

The President also eulogized the untiring efforts of Sri N. G. Hoskote who was really the Father of Scouting on this Railway; and also the pains taken by Smt. Hoskote in her capacity as State Commissioner (Guides). He wished them peace in their retired life.

Later, an enjoyable camp fire was held, which was declared open by Dr. P. A. Menon, State Chief Commissioner & Chief Medical Officer. Scouts and Guides put up choice items, which were very much appreciated by the audience.

Sri S. G. Raman, D.O.S. (C) and State Secretary, proposed a Vote of Thanks.

On the 22nd February 1959, a Farewell Party was arranged at the premises of the Railway Institute (East), to bid farewell to Smt. and Sri N. G. Hoskote, the retiring State Commissioners.

SOUTHERN RAILWAY

TENDER NOTICE

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

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

Serial No.	Tender No., brief description and quantity	Last date for			Date and time of opening
		Sale of tender documents (15 hours)	Receipt of earnest money deposit	Receipt of tenders (15 hours)	
1.	S/P8A/AC/1959 River Sand and Lime Stone, etc. ..	25-6-1959	26-6-1959	29-6-1959	29-6-1959 (15-30 hours)
2.	S/236/IV/C/M/560 Portable diesel oil engine battery charging generator set and accessories as per specification No. Engine Generator Set/MDU/1. Quantity: Set one ..	26-6-1959	29-6-1959	30-6-1959	30-6-1959 (15-00 hours)

The Role of Railwaymen

(*Continued from page 40*)

be done and that trains can run over the track for any length of time. It has to be mentioned that the Railway track has to be constantly attended to and kept in a good condition. Every day, every inch of the 34,000 miles of Railway line in the country is being inspected and whatever defects are noticed are immediately rectified. Old and defective materials have to be replaced every now and then. Bridges, Tunnels, etc., have to be constantly inspected and any defects noticed rectified. For doing all this work there are thousands and thousands of employees of different categories, *e.g.*, Gangmen, Inspecting Officials, Engineers, etc.

Let us now consider the case of Rolling Stock. We have different types of Rolling Stock such as passenger coaches, goods wagons, parcel vans, not to speak of engines. As these vehicles are constantly on the move, several parts wear out and several defects set in. These have to be constantly watched and repaired. There are several staff deputed for this work, who come under the category of Train Examiners, Fitters, Electricians, Rolling Stock Inspectors, etc. As soon as every vehicle reaches destination and also during halts at stations it is examined and necessary repairs are carried out and it is made fit for further journeys.

The Railway Locomotive is a complicated machine. It is essential that the engine must be in good fettle, for the safe transport of passengers and goods. In every Loco Sheds, there are highly skilled technical staff, who examine every engine and put it in good repair before it goes out on a journey.

We shall next consider what the Assistant Station Master at station does. This official is responsible for the safe working of the station and for the safe passage of trains between his station and stations on either side. There are various safety devices and instrument and telecommunications. He is responsible for the safe reception and despatch of trains and for the manner in which the trains are dealt with while they are at his station. For this work he is assisted by Cabin-men or Signal-men who are responsible for the operation of points and signals. Then there are other officials like Shunting Masters, Pointsmen, Coupling Porters, etc., who all jointly contribute to the safe working of trains.

Some times you might have observed that your train is detained at the outer signal of a station or at the station itself because another train is due to come in the opposite direction. If this detention happens to be due to the expected arrival of a goods train, you are likely to get a little annoyed, but it has to be realised that all these movements take place according to schedule. At the headquarters of every division there is a Train Control Office in which the movement of every train is closely watched and charted by Train Controllers. These officials know all the facts about the movements of trains and they decide

how the movements should be regulated.

For the proper maintenance and repair of engines and other Rolling Stock and for the construction of new wagons, coaches, etc., the Railway has at different places huge workshops, which employ thousands of workers, trained in different aspects of work. You can imagine the number of articles of stores, machinery, spare parts, etc., which are required for the running of the various departments of the Railway. The responsibility for procuring these articles and seeing that they reach the various stations, depots, etc., in time is that of the Stores Department. The Railway has also an Electrical Department, which looks after all the electrical installations and the lighting of carriages, etc. Then the Signal & Tele-communication Department is responsible for the proper maintenance of the telephone, telegraph and wireless installations and the signals at stations.

We have seen that the Indian Railways earn about a crore of rupees per day. This revenue is earned from passenger fares, freight charges for goods, etc. To collect all the amounts due to the railway correctly and for accounting them properly the Railway employs, thousands of Commercial Staff in such jobs as Booking Clerk, Goods Clerk, Parcel Clerk, Ticket Collector, etc., and there are also supervisory staff and officers for organising the work.

The Accounts Department is charged with the responsibility of ensuring that the revenues are properly accounted and expenditure regulated.

It is needless to mention that to enable the Railway Workers to do their Jobs efficiently they must enjoy good health. Each Railway has got a Medical Department and a number of well-equipped hospitals where medical relief is given to employees and their families.

From what has been stated above, it will be realised that the Railway has got many departments employing thousands of workers, all engaged in the efficient discharge of different items of work. It will also be realised that the efficient working of the Railways is possible only if there is ample co-operation between the public and the Railways. It can be said that for the attainment of economic progress of the country it is essential that the transport system has to function in an efficient manner so that the country may march towards progress.

SOUTHERN RAILWAY

TENDER NOTICE No. 26

Sealed tenders are invited for the following works and will be received by the Divisional Superintendent (Works Branch), Southern Railway, Guntakal, upto 16-00 hours on 10th July 1959 and will be opened immediately thereafter :—

Sl. No.	DESCRIPTION OF WORK.	Approximate cash value.	Earnest money.
		Rs.	Rs.
1.	Guntakal—Construction of Hospital with 75 beds ..	2,30,700	5,768
2.	Guntakal—Construction of Staff Quarters in connection with the proposed Hospital with 75 beds (Type I—19 units, Type II—5 units, Type III—1 unit and Type IV—2 units)	73,460	1,837
3.	Reballasting of track from mile 0/0 to 19/23 between Guntakal and Khadarpett Stations	98,000	2,450
4.	Reballasting of track from mile 19/23 to 32/2 between Khadarpett and Garladinne Stations	60,200	1,505
5.	Reballasting of track from mile 32/2 to 50/7 between Garladinne and Zangalapalle Stations	89,600	2,240
6.	Reballasting of track from mile 50/7 to mile 63/0 between Zangalapalle and Dharmavaram Stations	62,300	1,558
7.	Reballasting of track from mile 234¼ to 223¼ between Guntakal and Baivanhal Stations	78,000	1,950
8.	Reballasting of track from mile 223¼ to 212/15 between Baivanhal and Hagari Stations	81,000	2,025
9.	Reballasting of track from mile 212/15 to 203/20 between Hagari and Bellary Stations	65,500	1,638
10.	Reballasting of track from mile 203/20 to 191/18 between Bellary and Kudatini Stations	89,100	2,228
11.	Reballasting of track from mile 191/18 to 183/17 between Kudatini and Tornagallu Stations	65,000	1,625
12.	Reballasting of track from mile 183/17 to 172/7 between Tornagallu and Papinayakanahalli Stations ..	94,000	2,350
13.	Reballasting of track from mile 172/7 to 163/3-4 between Papinayakanahalli and Hospet Stations ..	75,000	1,875

Last date of deposit of earnest money with the Divisional Accounts Officer, Southern Railway, Guntakal : 16-00 hours on 7-7-1959.

Last date of sale of tender forms : 12-00 hours on 6-7-1959.

Further particulars and tender forms can be had from the office of the Divisional Superintendent (Works Branch), Guntakal, on production of a receipt for a sum of Rs. 10 towards the cost of tender forms in respect of *each* of the above works paid to the Divisional Accounts Officer, Southern Railway, Guntakal or any Station Master on the Southern Railway before 12-00 hours on 6-7-1959.

SOUTHERN RAILWAY

TENDER NOTICE

Tender No. S. 236/VII/B/B/402.

Sealed tenders for the supply of 4 sets of "Pump Kirloskar type BH suction 4" × 3" and delivery pipes with 17,400 gallons per hour" will be received by the Controller of Stores, Southern Railway, Madras-23, before 15-00 hours on 7-7-1959 on the prescribed form obtainable upto 3-7-1959 (15-00 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 on 7-7-1959 at 15-15 hours.

Earnest money deposit of Rs. 500 (Rupees Five hundred only) should also be remitted to the Chief Cashier, Southern Railway, Madras-3, on or before 6-7-1959.

ON CORRUPTION

Commenting in the journal "The Harijan" Mahatma Gandhi once observed :—

"Bribery in the name of 'Mamool' and the like, to Railway officials and others is not an unusual occurrence in Indian life. I have had to suffer in my time for refusing to pay a paltry anna at the third class ticket window, for getting my ticket in my turn, which would never come because favourites had to be served first. I have had to wait for hours, sometimes, before I could get a chance of buying my ticket."

No Railwayman in India can do better than deriving inspiration from the above sayings of the Father of the Nation and work for propagation of self-respect and integrity among Railway Comrades.

SOUTHERN RAILWAY

TENDER NOTICE

Tenders for-CHINGLEPUT-Remodelling of yard and Provision of Mechanical Signalling-Madras Division

The Divisional Superintendent, Southern Railway, Madras Division, Rayapuram, Madras-13, invites **Sealed Percentage Schedule Tenders** for the above to reach him **not later than 15 hours on** 22-7-1959. The total approximate value of the contract is Rs. 3,07,000.

The cost of tender form is Rs. 10 **(Rupees Ten only)** each, which is not refundable. The last date for sale of tender forms is 15 hours on 16-7-1959. The earnest money of Rs. 7,700 should be paid in advance to the Divisional Pay Master, Southern Railway, Rayapuram, Madras-13, before 12 **hours on** 18-7-1959. Other particulars can be had at the Office of the Divisional Superintendent, Works Branch, Madras Division, Southern Railway, Rayapuram, Madras-13.

Supplementary Tender Notice

Reference to Tender Notices published in the Press on the 6th and 8th June 1959 for the following works for supply of fabricated steelwork, etc.

1. Proposed Machine Shop portion of Engine Shed extension at Pakala.
2. Proposed Machine Shop at Yeswantpur.
3. Proposed Machine Shop at Shoranur.
4. Proposed Machine Shop at Gooty.
5. Proposed Diesel Car Shed at Tiruchirapalli.
6. Proposed extension to Smithy and Spring Shop in Central Workshop—Mysore South.
7. Proposed extension to Millwright Shop in Perambur Loco Works.
8. Proposed extension to Smithy Shop in Perambur Loco Works.
   Proposed extension of Tube Shop in Perambur Loco Works.

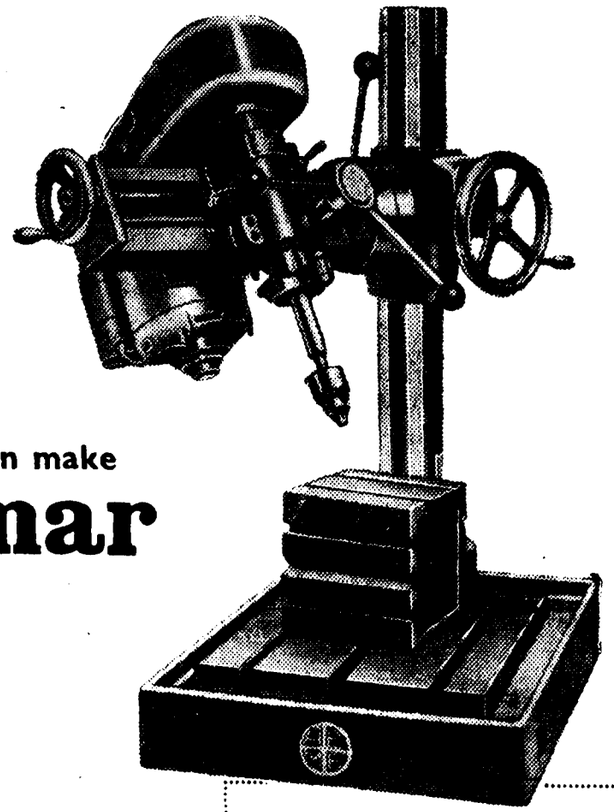
The last date of issue of Tender Forms for all the above works is extended upto 15 hours on 30–6–1959 and the last date of receipt of Tenders is extended upto 16 hours on 23–7–1959.

The Tenders shall include alternative quotations for supply and erection also.

Quotations may be submitted for the above works individually or/and collectively for one or more works. Where Tenderers already hold deposits of at least Rs. 25,000 or alternatively deposit freshly Rs. 25,000, as earnest money, no further deposits towards earnest money is required against individual works.

Indian make

Amar



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Technical Data:

Drilling capacity in steel up to . . .	¾"
Maximum distance, spindle centre to column	21"
Travel of spindle	4"
Vertical adjustment of arm	27"
Range of spindle speeds 400/650/1,150/2,100	

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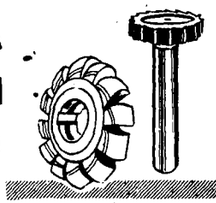

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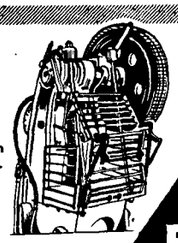

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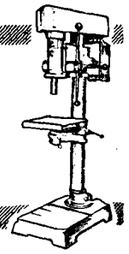

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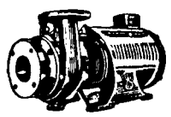

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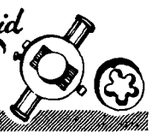

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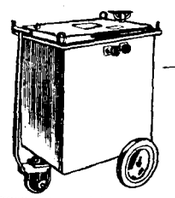

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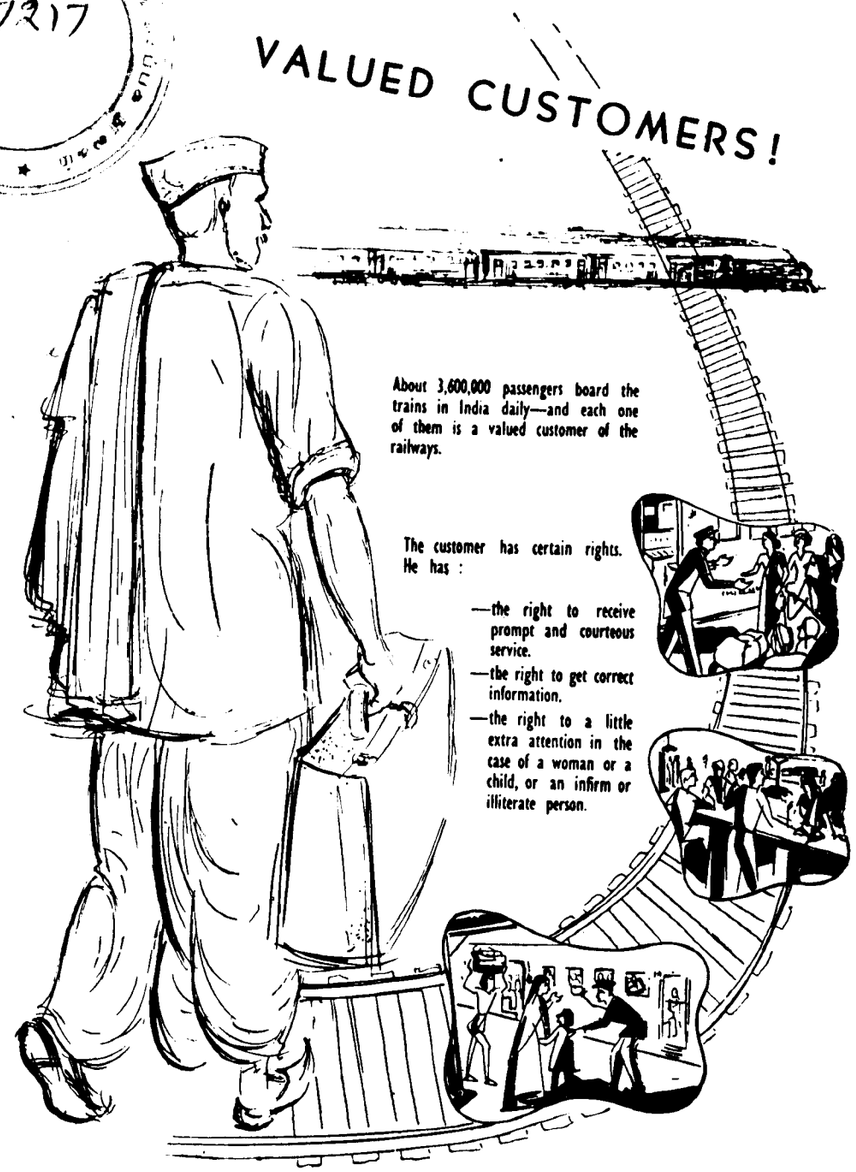

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The customer has certain rights. He has :

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—the right to get correct information.

—the right to a little extra attention in the case of a woman or a child, or an infirm or illiterate person.

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