



A symbolic representation (with Bhima, the mighty cheerfully carrying the enormous burden of passengers and goods of the task which the Indian Railways perform in the national economy.

37 Naye Paise



Southrailnews

PUBLISHED BY THE SOUTHERN RAILWAY

VOL. VI

APRIL 1959

No. 1

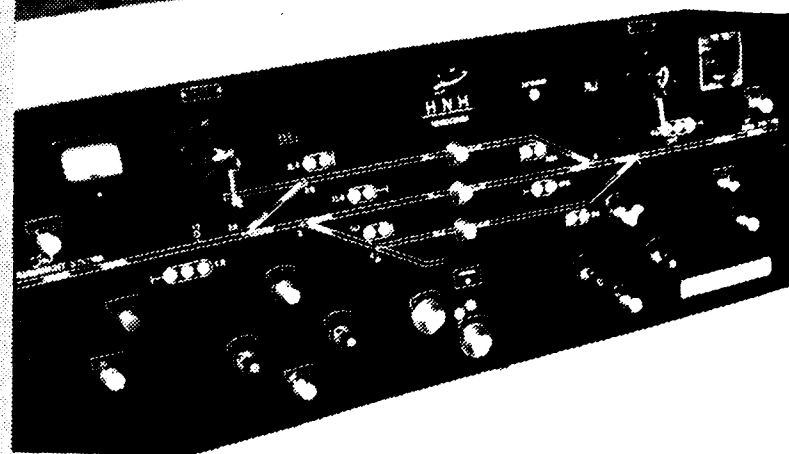
RAILWAY SIGNALLING

Automatic-
Controlled- Manual-
Tokenless- Block Instrument

Mechanical-
Electrical-
Relay- Interlocking Machine

Automatic-
Remote-
Centralized- Traffic Control

All Kinds of Railway Signalling



THE NIPPON SIGNAL CO., LTD.

2-2, MARUNOUCHI, TOKYO, JAPAN
TEL: TOKYO 20-1941 (5)
CABLE ADDRESS: SIGNAL TOKYO

Grams: "SYRINGE"

Phone: 4845

THE SOUTH INDIA SURGICAL CO. (REGD.)

(ON THE APPROVED LISTS OF STATE GOVERNMENTS)

HEAD OFFICE: 128, NYNIAPPA NAICK STREET, MADRAS-3

Showroom: 142, NYNIAPPA NAICK STREET, MADRAS

Workshop: 37-A, THULSI NAICK STREET, CHOLAI, MADRAS

Branch:

Phone: 38909

Grams: "FORCEPS"
57, LOHAR STREET
BOMBAY-2

Branch:

Phone: 6168

Grams: "SURGICO"
71/1-2, Arcot Sreenivasachar Road
BANGALORE-2

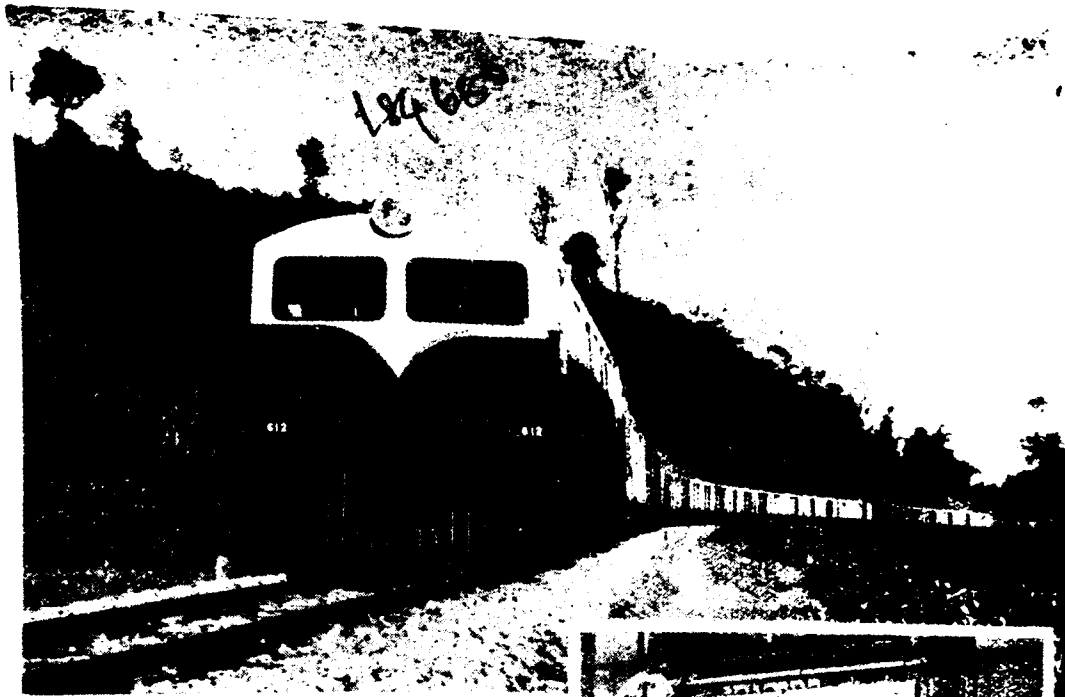
Agents for:

FIFTH ANNUAL NUMBER, APRIL 1959

STAINLESS STEEL
SURGICAL
INSTRUMENTS
&
HOSPITAL
FURNITURE

"OMEGA"
RUBBER GLOVES
'Lotus' &
'Sun' Brand
ABSORBENT
COTTON.
'HS GLASSVAN
INDIA'
HYPODERMIC
ALL GLASS &
LUERLOCK
SYRINGES.

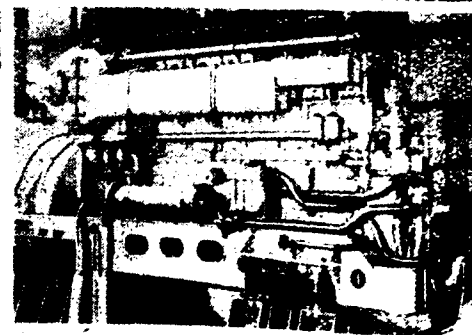
SURGICAL
RUBBER GOODS
GLASSWARES
ENAMELWARES
ETC.



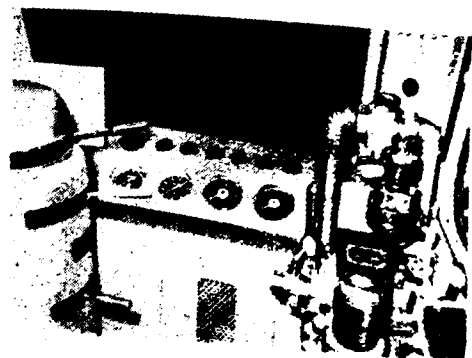
THAI RAILWAYS MODERNIZE WITH HITACHI DIESEL - ELECTRICS

Hitachi had recently designed and built 1,900 H.P. diesel-electrics which are among the largest in the world for narrow gauge service. The design technique of the larger model was incorporated in the 950 H.P. locomotive for Thailand, where five units are now in service.

Detailed information on any Hitachi rolling-stock will be sent on request.



Prime mover (is light-weight 950 H.P. Hitachi-M.A.N. diesel Engine.



Controls have Hitachi-designed tele-control equipment and electric auto-load control.

 **Hitachi, Ltd.**
Tokyo Japan

For Information Please Contact
William Jacks & Co., Ltd.
Calcutta, Bombay Madras



VICE-PRESIDENT
INDIA

GOVERNMENT OF INDIA
NEW DELHI

184650

We find many suggestions for the improvement of Railway management and Railway service in the debates in the Parliament on the Railway budget. I hope your Annual Number will take note of them.

I wish your Annual Number success.

Yours faithfully,
(Sd.) S. RADHAKRISHNAN



MINISTER FOR RAILWAYS
INDIA

184650

"The Minister is glad to know that the 'South-railnews' has completed five years of its publication. He wishes the Magazine all success."



MINISTER OF LABOUR &
EMPLOYMENT AND PLANNING

GOVERNMENT OF INDIA
NEW DELHI
March 11, 1959

I am very happy to know of the forthcoming Fifth Annual Number of 'South-railnews'. Railways are our greatest national undertaking and can be reckoned as an index of India's economic growth. To meet the varied transport needs of the country and to prevent unhealthy competition between different modes of transport, a co-ordinated approach in the expansion of transport facilities is absolutely necessary. The system of transport has also to be co-ordinated effectively with programmes for increasing production. The Railways during the current Plan period have, on the whole, satisfactorily met the increasing demands for both goods and passenger traffic. It is to be hoped that in the next Plan they will make further progress in the service of the nation by providing the sinews of development.

I send my sincere good wishes.

Yours sincerely,
(Sd.) G. L. NANDA



DEPUTY MINISTER FOR
RAILWAYS, INDIA

DY. MINISTER, RAILWAYS, INDIA
NEW DELHI
February 27, 1959

I am glad that the 'Southrailnews' is bringing out its Fifth Annual Number. I hope this Number will be successful in depicting the achievements of the Railways during the past years and that the magazine will continue serving its readers.

I wish the journal all success.

(Sd.) S. V. RAMASWAMY

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD
NEW DELHI

I am pleased to learn that the 'Southrailnews' will shortly complete its Fifth Year of publication and launch on the next year with an Annual Number.

The topics which feature in the magazine not only interest Railwaymen and their families but also serve to place before the public the achievements of the Railways and the problems facing them.

I send my best wishes for continued success of the 'Southrailnews'.

(Sd.) P. C. MUKERJEE



CHAIRMAN, RAILWAY BOARD

Every day
in every way,
better service
for the
Indian
motorist



STANVAC
— the name that stands for progress

STANDARD-VACUUM OIL COMPANY
(Incorporated in the U.S.A. with Limited Liability)



SOUTHRAILNEWS

(Published by the Southern Railway)

EDITORIAL NOTICE

VOL. VI

No. 1

Editor :

K. SRINIVASAN

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

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

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

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

	Annual Subscrip- tion	Single copy
	Rs. nP.	Rs. nP.
Railway Employees	... 3 00	...
Others	... 4 50	0 37

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

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

THE EDITOR

"Southrailnews"

18A, Mount Road, Madras-2

*The only one of
its kind in India*

SPORT & PASTIME

Published by the Proprietors of
THE HINDU

WITH ARTICLES ON ALL
SPORTING ACTIVITIES
BY EMINENT AUTHORS
AND SPECIAL FEATURES
TO INTEREST WOMEN
FILM FANS, ETC.

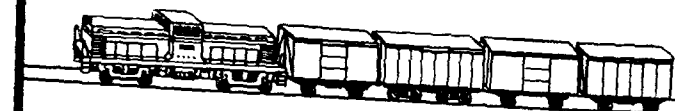
PROFUSELY
ILLUSTRATED

38 Naye Paise per copy

AVAILABLE AT ALL BOOKSTALLS

MANAGER
SPORT & PASTIME
MADRAS-2

Kyosan Signalling



MAIN PRODUCTS:

Centralized Control Equipment.
Mechanical & Electric Signal.
Mechanical & Electric Interlocking
Equipment.
Power Switch Machine and Relays.
Transformer. Rectifier.
Track Circuit Instrument.
Control Equipment of Classification Yard



Kyosan Electric Mfg. Co., Ltd.

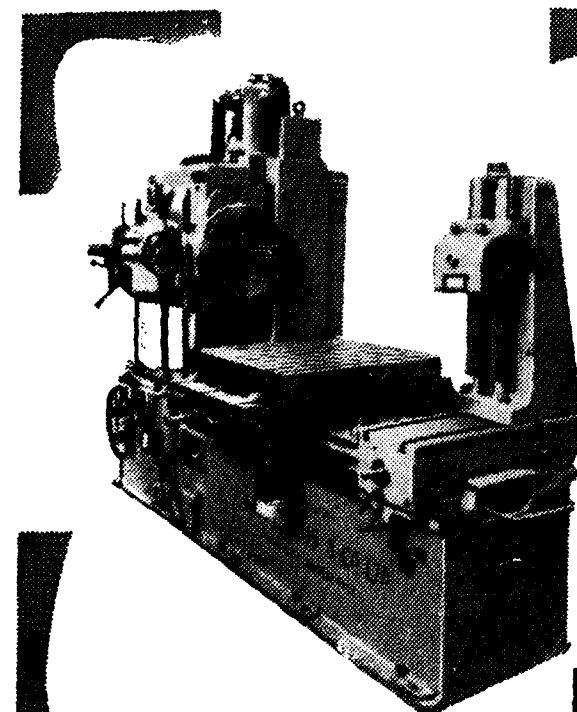
1-1, GINZA-NISHI, CHUO-KU, TOKYO, JAPAN.

CABLE ADDRESS:
"SIGNALKYOSAN TOKYO"

CONTENTS

APRIL 1959

Messages	... 3	Women's Page	... 57
About Ourselves	... 11	Children's Corner	... 63
Editorial	... 13	Inauguration of the Technical Training School of the Locomotive Component Works, Manduadih	... 65
Indian Railways' Million Partners	... 17	Opening of Graha Kalyan Kendhra at New Delhi	... 67
S. Rly. Moves Iron Ore for Export	... 23	Book Review	... 72
How S. Rly. is Caring for the Workers...	... 27	S. R. News	... 77
Factors which Influence Train Speeds	... 33	Railways in Parliament	... 93
Conducted Tour	... 41	Reappraisal of Road-rail Co-ordination	... 95
Coal	... 49		
History Repeats	... 52		



KEARNS

**HORIZONTAL
BORING
MACHINES**

← **NO. 2 KEARNS
PATENT MACHINE**



MACHINE TOOLS (INDIA) PRIVATE LTD.

CALCUTTA
BOX 165

BOMBAY
BOX 122

BANGALORE
BOX 597

MT162



**MASCHINENFABRIK DEUTSCHLAND
DORTMUND, GERMANY**

High Production Wheel Lathe, Type DRL 110,
with pneumatically operated Clamping Device
for Wheel Sets up to 1100 mm dia. of tread.



Leading makers of RAILWAY MACHINE TOOLS

- Wheel Turning Lathes
- Axle Journal Turning and Burnishing Lathes
- Axle Journal Turning and Grinding Lathes
- Wheel Presses
- Spring Bundling Presses
- Spring Winding Machines
- Re-Railing Devices
- Other Railway Machine Tools and Equipment

Axle Journal Turning and Burnishing Machine Type DAP 70, for turning and burnishing axle journals of Wheel Sets up to 1200 mm dia. of tread.



SOLE DISTRIBUTORS IN INDIA

FRANCIS KLEIN & CO. PRIVATE LTD.

1, ROYAL EXCHANGE PLACE, CALCUTTA-1
SHOWROOMS 13A, GOVERNMENT PLACE EAST, CALCUTTA-1

Resident Engineer in South India :
I. S. SOMASHEKAR 10, Prithvi Avenue, St. Mary's Road, Madras-18. Phone: 71938

About Ourselves

WITH the March 1959 issue, the Southrailnews completed its fifth year of publication. Southrailnews April 1959 issue is the Fifth Annual Number and marks the commencement of the Sixth year of its publication.

The patronage of our advertisers, the interest of our subscribers and the enthusiasm of our contributors have enhanced the success of our magazine. During the financial year April 1958 to March 1959, we have issued the Independence Day Number on the 15th of August 1958 and as usual the Gandhiji Jayanthi Number on the 2nd of October 1958 with the Gandhi Mantap at Guindy adorning the front cover. Let us not fail to thank the press, 'the fourth estate of the realm', the staff and the public for having received these numbers with sympathy and appreciation.

As for fostering of 'esprit de corps' amongst railwaymen, we have been trying our best to inculcate the spirit of comradeship conducive to unity and efficiency in Railways. Integrity was put on a high pedestal and in several numbers, the sayings of the father of the nation and also of our Prime Minister on ideals of character and integrity were publicised. Road-rail co-ordination, which has assumed great importance, was also dealt with at some length.

During the sixth year of its publication, we hope to cover new fields. We have launched in the financial year 1959-60. It is going to be a momentous year for Railway transport. The two important matters which should loom large are the achievement of Second Five-Year Plan targets for 1959-60 and the personal attitude of every railwayman and the collective attitude of all railwaymen to the task before Railways.

It is in the energy of our colleagues in all ranks and in the quality of service that our success must lie. The railwaymen will adopt new ways of thinking, new ways of looking at the jobs and new ways of getting them well done. All that is needed is the co-ordinated effort by all ranks of railwaymen to make the Second Plan a success, which the Southrailnews emphasises.

SOUTH RAIL NEWS

VOL. VI

APRIL 1959

No. 1

RAILWAY WEEK

ON 16th April 1853, the first railway ran over a stretch of 21 miles from Bombay to Thana. The formal inauguration ceremony was performed on 16th April 1853, when 14 railway carriages carrying about 400 guests left Bori Bunder at 3-30 P.M. amidst the loud applause of a vast multitude and to the salute of 21 guns. The day was observed as a public holiday by all Government offices and banks. The party reached Thana at about 4-45 P.M. where refreshments were served in tents and Major Swanson wished success to the new Company and its Chief Engineer, Mr. Berkeley. The guests returned to Bombay at 7 P.M. on 17th April 1853. This occasion was thought of by the Railway Board authorities in 1956 and they decided to celebrate the Railway Week so as to culminate on the 16th of April, the day of inauguration of the first railway train which ran from Bombay to Thana.

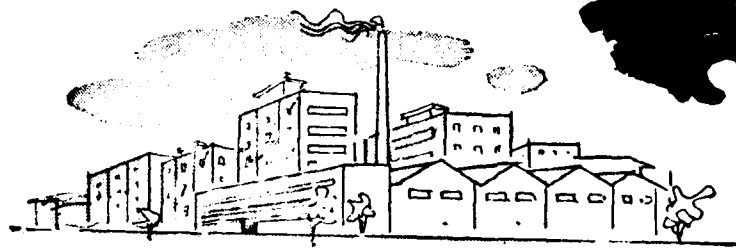
The Railway Administrations throughout the country bestirred themselves as soon as word went out from the Railway Board that the idea of Railway Week celebration from April 10 to 16, 1956 was accepted by the Railway Board. It was decided to implement it in a fitting manner.

From 1956 April onwards, the Railway Week is being celebrated every year from 10th to 16th April. 16th

April 1956 marked the 103rd anniversary of the opening of the first railway line in India. 1959 marks the 106th anniversary of the opening of the first railway line in India. During the Railway Week, the railwaymen try to get-together and seek public co-operation. If the Railways are to effectively fulfil their role in the nation's economy, they can do so only with the largest measure of co-operation from the rail-using public. The Railway Week not only provide an occasion for a general fraternisation among India's one million railwaymen, but will also provide an opportunity to focus public attention on the problems which confront the railways and the manner in which public co-operation can lighten their burdens in the discharge of their duty to the community.

The Railway Week programme every year is full of several interesting features. Broadcast talks by senior officials and very important persons are arranged in the various languages. Each Railway Administration arranges for the benefit of the railwaymen and for the members of the public the screening of documentary films on the Five-Year Plans and on railway subjects including those on social education. Simultaneously, drives are launched during the Railway Week aiming at greater punctuality in train performance, greater courtesy to the public

Buildings that stand the test of time



Throughout the country, there are many noble buildings and monuments that have defied the ravages of time. They are a fitting tribute to the architects and builders of past eras. But nowadays, to meet the demands of rapid industrialisation, "Everest" Asbestos Cement building

materials play an important role both in the Public and Private Sectors. Asbestos Cement is inexpensive, easy to handle, fire resistant and above all, "Everest" Asbestos Cement building materials will not deteriorate with the passing of time.

Made in India by
ASBESTOS CEMENT (Private) LIMITED

BOMBAY • CALCUTTA • MADRAS • PODANUR & NEW DELHI



X 33

and higher standards of cleanliness and sanitation. The Railways also organise children's sports, cultural programmes at Railway Institutions and Schools, debates and essay competitions, lectures by senior Railway officials and prize distribution for various items like "best-kept station", "best-maintained track" and "useful suggestions and inventions".

All over the country, from 10th to 16th of April, a million railwaymen and their families will observe the Railway Week. Timed to coincide with the 106th anniversary of the birth of railways in India, the "Week" will be observed by a number of functions in railway colonies and headquarters. There will be cultural func-

tions, concerts, dramas, sports, meetings, etc. This is something like a School or College having an annual Founder's Day when the man who founded the institution is remembered with gratitude and the school children get together.

The Railway Week by the very nature of the organisation it concerns, is something far wider and with a deeper significance. The Railways of India are the nation's biggest capital asset and the principal means of travel for the 360 million people in the country. In celebrating the Railway Week, we are thinking of our duties and learning to extend a helpful hand to all those who travel by rail.

RAILWAY WEEK SNIPPETS

1871 AND NOW

In 1871, the Indian Railways handled only 3.5 million tons of freight and 19.2 million passengers. The tonnage went up to 22.6 million by 1890, 87.3 million by 1929-30 and 125 million by 1956-57, the first year of the Second Plan. Passenger traffic shot up to 110 million in 1890, 630 million in 1929-30, and 1380 million in 1956-57.

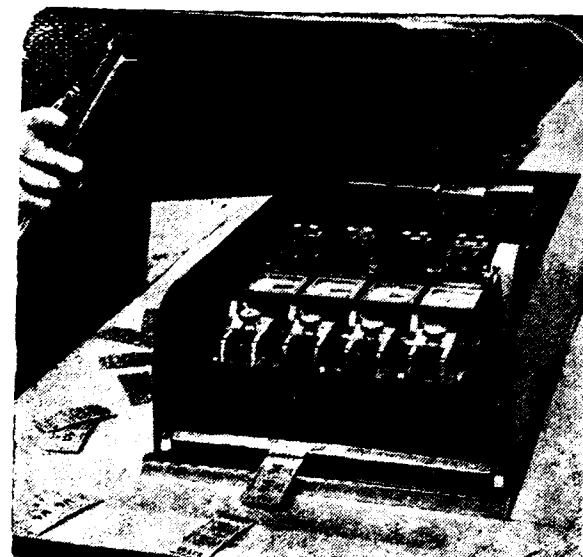
INDUSTRY FOLLOWS THE RAILWAYS

Bombay got its first textile mill in 1854, a year after it had its first railway train. The railways in the Calcutta area came in 1854, and later in that same year followed the first jute mill. It was only after the former

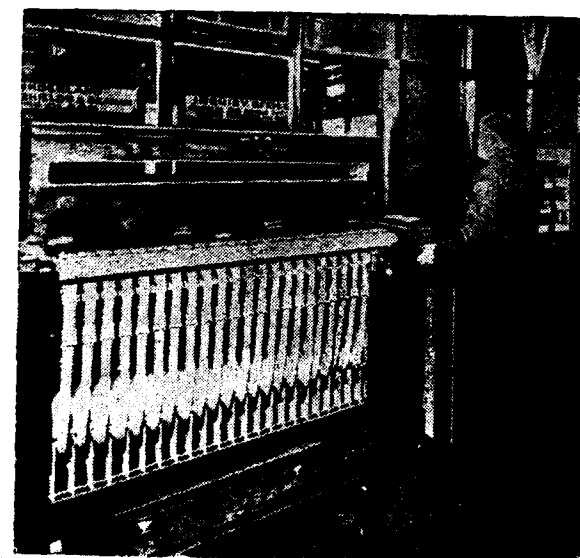
East Indian Railway began the construction of a line in the centre of the Jharia coalfields that coal companies were formed, and railway sidings were asked for faster than they could be laid.

THE MOUNTING MILLIONS

A true measure of the growth of the Indian Railway system is provided by the increase in its capital-at-charge. This went up from only Rs. 3.7 million in 1853, the year in which the railways were established, to Rs. 900 million in 1871, Rs. 2,130 million in 1890, Rs. 4,390 million in 1910 and to Rs. 13,509 million in 1958-59. Gross earnings have gone up from Rs. 90,000 in 1853 to Rs. 3,944 million in 1958-59, and working expenses from Rs. 41,000 to Rs. 3,191 million in 1958-59.



THE MINI-PRINTER—Made in two sizes 4 way and 6 way



THE RAPID PRINTER (Model 200) Made in 4 sizes—10, 15, 20, 25 way

Just press a button...

and a roll of plain paper becomes transformed into a series of separate tickets each PRINTED — NUMBERED — DATED — RECORDED "Booking up" is simplicity itself.

Available in two types—the MINI-PRINTER for quick issue of a large number of tickets of limited variety, and the RAPID PRINTER for quick issue of a large number of tickets of considerable variety.

All are suitable for operation on normal current supplies.

WESTINGHOUSE GARRARD

TICKET MACHINES LIMITED. LONDON

Complete details
available upon application.

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

INDIAN RAILWAYS' MILLION PARTNERS

M. N. CHAKRAVARTI

Member, Staff, Railway Board

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 how this partnership can work to better purpose.

PARTNERS IN SERVICE :

THERE are several others who also serve. Twenty-four hours of the day they keep the wheels moving. In season and out of season, they function. The climates they face, the terrain they work on are variegated. In this vast country, they are dispersed over mighty distances and yet, there is a common bond among them. For, on their co-ordinated labour rests the edifice that is the Indian Railways. They are partners in service, in contribution to economic progress, in nation-building.

One in 80 families in this country is that of a railwayman. Railwaymen therefore have the unique privilege to set an example of zest for unselfish work and devotion to duty to the vast masses among whom they live, for, zeal is contagious as much as pessimism or defeatism. We have therefore a purpose before us and it is in the fulfilment of it that we seek satisfaction.

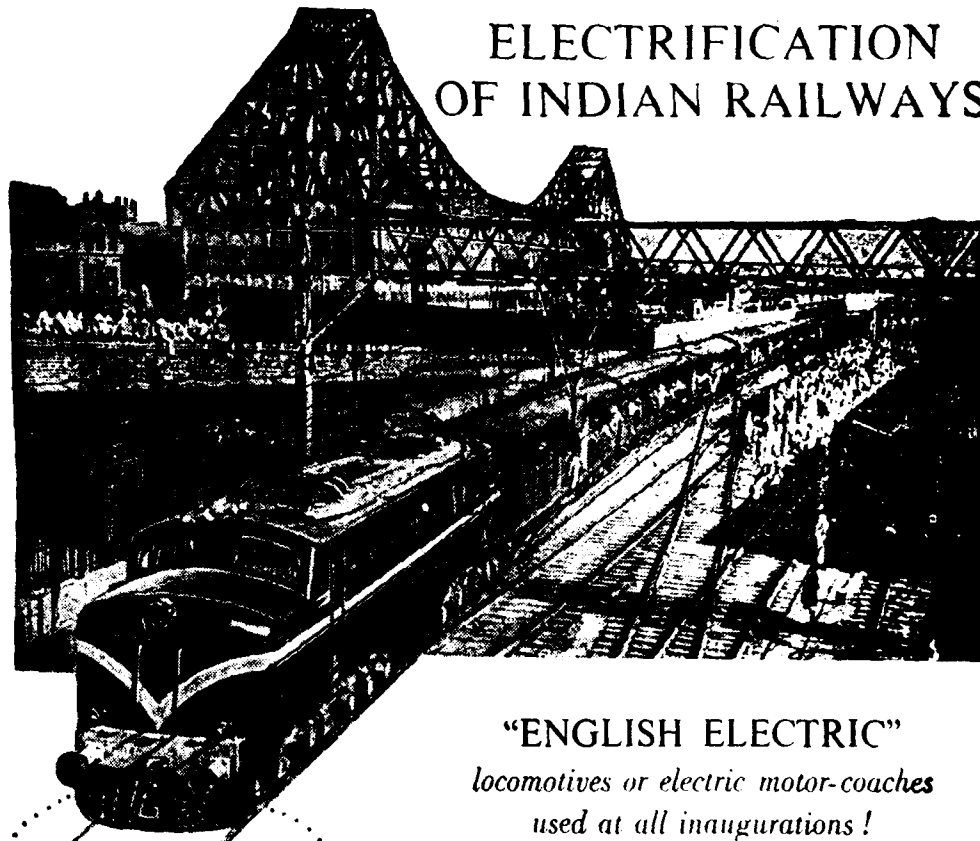
MINORITY WHICH TARNISHES RAILWAYS' NAME :

I am sure that many railwaymen must have gone through the Press reports on the recent Railway Budget

debates. By and large, there was appreciation of the work done by railwaymen. This no doubt heartens us. But there was criticism also. We welcome criticism too, for it keeps us alert and prevents a lapse into complacency. Reference was made to accidents, fall in speed of trains, non-observance of punctuality, lower productivity *per capita*, increase in corruption and the like.

Some charges could be answered, but others could not. It is a fact that still there are a number of accidents. Human failure has been the cause in many cases. Corruption continues. A parliamentary member of high standing mentioned a case where he himself was obliged to permit his men to offer gratification to a railway employee to get some booking done. No doubt it is an infinitesimal minority of railwaymen who are to blame for the accidents and for corrupt practices, but this small portion tarnish the good name of the railways and railwaymen in general. They are bad team-mates. We have perhaps failed to create a climate in which such anti-social elements do not thrive. Shall we not shun and expose these elements, so that our partnership is unsullied by this canker in it?

ELECTRIFICATION OF INDIAN RAILWAYS



"ENGLISH ELECTRIC"

*locomotives or electric motor-coaches
used at all inaugurations !*

BOMBAY-1925 MADRAS-1931
CALCUTTA-1957

*An 'English Electric' locomotive hauling
the inaugural train from Howrah
Station on 1st December 1957.*

THE ENGLISH ELECTRIC

COMPANY LIMITED

(Incorporated in England. Liability of Members Limited)

New Delhi Calcutta Bombay
Madras Lucknow

*'English Electric' high rupturing capacity switch and fuse distribution
equipment is now being manufactured in our works at Madras.*

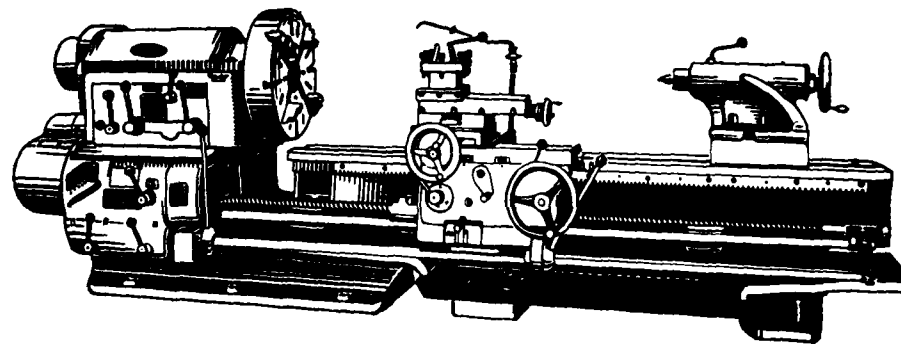
Manufacturers of the famous "ENGLISH ELECTRIC" Canberra Jet Bomber

India's first electric line, the Bombay suburban line of the Central Railway was equipped by 'English Electric' in 1925. Since then the Company has supplied electric train equipments for a total of 111 motor-coaches, 24 electric three-car articulated units, 7-3600 h.p. 1500 volt electric locomotives and, more recently, 12-3120 h.p. 3000 volt electric locomotives for the Calcutta Electrification Project.

In 1853 the first train in India was hauled by a steam locomotive built by The Vulcan Foundry - a member of the 'English Electric' Group - and since then Vulcan Foundry has built over 2,750 locomotives for India.

'BOMBAY'

- the lathe for *today!*



When the country is determined to increase productivity in all industries, Bombay Lathe is the ideal machine tool to achieve the Plan targets. This versatile, all geared head, heavy duty, lathe is an essential equipment for factories engaged in production and maintenance work. Robust construction, wide and deep gap, large hollow spindle, straight-forward clean design and high standard of manufacture make the Bombay Lathe an efficient and thoroughly reliable machine tool. Illustrated literature sent upon request.

Manufacturers:

THE MYSORE KIRLOSKAR LIMITED

YANTRAPUR POST OFFICE, HARIHAR.

Sole Agents:

BATLIBOI (PRIVATE) LTD.,

SILVER JUBILEE PARK ROAD, BANGALORE 2.

Concerning fall in output *per capita*, it was suggested by more than one member of Parliament that there should be job analysis and rationalisation of work structure. Figures were read out to show that expenditure on staff had risen out of proportion to increase in earnings or tonnage lifted.

CASE FOR INTROSPECTION:

It does seem that there is a case for introspection. I do not think there is any one among us who likes not to put in that quantum of work expected of him. But with the very rapid expansion that has been taking place, it is possible that there is underwork for some individuals. Productive efficiency may have suffered.

When the total wage bill goes up unduly, it acts as a damper to any consideration of more and more amelioration of conditions of living, be it through higher scales of pay or higher grades or more welfare measures. The ultimate effects of underwork are pernicious to the railwaymen themselves. I do not suggest for a moment that as a consequence of this approach, any regular railway employee should be deprived of his employment. He has come in as our partner and so we shall keep him with us. But in course of time, we should be able to fill in work for those that have less than normal.

RAISING LIVING STANDARDS:

That there is a case for raising the standard of living of the ordinary railwayman cannot be denied. But in claiming a share of the till, we have

perforce to take into consideration the conditions of living of the common man, who is our patron. In this light, improvements which have taken place in railwaymen's emoluments in gradual steps, direct and indirect, have not been inconsiderable.

The 'new deal' upgradings and several other upgradings that followed last year are recent memory. The contribution to the Staff Benefit Fund went up two-fold a few months back. This has facilitated sanctioning of 1,000 technical scholarships each year on a cumulative basis. In a year or two 3,000 children of railwaymen will at a time be pursuing higher technical education, thanks to these scholarships.

Medical facilities have been expanding at a fast pace. Last year 337 more beds were provided in the hospitals, raising the total to 4,287. Special facilities exist for the treatment of railway employees and their families suffering from T.B. There are chest clinics for providing domiciliary and outdoor treatment; 211 T.B. beds were added over the last year to an existing 687. Dental clinics with part-time dental service have also been provided in some of the hospitals. In order to provide expert medical advice, the honorary services of consultants of eminence have been enlisted. Medical aid to staff at roadside stations and isolated sections was improved by increasing the number of mobile dispensary vans from 9 to 17.

Efforts towards increasing housing facilities have been made with success. The number of new houses to be built during the first four years of the Second Plan will be of the order of 45,000.

A few days back orders were issued for the establishment on austerity standard of 500 primary schools. These schools should be functioning from June next. Children studying in railway primary schools are being required to wear uniforms of a simple style, so that a feeling of discipline and equality among them may be created. The uniform is to be supplied free to the children of railway employees drawing less than Rs. 200 per month. Within the next two or three months, 13 subsidised hostels will commence functioning. In these hostels about 1,500 students would be accommodated and wards of employees whose pay does not exceed Rs. 300 per month will be eligible for concessional rates.

It is not my intention to catalogue here the various amenities and facilities that are being progressively introduced. What has to be emphasised is that railwaymen acting in concert have earned these privileges, and there is no reason why better efforts should not lead to an augmentation of such privileges.

RELATIONS BETWEEN PARTNERS :

So far, I have been dealing with the external rights and obligations of our partnership. There has to be an intra-code of relations as well, as between one partner and another. In the nature of things, it happens that some of us do work of one kind, some others of another kind and so on. Friction can and does result between one group and another. Like oarsmen on a boat, we have to row in unison, lest we function at cross purposes.

We have certain institutional arrangements which seek to ensure that causes for friction are nipped in the bud. There are the trade unions which oversee that the rights of workers are honoured. There is the Permanent Negotiating Machinery which serves as a trouble-shooter. Across the table sit two groups of partners to resolve their internal differences. I should counsel all participants at P.N.M. meetings that the right spirit is the *sine qua non* for effective results. No participant is there to outwit another. The only objective is to see how best differences which have come up are eliminated. A house divided against itself cannot stand.

STAFF PARTICIPATION :

Then there are the staff councils, welfare committees and the like. Our experience in running staff councils and welfare committees has not been altogether happy. Railway administrations have been requested to revitalise staff councils and committees and establish them even at unit levels like stations, loco sheds, etc. These forms of industrial democracy are essential so that the sense of partnership and participation of the individual railwayman in the common task is reinforced and made real.

If these councils and committees function in a lackadaisical fashion, there can only be disillusionment. It behoves those that have to nurture staff councils, welfare committees and such other forums of get-together to remember that "running the railways" is a joint responsibility.

"Workers' participation in management" is an expression which has been very much in the air in the last two or three years. The principle behind it is unquestioned and is a basic one in the socialistic pattern of society that is our goal. The stages in its implementation can range from giving periodic information about an industry to workers in the industry and consultation on certain matters to handing over of an establishment or establishments to be run exclusively by a joint council. Whatever the stage, it will be seen that workers to be effective participants in management have to be receptive to more knowledge and must be in a position to absorb more than the mere details of the individual chores of duty.

they (railwaymen) have the privilege to play a most significant role, which requires sustained attention, and, therefore, they will have to rise to yet greater heights than hitherto."

I have no doubts that each one of us, in full realisation of his responsibility, will rise to the heights expected of him.



A CHALLENGE TO BE MET :

In this context, workers' education, social and technical, is of considerable importance. Many a railwayman has perhaps only a vague notion of what the railways do or stand for. The more enlightened among us have therefore the obligation to spread knowledge among our not so fortunate colleagues. A large number of them are not even literate. If only volunteers would step forward to open out to them the vista of knowledge, what a valuable service would they be rendering?

The Plans of the Railways have been placed before all of us for fulfilment. Here is a challenge. In the course of his last Budget speech, the Minister for Railways observed : "In this critical period of the economic evolution of our country symbolised by the successive Five-Year Plans,

BLOCKS!
&
PHOTOS!

K
&
P

Klein & Peyerl

30 MOUNT ROAD
MADRAS-2

Phone : 84167 Gram : KLEINPYERL

SOUTHERN RAILWAY MOVES

IRON ORE FOR EXPORT

P. H. SARMA

Chief Operating Superintendent, S. Rly.

The foreign demand for South India's iron ore has been rising steadily in the post-war years. Indeed, exports have jumped up from a mere three lakh tons in 1951-52 to 11 lakh tons in 1957-58. This has put a heavy strain on the Southern Railway system which connects the ports with the hinterland where the ore is mined. The author here explains how the Southern Railway is tackling this problem, a satisfactory solution of which helps India to earn valuable foreign exchange.

INDIA'S rapid economic development in the last few years has given a new importance to her export trade. It is chiefly through exports that our country earns its foreign exchange and meets its requirements of various raw materials and machinery necessary for industrial development. Also, we need foreign exchange to cover the gap between consumption and production of food grains.

As its export outlets, South India has two major ports in Madras and Cochin. Besides, it has a number of minor ports on both the east and west coasts. The Southern Railway system links up these ports with the interior.

The Southern Railway has throughout played a big part in meeting the needs of the export traffic, and now when the tempo has quickened it has taken the task in its stride. To meet the increasing needs of the export traffic, almost all the ports have been working with greater intensity. And the Southern Railway, even though unprepared for this task, has progressively cleared more and more traffic to the ports.

A decade or so back, the main exportable commodities were vegetable oil, tea, coffee, cashew nuts and coir. Since 1950, however, manganese and iron ores have entered the field and the export of this traffic has played a large part in earning foreign exchange for the country.

The General Sandur Mining Co. Ltd., a Belgian firm registered in London, was the only agency which was exploiting the vast and valuable deposits of manganese ore in the former Sandur State. "Samehalli" and "Sundaram Bencha siding" were the two rail heads to which manganese ore was moved from the mines in "Deogiri" by a six-mile aerial ropeway. The entire quantity mined in "Deogiri" used to move to the nearest port of Mormugao on the west coast at the rate of 17 wagons a day.

RIISING DEMAND FOR IRON ORE :

Mining operations in other areas were sporadic, although quite an amount of prospecting was in evidence in different areas. Such prospecting was mainly for manganese ore since

How to get a winner every time

Just drive in to your nearest Burmah-Shell service station, and there you will find the widest... finest range of motor oils. For the private motorist there's Shell X-100 Motor Oil and Shell X-100 Multigrade; for the scooter owner, Shell 2T Two Stroke Oil; and for the diesel operator, Shell Rotella Oils.

When it comes to maximum performance and minimum engine wear, Burmah-Shell hold the aces—every time!

Shell X-100 Motor Oil fights Acid Action, the main cause of engine wear. It's detergent, stable and protective, to give you longer engine life.

Shell X-100 Multigrade is a motor oil plus, because it keeps its thickness at all temperatures and under all conditions. For new engines, Shell X-100 Multigrade is a must—see your Burmah-Shell dealer today.

Shell 2T Two Stroke Oil is still the only oil specially designed for two stroke engines. It mixes instantly with your petrol, giving you extra miles and added protection with every gallon.

Shell Rotella Oils are the finest specialised lubricants available for all diesel engine vehicles. Specially designed to withstand the toughest operating conditions, Shell Rotella Oils ensure smooth, even power from all diesel engines, with maximum protection.

A winner every time...you can be sure of SHELL

the demand for iron ore was negligible and its price unattractive.

It was only during the post-war boom years that the demand for iron ore from countries like Belgium, Holland, Denmark and Japan became pronounced. In fact by the end of 1951, the demand for iron ore chiefly from Japan was so considerable and the prices offered so attractive that prospecting and mining for iron ore were undertaken extensively.

The new ores where extensive mining was started covered the Bellary-Hospet area near Guntakal, the Londa area which includes Dandeli near Dharwar, Nittur—Benasandra, Haliyuru, etc. This area lay on the Bangalore—Arsikere section of the Southern Railway. The areas around Collem, Kalay and Sanvordem in the Portuguese Goa were served by the Southern Railway till early 1956. Mining operations in Jeggayapeta near Vijayawada and Nayudupeta near Madras were also brisk.

NEW OUTLETS FOR EXPORT:

A significant outcome of these unprecedented mining operations was that even major ports like Madras and Vizagapatam became so congested that immediate measures to increase the facilities for handling the ore traffic had to be planned and executed. The lure of the price combined with its value as a foreign exchange earner, and the subsequent Government export drive inevitably resulted in the ore traffic seeking as many outlets as possible. Even minor ports like Cocanada, Masulipatam, and Cuddalore on the east coast and the ports

of Cochin and Karwar on the west coast were used as export outlets.

The ore exports from the southern parts jumped up from three lakh tons in 1951-52 to 11 lakh tons in 1957-58. As a result, several sections of the Southern Railway reached a saturation point and additional works to increase the line capacity had to be urgently undertaken. The transshipment capacities at the three important break of gauge junctions, namely, Guntakal, Bangalore and Tadepalle were also expanded. Additional wagons and engines were put into service. Increased terminal facilities at a few stations were also provided.

It may be observed that the Bellary-Hospet area, where large quantities of ore are offered for export, is served by metre gauge with a ruling gradient of 1 in 100. The heaviest metre gauge goods power working on the Indian Railways, 'YG' class engine 2-8-2 type, is employed on this section. These engines can only haul a load of 600 tons, which is roughly equivalent to 27 to 30 wagons.

SPEED-UP MEASURES:

In order to clear the heavy quantities and economise movement on the single line, one or two trains are double-headed on each section. The movement of traffic from the different sectors was rationalised in order to facilitate quicker movement. Loading of wagons at each individual station was also grouped to reduce the shunting operations and also to form block trains directly to the various ports.

The Southern Railway has undertaken to clear the following quantities to the different ports during the current year:

PORT	Sector	Iron Ore (in tons)	Manganese Ore (in tons)
Madras	Bellary—Hospet .. (MG)	80,000	50,000
	 (BG)	1,20,000	....
	Bangalore .. (MG)	80,000	60,000
	 (BG)	50,000	40,000
Bombay	Bellary—Hospet .. (MG)	1,00,000	30,000
	 (BG)	2,00,000	....
	Londa area .. (MG)	....	2,00,000
Vizagapatam	Bellary—Hospet .. (MG)	50,000	30,000
	Vijayawada .. (BG)	1,00,000	....
Kakinada	Bellary—Hospet .. (MG)	50,000	....
	Vijayawada .. (BG)	1,00,000	....
Masulipatam	Bellary—Hospet .. (MG)	50,000	....
Cochin	Bangalore .. (BG)	80,000	....
	 (MG)	40,000	....
Karwar	Bellary—Hospet .. (MG)	1,20,000	....
Cuddalore	Hospet .. (MG)	1,00,000	....

HIGHER EXPORTS PLANNED:

At present, the entire iron ore and 50 per cent of the manganese ore traffic is handled by the State Trading Corporation. They have plans to step up exports to two million tons in the next few years. To meet this demand, the Southern Railway is taking suitable measures for providing additional facilities and to improve the transport capacity. This programme will cost nearly Rs. 7½ crores.

Traffic in other exportable commodities such as tea, coir, cotton waste, molasses, tobacco and cement is being given preferential allotment of wagons

and moved to the ports as quickly as possible.

Government is at present trying to develop minor ports on both the east and west coasts. Accordingly, the railways also are examining the question of improved facilities.

By assisting and developing means of communication from the interior to both major and minor ports, the Southern Railway can claim to have done its part not only in assisting the country in earning valuable foreign exchange but also in improving the general standard of living in the various areas served by them.

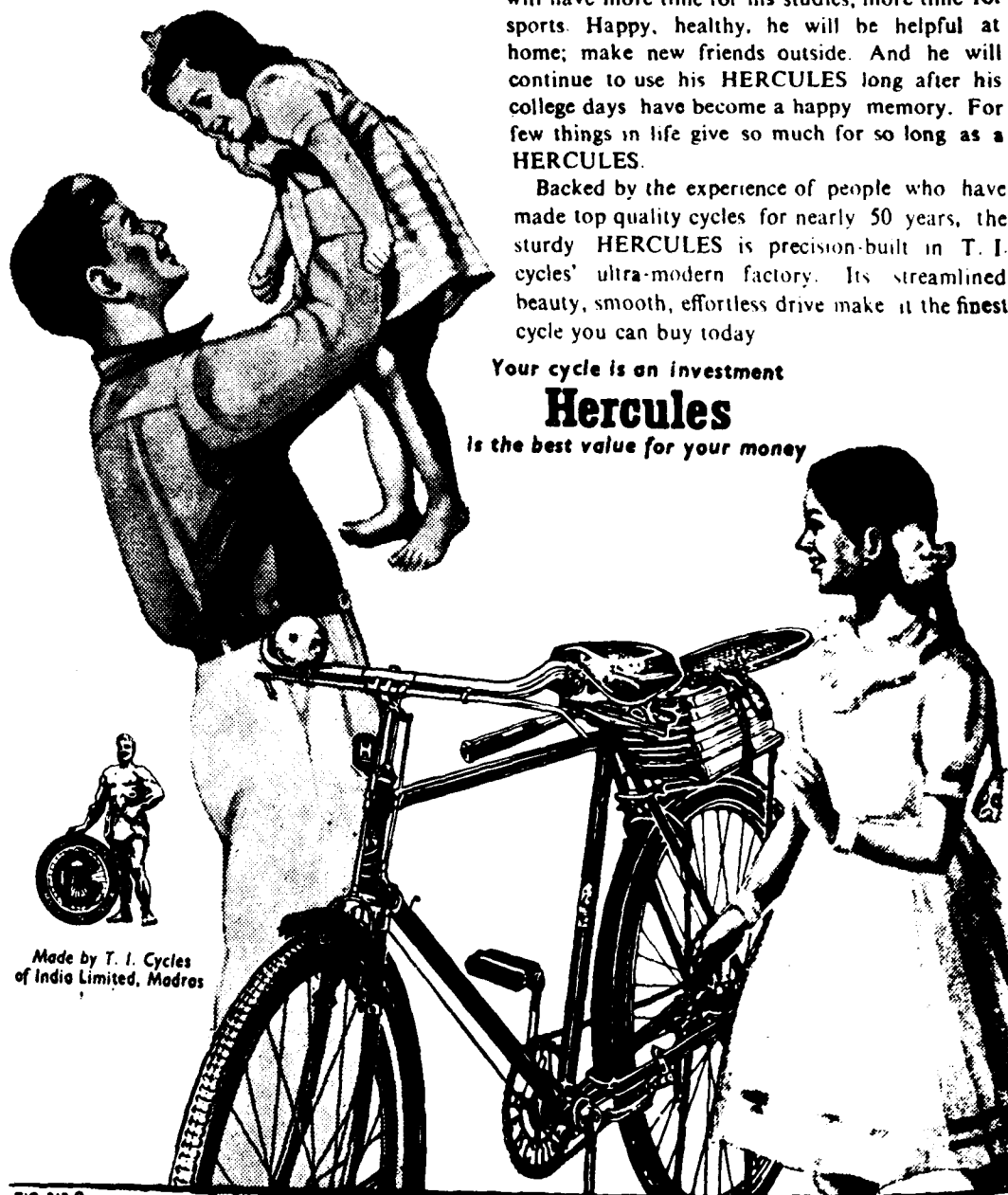
Hercules is more than a cycle... it's a lifetime companion

GIVE a college going boy a HERCULES and see how it transforms the very pattern of his life. He will have more time for his studies, more time for sports. Happy, healthy, he will be helpful at home; make new friends outside. And he will continue to use his HERCULES long after his college days have become a happy memory. For few things in life give so much for so long as a HERCULES.

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

Your cycle is an investment

Hercules
is the best value for your money



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

TIC 312 B

HOW SOUTHERN RAILWAY IS CARING FOR THE WORKERS

R. GOPALAKRISHNAN

Chief Personnel Officer, Southern Railway

Already 40,000 out of the total 160,000 employees of the Southern Railway live in Government quarters. In addition, the Southern Railway employees have all to themselves 13 hospitals, 68 dispensaries, 25 schools, subsidised student hostels, handicraft centres, cheap holiday homes, sports ground, and many other amenities the provision of which makes railways the model employers in India. The author explains how the Southern Railway is implementing the railways' policy to improve worker's efficiency by caring for his and his family's welfare.

THE Southern Railway—the second largest among the eight railway zones in India—employs about 160,000 workers, with an annual wage bill of about Rs. 25 crores. For the welfare of these workers, the Administration has drawn up and implemented several schemes in recent years.

After food and clothing, proper housing is perhaps the most essential need of a man. Railways have been amongst the earliest employers in India to recognise this need, more so because a substantial number of railway staff have to live at wayside stations—some of them situated in sparsely populated areas or even jungle tracts.

For allotment of official quarters the staff have been classified into 'essential' and 'non-essential' categories. Preference in allotment is given to the 'essential' categories who are liable to be called out for duty any time of the day or night and whose easy availability is important for operational efficiency. After meeting the needs of the 'essential' staff, the

remaining quarters are allotted to the 'non-essential' staff.

So far, the Southern Railway has provided quarters for nearly 40,000 employees, representing 25 per cent of the total strength.

During the Second Five-Year Plan period, Rs. 5 crores have been allotted for the construction of over 11,000 quarters. In the new quarters, modern amenities like water-supply, electricity, water-borne sanitation, etc., are provided wherever possible. Even the new Class IV employees' quarters have provision for electrification.

At larger stations, or at places where the Railway has a big staff, further amenities, such as institutes for recreational purposes, a primary or middle school, a hospital or dispensary with maternity wings, are provided.

In the Golden Rock colony which houses about 3,000 railwaymen, there is a high school, a middle school, two elementary schools, a picture house and an institute. The affairs of the colony are managed by a committee consisting of railway employees.

FREE MEDICAL TREATMENT :

A large percentage of railwaymen have to work at odd hours and in all kind of weather. It is, therefore, essential that they should be in good health. Employees and their families are entitled to free medical treatment and the Southern Railway runs 13 hospitals with 586 beds and 68 out-patient dispensaries.

Practically every important station has a pucca hospital or a dispensary with a qualified doctor and adequate staff. The annual expenditure incurred is about Rs. 61 lakhs. There are proposals for increasing the bed strength of some of the major hospitals and for opening some more hospitals and dispensaries in the near future.

Besides, in cases where employees have to seek outside medical aid, the expenditure incurred by them is reimbursed to the tune of about Rs. 50,000 every year. To relieve distress among employees or their family members from long sicknesses, assistance is given from what is known as the Staff Benefit Fund. This fund is formed out of a contribution made annually by the Railway on the basis of the number of employees on the rolls.

For employees and members of their families suffering from tuberculosis requiring specialised treatment in a sanatorium, the Southern Railway has reserved 150 beds in various sanatoria at an annual expenditure of about Rs. 2½ lakhs.

22 MORE SCHOOLS PROPOSED :

Though education is primarily the responsibility of the States, railways have felt the need to provide as much

assistance to their employees as possible. Railway colonies at many stations are situated at some distance from the town. Besides, the children of railway employees sometimes find it difficult in securing admission in local schools. The Southern Railway maintains one high school and 24 middle and primary schools. A survey of the educational needs of railwaymen all over the system was recently made and proposals are in hand for opening 22 additional primary schools with effect from the next academic year. This is in implementation of the scheme announced by the Minister for Railways in Parliament in February 1959.

Besides running its own schools, the Railway also gives grants-in-aid to locally-managed schools where the children of railway employees are educated. The annual amount of such grants is about Rs. 10,000.

A scheme widely welcomed by the railway staff, particularly belonging to the lower income groups, is the provision of scholarships for children for prosecuting technical studies such as engineering, medicine, etc. During the year 1958-59, the Southern Railway granted 150 such scholarships in addition to renewing an equal number granted in previous years.

Educational assistance is also given to railway employees who work in areas where there are no facilities for educating their children in their mother-tongue. Nearly a lakh of rupees is spent every year for this purpose.

SUBSIDISED HOSTELS :

A new scheme for the establishment of subsidised hostels at selected centres

in which employees can admit their sons at very low rates is being implemented. Such hostels are proposed to be opened at Trichinopoly (for Tamil), Mysore (for Kannada) and Olavakkot (for Malayalam). A Class IV employee, for instance, will have to pay only Rs. 7.50 per month for the lodging, boarding, and tuition of his ward. Arrangements are in hand to start these hostels from the next academic year.

For the recreation of staff and members of their families, the Southern Railway has provided 63 institutes. For these institutes, the buildings and initial equipment such as furniture, etc., are provided by the Railway.

The institute building usually has an auditorium, a stage with green rooms, a library, and rooms for billiards and other indoor games, etc. Membership is open to all railway employees and subscription, based on the salary of the employee, is charged at a nominal rate. The affairs of the institute are managed by an elected committee. Additional facilities such as sports gear, radio-set, etc., are provided out of grants from the staff benefit fund. Many institutes have cultural and dramatic wings attached to them and their performances can compare favourably with those of similar institutions outside.

HANDICRAFT CENTRES :

With a view to providing useful recreations for the family members of railway employees, the Southern Railway has opened handicraft centres at six places, where classes in sewing, embroidery, etc., are held. Sewing machines and other equipment required are provided from the Staff Benefit

Fund. Part-time instructors have been employed for teaching the various crafts. It is proposed to open such centres at some more centres so that eventually the family members of employees, particularly those belonging to Class IV, will not only learn a useful art, but will also be able to augment the family income.

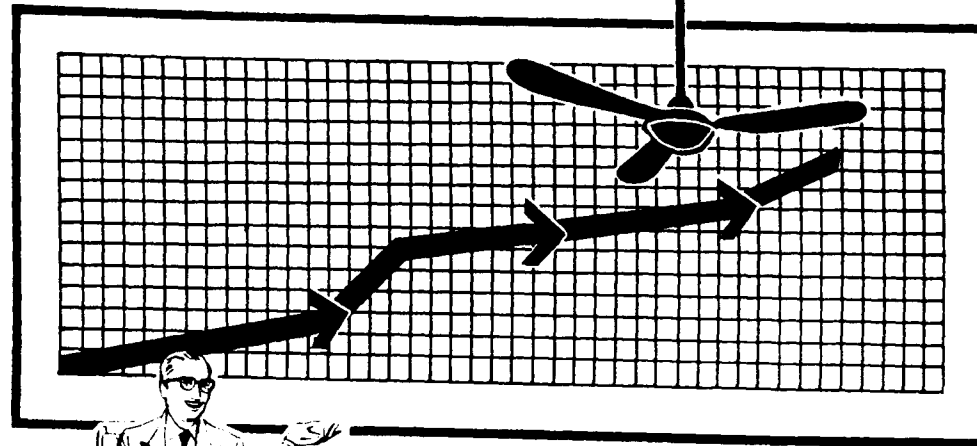
CHEAP HOLIDAY HOMES :

At Courtallam, situated in the picturesque foothills of the Western Ghats in Tirunelveli District, and at Mysore, Southern Railway has set up holiday homes where employees are permitted to spend their holidays on paying a nominal rent of a few annas a day. These homes are provided with the necessary furniture, cooking utensils, etc. Employees drawing low scales of pay, who would ordinarily find it almost impossible to visit a health or holiday resort, have found in these holiday homes a real boon.

A convalescent home has recently been opened at Coonoor in the Nilagiri Hills where employees are allowed to stay for rest and recuperation under medical certificate. This convalescent home is also very cheap—the daily rent being only 75 nP. for Class III and 25 nP. for Class IV staff.

Periodically, holiday camps are organised by the Railway for the delectation of the children of their employees. During the current financial year, seven such camps were arranged and about 500 children participated in the tours. They visited places of archaeological and artistic interest like Ajanta, Ellora and Mahabalipuram, hill stations like Ootacamund and Coonoor, famous temple

no dark secret shrouds this SOARING CURVE



it is merely a matter of
6 simple reasons

1. The silent fans fitted with ball bearings at both ends
2. Supplied regularly to the Central and State Governments
3. Rigid quality control at every stage of production
4. Completely interchangeable parts, made of quality materials
5. Totally enclosed motors
6. Generally conforming to British and other standard specifications

Kassels
airmaster



finest fan in circulation

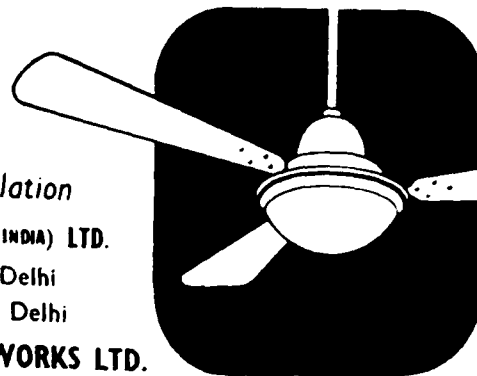
MATCHWEL ELECTRICALS (INDIA) LTD.

P.O. Box 156, New Delhi

Factories: Poona and Delhi

Sole Selling Agents: **RADIO LAMP WORKS LTD.**

BOMBAY - CALCUTTA - DELHI - MADRAS - KANPUR - BANGALORE - PATNA - INDORE - WARDHA - GAUHATI



towns like Sravana Belagola, Halebid, and ports like Cochin Harbour.

In common with other railways in India, the Southern Railway encourages scouting and has a scout team of about 3,000 members. The periodical rallies and other activities of this organisation evoke considerable enthusiasm and interest among railwaymen. The scouts organisation runs several hobby centres.

RS. 4½ CRORES ADVANCED IN LOANS:

The value of co-operation has been well realised by railwaymen. On the Southern Railway, there are three co-operative credit societies with a membership of nearly 100,000 employees and a working capital of over Rs. 4½ crores. These societies give loans to their members on very easy conditions and Rs. 4 crores have been advanced at the present time.

Consumer co-operative societies are working at 18 centres on this Railway. Their total membership is nearly 12,000, and their working capital nearly Rs. 7 lakhs. Endeavours are being made to further extend the activities of these societies.

RAILMEN SHINE IN SPORTS:

Sports are mainly financed from the Staff Benefit Fund. The sports associations organise tournaments

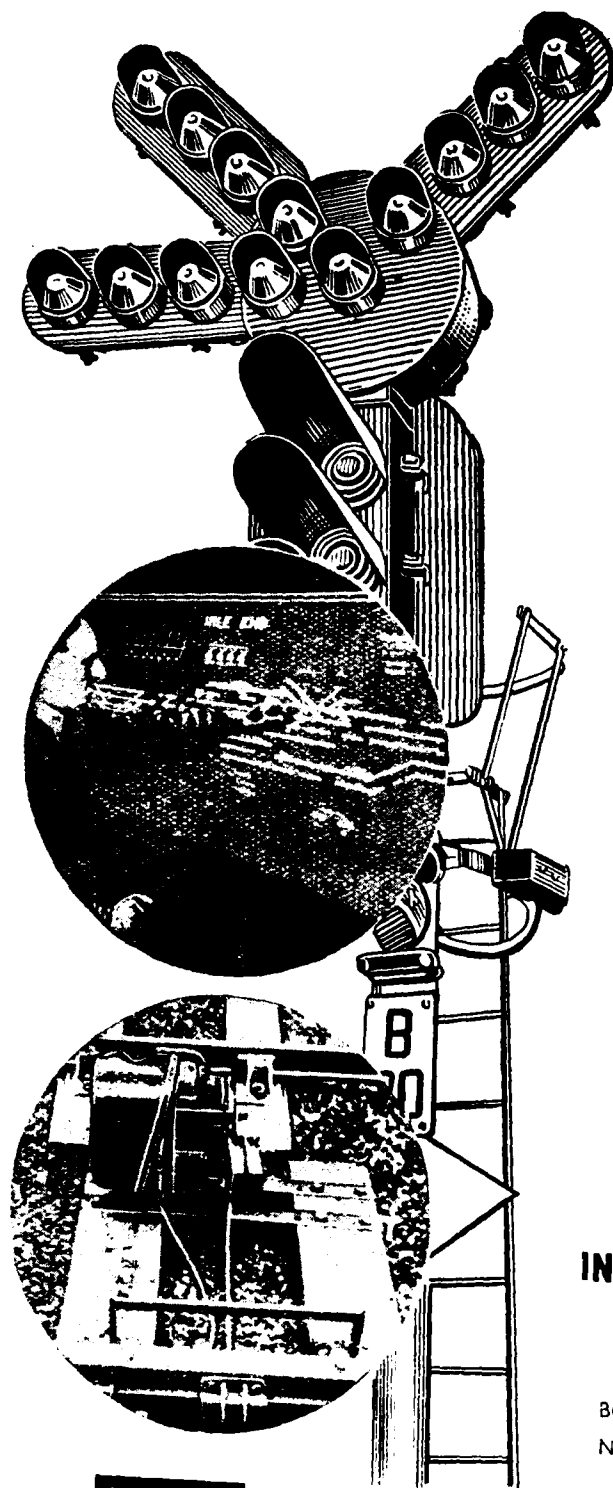
at the divisions, in which all railway employees can participate. In inter-divisional tournaments, only selected teams or sportsmen from divisions take part. Apart from this, the associations arrange for teams to be sent to participate in the various inter-railway tournaments, as well as in other important open tournaments.

Many sportsmen of this Railway have attained distinction in all-India meets and a few have represented India in international meets.

In the Asian games held in Tokyo in 1958, the Southern Railway sent two sportsmen, and both of them brought credit to the country and to the railways. In the National Athletic Meet, three employees of the Southern Railway obtained gold medals. In table tennis and volley ball, the Southern Railway can boast of class players. The Railway has been devoting special attention to the proper coaching of its sportsmen.

In addition to the Permanent Negotiating Machinery which exists for the establishment of close contact both with the administration and the recognised trade union, there are also elected staff councils at different levels. In these councils, matters pertaining to the welfare of the staff, betterment of their working conditions, greater efficiency and output, etc., are discussed.





A.E.I. keep traffic moving

MV-GRS power signalling keeps rail traffic moving faster, more safely and more easily. From the design and installation of a complete signalling system to the supply of a detonator placer, the experience and service of MV-GRS (an A.E.I. Company) are at the disposal of railway engineers throughout the world. Cabin and control apparatus, searchlight multi-aspect, and semaphore signals, route indicators, track equipment relays and railbrakes—everything for power signalling is on call through A.E.I.

Represented in India by
**ASSOCIATED ELECTRICAL
INDUSTRIES (INDIA) PRIVATE LTD.**

HEAD OFFICE: 6 MISSION ROW, CALCUTTA

Branches at:
BOMBAY MADRAS COIMBATORE
NEW DELHI BANGALORE NAGPUR

A.E.I. Signalling Equipment for Railways

AEI'S 'LIGHT' PRODUCTS—MAZDA LAMPS

FACTORS WHICH INFLUENCE TRAIN SPEEDS

T. S. PARTHASARATHY

Divisional Superintendent, Hubli, S. Rly.

IN my article published in an earlier issue, I had discussed the influence of time-tabling, motive power, automatic brakes, central automatic couplings and other factors closely connected with the speed of trains.

Station lay-outs constitute an important factor which influences the speed of trains. The mere provision of simultaneous reception of trains at single line stations can save 3 to 6 minutes for each crossing. In countries (like France, etc.) where the provision of adequate distance or a sand hump in lieu is not insisted upon, simultaneous reception of trains is done at all stations as a matter of course but in countries like India which adopt the Absolute Block System with the stipulation of an adequate distance, special arrangements have to be made for simultaneous reception by the provision of the necessary sand humps at either side for all reception lines.

The influence of interlocked high-speed turn-outs is an important factor which has to be taken into consideration. Most countries in the West and Japan in the East have provided these special turn-outs which permit of higher speeds than what are permitted in India. Under rule 90 of the General Rules and Regulations, a speed of 20 miles can be permitted on turn-outs but no Indian Railway has taken advantage of this rule. The speed over all turn-outs on Indian Railways continues to be restricted

to 10 M.P.H. The speeds in countries where high-speed turn-outs have been provided are given below :—

Switzerland.—Speed over turn-outs of 1 in 9 is limited to 25 M.P.H., over turn-outs of 1 in 12 to 40 M.P.H. and over special points of 1 in 18 to 46 M.P.H. or even more.

Speed over facing points is moreover limited :

(i) 25 M.P.H. over manually-operated points held by point mechanism,

(ii) 40 M.P.H. over points worked from cabins and interlocked with signals but not detected.

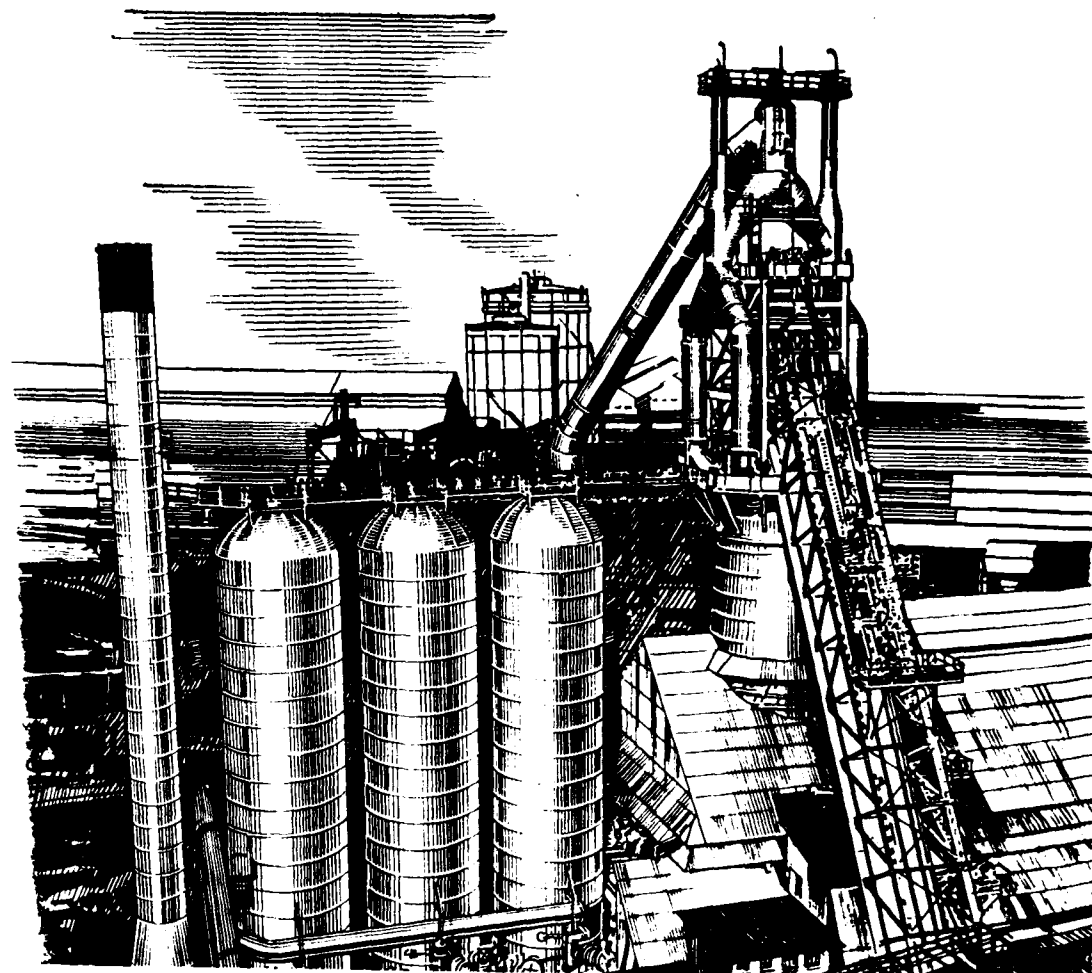
(iii) 46 M.P.H. over points interlocked with signals and detected.

Italy.—Speed over turn-outs of 1 in 9 is 20 M.P.H.; it may be increased over longer turn-outs. Over turn-outs of 1 in 15, the maximum speed is 44 M.P.H.

Germany.—Speed over turn-outs of 1 in 9 is limited to 25 M.P.H.; over turn-outs of 1 in 11 to 35 M.P.H. and over symmetrical turn-outs of 1 in 11 to 55 M.P.H.

Belgium.—Speeds over turn-outs vary from 25 to 75 M.P.H.

Netherlands.—Speed over turn-outs of 1 in 9 is limited to 26 M.P.H., over turn-outs of 1 in 11 to 45 M.P.H. and over symmetrical turn-outs of 1 in 11 to 55 M.P.H.



**An iron
for
every
casting**

THE INDIAN IRON & STEEL COMPANY LIMITED



IISCO STANDARD FOUNDRY MACHINE CAST PIG IRON

The basic requirement for the production of any good casting is the supply of controlled quality pig iron. The Indian Iron & Steel Company Limited, in order to ensure consistent quality of the various grades of pig iron manufactured, maintain a well-equipped laboratory where qualified personnel conduct sample analyses throughout the 24-hour production period. Available in 40/45 lbs. single notch pigs, IISCO Standard Foundry Machine Cast Pig Iron comes in many grades to give you an iron for all types of castings.

WORKS: BURNPUR & KULTI

Managing Agents: **MARTIN BURN LIMITED**

12, Mission Row, Calcutta I.

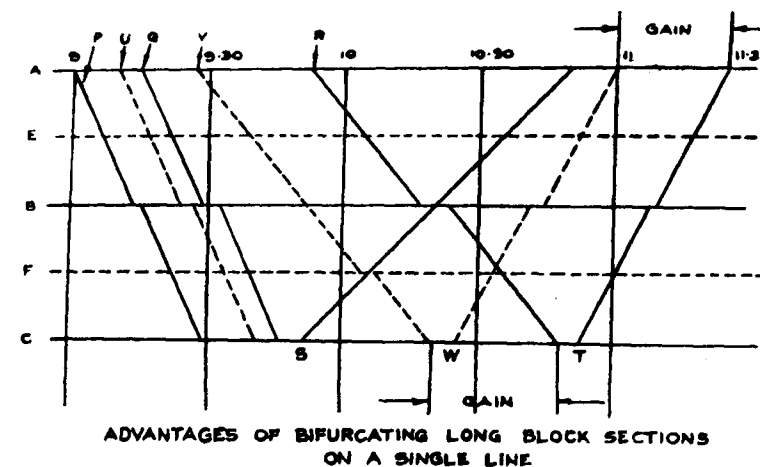
Branches: New Delhi, Bombay, Kanpur

11C 69

April 1959

FACTORS WHICH INFLUENCE TRAIN SPEEDS

35



It is extremely important not to let trains stop and wait at signals; if speeds are to be improved. During peak periods of traffic, congested yards may cause serious delays which can accumulate as the day progresses. It is therefore important that even medium-sized yards and stations are provided with sufficient capacity for receiving trains.

LONG BLOCK SECTIONS:

The diagram reproduced in my article shows the advantages of splitting up long block stations by opening crossing stations as near the middle of the sections as possible. A—B and B—C are long block sections and the thick lines show how three down and two up trains can be dealt with on the section A—C. Crossing stations E and F are provided later and the dotted lines show how the trains can be run faster and time saved.

Trains P and Q are down passenger trains and R is a down goods train. Train S is an up goods train and T is an up passenger train. Dotted line U shows how train Q can leave A and

arrive C earlier if the A—B and B—C block sections are bifurcated by the opening of additional crossing stations E and F. Down goods train R can leave A nearly half an hour earlier to path V and arrive C correspondingly earlier and this time has been shown as the 'gain'. Similarly, up passenger train T can leave C earlier to path "W" and arrive A at 11 hours instead of at 11-30 hours. This time has also been shown as 'gain' in the diagram.

INFLUENCE OF CONTROL:

A good Section Controller with a thorough knowledge of the situation along the line can, especially when trains run late, prevent the confusion from spreading and put the trains on their correct paths. In countries like India, where train operation is entirely left to the Controllers, train speeds depend much on their efficiency, foresight and capacity to take risks. In other countries, although a 'Dispatcher' is on duty, he merely watches the passage of trains and interferes only when he finds things going wrong. Train operation is usually left to the

initiative of the train crew who, however, run them with marvellous efficiency. The Indian Railway tradition is different and the entire burden of arranging crossings between trains falls on the Controller.

Train speeds, however, suffer on non-controlled sections. It is, therefore, the policy of our Railways to provide control working on all lines including branches on a programme basis.

Certain countries in the Far East, where control-working is practically unknown, have perfected systems of train working which, by long experience, work as efficiently as control-working. In Cambodia, the French system of Time-table working is adopted. There are no signals and points are hand-operated. All crossing trains have to stop before the top points unless signalled onwards with a green (or rolled red) flag by the pointsman who is guided by signals shown by the Station Master. The trains then enter the left hand track (whether main or loop as the case may be) at a speed of 3 M.P.H. If there is no crossing, trains are received on the straight at 19 M.P.H. on hand signals.

At crossing stations, each Guard makes out a declaration that his train has arrived complete and hands it to the Guard of the other train after being initialled by the Station Master.

Slow trains can follow faster trains into the same block section at 10 minutes interval and have to arrive 15 minutes before a following train arrives. Trains are also able to leave in the opposite direction 1 minute after the crossing train has arrived as there is no block-working to do.

Normally, one would expect low speeds on a railway worked in this fashion but surprisingly it is not so. The maximum speed of a rail-car is 44 M.P.H., that of a passenger train 33 M.P.H., and that of a goods train 28 M.P.H. The commercial speed of the rail-car is 37 M.P.H.

On the American railways, stations are very often not manned by railway staff but by private agents and, therefore, the Controller and train crews are jointly held responsible for the safety and speeds of trains. Train crews operate points at crossing stations and although this causes a certain amount of delay, their system of working which permits trains to follow each other into the same block section, increases the line capacity and also the speed of trains. The American railways, however, are going in wholesale for Centralised Traffic Control at present.

HEAD OF LINE SYSTEM:

This system is in force on several thousand miles of single line on the Italian Railways and gives a capacity of 20 train movements per day each way. Speeds upto 70 M.P.H. are allowed. It is a time-table working system whereby the responsibility for the safety and speed of trains is in the hands of the Controller and train guards. The stations are manned by low-paid personnel whose only task is to operate points and signals according to the instructions of the Controller. The guards directly contact the Controller at certain stations indicated in the time-table and have to sign a book acknowledging the orders of the Controller taken down by the station staff. They also copy these

orders in their journals. At crossing stations, the Controller gives the order to lower the signals for the first train and the guard of that train, after seeing that his train is complete and within the fouling mark, orders the lowering of signals for the second train by the station staff.

BLOCK SYSTEMS:

The provision of a block system with speed signalling (as opposed to route signalling) including an indication that the block section ahead is clear will ensure good average speed of trains on a section. But the insistence upon the handing over of a tangible authority to the driver such as a metal token, ball token or tablet acts as an impediment to quick reception and despatch of trains. On the Continental European Railways the engine driver only acts on signal indication and fool-proof tokenless block instruments for the single line are in use. This is nothing new for countries like India where, with the Sykes Lock and Block instruments, the lowering of the last stop signal on a double line constitutes the authority for the driver to proceed into the block section. The introduction of tokenless block on the single line is under the active consideration of the Railway Board.

In Germany, telephone block is used and the messages exchanged are recorded on a tape recorder and kept for a period of four hours. On some railways, "line clear" can be applied during the time a train is in the block section, e.g., by asking "Can you receive train Y after train X has arrived complete at my station?". Crossing trains can thus leave the

station after the arrival of the opposite train, without waiting for the exchange of messages.

Delays for crossing can be minimised if an incoming token is handed over to an outgoing train without being passed through the block instrument (Japan). In this case, the last stop signal cannot be interlocked with the block instrument. This is one of the suggestions under examination by the Indian Railways but no decision has yet been arrived at.

The 'double' safety of the token is relative. Too much insistence on it may weaken the individual sense of responsibility and the alertness of the engine driver. Safety depends upon the tradition for discipline maintained on a railway. American statistics show that a high degree of safety has been achieved on their 1,00,000 miles of railway without signals and block systems because of the discipline maintained in executing orders.

ELECTRIC BLOCK SYSTEMS:

The engine driver has no tangible authority but acts on signal indications only. The block is interlocked with signals. At the lowering of a starter, the starter at the next station gets locked. After the departure of the train, the starter flies back to danger and gets locked in that position till the train clears the section.

In some systems, a station can manipulate the block without assistance from the next station (French and Swiss). The users of these systems argue that when a block section is free and a decision has been taken regarding the station from which a train will start, there is no need for

Dalmia Products
for modern homes and offices

**QUALITY STONEWARE
AND PORCELAIN PRODUCTS**

STONEWARE PIPES (for underground drainage) ① salt glazed, acid-resistant and tested to standard specifications.

R.C.C. SPUN PIPES ② for irrigation, culverts, water supply and drainage, available in all classes and sizes.

INSULATORS AND ACID-RESISTANT TILES etc. ③

REFRACTORIES for all industrial purposes: firebricks, mortars, insulating bricks in all heat ranges and shapes. ④

PORCELAIN SANITARY WARES ⑤ Indian and European closets, wash-basins, urinals etc.

DALMIA PORTLAND CEMENT ⑥ for general construction

DALMIA CEMENT (BHARAT) LTD.
DALMIAPURAM (TIRUCHIRAPALLI)

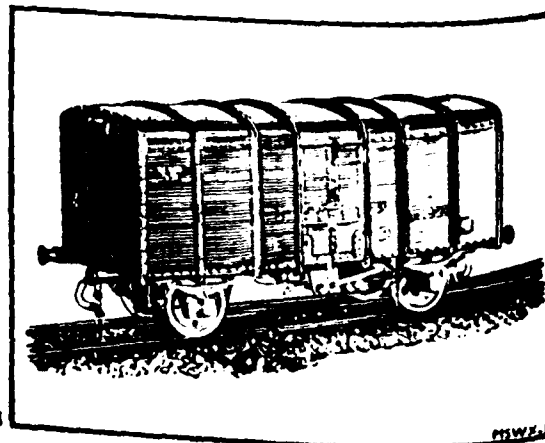
P.C.E-37-B.

A.I.A.B.

ISW

FOR
RAILWAY WAGONS,
SPRINGS, DROP STAMPINGS
AND FORGINGS

SEND YOUR ENQUIRIES TO
INDIAN STANDARD WAGON CO., LTD.
HOWRAH
Works at BURNPUR
MANAGING AGENTS
MARTIN BURN LIMITED
12 MISSION ROW, CALCUTTA 1
Branches: New Delhi Bombay Kanpur



April 1959

FACTORS WHICH INFLUENCE TRAIN SPEEDS

39

the despatching Station Master to get the co-operation of his opposite number. All that the receiving Station Master should know is the time at which the train bound for his station had left. If the co-operation of the receiving Station Master is required for every operation of the block instrument (as in the case of Neale's) it may result in delay to trains if he happens to be otherwise engaged.

The arguments in favour of tokenless block are, therefore, weighty and deserve consideration by all railway systems. In working out single line

capacity on Indian Railways a provision of 5 minutes is made for block working in respect of each crossing but the actual time taken is often more especially when two 80-vehicle goods trains have to be crossed. Permissive working and tokenless block are thus two important factors which influence the average speed of trains on a single line section. It is very doubtful if permissive working will ever be introduced on Indian Railways but there is every prospect of tokenless block replacing the present token working.

(To be continued)

A matter of interest

Make the money you earn—earn for you! You can if you open a SAVINGS BANK ACCOUNT with the NATIONAL AND GRINDLAYS BANK LTD. And your money will not only be safe but over the years it will increase, gaining interest without a worry on your part.

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

NATIONAL AND GRINDLAYS BANK LTD.

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



Branches in South India:

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

The Discriminating ENGINEER and CUMI ABRASIVES

The discriminating Engineer and CUMI Abrasives are inseparable friends with very good reasons for being so. The Engineer knows that with the use of CUMI quality coated abrasives he ensures fast and economical production.

Just compare CUMI Abrasives with other abrasives and you will see why CUMI are the first choice of Engineers as a result of which they are extremely popular among leading industries - big and small. All specialties are now produced by Electrostatic process.



COATED ABRASIVES

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

CARBORUNDUM UNIVERSAL LTD.,

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

Works: TIRUVOTTIYUR, MADRAS.

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

CONDUCTED TOUR

—MY IMPRESSIONS

T. N. KALIDOSS IYER, B.A., B.L.,

Member Z.R.U.C.C., Southern Railway

THROUGH the kindness of the General Manager of the Southern Railway and under directions of the Railway Board, some members of its Zonal Railway Users' Consultative Committee were taken on a 'conducted Tour' escorted by the Public Relations Officer of the Railway. I was one among the happy few. After taking leave of the General Manager and other Officers we left Madras Egmore at about 10 p.m. on 28th January 1959 in a reserved coach attached to Madurai Passenger. Arriving at Pondicherry at break of day on the 29th, after bath and breakfast we went round the station premises and noted the improvements. After a stroll in this capital of the former French Settlement in India, seeing for ourselves the great Aravindo's Ashram, the Pier and other places of interest, we left the same afternoon for Chidambaram. *En route* we witnessed the improvements to the Villupuram yard and the recently remodelled Cuddalore N.T. station (replacing the small old structure that one was familiar with for many years). Reaching Chidambaram before sun-set we hurried to have 'darsan' of Shri Nataraja enshrined in the foremost Siva Temple of hoary antiquity. Returning to the station we noted that the water supply was inadequate. On enquiry we learnt that it was so even in the town and at the residential University on the other side of the line. However we felt that provision of one or more taps at the platform would alleviate the distress of pilgrims resorting to this place during all times

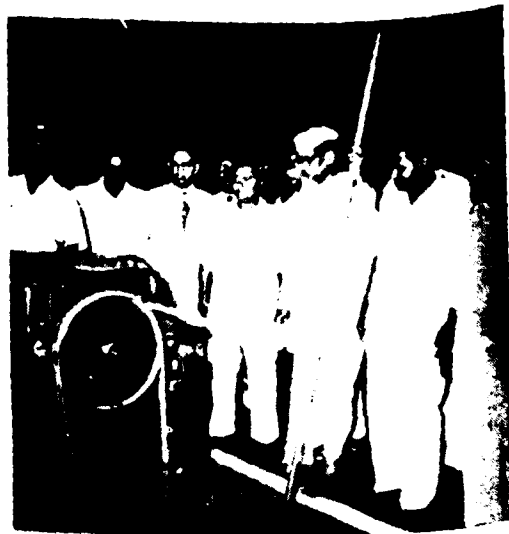
of the year. One or two blocks of small size rooms within the spacious station compound at rents within the reach of the middle classes would greatly help the pilgrim traffic, bringing probably increased revenues. Joining the special carriage that came by the next train we slept in it after dinner served in the coach, which was detached at midnight at Tanjore. The next morning (30th) members went round the station premises at Tanjore and felt surprised to note that this ancient station of importance had no flush-out latrines, no enquiry office, no full length covering of the platforms, though they had long ago been recommended by the Divisional Superintendent and his consultative Committee. The bathing cubicles recently put up at the platform were welcome ones, though suggestions has been made already to provide privacy by half doors for each cubicle and for reserving two of them for the exclusive use of ladies. After visiting Thiruvaiyar the party at my request had a small breakfast at my humble residence. At their suggestion a group photograph with the statue of St. Thyagaraja in the centre was taken, it being the Thyagaraja festival day at Thiruvaiyar. The party in the afternoon left for Trichinopoly, wherein the Golden Rock Workshops, the Rock Fort, the Srirangam Temple and the Divisional Superintendent's Office were visited by them. The magnificent junction station with its numerous sub-ways, palatial retiring and waiting room for all classes, convenient Booking Offices was all admiration



The party at Sri Kalidoss Iyer's residence

for the members. It was pleasing to note the electric grinders for grinding flour paste for 'iddilis', and also note that the sale of this edible with chatni in packets recently introduced at this junction station was popular. It is hoped that the administration would provide these facilities increasingly in other important places. The party left Trichinopoly station on the evening of 31st January and stayed at Madurai in the coach the whole of the next day.

This city of festivals, Madurai, stirred the members to move to all parts of it and see for themselves the glorious temple, the great tank and the ever-so-many attractions of the place. I had the pleasure of meeting the Divisional Superintendent of the section. The recently completed covering of the railway platforms 2 and 3 at this overcrowded junction station was felt a real advantage to the public. Leaving this historic city at midnight and after crossing at



Inside Golden Rock workshops

Pamban at break of day the lengthy railway bridge over the sea, a marvel of engineering skill, we were at the sacred bathing ghat at Dhanushkodi the next morning, the 2nd February. After the holy sea-bath at the place, wherefrom Shri Rama is said to have crossed the ocean to Lanka, we returned to the station premises. We felt that, though it might appear rather difficult, provision of some more water taps at the station would really serve the pilgrim public, that resort to this sacred spot from all corners of India and throughout the year. Leaving Dhanushkodi after dinner in the afternoon by the Boat Mail we reached in the evening Rameswaram. The gigantic sacred temple with its massive thousand pillars corridor was all before us in a few minutes. Thanks to the ever hospitable friend Mr. A. L. A. R. Somanathan Chettiar, former member of the Zonal Committee and National Council, we were able to see everything in the temple and have good darsanam. The newly

constructed, spacious, well-designed retiring rooms at Rameswaram station evoked our admiration. It is hoped that the necessary adjunct of such beautiful set of rooms, viz., a Vegetarian Refreshment Room already sanctioned would come into full operation early.

We left the same evening for Tenkasi via Chord through Madurai.

Reaching Tenkasi on 3rd morning we had a delightful bath at the five falls at the famous Courtallam. Reaching therefrom Shenkottah we boarded the Trivandrum Express. After a brief halt at Trivandrum we joined by Trivandrum Passenger our reserved carriage waiting for us at Quilon. The next morning the 4th February, we were at Kottayam on the newly opened Quilon—Ernakulam section. The station is a good specimen of the modern convenient type. From Kottayam we reached Ernakulam station.

We motored to Cochin Harbour Terminus and found that extensive terminal facilities were provided by the port and railway authorities. After being on the sea for more than an hour on a beautiful steam launch and after dinner we got into our reserved coach in the Cochin Express waiting for us. Passing through Coimbatore where supper was served in our carriage we reached the next morning Bangalore, the city of salubrious climate, wherein meet East and West in a harmonious manner.

The Southern Railway Administration has, it is well known, provided through carriage services from this city to Mettupalayam, Mangalore, Cochin Harbour Terminus, Trichinopoly and Secunderabad.

We were taken round the Hindustan Air-Craft (Private) Ltd. One of its three divisions manufactures broad-gauge railway coaches. We were glad to note that at present 15 coaches a month were being turned out and that production was being stepped up to produce one coach per day. The coach shown to us was almost on the lines of those manufactured at Perambur. The compartmental type, the ladder to the upper berth, the low-slung broad seats, the spacious lavatories with wash-basins, mirrors and new contrivances for washing, the blue night light left nothing to be desired.

We then visited the Hindustan Machine Tools Factory, manufacturing precision instruments and other machinery. It struck us that this newly started venture under Government auspices would be a great asset to our Indian Railways that required a considerable quantity of precision tools, which now have to be imported.

Leaving Bangalore the same night we were at Hubli at 13-35 hrs. the next day (6th Feb.). This place has an equable climate and is the headquarters of a Division of the Southern Railway. Immediately on arrival we were taken round the metre gauge coach building and repair workshops of the Southern Railway. We felt impressed that within its small compass much work was being turned out. We were glad to note that majority of the items required for repairs or building of coaches was procured from indigenous sources or manufactured in the workshop itself. The new bogie third class carriage on 56½ underframe with seating capacity for 68 passengers

April 1959

CONDUCTED TOUR

DRILLS FOR TROUSERS AND SHORTS

TUSSORES FOR SUITINGS

POPLIN FOR SHIRTINGS

TERRY TOWELS

and many other varieties of material

Manufactured by

THE BUCKINGHAM & CARNATIC CO. LTD.

Managing Agents:

BINNY & CO. (Madras) LTD.

THE INDIAN EXPRESS

INDIA'S

No. 1

ENGLISH DAILY NEWSPAPER

Published simultaneously from

MADURAI - MADRAS - BOMBAY - DELHI.

CERTIFIED CIRCULATION

1,65,591 Copies a day

THE BEST MEDIUM FOR YOUR ADVERTISING



At Hubli workshops

and with all modern amenities, allowing a minimum width of one foot and $7\frac{1}{2}$ inches per passenger, with wash-basins in bigger size lavatories, was shown to us and we felt greatly impressed. If this factory could be converted to an integral metre gauge coach building factory, since there is none at present in our country, it would greatly solve the problem of overcrowding on the metre gauge.

Reaching by motor the close-by city of Dharwar (the former Headquarters of the extinct Southern and Mahratta Railway) the seat of the present Karnataka University, its Registrar was kind enough to take us round the new buildings. On behalf of the University he represented to us that a train-halt might be provided close to the level crossing for the benefit of the students and others. It struck us whether a train halt was possible at the gradient spot pointed out to us. However the matter may be investigated and the request complied

with if found feasible. In the evening we had 'tea' with Shri C. J. Kamalani a member of the D. R. U. C. C.

Leaving Hubli the same night we were at Renigunta, enroute to Tirupati, the next evening at 15-45 hrs. The new Renigunta station buildings seen by us serve a real need to the immense pilgrims traffic day and night to the great shrine at Tirupati. We learnt that the 'water-cooler' provided at the station was frequently out of order, and that there were not proper arrangements to carry water to passengers. We were unanimous that the costly water-coolers need not be purchased hereafter, thus saving foreign exchange and costly maintenance charges. Bore-well hand-pumps and more water carriers would serve the Public better. In places where such coolers are already installed it would be appropriate if they are shifted to the I. R. Rooms so that they may be more useful to the public. In big places like Renigunta, separate

'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)

April 1959

CONDUCTED TOUR

47

third class waiting rooms for ladies are essential. The present big hall at the place may be partitioned in one corner for such exclusive use by ladies. Both the Booking Offices at this station should be made to function, providing separate counters for ladies. Water-taps may be provided in the third class waiting hall. Our colleague Shri C. Anna Rao met us at Renigunta and enabled us to visit Tirupati and have 'darsan' of Lord Venkateswara. Through his characteristic kindness and hospitality, accompanying us wherever we went, we saw everything of the sacred place. Resting for the night in the coach we reached Madras Central at 9-47 the next morning (8th Feb.) where we were kindly met by the Secretary to the General Manager.

I would be failing in my duty if I do not express the appreciation of myself and my colleagues of the kind care and sincere attention shown to each one of us by the Public Relations Officer who escorted us, of the Catering Inspector who with fiendish accuracy to details exhibited real delight in making us feel comfortable, and of the staff who discharged the several duties assigned to them with sincerity and ability.

Once again we thank the General Manager for affording us the opportunity to learn a good deal of the vast expansive programme carried out by the Southern Railway during the last few years and to assess for ourselves the real and urgent needs of the areas visited by us.

A Group Photo of the Members who participated in the tour along with Railway Officers and Staff





Members of the Soviet Delegation visited I. C. F. on 3rd March 1959. Photo shows H. E. Mr. A. A. Andreyev, Leader of the Delegation, coming out of a newly manufactured Coach. Sri Bhakthavatsalam, Minister, Madras, is also seen in the picture.

COAL

OPRAIL

WALK up to the front of a train while it is standing at a station and watch what goes on in the locomotive that hauls the train. You may see one of the engine crew—the fireman—poking a shovel into a large opening on the tender side. As he pushes, this large black lumps of coal fall on the shovel blade. This shovelful of coal is then swung round and flung into the fire-hole door on the engine side, and so into the blazing inferno inside the firebox. Without this coal there would be no fire, no steam, no motive power to move the huge pistons of the locomotive, and no fast trains to take you on a journey.

for the various types of locomotives in use on each railway system, as also for the various types of services—goods, passenger, mail and express.

To obtain all the data required, the job of testing the various grades of coal must be done thoroughly and exhaustively. These tests are usually done by engineers or inspectors of the mechanical department, who are termed Fuel Engineers or Fuel Inspectors. Obviously the most effective way of proving the value of a particular grade of coal is by actual use on a locomotive on the particular service for which it is intended.

Now, is this all there is in the story of coal in relation to engines and trains. A mere loading of coal on the tender, so that the fireman can feed it into the firebox to keep the fire ablaze that provides the steam to move the train? Far from it, because the use of coal on railways as a prime mover requires a more elaborate technique.

From the depths of the earth in those parts of a country where coal is mined, these black lumps are dug out, lifted to the pit head, then loaded into railway wagons and so on to the various coal consuming centres—the railways being the biggest consumers.

Coal from different mines and different parts of the country have distinctive qualities, and there are experts in the locomotive department of railways, whose job it is to assess what quality of coal is best suited

If the coal is being tried out for the Mail and Express services the tender of the mail engine is loaded up with the coal on test.

The Fuel Inspector will now ride the engine along with the crew throughout a particular length of its run, and keep an expert eye on every little reaction of the loco throughout the trip. He will have to keep notes on the steaming quality of the coal, whether it is a slow or fast burning type, whether or not it clinkers too easily; how much ash content; whether the required steam pressure can be maintained constantly and efficiently; whether the engine is able to keep time on the run according to schedule, all other factors being normal. These are only some of the technical details that must be carefully examined and reported on. At the end of the trip the tender is checked to ascertain how much coal has been consumed to

» TECHNOIMPEX «

**HUNGARIAN-MAKE RL 2500
PLATE SHEAR**

Capacity 2500 mm × 16 mm
(8 ft. 4 in. × 5/8")

With heavy welded steel frame, ideal for both continuous work and cutting of single pieces.

*We are now in a position
to offer on our own licence*

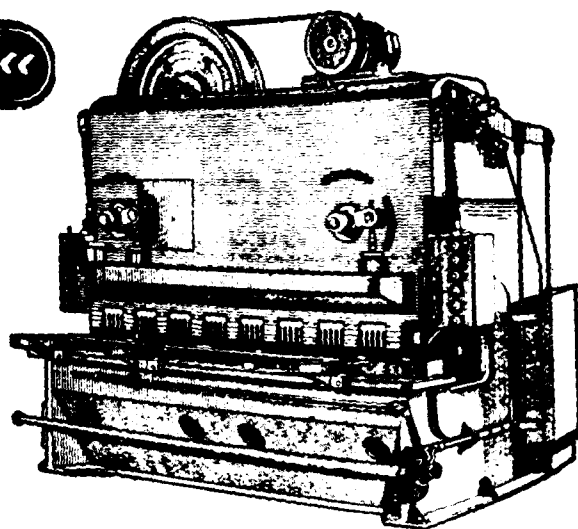
Contact :

Garlick & Co.
PRIVATE LTD.
ENGINEERS
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

Head Office: JACOB CIRCLE, BOMBAY-11

Branches: COX STREET, COIMBATORE
26 ERRABALU CHETTY STREET, MADRAS-1
18-B NIZAMUDDIN WEST, NEW DELHI-13

» TECHNOIMPEX «



decide whether the use of that particular grade of coal combines efficient steaming qualities with economy in consumption. If after a series of such tests under both normal and abnormal conditions, the particular grade of coal is found suitable, then only it is accepted for the mail services.

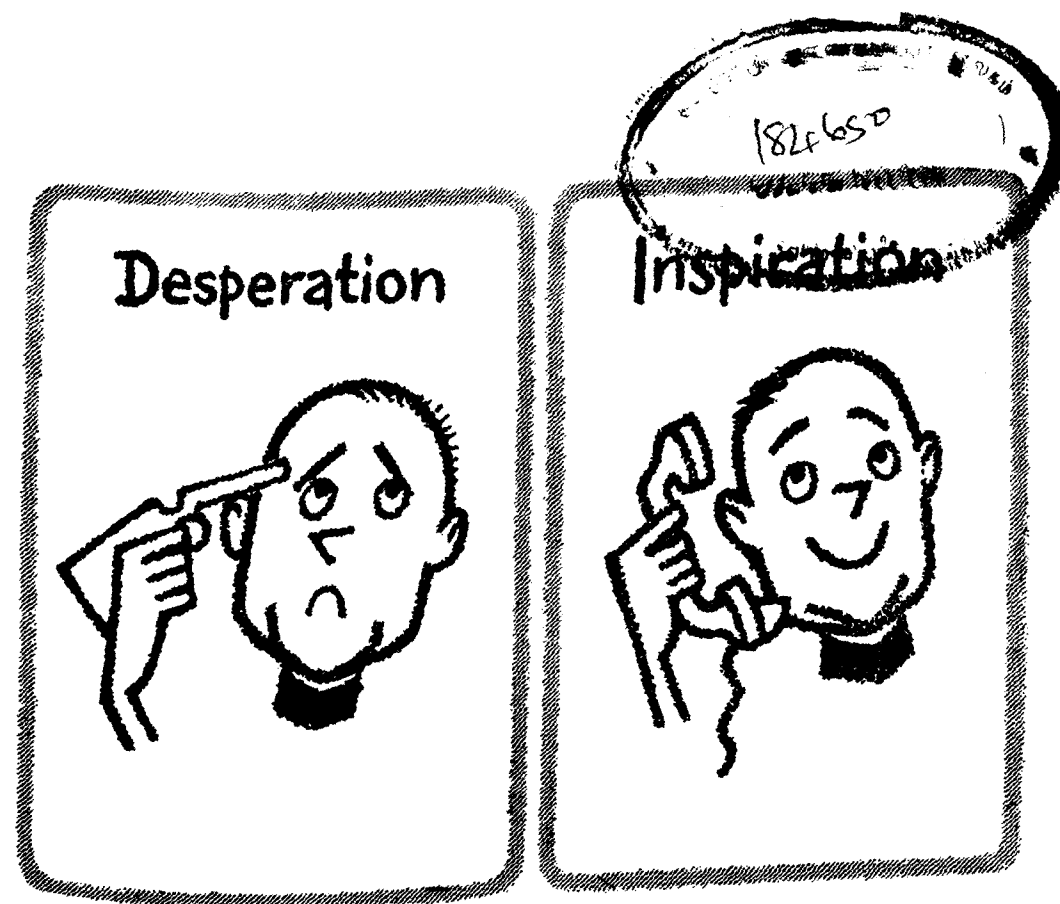
Quite often it is found that trains are losing time fairly constantly on a particular service. Other operational factors having been found to be normal, the loco is blamed for the time losses. The engine crews concerned may attribute the recurring time losses to the quality of coal being supplied to them, in spite of that particular grade having been declared suitable for the type of engine and service on which it is being used. So once again the Fuel Inspector will have to make tests. For several days he will travel on the foot-plate with the engine crew over the sections, making all the prescribed tests and watching the behaviour of the engine and the coal. As a result of these tests the coal may be found guilty, and so the grade of coal being used will have to be changed.

If, however, the tests disclose that the coal is not at fault, the Fuel Inspector may find that the cause of the time losses may be some mechanical defect, or that the firemen are not using proper firing technique. If it is a mechanical defect the department concerned is notified so that remedial action can be taken. If any of the engine crew are responsible, the Inspector must watch the fireman

carefully and re-educate him in the correct technique. At one time early in his career, the Fuel Inspector himself has handled a shovel and done all the chores of a fireman. So he can talk not only theory, but practice too.

An engine usually has six to ten tons of coal loaded on the tender depending on the type of loco, for a certain trip length. But this does not mean that the fireman can play a game and see how soon he can burn up his coal. If he did this, long before the end of the trip, the driver would be roaring for more coal, or bringing his train to a standstill. A good driver and crew will always try and get through the trip length with coal to spare on the tender, rather than ask for more before the end of the journey. Even a half-ton per engine saved means thousands of tons of precious coal saved in a year, which can be used for hauling more wagons and coaches and thus increase the revenue earning potentiality of a railway.

Statistics of coal consumption must be kept carefully by all locomotive sheds. These figures are first closely scrutinized by the Fuel Inspector who in turn passes on his report with comments to the district or divisional officers, and from the latter to the headquarters office. So from the top man at headquarters down to the fireman who shovels the coal into the engine firebox, the importance of using those black lumps of coal efficiently and economically must be constantly kept in view.



Planned Lubrication cuts costs and improves production efficiency

Taking lubrication practice for granted as being 'just one of those things' can cost a fortune in having to replace parts, lost production time and maintenance. In fact, it's one of those things that can drive management to desperation.

No manufacturer, big or small, can afford to overlook the importance of lubrication. Modern lubrication practice, with planned lubrication, ensures trouble-free, smooth, (and economical), operation of all machinery. It gives increased production at lower costs.

Caltex maintains an organisation of experienced Lubrication Engineers, functioning throughout the country. You have the benefit of their technical know-how, plus service facilities of the Caltex world-wide organisation. Ask for Caltex Planned Lubrication. It's a free service.



**PETROLEUM
PRODUCTS**

LUBRICATION IS A MAJOR FACTOR IN COST CONTROL

CALTEX (INDIA) LIMITED

Bombay Tel. 240031.

Calcutta Tel. 235061.

Delhi Tel. 47171.

Madras Tel. 24072.

X 9

HISTORY REPEATS

S. G. RAJU

Publicity Inspector, Ministry of Railways, New Delhi

"WELL! Ram Lal. I am happy to see you selected for the post. I hope you would perform your duties with the greatest care and honesty. Cashier's job in this bank, as you may be knowing, is a very taxing and responsible one. I hope you would justify our selection and rise up to our expectations" said the Agent of the Delhi Bank. He was official and emphatic in his statement.

"Thank you, Sir. I am very grateful for your benevolent act in selecting me. I realise the responsibility of the work entrusted to me and I will not falsify your hopes." Ram Lal replied.

"You can deposit your security amount today and take charge of your duties."

"Excuse me for making a request of you. I could not manage to collect the amount of four thousand rupees. I have with me, only two thousand five hundred. The rest I will pay in a week's time. You must kindly allow me to do so."

"No, no, the rule does not permit it. I cannot allow it. Before this evening, you have to deposit the amount and, only then, you can join the Bank."

"Kindly listen to me. I am a very poor man. I completed my college course, with the aid of scholarships. With great difficulty my father has collected these rupees. We have a small plot of land worth about two thousand. My father tried to sell that too. But our neighbours, understanding our necessity, try to bargain

it for just a thousand rupees. However, a friend of my father has offered two thousand, but that money will be available to him in the next week and not earlier. Sir, I have explained my position. It is now left to you to help me."

"Well! Ram Lal. I sympathise with you. But rules cannot be neglected. I do not possess power enough to grant you the time. So, better hurry up and pay the deposit before joining. Otherwise I have to cancel your appointment and the man next in the list will be appointed."

"You must believe me. All that I have told you is true. I am not in a position to raise even a rupee more. But, in the next week, I can pay the rest."

"There is no point in repeating your words. Rules are rules, and they are there for obeying. I am sorry. I cannot help you."

The Agent was not prepared to waste any more of his time on Ram Lal. He forgot his existence and dived deep into his files.

"Sud Saheb, you are here. I have been trying to meet you in those counters, where you used to sit before eight years. I am very happy to see that you have become a bigger officer now. When I mentioned your name, I was directed to this room. I am very very happy to see you occupy so big a position," said an old man, who darted in without waiting for Sud's permission.

Sud recognised the old man immediately and the tense expression on his face gave way to tender lines.

"Hullo! Rashik Lal sit down in the chair. Where are you? I have not seen you for some years. Tell me all about you. Are you still in service? I am happy to see you. Could I be of any help to you?" The Agent was impatient to know the welfare of the old man.

Immediately the call bell was pressed and an order was issued for tea with sumptuous refreshments. Then the Agent noticed the young man still standing there like a statue.

"You may better try to collect the money before the evening instead of wasting your time and mine" said Shri Sud, the Bank Agent.

"He is my son Sud Saheb. When he told me that he had received a letter of appointment from this bank, I remembered you and I thought that I would be able to meet you. So I accompanied him. I suppose he had informed you of our plight. He is my eldest son. His brothers are studying in the school. I have retired from service. My provident fund savings were just sufficient to conduct the marriage of my daughter and to purchase a small plot of land. I am trying to sell that land for the sake of this boy. I will be getting money out of it in the next week. I hope Ram Lal has told you all these things. You must help us. I have no other source of income" implored the old man.

"Is he your son Rashik Lal? He should have told me so. He did not say who he was. Anyway I am very glad to know that.....Ram Lal, you

OXYGEN SERVES THE RAILWAYS

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

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

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



INDIAN OXYGEN LTD

give me those two thousand five hundred rupees. Rashik Lal you are like a father to me. How can I forget those days—especially the day when we met so dramatically.....Ram Lal, you better go and inform the Chief Accountant that your deposit amount had been handed over to me and join the office without delay” said Shri Sud.

Ram Lal placed the currency notes on the luxurious table of Shri Sud and went out. He could not believe his ears. What relationship could exist between his father—just a class IV railway servant and the Agent of the biggest Bank in Delhi? Are they relatives? No. It cannot be so. This.....how.....are they friends. Yes! They are not mere friends. But for Rashik Lal, Sud could not be occupying so big and important a post in that Bank. How?.....

Tea with rasgullas, somasas, burfies, etc., were brought in a big tray. Rashik Lal felt uneasy. He did not expect so cordial a reception from Sud. He had seen him as a cashier, then promoted as the Chief Accountant of the Bank, before eight years. He could not understand how powerful the Bank Agent was, but from the awful respect shown by the bank officials he could guess the importance of Sud's position.

The gentle fragrance of the Nilgiri tea leaves filled the room as tea was prepared by the bearer. From the empty looks of Sud, anyone can guess that his thoughts were far astray. Yes! He was reminded of that fateful day—that day which decided his future.

* * * *

It was a Saturday. That was before fifteen years. Then Sud was healthy but not so bulky. He stood first

in the examination held for selecting a cashier to the same bank. But he was not confident of his performances in the interview. When the letter of appointment was received by him, he attributed the luck to the blessings of his mother. On that Saturday, he came to Delhi from Allahabad. From the railway station, in the morning, he went to a hotel, hired a room, left his luggage and went to the bank to accept the cashier's job. He placed his hand-bag on the floor and unlocked it. His letter of appointment was kept in his purse along with two thousand rupees, brought for depositing in the bank as security. In those days the security amount was only two thousand rupees. Well! The purse could not be found in the place where he placed it. He searched the bag tilting it in different angles. It was not there. All the other articles except the purse were there in tact. He took out one by one all the contents and searched the bag thoroughly. He did not mind the perspiration pouring down his face. He did not wipe it out. Where could it go? Before leaving Allahabad, the purse was placed into the bag carefully, locked and the key bunch was kept in his trouser pocket. His railway ticket and a few rupees for expenditure on the way were kept separately in his shirt pocket. There was no necessity to open the bag on the way. Then how could it escape when the bag was locked? He stood thunderstruck. No words could describe his feelings. He thought of all the troubles that his widowed mother took in collecting the amount. Can it be called collecting. It must be said—begging. She approached even those of her relatives who reproached her for spending so much of her money

on so worthless a son. If his father had been alive, perhaps his fate could have been different. Out of these two thousand rupees, thousand eight hundred rupees were gathered as loans from more than sixty people of his locality. Like a bee, she gathered this amount against so many odds, to see her son well-off in life. How unworthy a son he had proved himself to her? How can he face his mother? The time was up. It was nearly 12-00 p.m. There was just an hour more for depositing the amount. It was a Saturday—an unforgettable day of his life. He stood still baffled.

At that very moment, a middle aged person came there and was enquiring the bank peon who Sud was. The peon told him that there was no one in the bank of that name. The visitor was wearing a blue shirt, with a number near his left shoulder and a blue trouser, the dress of a class IV railway servant. Sud, happened to overhear this conversation. He rushed to the visitor and, in haste, announced himself. The visitor took a purse out from his pocket opened it and compared the photo in it with the person standing before him. Sud could not contain himself on seeing his purse. He immediately cried out that it was his purse and he had kept two thousand rupees, his appointment letter and his photograph in it. The visitor handed it over to Sud after satisfying himself that it was Sud's. Sud, immediately, with full of emotion and gratitude touched the feet of the visitor and told him that he was no one else but his saviour. “I am a humble railway man. Don't call me saviour and all that” pleaded Rashik Lal. Sud requested him to wait for an hour. Rashik Lal waited outside the

huge gates of the bank. In the next thirty minutes, Sud deposited the security amount and joined the bank as its cashier.

In the evening sitting in the room, which Sud had engaged in a hotel, Rashik Lal narrated the details of how he got hold of Sud's purse.

“Sir, I am a humble railway servant and my salary is Rs. 14 only. My job is to clean the carriages while the train stops at this junction. Today, in the morning, while I was performing my duties as usual, I saw your purse lying in the folded link cloth of one of the lower berths of a first class compartment. I suppose you understand the place where I found it. That is the oil cloth which links the berth, which can be pulled out a little when necessary, and the wall of the carriage. I was surprised and afraid of taking it at first. Then I took it out and opened. There were Rs. 2,000 in currency notes, a letter and your photo inserted in one of the transparent folds. Holding the photo as the indicator, I searched for you in vain at the station. I could not find you. There were a few on the platform who resembled the photo, but the resemblance was not perfect. I took the purse home and requested my elder brother, who is an educated person, to read the letter for me. I took the letter from him, placed it in the purse and came here straight when I realised how important that letter was to you and what your position would be if I did not return the purse and the letter to you. That is all” said Rashik Lal. Sud remembered how he missed his purse. Before retiring to bed, he wanted to make sure that his purse was safe in his bag.

On a second thought he took it out of the bag and placed it beneath his pillow. His reasoning was that someone might remove his bag while he was asleep. He wanted to save the purse even if the bag was lost. But in fact on the next morning when the train reached Delhi, his thoughts were directed towards the bank and for the time being, he forgot his purse. Purse slipped down to the link cloth of the berth and he went away in a hurry without noticing it.

Sud again bowed down, touched his feet, repeated what he said before and explained his circumstances at home. The fact that a poor railway-employee, getting only Rs. 14 per month, was not tempted to retain a huge amount of Rs. 2,000, i.e., an amount equivalent to 10 years' salary touched him deep. Rashik Lal became his ideal in life. Ever since, this ideal of so humble a man, saved Sud from falling a prey to

many a temptation in his service of fifteen years, even in the most trying of circumstances. That honesty has paid him in a different way. He had risen to the topmost position in the Bank.

* * * *

"Rashik Lalji! Do not bother about the deposit. Ram Lal is my brother. I hope you would like to see your grandchildren. You must dine with me tonight, before leaving for your place. First of all take this money. This is my humble present to my brother's marriage", said Sud.

Rashik Lal thought that Sud has exempted Ram Lal from depositing the security. How can he know that Sud had paid from his pocket all the four thousand rupees. What else could we expect from a disciple of Rashik Lal?

Many can testify to the vividness of good and bad impressions of a hurried life; many can testify to the vicissitudes of a useful career spent at remote, unfriendly stations; many can testify to the exacting nature of work they have done for years long. All this implies calm resignation to the inevitable. But is there not a way out? Yes, there is, and that is explained with vivid realism in IYER'S HANDBOOK FOR RAILWAYMEN. Rs. 5 plus Re. 1 postage. 22-B, Sirdar Sankar Road, Calcutta-29.

CALLING RAILWAY WIVES

Mrs. A. R. HYDARI

IT'S a glorious morning and the family are seated at the stone-table enjoying breakfast in the garden. From the pond close by, a yellow water-lily opens her petals and peeps over the edge as if in greeting; and all the little dew-washed flowers seem to join her in wishing the family a happy Sunday morning!

Peace reigns and the sound of children's laughter fills the air.

"TRRING-TRRING" "TRRING TR...." A trunk call from Bombay for Sahib, says the peon. Sahib makes a beeline for the telephone. "Hello? I can't hear you.... Operator, plug in well.... I still can't hear.... I'll try the other telephone.... Yes! What? An urgent meeting fixed for this afternoon? Right-ho! I shall leave by the first train for Wadi."

Immediately the whole house is a beehive—Sahib packs his suitcase in a jiffy; stores and provisions are thrown into the nearest basket; and all the necessary paraphernalia is ready to go into the waiting car. Sahib is at the wheel already.... but peon is nowhere to be found!

"P-E-O-N—P-E-O-N! P-E-O-N" Peon walks up leisurely, "I was having my Tea, Sir." Shouts Sahib, "Put my luggage in the car at once, don't you know it's time for the train?"

"Yesterday it was late by half an hour, Sir.... So I.... thought today.... it would be late too.... Sir."

Sahib (livid with rage), "What? You dare to tell me this...."

Peon, "Sorry, Sir.... I'll put the luggage in at once, Sir...."

Sahib bangs the door of the car and drives away at full speed. In his temper he has forgotten to wish goodbye to wife and children standing on the steps to see him off.

"Mother" chirps the youngest member of the family as he watches the departing vehicle. "Didn't you tell us that father was taking us all to the pictures this afternoon?"

"Yes, my child, but your father had to go on urgent business.... We'll fix up a programme for next Sunday.... perhaps"

"O.... h" from Junior as he picks up his hockey stick, "we've heard that before."

There is misery all around for a while. Then.... PONG, PONG.... and a car rolls in.

(Children rush in happily.

"Mother.... the Rajans' car. Auntie Vena, Ashok and Leela have come to see us.... Hurray!" Mother emerges from her room, "Hello Vena, my dear.... I'm so glad you've come. I was feeling so depressed."

Vena, "Well so was I, Salima. Rajan had to go off on line suddenly and our programme was all upset. The children were in tears.... We had fixed up a picnic.... and how we were looking forward to it! Even

Sunday is no holiday for the Railway man. And as for office hours most days it's seven o'clock before my husband comes home

"My dear, you're telling me! I've had lamplight tea, day in and day out, for years. That five o'clock tea hour is a thing of the past in my house. I shall certainly see that none of my daughters marries a Railway man. I'm quite determined about that."

Bena: "There's a great deal in what you say For that matter I wouldn't like my poor Leela to marry a Railway man either!"

The two ladies had hardly sat down when

"TRRING! TRRING!" Salima answered—"Hello, is that you Meera? What, Baby is ill? The doctor is on line, is he? Oh dear, just a minute, let me try one of the local doctors. What, your husband is away in Bombay for a meeting? Well, I'm just coming with the first doctor I can get hold of. Vena's coming too. Don't worry, well be there soon"

In a matter of minutes the party reach Meera's house.

Doctor looks at baby, "It's just prickly heat keep dabbing the skin with diluted ammonia and apply Fuller's Earth. No it's not measles, definitely not"

Meera heaves a sigh of relief and asks Vena and Salima to sit down to a cup of tea, when

"TRRING—TRRING" Meera picks up the receiver. "Salima, you are wanted on the phone"

Salima. "Hello? Oh the line box was left behind? Come, Veena, we

must go back at once. The box contains important papers. We must hurry."

The inevitable line box is despatched. Peace reigns once more. Vena and children stay for potluck with Salima and they are about to start their lunch

"TRRING! TRRING!"

It was Sarojini's voice this time.

"Hello! Hello! Salima? We are all waiting for you both! Surely you haven't forgotten? Didn't Ahmed tell you we wanted you over for lunch here?"

Salima. "Er-yes-er-well you see Ahmed had to rush off on line, So sorry Do excuse us this time. I'll come and apologise in person frightfully sorry!"

Salima soliloquises as she puts down the receiver "These Railway husbands BAH! Ahmed is always so preoccupied—Now he forgot to tell me about this party He's so busy talking shop with his colleagues that all else is forgotten! And this isn't the first time either. Soon we shall both be quite unpopular with our friends!"

Three days later husband Ahmed returns from line and as he alights from the car he waves an invitation card in wife's direction—"You have twenty minutes to dress for the Raj Bhavan party Sorry I forgot to tell you I'd accepted and here are some more invitations"

Hands a bunch of cards to wife.

"But these are all last week's! I wish they'd send invitations to the house instead of Office. And here I am—poor me—getting only the BILLS and missing all the parties!"

ANTIQUES AND DIAMONDS

Mrs. TRUESTORY

A SALE was held, the other day, in London, of the works of certain French Impressionist painters. "The Boy in a Red Waistcoat" a painting by Cezanne, was sold for several millions of pounds, a price which no other painting has ever fetched before. To the Philistine, it seems an impossibly ridiculous figure, to pay for a painting. But equally ridiculous seem many of the objects on which human beings place their fancies and desires.

There seems to be a craze for antiquities among many of the members of the upper strata of our society. The fad for antique furniture, antique china and glassware, antique figures in bronze, brass and marble, etc., is no new thing. The appreciation for antiques when they express beauty is understandable. But when anything becomes desirable just because of its hoary antiquity, surely, it borders on the ridiculous.

Last summer in Bangalore, my cousin persuaded me to go with her in search of antiquities. She had taken up antiquities only lately but her enthusiasm was unbounded. An year ago, she had bought certain small bronze figures, supposedly of the Chola period. So eager to add to her collection, she took me to a narrow little shop, sandwiched in between better-looking shops. I nearly fell over myself in the medley of brass trays, stool tops, ancient coffee sets, swords, helmets, pictures, cut glass and even cruet sets, arranged haphazardly and flaunting a thick film of dust. I had the temerity to ask for the price of a Chinese wall plate.

It turned out to be in the zone of hundreds. Forthwith ceased my interest in antiquities; evidently they are not for the middle classes. On arriving home, my friend showed me the various pieces, which she had bought earlier. One of them a covered rice dish, caught my eye, purely due to its dilapidated look. It must have been white once, but was now an ugly beige. There were pictures in blue of the flora and fauna of India, complete with lions, tigers, elephants and half-naked men grappling with them. One of its handles was knocked off, and the whole plate was fire cracked. I was curious to know the price she had paid for it. When she told me it cost only seventy-five rupees, I exclaimed in amazed horror. She looked at me pityingly and informed me, "My dear, it is a spode." She said it as if it was the Kohinoor diamond. She might as well have said Abracadabra, for all the enlightenment, the word spode brought me. She proceeded "Spode is an old English manufacturing firm for China. By its design, you can make out that it is an early 18th century piece, when the English had just come to India and discovered the beauties and joys of Ind." I wondered whether she would ever use it, but no, the last I heard of the Spode is that it sits enshrined, complete with "the dust of ages" in a glass case, in her drawing room.

The craze for antiques has invaded the realm of jewellery as well. My sister-in-law told me she disliked even to look at new jewels. Well do



I remember the long day we spent tramping the City streets in search of an old adiga, which, I later learnt, she exchanged for an even older one. An extreme case of the fad for antiques is illustrated by the sophisticated young daughter of my friend asking her for an antique saree. Now we all know that there are authentic curio and antiquity shops all over the world. But where would you find an antique saree, unless it is in the precincts of the Moore Market on a Sunday afternoon, where a roaring trade goes on in second-hand clothes? In the end, someone sold her a saree, the rather elaborate and unusual pallao of which, led her into accepting it as the genuine article. It later turned-out to be only a second-hand Art silk saree!!

When I consider the many such oddities of my acquaintances, I feel

inclined to view, with amused tolerance, the latest antics of my family, for they are now most earnestly engaged in a quest for diamonds. Near our dwelling is a village, known as Vajrakarur where rough, uncut diamonds have been found over the years by villagers while ploughing the cholam fields. It is not known whether there is a diamond vein underneath or whether these are the scattered treasures of the old Vijayanagar Empire. Historians attest to the fact that there was one whole street of jewellers dealing in diamonds black, blue and white, some as big as eggs, in the capital of the Vijayanagar Empire. Whatever may be the origin, certain it is that once in a while, somebody comes up with a diamond, there. Recently one was found which fetched nearly 2½ lakhs of rupees in Bombay. This news sparked my husband's enthusiasm into a lightning flame and before you could say "Jack Robinson" he had organized a diamond hunting expedition consisting of the children and a few cronies. The process of hunting diamonds is a very simple though boring one—you just have to select any cholam field you fancy in the village and keep on walking with your eyes glued to the ground, raking it for any sparkling stone. I might as well add that we had plenty of company there. Most of the fields were dotted with diamond seekers searching and scratching the ground like a pack of hens!! When we returned after nearly three hours, with pockets bulging with likely diamonds, I was all agog to see their wonderful finds (I had merely accompanied them and not actively participated in the hunt). But what an anticlimax to see spread on the bed a number of granite stones (prospective black diamonds!) white pebbles, stones

of white quartz and a number of glass pieces!! When I said they were nothing but stones, I was dubbed a wet blanket and a spoil-sport, whereupon the wet blanket beat a hasty retreat. Hours later, when I looked in on them, there they were, still at the stones, turning them this way and that way to catch the best possible light, detecting bluish gleams where there were none, and scratching the glass panes of the windows with the stones with all their might. (Look! doesn't it cut glass!) The upshot of it all was that I was entrusted with the best stones to send as a registered parcel to a trustworthy jeweller in Madras. (None here would do.) When the inevitable verdict followed, I was sure my family would give this up, for the chances of finding a diamond seemed to me as remote as winning the Derby. But not they. With a perseverance which I could not but admire, back they went to the cholam fields, combing them, as thoroughly as possible. Well, I've lost track of the countless parcels I had to send, and of the lengthy discussions about the best technique to employ to unearth the recalcitrant diamonds. My husband came up with the ingenious idea of taking all our pedigreed fowls to the fields and letting them feed there and then cutting open their entrails to see if they had swallowed any diamonds. I put up a very stiff opposition to this proposal. Thwarted, he came up with another equally original idea—Find good sized granite stones and break them and you might find embedded in its heart a sparkler! Needless to say, all that the new technique achieved were, the spoiling of the hammer and the breaking of our polished tiled floor.



At this time we had a very smart servant boy of ten. My husband used to take him along on these trips, as hardly anything missed his sharp eyes. But he was cleverer than all of us put together. He used to keep back the very best stones and take them secretly to a local diamond merchant for identification. One day, he suddenly pretended to be ill and left for his home. It is my husband's firm belief that he had actually found a diamond and is now fattening himself on its proceeds!!

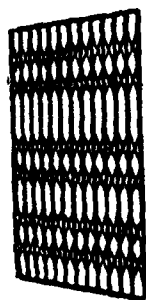
Another amusing incident occurred when my better half found a bit of

April 1959

light green glass in Vajrakarur and kept it wrapped in tissue paper in the firm hope that it was a diamond and a blue diamond at that. He used to spend hours examining it from various angles. Being a piece of glass, it gave out certain gleams in light. At last he called me one day to confirm if it wasn't a diamond. I hummed and hawed (for I didn't want to incense him with a flat denial) and said that it might be one, but that it looked mightily like a piece of soda bottle to me. Upon this he turned on me, "Quite a Job's Comforter, aren't you?" and threw the "blue diamond" far out of the window. Alas! speaking the truth is certainly not the best way to achieve popularity.

There was a rather pathetic sequel to these frolics. Once my husband and a colleague found a fairly big white stone, part of which was crystal

clear and shining. Hopes ran high and there was talk of taking the diamond to Bombay and getting the best possible price for it. A diamond expert was summoned to the house but he pronounced it to be a stone albeit a "bahuth achcha pathar." This serious blow to their hopes has only acted as a spur to fresh activities and our house is buzzing with plans for future strategy. The master of the household has even gone to the length of buying a car, solely to make daily trips to Vajrakarur. We have become so diamond-minded that even our youngest who is only two years old, has caught on the fever. The other day she ran in with a handful of tiny white stones, shouting "dymeen dymeen". And she can hardly put a whole sentence together! Who knows we may yet strike it lucky, and if we don't it isn't certainly because we haven't tried!!



SRI KRISHNA IRON WORKS

Post Box No. 103, MADURAI

Manufacturers of:

Collapsible Gates, Compound Gates, Steel Trusses, Fashionable Grills, Railings, Steel Siren Towers and all kinds of Iron Building Materials.

We have supplied these Materials to several leading Municipalities, District Boards, Highways, P. W. D., Panchayat Boards since 1925. Leaflet Free.

Telegrams: IRONGATES

Telephone No. 725



"THE BIG BRAVE CHIEF"

LONG, long ago, when North America was the home of the Red Indians, there lived in a village at the foot of the Rocky Mountains, an Indian Chief. Now this Chief had fought many battles. He was the leader and top man of his own tribe, and whoever had dared to attack his tribe had been beaten off by Big Chief. Many were the times when he had fought strong and brave warriors from other tribes, and all these were fought man to man. Big Chief had always either killed his enemy or made him a prisoner. No man had ever beaten him in battle or hand-to-hand fighting.

In those ancient times, there were also other strange people in the land. Fierce ice giants came out of the North and took away women and children. Wicked witches would come forth from mountain caves to steal little girls and boys to make them their slaves or servants. Big Chief was their worst enemy. Whenever one of these terrible people came forth, he would go out and kill them, or drive them away and so keep his own people safe.

The time came when Big Chief had driven off or killed the giants and witches, and even the brave warriors of the other tribes had become so afraid of him that they would never dare attack his people, or challenge Big Chief to battle.

So it came about that Big Chief thought he was the greatest fighter and bravest man in the whole world. But he did not think of this in his own mind, he would also boast of it to other people in his tribe. None of the men would dare say that there might be a greater warrior for fear that he might kill them. But one day a wise old woman who belonged to the same tribe as Big Chief, heard of his boasting. When Big Chief next came near her, she smiled and said, "No doubt, Big Chief, you are a brave and wonderful man, but don't crow so much about yourself, for there is one who is mightier than you."

Big Chief could hardly believe his ears. Could it be possible that the old woman knew of another chief who was greater and stronger than he was? "Now, grandmother," he said to the old woman, "who is this man mightier than I am?"

The old woman replied, "his name is Nokomi." Big Chief replied, "where is he that I may see what kind of man is my equal and more?"

The old woman pointed to a nearby tent made of skins. But all the Big Chief could see was a plump little Red Indian baby seated on the ground, crowing and playing.

Grandmother noticed the puzzled look on Big Chief's face. "Yes, Chief, he is mightier than you. That little baby Nokomi." Now, Big Chief had

no wife and did not know how to play with children, not having had any of his own, but the old woman had said that the Baby Nokomi was mightier than he, and he could not let that pass. Of course, he could not do battle with a baby, but the least he could do was to make the child obey his commands. After all, there was no man who had yet failed to obey his commands.

Big Chief went up to the baby and said, "Come here, Nokomi." But Nokomi only turned his face to Big Chief, smiled and continued with his playing. Once again Big Chief commanded, but a little more sternly. "Come here at once, Nokomi." The baby paid no attention and went on playing.

Big Chief was now puzzled. Here was this little child paying no notice to his commands, when big brave men would tremble when he spoke. But this baby must obey him. Again he shouted loudly, "Nokomi, come to me at once."

This time the baby was startled at the loud voice, but he went on playing. Big Chief was now getting angry. He could not let this tiny scrap of a human being disobey him. So he again bellowed loudly, "Baby come to me at once."

Baby Nokomi hearing the loud angry voice suddenly burst out crying, and then started to scream and scream at the top of his voice. Big Chief had never in his life heard such awful sounds. Why, even the ice giants had never uttered such awful screams.

Big Chief did not shout any more. Instead he felt a great admiration for this little baby and said, "He is not afraid of me, but shouts back

war cries. Yet there must be way I can make him obey me."

Big Chief was also a bit of a medicine man. So he got out his bag of tricks and charms, and tried some magic on the baby. But this failed. Next he started his famous war dance. He danced and danced and looked fierce, until he was dizzy with so much dancing, and the sweat was pouring down his face and body. All the war-paint had also streaked down his face, and instead of looking like a warrior, he looked worse than a clown.

All through the dancing and prancing Baby Nokomi looked on and smiled and gurgled. He thought that this huge funny man was dancing to amuse him, and not to make him obey his commands.

But Big Chief had had enough. He was so weary with his performance that he just sat down and rested. The wise old woman had been watching everything quietly, with a twinkle in her eyes.

"Did I not tell you Warrior Man that there was somebody mightier than you. And know this Big Chief without a wife, no one is mightier than the Baby: For he rules everyone, because all love him and obey his commands for he is the chief of the home."

Big Chief knew he had been beaten by Baby Nokomi. "Yes, grandmother, I am humbled. I who can fight and kill any man could not make this baby obey me. So be it." As he walked away he heard a lovely sound like, "goo, goo, goo." It was Baby Nokomi still happily playing and enjoying himself.

UNCLE TELLATALE.



INAUGURATION OF THE TECHNICAL TRAINING SCHOOL OF THE LOCOMOTIVE COMPONENT WORKS AT MANDUADIH ON THE 2ND FEBRUARY 1959 BY SRI V. V. GIRI, GOVERNOR OF U.P.

The Technical School and Basic Training Workshop of the Locomotive Component Works were inaugurated on the 2nd February 1959 by Sri V. V. Giri, Governor of U.P., in a very well-attended and pleasant function.

The function took place on the lawns in front of the Technical School which was tastefully decorated for the occasion. About 400 guests were present apart from the construction workers. In spite of the factory being situated in rather an out of the way place a large number of officials and gentry of Varanasi joined the function.

The proceedings began with the arrival of the Governor at about 3 p.m. After the officers of the Project were introduced to him, he was garlanded by the General Secretary of the Apprentices' Recreation Club.

Sri D. B. Singh, the Engineer-in-Chief, in his Welcome Address explained the great pains that have been taken by the Administration in the planning, construction and equipping of the Technical School, Basic Training Workshop and Hostel in order to provide all the facilities that are required for the full mental and physical development of the apprentices. He also pointed out the necessity of setting up the Technical School in advance of the main workshop in order that suitably trained men were available to man the workshops as the requirements of man-power developed. He made reference to the Governor's past association with the welfare of railwaymen in general and thanked the Governor for kindly agreeing to perform the function in spite of his many other engagements.

April 1959

Sri V. V. Giri, in his inaugural speech, expressed satisfaction at the splendid work done on the Project so far. He drew attention to the high priority given to transport in the planned development of the country and stated that our ideal should be self-sufficiency in the manufacture of Railway Equipment. The Governor stated that practical training should be given the greatest importance and that the dignity of labour should be fully understood by the trainees. The teaching of the fundamentals of the Humanities was also strongly recommended by the Governor so that the apprentices' training would be a comprehensive one. The Governor stated that he was proud of his long association with the railways and that wherever he may be, the welfare of railwaymen would always receive his fullest interest.

Sri J. Matthan, Dy. Chief Mechanical Engineer, Locomotive Component Works, thanked the Governor and the other guests present for their interest in the Project and for taking the trouble of coming to the function in spite of the distance and the condition of the approach roads. He assured them of the satisfaction that

this had given to those engaged with the construction of the workshop. He then requested the Governor to perform the opening ceremony.

The Governor pressed the electric switch which drew aside the curtain in front of the entrance of the Technical School building showering flowers at the same time. The First batch of 80 Trade Apprentices already recruited, accompanied by their Instructors then marched in formation to their respective class rooms and places of work.

The Governor was then escorted by the Engineer-in-Chief through the Technical School, Basic Training Workshop and Hostel. He took great interest in the plans of the main workshop and in the up-to-date equipment provided in the Basic Training Workshop. He was followed by the guests who were conducted by the Project Staff to the various class rooms, Basic Training Workshop and Hostel.

After the inspection, the guests were entertained to tea on the terraces of the Hostel. The North-Eastern Railway Security Force Band was in attendance during the function and tea.



WHEN YOU GO IN FOR
UMBRELLAS
INSIST ON
'STAG' BRAND

Manufacturers : **EBRAHIM CURRIM & SONS**
BOMBAY MADRAS CALICUT

Established : 1860



Telegram : 'CANOPY'

April 1959

GRAHA KALYAN KENDHRA AT NETAJI NAGAR, NEW DELHI

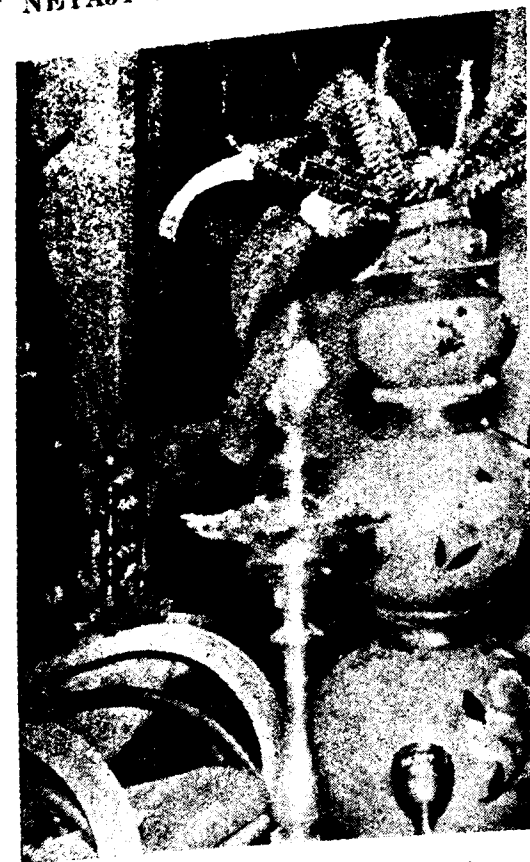
Sri S. V. Ramaswamy, Deputy Minister for Railways, inaugurated the Graha Kalyan Kendhra at Netaji Nagar, New Delhi.

Due to the special efforts of Miss Radha Bai, Under-Secretary of the Central Government, the 7th centre of the Graha Kalyan Kendhra was opened at the residence of Sri S. G. Raju at Netaji Nagar, New Delhi on February 12, 1959.

The Deputy Minister for Railways participated in this function by lighting the lamp in the South Indian fashion and made a short speech on that occasion.

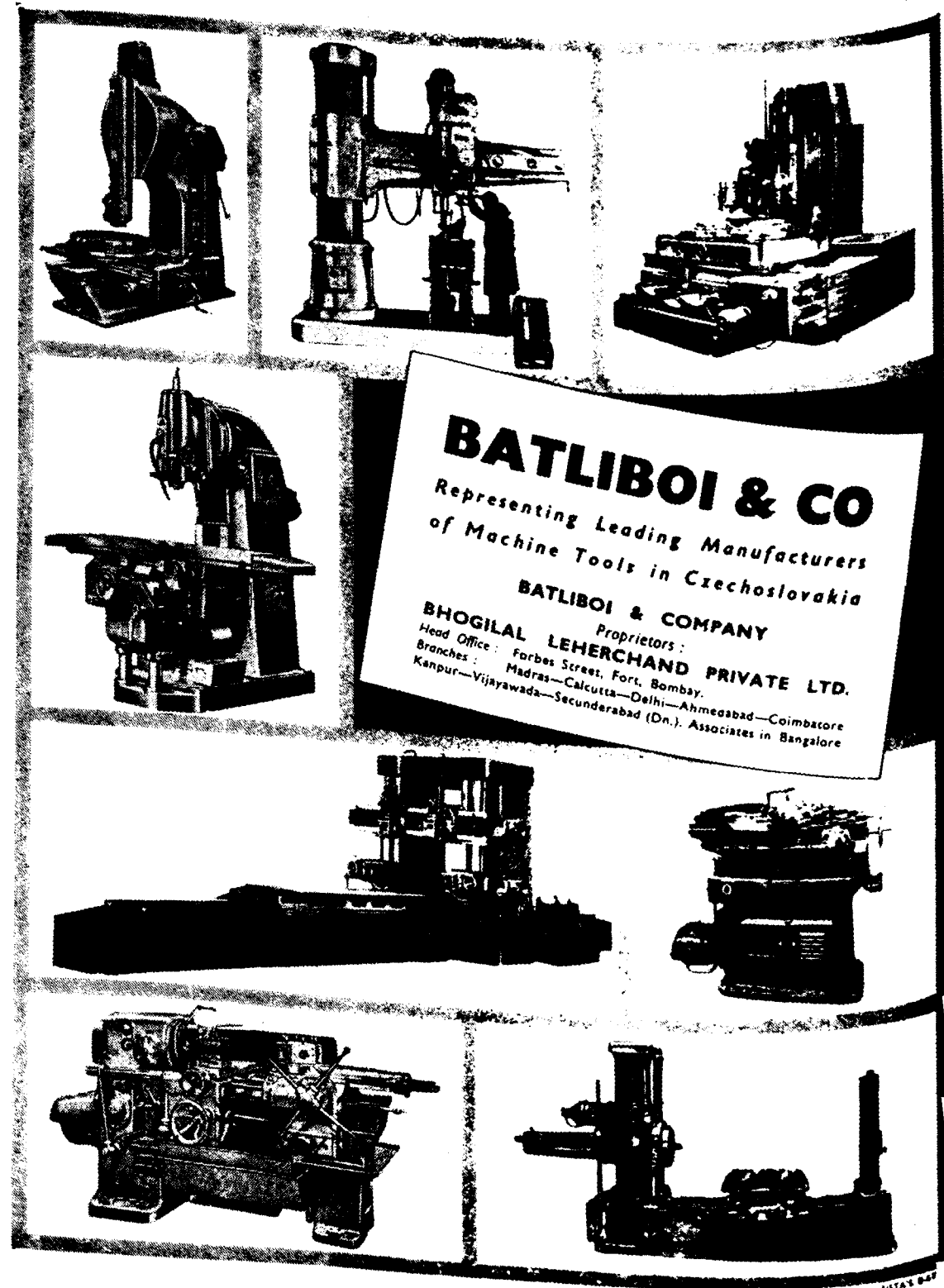
This move is to utilise the talents latent in the lady members of the families of the Government employees at New Delhi and create a source of income to the womenfolk. They are given training in their leisure hours in tailoring, knitting, embroidery, etc. Nearly 450 ladies are working in these centres in different parts of New Delhi. They are also running a Sales Depot in the capital, effecting sales to the extent of Rs. 300 per day out of the articles stitched and knitted by the wives and daughters of Government employees. A small fee of Rs. 2 is charged per head per month for trainees.

In the course of his address while inaugurating the centre at Netaji Nagar, the Deputy Minister stated that this venture was a laudable effort to enable the wives of Government employees to work in their spare hours and earn small sums of money, in addition to the income of their husbands. There is double advantage in this effort. The womenfolk



Sri S. V. Ramaswamy, Dy. Minister for Railways, lighting the lamp at Netaji Nagar for the opening

realise how difficult it is to earn a rupee by their toil and that each rupee earned by them consists of 100 naye Paise. How much of effort their husbands should have put in to earn many more such rupees. This enables in a way the wives of the Government employees to realise properly how much of work their husbands should have put forth to earn, the money they had brought home. This realisation enhances the respect of the male members in the estimation of



BATLIBOI & CO
Representing Leading Manufacturers
of Machine Tools in Czechoslovakia

BATLIBOI & COMPANY
Proprietors:
BHOGILAL LEHERCHAND PRIVATE LTD.

Head Office: Forbes Street, Fort, Bombay.
Branches: Madras—Calcutta—Delhi—Ahmedabad—Coimbatore
Kanpur—Vijayawada—Secunderabad (Dn.). Associates in Bangalore

April 1959

69



Sri S. V. Ramaswamy and Miss Radha Bai, Under-Secretary, Govt. of India, present at the function

the womenfolk at home. The Minister further stated that family prestige would go up and unnecessary gossip would cease. In this connection the Minister referred to the Charka which the 'Father of the Nation' propagated and how it was responsible in winning the independence of the nation

though some people were doubtful in early stages of its far-reaching effect.

After the music played by Srimathis Lalitha Samanna and Balakokilam, the function was brought to a close with a vote of thanks proposed by Sri S. G. Raju.

Conference of the Chief Commercial Superintendents of all Indian Railways with the Railway Board in New Delhi on April 2. Sri Shah Nawaz Khan and Sri S. V. Ramaswamy who addressed the Conference are also seen in the picture



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, Ayaravaram P. O., Madras-23, on the dates and the time shown against each on the prescribed forms obtainable from his office at Rs. 5 (Rupees Five only) per set to be paid in cash or 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 hrs.)	Receipt of Earnest Money Deposit	Receipt of Tenders (15 hrs.)	
1	S/236/VII/HA/B/1042— Battery chargers to various specifications. Qty: Sets 10.	23-4-1959	24-4-1959	27-4-1959	27-4-1959 15.00 hrs.
2	S/236/VII/B/B/445/447— Diesel oil engine Pumpsets 10,000 Gals. capacity. Qty: Sets 4.	23-4-1959	27-4-1959	28-4-1959	28-4-1959 15.00 hrs.

STEEL RAILWAY BRIDGES

RAILWAY BRIDGE CENTRAL RAILWAYS



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

PSBT-55



THE ORGANISATION OF THE GOVERNMENT OF INDIA

(The Indian Institute of Public Administration)

Asia Publishing House—Rs. 20

Teachers and students of Political Science and Public Administration in India have hitherto laboured under a severe handicap in that there was no convenient source to which they could refer for full and up-to-date information regarding the organisation and functions of the machinery of our government. The volume under reference fills the gap in so far as the Union Government is concerned, especially its top organisation. It will be of service not only to academic students but also to professional administrators and interested citizens. With the acceptance of the goal of a Welfare State in a Socialistic Pattern of Society, the functions of government are constantly expanding and the design and articulation of the machinery of government have to adapt themselves to the new tasks and conditions as they develop. The Indian Institute of Public Administration has, since it was established in 1954, given high priority in its research work to the collection of descriptive information regarding the organisation and processes of government in India at all levels and in all their aspects. It has done this in the belief that this is the first prerequisite for all critical

studies on the subject. Such information is very inadequate at present, especially in a properly organised and easily available form. Some of it can be found, indeed, in many official documents of different kinds, but these have not been prepared, as a rule, for the purpose we have in view, and they are also not always available for one reason or other—out of print, printed but not sold, not printed, for restricted circulation and similar reasons and it is hoped, the book under review will be a useful addition to the literature of the Institute of Public Administration. The study is primarily descriptive rather than analytical; the source material is drawn heavily from the administrative memoirs of the various Central Ministries and Departments, their annual administration reports and other documentation regarding their functions and working. In most of the cases verbatim use of the official material has been made to maintain compactness and accuracy. The publication is, therefore, not in the nature of a text book; it is a systematic description of what is already known of the Central Government in India. The book is divided into three parts: Part I traces the constitutional pattern as Ministries and Departments; Part II contains a detailed account of the various Central Ministries and Departments, their field agencies and offices, the special administrative agencies mentioned in the Constitution, the

April 1959

BOOK REVIEW

73

Cabinet Secretariat and the Planning Commission: the inter-relationship of the Government departments and agencies and the relations with the Council of Ministers and the Cabinet have also been briefly indicated; Part III gives an outline of the system of financial administration, the service structure and staffing arrangement and working conditions of the Central Government personnel. The publication contains information upto March 1958. An extremely useful feature of the book is the thirty large charts indicating the organisation set-up in the various Central Ministries and Departments.

THE ASYLUM PRESS ALMANACK AND COMMERCIAL DIRECTORY FOR 1958-59

The revised and enlarged 138th edition of this Directory continues to be a useful reference book arranged under convenient heads, for easy reference. Names and addresses of leading business houses and manufacturers in other parts of India have been published under appropriate headings, along with their counterparts of the South. One can easily obtain the names and addresses of the manufacturers and traders in the different commodities in continuous pages. The general index at the end of the Directory makes reference easy. The number of factories and Joint Stock Companies in Madras State have been brought out in a tabular form, arranging them trade-wise and district-wise. In the case of factories the particulars of number of people employed in each industry, the number of units under private ownership and the number owned by the Governments, Municipalities and Local Bodies have been given. In the case of Joint

Stock Companies the number of units under each heading showing the public limited companies and private limited companies are shown separately. The authorised capital in each group of companies in each district have also been given. These tables will give an idea of the business possibilities in each district of the state. Comprehensive and authoritative information about a wide range of subjects of importance both to businessmen and the lay public is packed under appropriate heads in this ponderous 1800 odd page reference manual of the South. While the features are unique and exhaustive the range of topics covered is almost encyclopaedic. The Who's Who section has been made more lively by the inclusion of small photographs of important personalities. The information contained in this Directory will be very useful to businessmen.

INDIAN RAILWAYS, 1957-58

The book under review gives the general reader a popular account of the main features of railway working during the year 1957-58. It covers all aspects of railway working during the year, such as financial results, operating performance and engineering aspects, and labour. There are a number of appendices and charts which afford the reader all essential factual information relating to the railway finance and performance, since 1938-39. According to the book, the gross earnings of the Indian Railways reached the figure of Rs. 382.99 crores during 1957-58. Improvement has been reflected in several aspects of performance and fresh records established in the matter of number of passengers originating, passenger miles

It's read by people

who buy and sell

The Mail

Established 1867
MADRAS
Incorporating The Spectator 1936 The Madras Times 1960

The oldest and only Evening English
Daily of South India

The Paper known for its
Sturdy Independent Views
Champion of interests of the
Common man and Consumers

RATE CARDS FROM:
201, MOUNT ROAD, MADRAS-2

OFFICES ALSO AT:
NEW DELHI, BOMBAY, CALCUTTA AND LONDON

April 1959

BOOK REVIEW

75

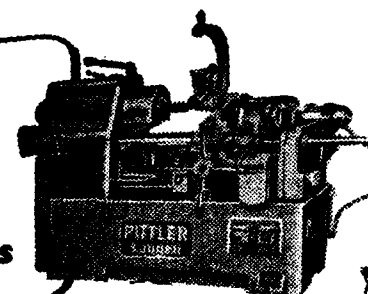
tonnage of goods traffic originating and ton miles, net ton miles per wagon day, loads of goods trains and net ton miles per goods train hour.

This was the second year of the Second Five-Year Plan, which however witnessed an accentuation of some of the conspicuous stresses and strains to which the Indian economy has been subjected in recent years on account of the high tempo of activity in pursuance of the Plan. While the rate of developmental outlay in the public sector registered a substantial increase from Rs. 635 crores in 1956-57 to Rs. 861 crores in 1957-58, the rate of investment in the private sector tended to decline somewhat, mainly

on account of the import cuts. Agricultural output was also disappointing in the 1957-58 season and the total foodgrains production amounted to only 62.0 million tons as against 68.7 million tons in 1956-57. As regards commercial crops, cotton production recorded a negligible increase. Production of sugarcane, jute, and mesta declined during 1957-58 compared with the previous season. Under the group 'oil seeds' the small increase of 1.69 per cent in groundnut was completely offset by heavy decreases under the other items, viz., castor seed, sesamum, rape and mustard seed and linseed. Production of tea during 1957 was also below the level of the preceding year.

REDUCE YOUR COSTS
by using

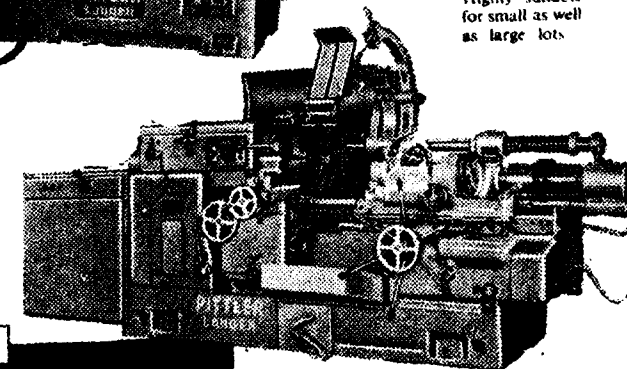
PITTLER
DRUM TYPE TURRET
SEMI-AUTOMATICS



PITTLER Drum-type Turret Semi-Automatics are suitable for work requiring high accuracy, better surface finish, high rate of production and simple operation and for heavy material removal. Drum-type turret with 12 or 16 toolholes, equipped with standard tools suitable for all general purpose work

TYPE PIROFA

For economic production of workpieces in brass, light alloys, etc. for the optical fine-mechanical and fittings industries and for railway components, also for light stock removal on cast iron and steel parts. Highly suitable for small as well as large lots.



SOLE DISTRIBUTORS
FRANCIS KLEIN & CO., PRIVATE LTD.
1, INDIA EXCHANGE PLACE, CALCUTTA-1
SHOWROOMS: 11A, GOVT. PLACE EAST

TYPE PIREX

For heavy duty machining on all types of material, also in small and large lots.

Resident Engineer in South India: I. S. SOMASHEKAR,
10, Prithvi Avenue, St. Mary's Road, Madras-18. Telephone No. 71938.

HEATLY & GRESHAM LIMITED

(INCORPORATED IN ENGLAND)

CALCUTTA - BOMBAY - MADRAS - NEW DELHI

SOLE REPRESENTATIVES IN INDIA FOR THE FOLLOWING

MACHINE TOOLS

DAVID ETCHHELLS & SON LTD: Bolt and Nut Manufacturing Machines, Automatic Nut Tapping Machines, Horizontal Forging Machines, Nut Frazing Machines, Etc.

ORMEROD SHAPERS LTD: Shaping & Slotting Machines.

JOHN PICKLES & SON (Engineers) LTD: Band Mills, Saw Benches, Sand papering Machines, Morticing Machines, Planing & Thicknessing Machines, Spindle Moulders, Universal Woodworkers, Veneer & Plywood Machines.

W. E. SYKES LTD: Gear Generating Machines, Cutters & Hobs.

TIMBRELL & WRIGHT (Successors) LTD: Capstan Lathes.

DALLOW LAMBERT & CO., LTD: Dust Control Units.

REX NICHOLS (Tools) LTD: Nut Tapping Machines.

AND OTHER MANUFACTURERS OF MACHINE TOOLS

ALSO FOR: **LOCOMOTIVES & SPARES - ROLLING STOCK FITTINGS, TRACK EQUIPMENT & GENERAL ENGINEERING EQUIPMENT.**

There has been an over-all increase in the value of imports and exports during 1957-58 as compared with the previous year. The foreign trade of India was, however, characterized by a decline in imports on private account as a result of control measures, and an unencouraging performance in exports. Imports of iron and steel on private account recorded the sharpest decline, but the fall here was compensated by larger imports of this commodity by the public sector. Imports of consumer goods and raw materials on private account showed a substantial contraction. There was, on the contrary, a 70 per cent increase in the public sectors' imports, mainly as a result of larger imports of food-grains, machinery and equipment iron and steel, defence stores and other items.

During the year under review, a total of 15,006 units of staff quarters for all classes of staff were constructed, making a total of 24,651 from the commencement of the Plan period. Out of a total of 842 miles of new lines provided for in the Second Plan, 424 miles have been approved. This is in addition to 404 miles of new lines which were started during the First Plan period and are likely to be completed during the Second Plan. One hundred and sixty-eight miles of new lines were opened to traffic during the year.

The book under review contains many more informations on the development of railways, with charts and statistics.

S. VEDANTAM.

S. R. NEWS

FIRST DIVISIONAL HOLIDAY CAMP OLAVAKKOT DIVISION

The First Divisional Holiday Camp for the benefit of the children of Railway employees of this Division was conducted towards the end of December 1958. The venue was Ernakulam-Cochin, where the children had the privilege of being shown the beautiful Willingdon Island, Ships, the Aerodrome, the famous Synagogue of the Jews, the Tata Oil Mills Company, the Irwin Park, etc. Children of Railway employees between the ages 8 and 15 in the case of boys and 8 and 12 in the case of girls only were admitted, a total of 81 children participating.

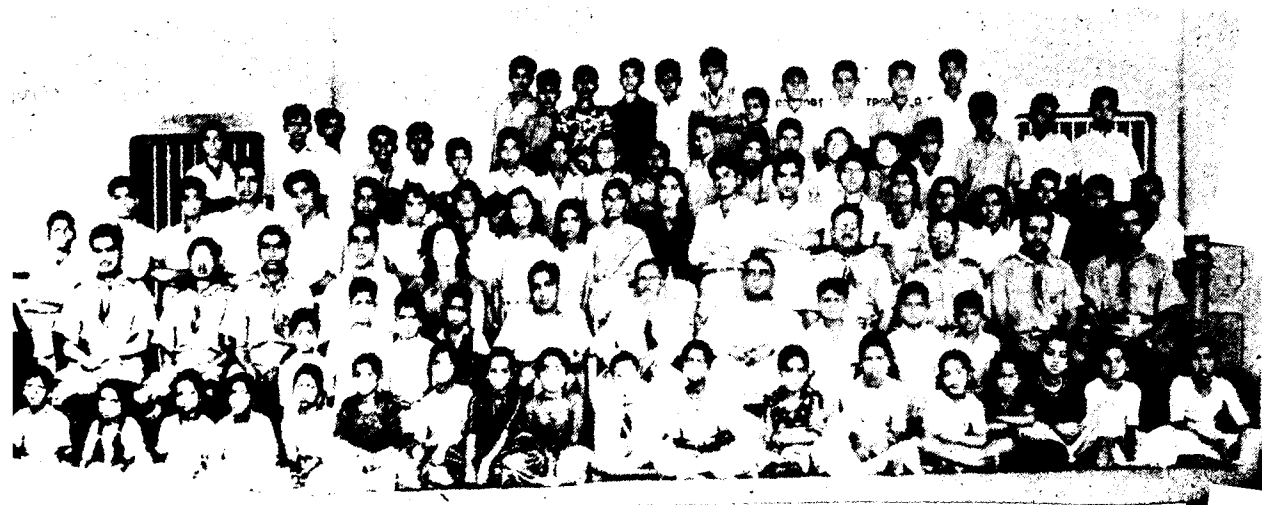
Two bogies, of which one was an FST, were attached at Olavakkot to No. 511 which left Olavakkot on the morning of 27th December 1958. Children from stations East and West of Olavakkot were picked up by Guides nominated for the purpose and brought to Olavakkot in time to leave by the special bogies attached to No. 511.

The Holiday Camp was conducted by Sarvasri A. M. Achuthan Nair and M. K. G. Menon, Assistant Labour Welfare Inspectors. The Senior Labour Welfare Inspector Sri P. R. Subbiah Naidu was in over-all charge of the Camp. The party was seen off at Olavakkot station by Sri G. Shanmugasundaram, Divisional Personnel Officer and Sri M. J. Kruiackose, Assistant Personnel Officer.

The party reached Ernakulam Junction in the evening of 27th December 1958, and on the following day, the children were shown round the Harbour Workshop, the Wharf area, the Port Administrative Block, the beautiful Malabar Hotel with its nice swimming pool, the famous Synagogue of the Jews and the ancient Dutch Palace. They were also taken into the ship "Lord Willingdon." The children had a pleasure ride from Cochin to Ernakulam in a steamboat and were allowed to spend an hour happily in the Irwin Park.

On the morning of 29th, the children were taken round the Tata Oil Mills

Group photo taken at the end of the tour



April 1959

Company. In the afternoon, they were shown certain films including that of the Prime Minister's visit to Russia, screened by the Publicity Department of the Government of India. At about 4-30 p.m., Sri M. S. Venkataraman, Administrative Officer, Cochin Port, was kind enough to address the children. After the latter's speech, Srimathi Ambadi Karthayayini Amma, B.A., L.T., Member, Kerala Sahitya Akademy Executive Committee, also spoke in Malayalam about the necessity for such Holiday Camps. Sri A. M. Achuthan Nair, Assistant Labour Welfare Inspector, proposed a vote of thanks to the Speaker and the President of the evening and all others for their valuable contribution in making the Holiday Camp a success. With the singing of JANA GANA MANA, the function came to a close at about 5-30 p.m.

On the morning of 30th December 1958, the party left Ernakulam Junction and reached Olavakkot at about 10 a.m. After feeding the children they were taken by the Guides to their respective stations. A group photo was taken immediately on their arrival at Olavakkot.

SOUTHERN RAILWAY INTER-SCHOOL SPORTS, 1959

The Eighth Southern Railway Inter-School Athletic meet was held at 2-30 p.m. in the Sports ground of the Railway Institute (East), Perambur on Saturday, the 7th March 1959.

108 athletes both boys and girls from seven of the Railway Schools participated in the meet.

Sri K. Subramanian, Personnel Officer (Labour), Southern Railway, welcomed the gathering. The Railway Security Force Band was in attendance and Sri R. Gopalakrishnan, Chief Personnel Officer, who presided over the occasion took the salute at an impressive March Past. Srimathi Gopalakrishnan distributed the Trophies to the winners in the various events. The Trophy presented by Sri A. B. Krishnaswamy, the Railway Athletic Coach for the team which had the best turn-out at the March Past was retained by the Bitragunta School. The Championship cup for boys was won by the Guntakal School and the girls championship and team championship cup were won by the Railway School, Perambur.

Sri R. Gopalakrishnan in his Presidential speech congratulated the winners and observed that he was much impressed with the enthusiasm and discipline exhibited by the athletes during the conduct of the meet. He said that by participating in such sports the children not only develop their physique but also inculcate in themselves the team spirit and discipline which will be of greater help to them as citizens.

Sri K. Subramanian proposed a vote of thanks.

SOUTHERN RAILWAY INTER-SCHOOL SPORTS, 1959



Top Left: Sri R. Gopalakrishnan, CPO, taking the salute at the March Past
 Right: Sri R. Gopalakrishnan delivering his Presidential Address
 Centre Left: On the Victory Stand
 Inset: High Jump event
 Right: Sri R. Gopalakrishnan and Sri K. Subramanian, PO/Labour, watch the Oath Taking Ceremony
 Bottom Left: Srimathi Gopalakrishnan distributing Trophies to the winners
 Right: The winners of the Girls Championship and Team Championship won by Railway School, Perambur

HINTS TO PASSENGERS

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

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

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

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

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

- * FORM THE QUEUE HABIT.

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

- * DO NOT ENCOURAGE HAWKING AND BEGGING.

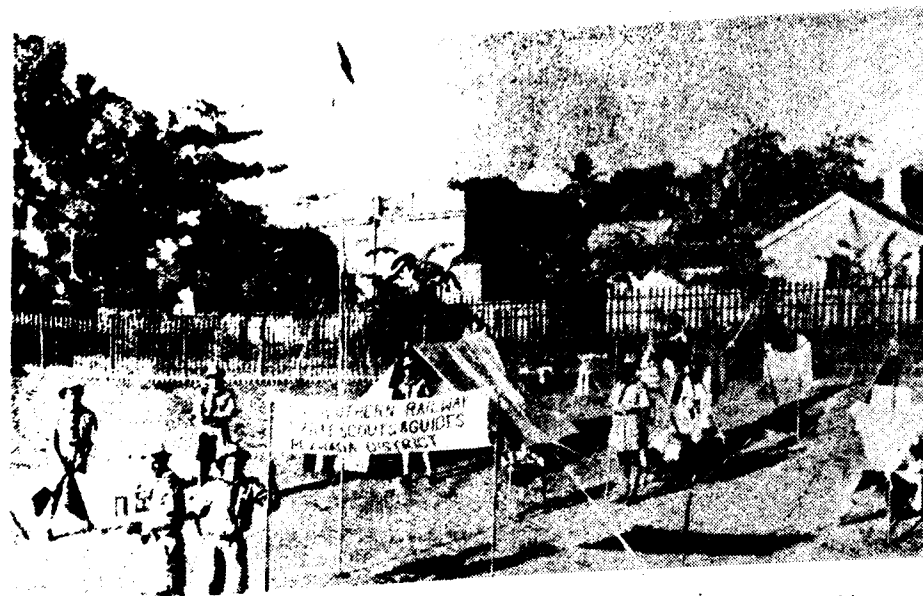
It is up to you to discourage hawking and begging in railway premises by refusing to buy or give.

WESTERN RAILWAY

April 1959

S. R. NEWS

81



The Rovers of the Pratap Rover Crew, Vijayawada at the Inter-District Competition at Perambur on 20-2-1959

Kalasamiti of the Railway Institute, Guntakal, staged A Telugu drama 'Bhale Pelle' on Mahasivarathri Day. Photo shows the artistes who took part in the play



FIRST CHILDREN'S HOLIDAY CAMP—MADRAS DIVISION



Group photo of children and staff who participated in the Tour

A Children's Holiday Camp was organised by this Division on 14th February 1959 to Mahabalipuram and Thirukalukundram. The Camp consisted of 23 children of both Class III and Class IV employees. A.P.O. Sri R. Raghava Iyengar was in charge of the Camp assisted by Sangh Representatives, Staff Council Member and Welfare Inspectors. The party left Madras Egmore by No. 107 on 14th February 1959 and the children were seen off by the Divisional Personnel Officer, Rayapuram.

The children were taken round to places of interest at Mahabalipuram in the evening and comfortably lodged in the Inspection Bungalow for the night. They were taken to the Seashore on the next morning and left Mahabalipuram at 9-30 hours for Madras. On their return journey they were taken up the hill at Thirukalukundram where they witnessed the Golden eagles taking food from the Priest's hands.

SOUTHERN RAILWAY

TENDER NOTICE

1. Separate Sealed Tenders in the prescribed form will be received by the Chief Engineer, Southern Railway, Madras-3, for "FUSION WELDING OF RAIL JOINTS BY THE ALUMINO-THERMIC PROCESS" for the two works given below upto 16-00 hours on Monday the 27th April 1959 from Contractors who have specialised in the Welding works:-

NAME OF THE WORK	Approximate cost of the work	Amount of Earnest Money to be paid	Earnest Money to be paid to
	Rs.	Rs.	
I. (a) 40 miles (Up and Down Lines) from mile 14 to 34 on Madras—Arkonam Section and (b) 6½ miles (in and around Madras area)	2,36,600	6,000	Divisional Pay Master, Rayapuram
II. (a) Madras—Bezwada Section 40 miles from mile 41/18 to mile 81/18 and (b) 20.2 miles from mile 97/17 to 117/20	3,06,400	7,700	Divisional Pay Master, Bezwada

2. The cost of the tender form for each of the above works is Rs. 10. Form can be obtained from the Chief Engineer on production of a receipt for Rs. 10 paid to the Chief Cashier, Southern Railway, Madras-3, or to Divisional Pay Master at Rayapuram or at Bezwada or to any Station Master in the Southern Railway towards its cost. Under no circumstances will the amount paid for the tender forms be refunded. The tender forms are not transferable.

3. Tender forms will be issued only upto 15-00 hours on Tuesday the 21st April 1959.

4. The Earnest Money should be paid before 15-00 hours on Wednesday the 22nd April 1959.

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



Sri J. B. Rao speaking on the occasion

Members of Andhra Kala Mandali who enacted the Telugu play "DONGALLO DORA" in connection with the opening of Sir Ashley Biggs Institute



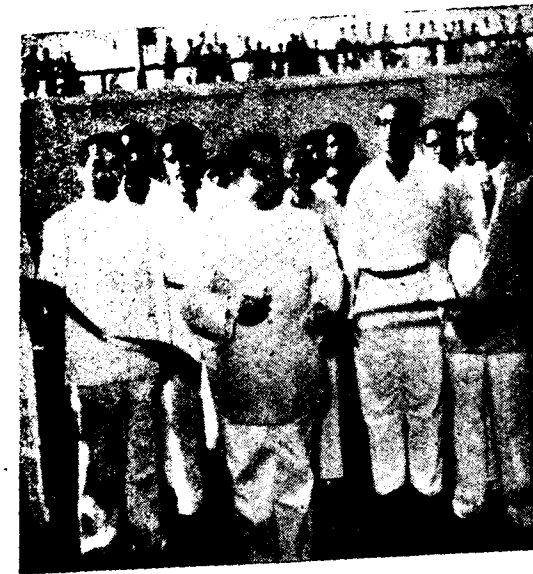
SIR ASHLEY BIGGS INSTITUTE, MADRAS, INAUGURATION OF NEW BUILDING

The new building of Sir Ashley Biggs Institute, Southern Railway, Madras was inaugurated by Sri J. B. Rao, M.Sc., Chief Commercial Superintendent on Saturday the 14th March 1959 near Salt Cotaurs. Sri A. Sahul Hamid, Dy. Chief Accounts Officer, Southern Railway, presided.

Sri Rao in the course of his address pointed out how it is necessary for hard workers to have recreation so that they may work hard for the railway, and in the evening they may prepare themselves after recreating in the Institute and look fresh for the next day's work. He referred to the illustrations from Tom Brown's School days and congratulated the organisers for their achievement in constructing a Good building for the institute and thanked them for having invited him to inaugurate the new building.

This was followed by an one-act play in Tamil and in Telugu by the members of Government Employees' Art Academy, Tambaram and Andhra Kala Mandali, Southern Railway, Madras respectively.

(See also photos on the left)



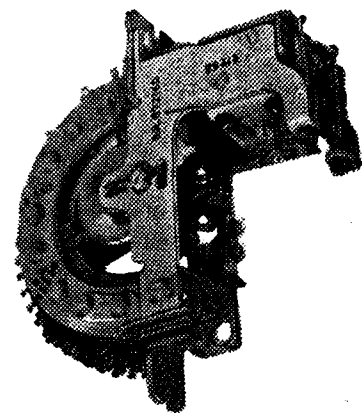
Sri J. B. Rao cutting the tape for the opening

Sri Sahul Hamid addressing the gathering





Photo taken in connection with the Officers' Dinner on the occasion of handing over and taking over of Hubli Division—Sri P. V. Rajagopal and Sri T. S. Parthasarathy



Uniselector

Like the traffic Policeman, the uniselector or single motion selector guides the subscribers call to the conversational channels available in automatic exchange. The uniselector moves round quickly, gives the dial tone—the signal to go ahead and points the way. Precision manufacture in I. T. I. ensures years of reliable service.

I. T. I. SUPPLIES:—

TELEPHONES, INTERCOMMUNICATION SETS,
MANUAL SWITCH BOARDS, PRIVATE
AUTOMATIC EXCHANGES, MAIN AUTOMATIC
EXCHANGES, CARRIER SYSTEMS, TRAIN
CONTROL EQUIPMENT, ETC.

CONTACT

INDIAN TELEPHONE INDUSTRIES PRIVATE LIMITED

DURAVANI NAGAR Tel. No. 5111 (4 lines) **BANGALORE**

Sales & Service Offices at: BOMBAY, CALCUTTA, DELHI, MADRAS



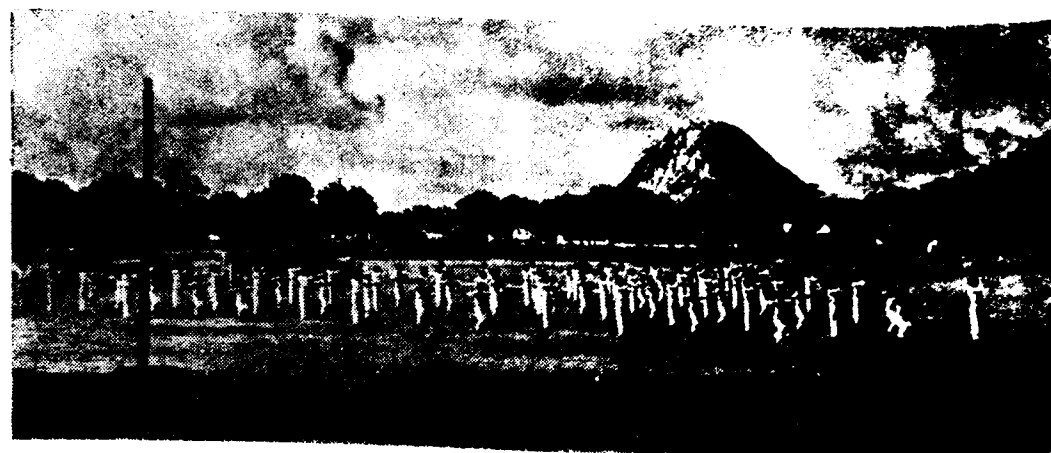
OPENING OF THE CHILDREN'S PLAYGROUND IN THE RAILWAY COLONY AT WASHERMANPET



A children's playground was opened in the Railway Colony, Washermanpet, under the auspices of the Colony Welfare Council on 21-12-1958. The playground is furnished with a special combination set. Sri M. M. Nathaniel, Divisional Personnel Officer, Rayapuram, presided over the function. Prizes were distributed to the children who came out successful in the sports conducted by the Colony Welfare Council by Mrs. Nathaniel.

**PASSING-OUT PARADE OF APPRENTICES
AT GOLDEN ROCK
on November 27, 1958**

(Report published in our January 1959 issue)



April 1959

S. R. NEWS

89

WEDDING BELLS



Sow. K. Lakshmi, daughter of Sri C. K. Iyer, Asst. Commercial Superintendent, Trichinopoly and Chi. Ram Sherman, Administration Asst. W.H.O., Madras, who were married on 2nd February 1959



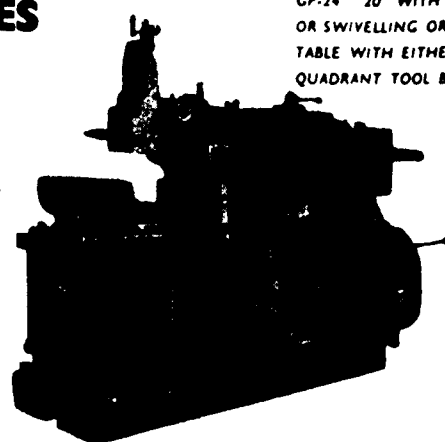
COOPER

SHAPING MACHINES

**FOR HIGH SPEED
HEAVY DUTY**

Cooper Shaping Machines, engineered for precision work at high speeds, are rugged and dependable. All iron castings built into these machines are of "Meehanite" high duty iron. Cooper Shaping Machines embody the latest advancements in machine tool designing.

Sizes from 12" strokes to 24" strokes in various models.



GP-24" 20" WITH PLAIN OR SWIVELLING OR UNIVERSAL TABLE WITH EITHER STD. OR QUADRANT TOOL BOX.

COOPER ENGINEERING LIMITED

Satara Road, Southern Railway
Distributors: BATLIBOI & CO., Forbes Street, Bombay-1
A Walchand Group Industry

EVEREST CE.50.20

Sow. Jayalakshmi and Chi. K. S. Sundararajan, son of Sri K. R. S. Mani, P.O./Bills (Southern Railway), who were married on 27th March 1959



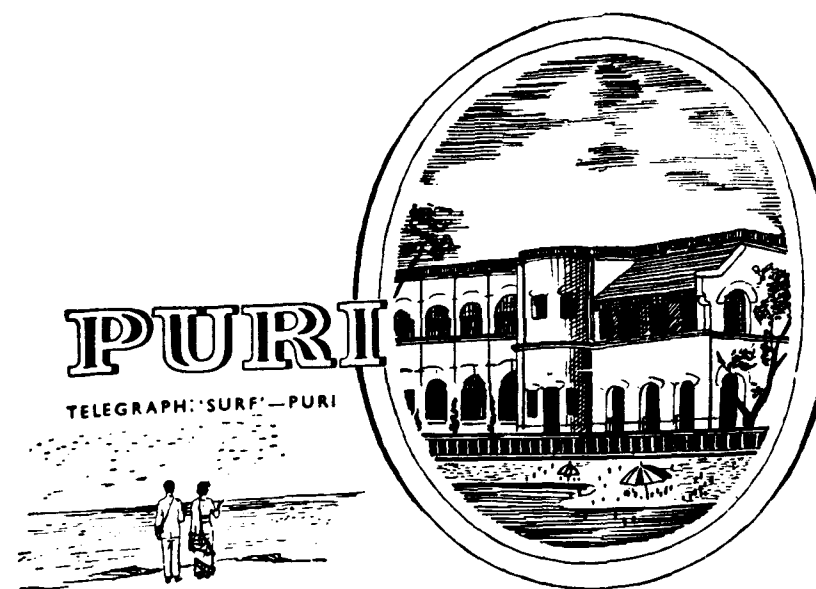
April 1959



FAREWELL TO SRI NAGARAJA PILLAI

Several Officers of the Railway met at dinner on the night of 17th February 1959, at the Roof Garden, Hotel Dasaprakash, to bid farewell and to say "You have done a good job well", to Sri R. Nagaraja Pillai, on his retirement as Personnel Officer (Labour) after 37 years of Railway Service. Sri P. H. Sharma, Chief Operating Superintendent, presided over the function. Sri R. Gopalakrishnan, Chief Personnel Officer, speaking on the occasion paid tributes to the devoted services rendered by the retiring official and said that Sri Nagaraja Pillai practiced the teachings of Geeta in his official life. Sri Nagaraja Pillai, in his reply, traced his career on the Railways and said that his motto was to "earn every pie that was paid to me".

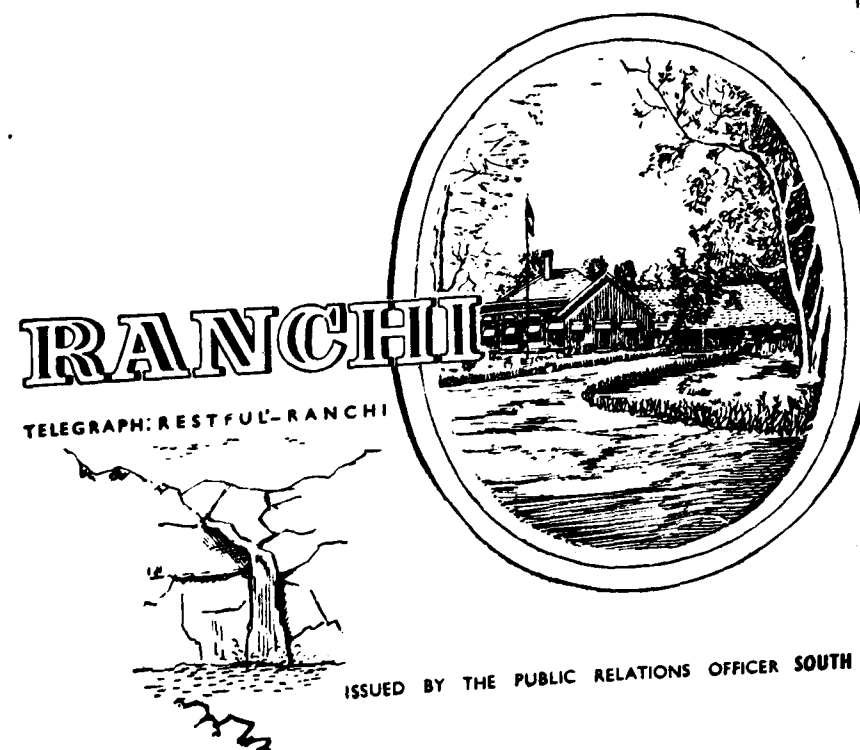
A few other officers also spoke on the occasion. The function terminated with a hearty vote of thanks and God-speed to Sri Nagaraja Pillai and all wished him well for a long and happy retired life.



EXCELLENT CUISINE AND HOMELY COMFORT AT

SOUTH EASTERN RAILWAY HOTELS

The golden sands, the roaring breakers, the beach—perhaps the best in the world—the great temple—these are the charms of Puri. But nothing is more pleasant than a stay at Puri in the South Eastern Railway Hotel.



ISSUED BY THE PUBLIC RELATIONS OFFICER SOUTH EASTERN RAILWAY

The undulations of the hills along the blue skylines, the wild beauties of Nature at every corner of the valley, the Hundru falls, the charming climate.—Ranchi is famous for these, and no less for the exquisite cuisine and comfort provided by the South Eastern Railway Hotel.

MADRAS GOVERNMENT KHADI

For All Purposes
For All Tastes
For All Classes

- * Best material for garments for every day wear and office wear.
- * Ready-made garments such as jubbabs, shirts, bush-coats, slack-shirts, banians, children's wear in innumerable varieties.
- * Khadi silk sarces in traditional and modern styles and designs, silk shirtings in choice shades, coatings, angavasthras, etc.

These and a wide variety of fabrics are stocked and sold in the twenty-five Sales Depots opened in all important towns of Madras State.

A special facility has been offered by the State Government to all Government servants for getting their requirements in Khadi on easy payment by six instalments for purchases upto Rs. 100 and eight monthly instalments above Rs. 100 deductible from their pay. Necessary forms and particulars can be had from all the Government Khadi Sales Depots. Further, a rebate of 3½ annas on every rupee worth of cotton varieties and 3 annas on silk and woollen varieties purchased is available.

DEPARTMENT OF KHADI, GOVERNMENT OF MADRAS

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 the public.

Any member of the staff desiring to submit his suggestion or invention should send it to the Secretary, Standing Screening Committee, General Manager's Office, Madras.

Suggestion Boxes have also been provided at Workshops bigger sheds, certain of the important stations and offices to facilitate staff in submitting their suggestions



FOREIGN EXCHANGE IN CHITTARANJAN LOCOMOTIVES

In a written answer during question hour in the Lok Sabha on March 9, 1959, Sri Shah Nawaz Khan said that the foreign exchange spent per Chittaranjan Locomotive had come down from Rs. 1,45,000 in 1953-54 to Rs. 1,21,000 in 1958-59 (upto January 1959). He said that the increased percentage of locomotive components manufactured in India had increased from 85 in 1953-54 to 98 in 1958-59 (upto January 1959).

RAILWAY WAGONS

The Railway Board has placed orders on Indian manufacturers for supply of 55 ton capacity wagons, said Sri Shab Nawaz Khan, Union Deputy Minister of Railways, in a written reply to a question by Sri Sidda-nanjappa in the Lok Sabha on 27th February 1959. The Deputy Minister added that according to the provisional price given to the firms, the total value of the order was Rs. 5.25 crores. These wagons were expected to be delivered between June 1959 and April 1960.

DUPLICATION OF TRANSPORT TO BE AVOIDED

Replying to the debate on the Railway Budget in the Rajya Sabha on February 25, the Railway Minister Sri Jagjivan Ram, dealt with the question of rail and road transport. He said that there was ample scope for developing all modes of transport, but there should be no duplication of facilities which would lead only to national waste. Railways and road transport could supplement and complement each other. He would not mind if short distance passenger and goods traffic was diverted to roads, but on longer distances, where the railways had developed capacity, that should be utilised fully.

Sri Jagjivan Ram said that a point had been made in the debate that industry should be allowed to benefit from road transport. He said there was another aspect also. That was whether the railways should continue to carry industrial raw material over long routes at subsidised rates.

DIESEL AND ELECTRIC LOCOMOTIVES

The Minister agreed that the railways would have to introduce diesel

and electric locomotives on more and more stations. He said that negotiations were going on with foreign firms for the manufacture of diesel engines in this country, in collaboration with Indian firms. This would be in the private sector. So far as electric engines were concerned, their mechanical parts would be made at Chittaranjan and the electric equipment at the State-owned Heavy Electrical Factory, Bhopal.

LOSS TO RAILWAYS DUE TO ROAD-RAIL COMPETITION

Railways have suffered loss due to rail-road competition during the year 1958-59, said Sri S. V. Ramaswamy, Deputy Minister of Railways, in reply to a question by Sri Harish Chandra Mathur and two other Members in the Lok Sabha.

The Deputy Minister added that although it was known that there had been loss in earnings due to road competition, it was not possible to assess the exact quantum of loss.

Replying to another part of the question, the Deputy Minister said: "There has been loss of traffic on most of the trunk-routes wherever roads run parallel to the Railway and what steps should be taken is under active consideration of the Government.

The Deputy Minister said that on certain sections, on some occasions, a large number of wagons had remained idle and unutilised. The Railway Administration had done reallocation of wagons whenever required.

CHECKING BEGGAR NUISANCE ON RAILWAYS AND ADVICE TO STAFF

The steps taken by the Railway authorities to check the beggar nuisance on the railways are:

(1) Special drives with the aid of railway police especially at bigger stations; (2) Formation of special squads consisting of Travelling Ticket Examiners and Sainiks of the Railway Protection Force for combating beggars; (3) Special attention by station staff, including the Railway Protection Force, to prevent entry of beggars in Railway premises; (4) Seeking public co-operation through exhibition of posters, announcements over the loudspeakers, etc., requesting the public to refrain from giving alms to beggars; and (5) As a long-term measure, replacing all old types of passenger coaches having foot-boards or exposed frames along their full length, by new coaching stock having foot-boards only at the entrance to prevent beggars moving from compartment to compartment on running trains along the outside.

State Governments' co-operation had been sought in intensifying the drive against beggars. The Deputy Minister added that the response from the State Governments had been in the form of establishment of beggar homes, enactment of legislation for control of beggary and co-operation by the Government Railway Police in tackling the problem of beggars.

REAPPRAISAL OF ROAD-RAIL CO-ORDINATION

K. SRINIVASAN

THE rail-road competition has had a long history in India. It is a truism to say that modern industrial civilisation is based upon the ability to move factors of production over long distances at a cheap rate. However, in actual practice this is often relegated to the background with consequent losses to the community. A great deal of the present controversy over rail and road transport is due to paucity of factual data and liberal use of guess estimates. However, even with the available data, it is possible to establish the broad features of different modes of transport, by a detailed analysis. We can take up discussing the rail-road competition leaving aside bullock carts which can operate within narrow ranges.

Today the subject that is uppermost in our minds is the cost of transport, the cost to the country, the cost to the operator and the cost to the user. Wages are continually increasing and at a much more rapid rate since the end of the 1939-45 war.

What will be in the best interests of the country on the basis of the initial capital required, the recurring operating costs, the drain on foreign exchange, and the speed with which the additional transportation capacity can be provided?

It is argued in certain quarters that Railways require far more steel than roads and in the present condition of our economy where steel is vital to our progress it is absolutely essential to cut down to the minimum its use when the same service can be had from other materials.

The Railways require a lot of steel for manufacture of wagons. The proposal to build thousands of large capacity wagons will entail use of enormous quantities of steel. By the use of minimum steel with the local manufacture of wagons and by attaining self-sufficiency in the same, it is proposed to minimise the requirements of foreign exchange.

Considering the loading characteristics of commodities there are large differences in weight for wagon loads of various commodities.

The railways consider a classification into three categories for conveyance purposes (a) heavy merchandise, (b) light merchandise, (c) miscellaneous and smalls. A wagon load of heavy merchandise may be about 18 tons, while for light merchandise it would be about 10 tons and for miscellaneous about 5 tons. However, though the net wagon loads are different for the purposes of railway operation, it makes little difference since the gross weight does not change correspondingly. This shows that the railways have inherent advantages in moving heavy merchandise and coal.

It is not enough if we can manage to muster the goods and services required for the implementation of our plans and projects. The cardinal point is to make them available where and when needed. It will be verily a tragedy if the tools for our planned progress are all there but cannot be properly utilised for want of sufficient transport.



The sphere of road transport should be limited to short-haul traffic and light traffic, while the railways should be limited to long-haul and heavy traffic. This would be a natural way of division of the sphere for two modes of transportation and a proper co-ordination should aim at achieving this.

As for passenger traffic, the co-ordination of different modes of transport is very important from the point of view of investment for transportation. The type of co-ordination should be to secure this end by using less capital-intensive methods whenever the operational costs are of the same order, e.g., diverting a part of short-distance passenger traffic (except suburban traffic in the neighbourhood of large cities which cannot be served by roads) and by diverting short-haul and light goods traffic to trucks. Wherever good roads exist or where the capacity of railway track is being fully utilised and any further increase in traffic would need heavy investments in line capacity work, traffic may be diverted to roads.

POINTS TO BE CLARIFIED :

The basic questions about which there are differences of opinion are :—

(1) the comparative initial capital requirements for the transport of a million tons of goods by railways and by road trucks : and

(2) the relative costs of transportation per ton mile by the two modes of transport.

As for relative costs and charges of transport by road or rail, either the road haulier must be required to apply a classification of goods by value and make his charges on the same principle

as the railways do or the railways must leave the value of goods out of account in fixing rates and follow the practice of road hauliers who make cost the basis of transport charges.

That mode of transport will secure the greater number of industries and have the more rapid development of local traffic whose local rates are the lowest.

According to the production targets set by the Planning Commission, the Railways were originally expected to carry an additional 61 million tons. The 40 per cent increase in their capacity would however, add only 47 million tons to their present capacity of about 115 million tons. Referring to this Sri Shah Nawaz Khan, Deputy Minister for Railways and Transport said : There would thus be a gap of about 14 million tons. This gap might increase further, if the revised production targets, which had increased the tonnage of cement by three million tons and that of foodgrains and general goods by about 10 million tons, materialised. A part of this total gap of 27 million tons may be offset against the increased capacity of coastal shipping and inland waterways which today was nearly five million tons and was likely to be doubled by the end of the Plan period.

As for Road Transport, it is not suited for the carriage of heavy minerals, bulky goods such as coal, steel, etc. Since steel and coal account for about 28 million tons of the uncovered gap in the Second Plan, road transport has to confine itself to 22.8 million tons out of about 45 million tons estimated as additional traffic during the Second Plan period. While the cost of carriage by Railway per ton

mile of cement is 23.6 pies and aluminium 38.2 pies, it would cost 72 pies per ton mile for each of the commodities by road.

Thus it is clear that of the gap of about 27 million and odd, or say about 28 million tons, coastal shipping will account for about 5 million tons remaining of about 22 million tons will have to be carried by road.

In Sri S. R. Kalyanaraman's article "Can Road Transport provide relief to Railways" in the Indian Railway Magazine, October 1956, Mr. Vagh, Executive Vice-President of the I.R.T.D.A. argues that the modern trend all over the world is definitely in favour of extending road transport in preference to the railways. Experience in the U.S.A. has already been mentioned. The new appropriation of 101 million dollars for the development of roads in a period of 10 years in U.S.A. is a further indication. Mr. Vagh also questions Sri Mathur's figure of Rs. 11.6 crores as the total investment on trucks for carrying one million tons of goods by road. Instead, he computes the figure as Rs. 4.5 crores.

In America (U.S.A.) Railways are privately managed. Roads are very good. There is more of diesel traction. Sri Shah Nawaz Khan, Deputy Minister for Railways and Transport, said that the problems of road transport in this country were very much different from those in the Western countries where there were long distances to travel and largely a rural population to serve. India's problems of traffic were different, the roads were not everywhere so well-developed and therefore the system of operation and maintenance had to be different.

Moreover, road transport required the services of a large number of technicians. At present there are not enough of them in the country. The industry was largely in the hands of small and technically untrained operators, who could not organise their activities economically and scientifically. Their standard had to be raised and a large number of men had to be trained to produce the necessary manpower for the fast expanding industry.

In this connection a reference may be made to the Union Government's Rail-Sea Co-ordination Committee's recommendations that there should be an increase in freight rates to assist coastal shipping industry to operate satisfactorily on a sound financial basis. The far-reaching recommendation has been made, it is understood, to enable the industry to serve the country's needs for additional transport, expected to materialise during the Second Five-Year Plan period.

As a long term measure, the commodities should move by the mode of transport best suited for the purpose. So long as transport shortage continues, the maximum use should be made of the different modes of transport. As this would involve naturally a certain amount of diversion of commodities, the Committee has recommended a machinery to co-ordinate the movements because of the different portfolios under two different Ministries, the Railway Ministry and the Transport Ministry.

When he was replying to the debate on the supplementary demands for grants for Railway Ministry for the financial year 1958-59, Sri Jagjivan

April 1959

Ram, Railway Minister, said that it was wrong to accuse the Railways as some members had done of sitting like a dead-weight on the development of road transport in the country. He felt that there was unlimited scope for the development of road transport. He said that it would be advantageous to the country if the road transport operators opened up areas which the railways could not. Instead, if they competed with the railways in areas where the latter had done pioneering work, it could not be called development of road transport.

The Railway Minister said that the Transport Ministry was responsible for the development of road transport. After taking various factors into consideration the Transport Ministry decided what should be the pattern of State Transport undertakings. If a State formed a Corporation for running State transport the Railways contributed part of the share capital of the corporation. He did not think that the Railways would hesitate to contribute even if the Transport Ministry decided that State transports should be run departmentally.

The Minister for Railways, Sri Jagjivan Ram, told the Lok Sabha on 3rd March 1959 that the Planning Commission, the Ministry of Transport and the Ministry of Railways were examining the question of ensuring proper co-ordination between the different modes of transport in the country. He expressed the hope that this examination would lead to a satisfactory solution so that all forms of transport would play their part without competing with each other. He was replying to the four-day debate on the Railway budget.

The Union Transport Ministry had asked State Governments to include in their Plans the construction of over or under-bridges in their areas. He had asked the Railway Board also to advise the State Governments accordingly so that the Centre could have an idea of the problem and provide for it in its budget also.

As for the feeder traffic, there is no question of competition with any mode of transport since whether the mode is railways, shipping or air transport, it requires road transport to feed it from centres of production to receiving stations and from terminals to destinations.

References had already been made in the meeting of the Chief Ministers with the Railway Minister on the 7th November 1958 about new railway lines and the question of opening up undeveloped areas. In this context, the Railway Minister requested the Chief Ministers to consider the question of better co-ordination between the railways and road services. He said that, in the larger national interests, fresh investments in road development should be employed for opening up areas at present not served by the railways, instead of duplicating existing routes which amounted, in the last analysis, to wastage of national investment.

In regard to the construction of new over-bridges and level-crossings, the Railway Minister said that a phased programme would have to be adopted, and the railways would contribute their share of the cost. The State Governments should ensure that the local authorities concerned were in a position to meet their share of the cost. In this connection, a suggestion

April 1959

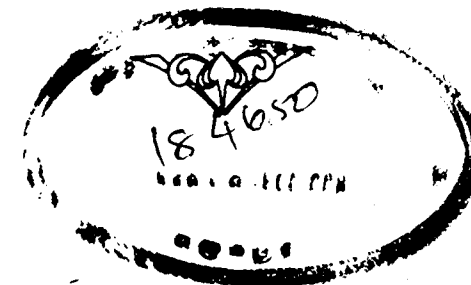
was placed before the conference that a portion of the Railway Passenger Tax accruing to the State Governments should be earmarked for this purpose.

At the same time, there must be a common endeavour for the promotion and development of the transport industry in our country in a manner which, while avoiding duplication or waste of national effort or resources, would ensure the fullest and the most adequate opportunities possible for the growth and expansion of the different forms or systems of transport.

As for comparative cost, by Road and Rail, mile for mile, road transport is dearer than rail transport. Thus in the case of passenger transport it varies from about 7 to 9 pies per mile against only 5.34 pies per mile of rail transport but in spite of it road transport is becoming more and more popular because it saves time and money in to and fro journeys from stations, it does not suffer from overcrowding to the same extent as the railways and on short distances the journey is comparatively more comfortable. But greater attention is necessary to amenities, such as stalls for food and terminals not far removed from the centres of habitation. Facilities for handling and storing passengers' luggage and a system of licensed porters are also necessary. Thus it is clear that it has to be admitted by the protagonists of Road Transport that rail transport is cheaper than road transport.

Regarding the Plan targets of transport development for the achievement of the targets set by the Second Five-Year Plan, the development of all modes of transport to their fullest capacity is absolutely necessary. Government were fully alive to the situation and had already taken decisions, in consultation with the Planning Commission, to strive for an increase in the capacity of the railways, which was the principal carrier, by about 40 per cent during the next five years, to increase the tonnage of coastal shipping by about 1,00,000, to expand and develop inland waterways to carry almost twice their present capacity.

The main purpose of co-ordination of transportation should be to regulate all means of transport in the public interest. Its main point is to implement transportation policy with a view to promoting adequate, economical and efficient service and fostering sound economic conditions in transportation and among the several carriers; to encourage the establishment and maintenance of reasonable charges for transportation service without unjust discrimination, undue preference or advantage or unfair disadvantage or destructive competition practices so as to contribute to co-ordination and preservation of transport systems by water, by road, by rail as well as by other means, adequate to meet the needs of the developing economy of India.



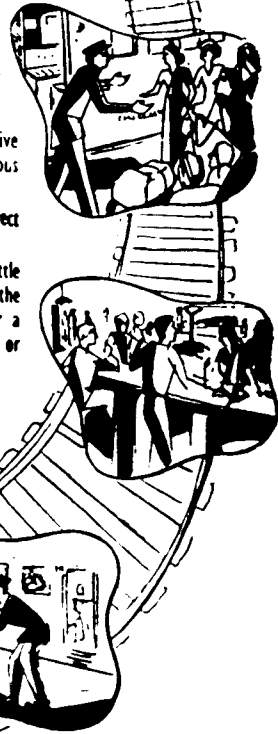
VALUED CUSTOMERS!



About 3,600,000 passengers board the trains in India daily—and each one of them is a valued customer of the railways.

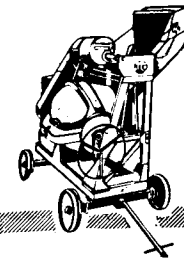
The customer has certain rights. He has :

- the right to receive prompt and courteous service.
- 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.



Issued by SOUTHERN RAILWAY

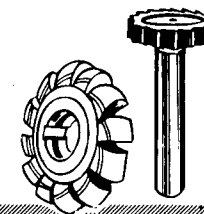
Ask Jacks about it



Winget

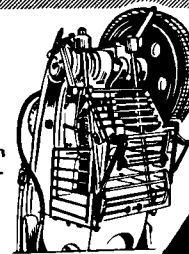
Concrete Mixers.
Model 7 T.H. cub. ft.
Capacity, for faster
output.

A
N
D

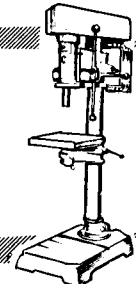


**HINDUSTHAN
SMALL TOOLS.**
Milling Cutters, Reamers
& a host of other tools.
British Standards

**AMETEEP
POWER PRESSES**
Interlock guards with
Safe Automatic adjust-
ments.

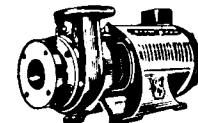


PUSCO
DRILLING MACHINES
All geared Drive (Bench
Type) for Dependability
and Accuracy



**SAVE
FOREIGN
EXCHANGE**

WORTHINGTON · SIMPSON



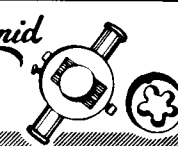
MONOBLOC
CENTRIFUGAL PUMPS
for irrigation, Domestic
& Industrial applications



HINDUSTHAN DIE CO.
Diamond dies, Diamond
tools, Emery wheel
dressers, Glaziers, etc.

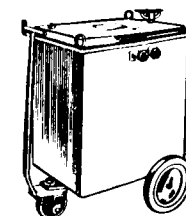
Pyramid

Hand Taps Metric
Hand Taps, and other
screwing tools



By

Buying Quality Indian Products

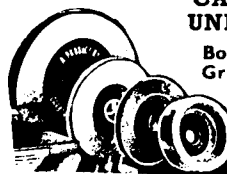


**SUR-ARC
WELDING
TRANSFORMERS**
Built for long life
Portable and Eco-
nomical to operate

Khira



**STEEL
FURNITURE**
Office tables and chairs,
Cupboards with lockers
and Mirror, Canteen
Furniture, Folding
Chairs etc.



**CARBORUNDUM
UNIVERSAL LTD.**
Bonded abrasives.
Grinding wheels,
Segments, Rubbing
Bricks, Sharpening
stones etc.

**ASCU
WOOD
PRESERVATIVES**
For Longer
Timber Life.

**JAXFLEX
(Polyethylene)
PIPE**
Latest medium
for conveying
water, chemicals
and other corro-
sive liquids

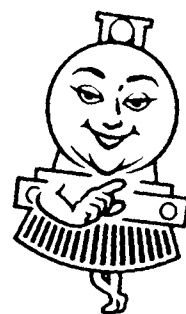
BITO

PRODUCTS
Bitoroid, Bitobond,
Bitoplastic, Bitomastic
and a host of other
Bitumen Products

WILLIAM JACKS & Co., Ltd.,

POST BOX No. 1282,

NATIONAL BANK BUILDING
FIRST LINE BEACH,
MADRAS 1
Phone 21251 (3 LINES)



TRAVEL IN COMFORT BY RAILWAYS

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

(ISSUED BY SOUTHERN RAILWAY)