

Rail Coach

Vol: IV

No: 12



Sep. 1960

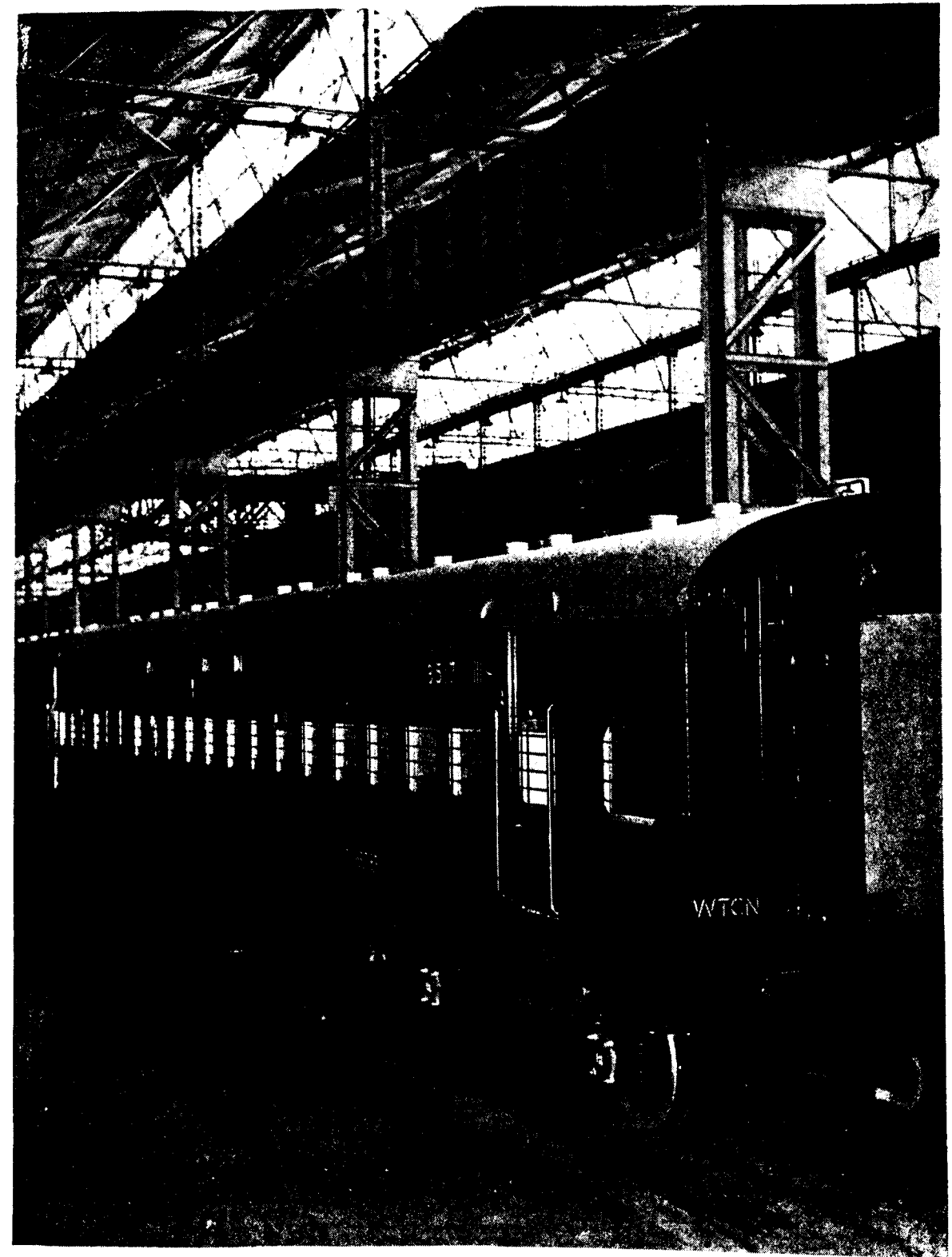
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RAILCOACH 220 200

VOLUME IV, No. 12

SEPTEMBER 1960



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TERMS

1. Blocks or lay-outs are to be supplied by the Advertiser or will be charged for extra.
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4. Texts of advertisements are subject to approval by the management.
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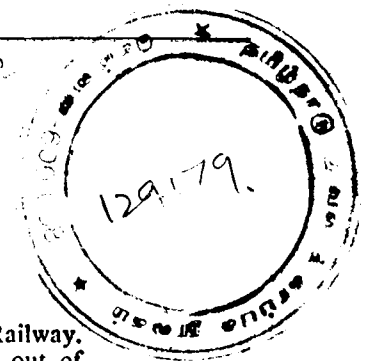
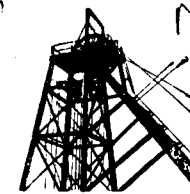
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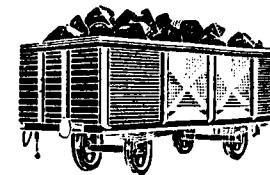
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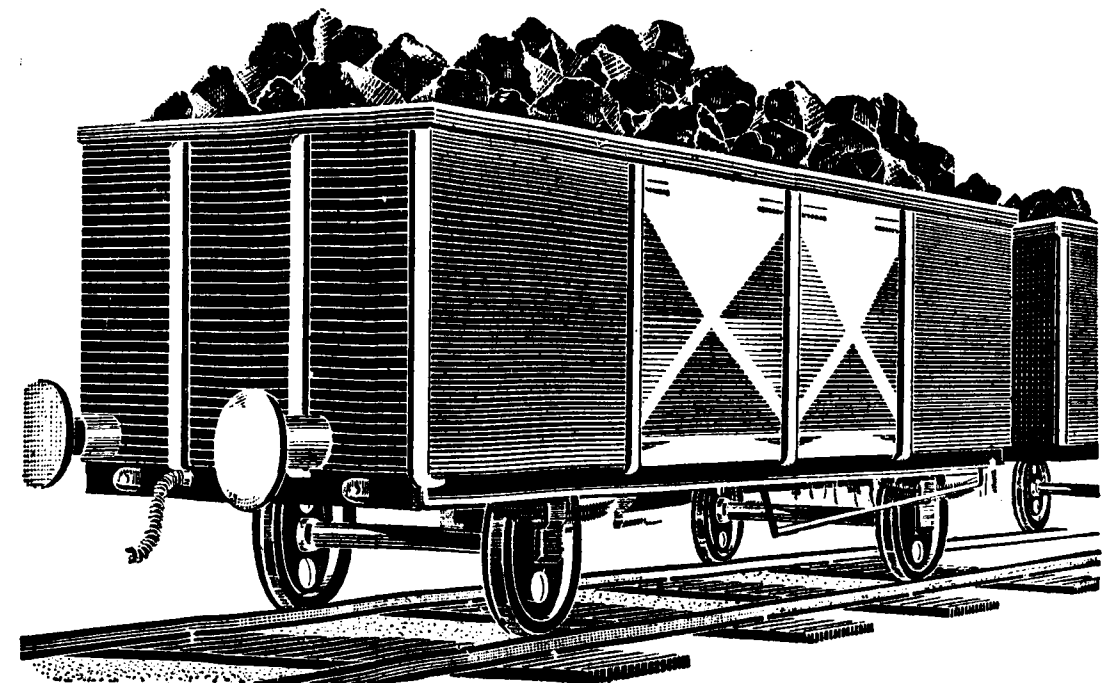
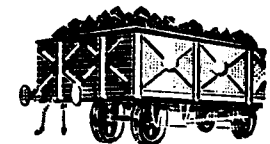
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(INTEGRAL COACH FACTORY MAGAZINE)

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All contributions must be clearly typed and doublespaced 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 not be returned unless the sender so requires. Intending contributors from outside our Factory, if they intend to get back un-accepted articles and photos, should send a suitably stamped and self-addressed envelope along with the material sent by them.

Contributions should be addressed to the Editor, not by name, and reach him not later than the 25th of every month for consideration for publication in the next month's issue.

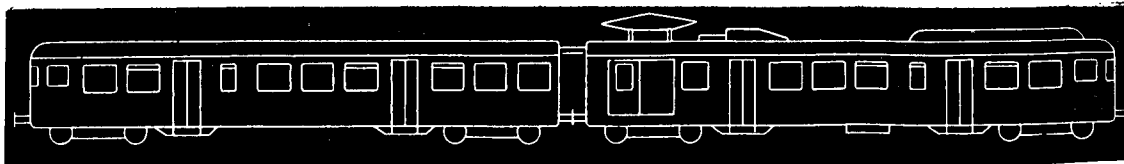
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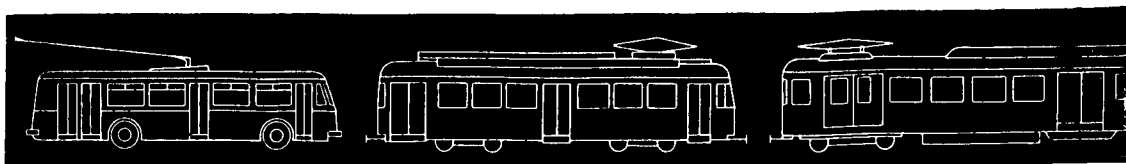
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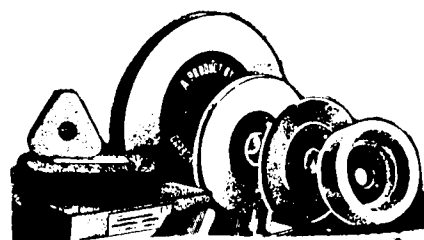
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editorial

A CHALLENGE

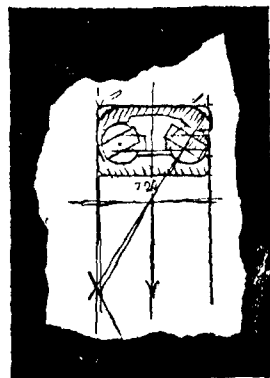
The production year that draws to a close this month will be remembered as a year of greater and diversified production of coaches in the I. C. F. Year 1959-60 has seen I. C. F. embarking on its second shift and incentive scheme with emphasis and the results have been very encouraging indeed. I. C. F. has been very much in the country's picture as one of the country's largest and finest industrial assets. Indeed, it is significant that the year terminates with a programme of production of coaches chalked out by the Ministry of Railways wherein the I.C.F. will be expected to roll out from its shops, coaches of very many types. Not only just Broad gauge coaches as was originally intended but also Metre gauge and E. M. U. coaches, I. C. F. will be expected to produce. Are we in the I. C. F. emotionally, physically and materially prepared to undertake such a huge task? This is a question which could be answered in the affirmative. Thanks to the excellent spirit of co-operation and co-ordination that prevails amongst all sections of I. C. F. employees, the question gets a definite answer—"Yes". We in the I. C. F. have in the past few years built up a huge organisation of which all of us and the country as well could be proud of. Any further load of work in the interest and well being of the country would be undertaken by all men in the I. C. F. with a sense of duty and cheerfulness. The country in its march towards industrialisation and self sufficiency looks forward towards industries like the I. C. F. and let us resolve and re-dedicate again to fulfil the expectations of our country in that respect.

from this
little sketch

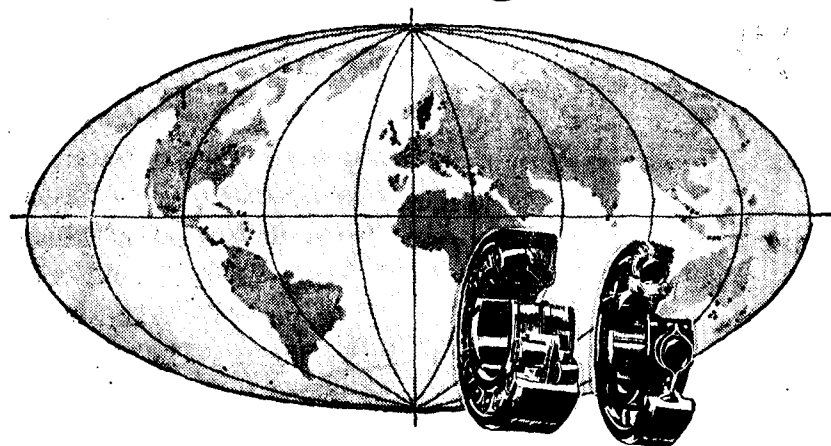
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THE RAILCOACH

VOL IV No. 12

SEPTEMBER 60

SUBRAMANIA BHARATI

BY

DR. P. SUBBARAYAN

(Minister of Transport and Communications)

(The Posts and Telegraphs Department issued a special 15 nP. postage stamp on Bharati Day, September 11, 1960, in honour of the great Tamil poet. In this article, Dr. Subbarayan reviews the life and work of Subramania Bharati.)

Subramania Aiyar (later Bharati) was born on December 11, 1882, at Ettayapuram, in Tinnevely district, Madras State. He died young at the age of 39, on September 11, 1921, but only after having lived a life full of honour as an immortal in the world of literature and of glory as one of the greatest patriots of the time.

Early promise

The poetic genius of Bharati began to show itself even at the tender age of seven; and, when he was just eleven, the brilliance of his Tamil compositions earned for him the title "Bharati". His three-year scholastic career in the Hindu College High School, Tinnevely, marked him out as the most talented student of his times. His mother had died while he was five years of age and the death of his father too in the adolescent stage of his life necessitated his going to Benaras to live under the care and protection of his aunt, where he passed his Entrance Examination very creditably, acquiring proficiency in Hindi and Sanskrit as well. He returned to the south and spent a few months as a Tamil *pandit* in the Seturpati High School, Madurai. His marked

preference for journalism, however, saw him in Madras as an Assistant Editor of "Swadesa-mitran", where he worked under the able guidance of its veteran Editor, G. Subramania Iyer.

Spirit of patriotism

The partition of Bengal in 1905 had a marked impact on Bharati's life. The humiliation to which his countrymen were being subjected by the foreign rulers of the time kindled in him the spirit of patriotism, and it did not take long for him to turn an extremist revolutionary. He attended the Benaras Session of the Indian National Congress in 1906, and, on return to Madras, began editing "India", the Tamil exponent of the views of the extremist wing of the Congress, and "Bala Bharati", an English Weekly. His fiery writings in these papers helped to intensify the feeling for freedom from foreign domination.

Songs of freedom

His contacts with the extremist nationalists of the country grew wide and deep, and the period of the next two years (1906-07) was one during which the exposition by him of

RAILCOACH

the political philosophy to which he became wedded was nourished best by his poetic genius. His "Songs of Freedom" was typical of the renaissance in Tamil literature and filled a real want—the spark that was needed to kindle the flame of patriotism in the people. In 1908, when the Freedom Movement was at its height in the south, he was a marked man. In order, however, to elude the British, Bharati exiled himself to Pondicherry, a French possession, along with the paper "India" and pursued the War of Independence against the British from this new arena. The growing popularity of "India" unnerved the British and the entry of the paper into Indian territory was ultimately banned. The inevitable consequence was that the paper had to die, along with other nationalist papers of the time.

By now, Pondicherry became an asylum for Indian patriots whose political activities were being ruthlessly curbed by the British in India. Shri Aurobindo arrived in Pondicherry in 1910 from Bengal; and V. V. S. Iyer managed to reach Pondicherry after setting himself free from prison. Bharati had further inspirations in his political thought from these co-sufferers. However, during the period that followed, though the torch of freedom movement was kept aflame, the tempo at which political activities were conducted in the past from Pondicherry could not be sustained. A feeling of frustration and a sense of attrition began to corrode the soul of Bharati. But, then, this forced inactivity enabled Bharati to devote himself more and more to his literary activities, and some of his best-known works, like the "Kuyil Pattu" (an Ode to the Nightingale) and "Panchali Sapatam" (the Vow of Draupadi), were the direct consequence of the cool thinking rendered possible by the availability of ample leisure. All the same, the period of 10 years of self-imposed exile proved too long for him to keep down his urge for activity; and he accordingly crossed the border on November 20, 1918. Though the vigilant British administration in India forthwith put him under arrest, it could do no great harm

or damage to him, for, within nearly a month after the arrest, the case against him had to be withdrawn for want of proof of the crime he was alleged to have committed.

Meeting with Gandhiji

Bharati returned to his wife's place at Kadayam and remained there for about 2 years. During this period he met Gandhiji in Madras in March 1919. He visited Madras again in December 1920, and once again took over the Assistant Editorship of "Swadesamitran". He was at his best as a journalist during this period. His contributions were many and great. He had a cortege of admirers around him. He spoke to them and sang for them; and the pleasure was also his, not only theirs. He was a rising star.

Fate, however, had a different decree for him. In July 1921, an elephant, belonging to the Triplicane Temple and belonging to a species of animals known generally for their intelligence, unintelligently, as it were, seized him with its trunk and cast him on the ground and rendered him unconscious. It appeared he was recovering from the shock. But, broken down as he was by other ailments, as well, his condition grew worse, and his untimely end came on September 11, 1921.

Universal appeal

Bharati lived during a period when Tamil literature was in the doldrums. Even prose style was still in its infancy. People were mostly unlettered. Bharati made the appeal of Tamil poetry universal, as Burns did for the Scottish song; and, even the most untutored could sing his compositions fully alive to the meaning of the words. He wrote prose also in the same lucid style. He was thus a teacher not only to the learned but to the illiterate as well; and in this he set about with unexampled patience and unrivalled excellence. Today, the seedlings he planted have grown into big trees, with branches and leaves and fruits. His efforts may be compared to the vast floods that result from small drops of rain, and they have irrigated the parched minds of the people.

Bharati was indeed an ardent patriot. By his words he exalted India to the highest position, as also her literature. He spread the message of India's greatness through his inspiring verses. Those that he wrote in the cause of freedom roused the people from their apathy and torpor. Shedding their fear and superstition, they rose as one man to fight the forces of tyranny and oppression, both in Society and in Government.

Spontaneity in art

There is spontaneity in Bharati's art. Even in his childhood, as has been said before, Bharati could compose verses impromptu. This power, however, did not turn his head at any time. Though torn between poverty and frustration himself, he used his gifts only to free the country from foreign tutelage and to rid her of such social evils as untouchability and bondage of women.

The poetic compositions of Bharati can be broadly divided into four parts, viz., Patriotic songs on Bharat, Tamilnad, Freedom, Freedom Movement, National leaders and Freedom Movements in other countries; Devotional Songs; Miscellaneous Poems; including songs on Ethics and Society; and the three Major Poems of "Kannan Pattu", "Panchali Sapatam" and "Kuyil Pattu."

Sarojini Naidu's tribute

In the words of Sarojini Naidu, "Poet Bharati has fulfilled the true mission of a poet. He has created Beauty, not only through the medium of glowing and lovely words but has kindled the souls of men and women by the million to a more passionate love of Freedom and a richer dedication to the service of the country." True, in his days, there were many in the country whose passion for freedom was deep enough and perhaps deeper than Bharati's. But the greatness of Bharati lay, not so much in his being one such lover of freedom, as in the manner in which through his songs, he awakened the slumbering millions to rise up and fight for the cause of freedom. As for his own visions regarding the prospects of freedom,

he was a thorough optimist. He was extremely confident that his mother was soon going to free herself from the shackles and he steadily prepared the nation, through his immortal poems, for the due enjoyment of that Freedom. Both he and the country have been unlucky, however; for, he did not live to see the Dawn of Freedom. To him Bharati mattered most; his own Tamilnad came only next. He sang in praise of Gandhiji, extolled his virtues, and spread his gospels. Every national leader of the time was a subject in his poems. Last but not least, his songs on the freedom movements in other countries provided the impetus and inspiration needed for securing our own freedom.

The songs of Bharati, the pious, take one into the realms of God and establish communion with Him. Of course, it was Shakti, the giver of all to all, that he adored most; but to him, Shiva or Vishnu, Rama or Krishna, Jesus or Allah, were one and the same—he sang in praise of all, with a spirit of secularism pervading his Devotional Poems.

Fight against social evils

Among Bharati's miscellaneous poems, those that he wrote in condemnation of the evils that then prevailed in society, stand foremost. The extent of the agitation caused in him by the prevalence of untouchability in the country is evident from the forthright manner in which he censured society for it. He took up cudgels on behalf of the fair sex for evolving a refined society wherein the glory of womanhood would be duly recognised and their rights properly safeguarded. Freedom of the country to him, was not worth having unless women were emancipated. Development of the economy of the country through the unremitting efforts of the nation was the theme of one of his poetic exhortations. His message to the children of the soil, conveyed through his "Pappa Pattu", has been most popular in Tamilnad. The ethical aphorisms and epigrams enunciated by Bharati are clearly indicative of the practicability of the preachings of the preceptor.

In "Kannan Pattu", the central theme is, of course, Krishna; but He is looked at in various patterns of relationship; as God, as a Guru, as a child, as a lover, as a darling, as a master and as a pupil. The truth that God played the role that His devotee placed him in is most beautifully brought out in these immortal verses of Bharati.

"Panchali Sapatam" is a masterly rendition in Tamil of that part of the story of Mahabharata which deals with the agony and oppression to which Draupadi was put as a result of the evil forces that surrounded Yudhishtira who was led to acts of monetary indiscretion, and the ultimate vow she took against those who were responsible for the perpetration of the crime against her. Bharati, in his poem, saw

in Panchali the symbol of the oppressed Bharata Mata under alien rule.

Most interesting work

In "Kuyil Pattu" reputed to be the most interesting and enjoyable of all the creations of Bharati, the poet indulges in a riotous fancy in what may broadly be likened to "An Ode to the Nightingale". The contradictory features of love and disappointment, joy and sorrow, and harmony and discord, are all interwoven and picturised by Bharati through this narrative fable.

Bharati was 39 years of age when he died in 1921. Today, when a period of years equal to the span of his life is drawing to a close, it is only fitting that we honour this great soul in our own humble way by the issue of a postage stamp.



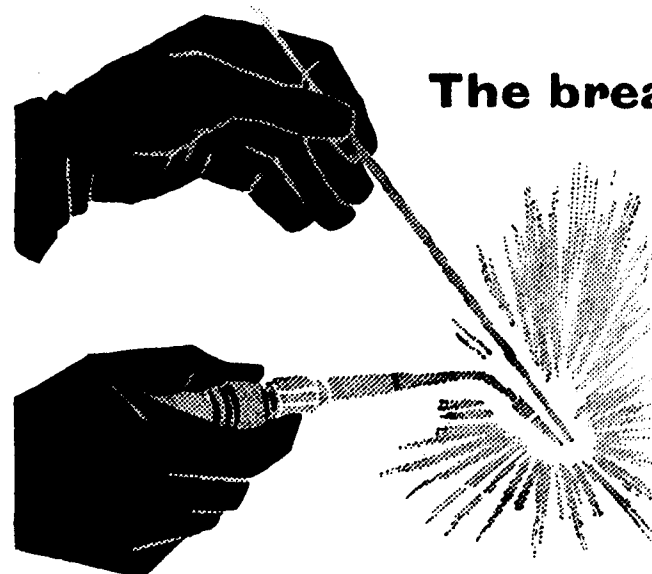
Indian High Commissioner in Pakistan Shri R. Dayal visited I.C.F. on August 9. Shri Dayal (left) is seen in the above photograph receiving a memento on the occasion of his visit, from Shri K. M. Aiana. Dy. CME/Fur.



Shri B. N. Chakravarty, High Commissioner (designate) for India in Canada, visited the factory on August 25. Picture shows Shri Chakravarty (seated) with Shri T. N. Kuriakos, Dy. FA & CAO (left) and Shri K. T. Jethmalani, Secretary to CAOR.



On August 24, Shri Y. K. Puri, High Commissioner (designate) for India in Malaya, visited the Factory.



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NEWS AND VIEWS

Escalator for Delhi Railway Station

The Deputy Minister of Railways, Shri Shah Nawaz Khan, said in the Lok Sabha on September 5, that a model of an escalator had been manufactured in the Bikaner Workshops of the Northern Railway, based on particulars furnished by the administration. He said that the model had been accepted by the Railway Board.

Asked at which place in India this would be constructed first, the Deputy Minister said that it would be done in the Amritsar Workshop of the Northern Railway for erection at Delhi junction.

He added that the estimated cost of the escalator would be about Rs. 1 lakh.

Mural paintings at Railway hospital at Bombay

The Deputy Minister of Railways, Shri Shah Nawaz Khan, said in the Rajya Sabha on September 7, that the Railway Board had sanctioned a proposal to have mural paintings in the Railway Hospital at Bombay. He said that the murals had been provided as a decorative feature in keeping with the functional purpose of the building. He added that these helped to keep visitors and patients interested and relaxed while they were waiting or moving in the concourse. These murals had also some educative value as they depicted the advancement of medical science through the ages.

Hindi equivalents for railway technical terms

The standardisation of technical railway terminology in Hindi was being progressed in consultation with the Ministry of Education who had been entrusted with the task of preparing Hindi equivalents of terms used in the

different departments of the Central Government. This was disclosed by Shri Shah Nawaz Khan who added that out of about 14,000 railway terms referred to the Ministry of Education so far, Hindi equivalents of traffic terms totalling 2,350 had been finally approved by the Government. The remaining were in the various stages of standardisation and the Education Ministry was being requested to expedite the work.

Provision of transit hostels for railwaymen

Railways have proposed to provide transit hostel accommodation on a limited scale both for Gazetted and Non-Gazetted Staff in places where there were large number of staff but it was difficult to secure private accommodation such as headquarters of railways and divisional or district headquarters.

The purpose of providing these transit hostels was to temporarily accommodate the staff when they went on transfer, until they could obtain permanent accommodation.

The cost of each hostel for accommodating 20 employees, would be about Rs. 36,000.

Detection of crime by dog squad on Southern Railway

For the purposes of detection the dog squad on the Southern Railway was employed on 16 occasions during 1959-60. In most cases the dogs were able to lead to clues which were then successfully worked upon by the police.

At present dog squad was employed only on the Southern Railway and its performance in tracing out criminals and prevention of commission of offences in railway yards had been satisfactory.

NEWS FROM SWITZERLAND

Swiss chocolate

A Swiss constructor has just perfected a rational method by which the manufacture of milk chocolate can be accelerated by the use of ultrasonics. The apparatus in question—which renders superfluous the use of rolling-mills and grinding couches—makes it possible to carry out in about three hours' time, the work which when performed in accordance with classical methods, takes several days. The hourly output can attain one-and-a-half metric tons.

Swiss novelties in the thermoplastics

A firm in Zurich is putting on the market an automatic machine, called "Formpack", for the mass-production of goblets, made out of a thermoplastic substance, such as are used currently today in the automatic machines, dispensing drinks. This new invention makes it possible to manufacture goblets of every kind and shape. Its output can attain 14,000 to 24,000 goblets per hour. Among the interesting shapes which it enables one to produce, we would like to mention, in particular, the goblets which possess a reinforced rim, which gives them great stability, and also the goblets with rims that turn outside, and are greatly appreciated when used for the partaking of hot beverages.

Switzerland at the head of the small clocks industry

The reputation of Swiss watches is known everywhere, but it is not so much a matter of common knowledge that the Swiss watch-makers are also manufacturers of small clocks which are in the vanguard of progress. The clock which "lives from the tune played by the weather", that is to say, the motor of which is wound up through the effects of the variations of the temperature, has already been known for a long time past. A variation of only one degree is sufficient to wind up the

little clock for 48 hours. Among the most recent creations, we would like to mention two little clocks which are kept going by the light, that is to say in which the light of day produces, via photo-electric cells, the electric current required for the running of the mechanism. We cannot go into the details of construction of these two little marvels, one of which is produced by a firm in Geneva and the other by a manufacturer in La Chaux-de-Fonds. It must suffice to know that the mechanism is so sensitive that the slightest amount of light is enough to keep the movement in action. In one of them, one day of sunshine is converted into sufficient energy to ensure the running of the watch during 140 days.

Furthermore, a famous watch-making firm in Geneva is now making the smallest quartz clock in the world. Its total volume does not exceed 61.023 cubic inch, including the accumulator which ensures its movement for 200 hours. This little clock, which is very easy to carry about and which can be used outside, does not have any other mobile part except the time indicator.

125 years steamship traffic on the Lake of Thun

On the last day of the month of July 1835 a pinewood-heated paddle-steamer baptised "Bellevue" a very popular name in the Swiss hotel industry—undertook its maiden voyage from Thun to Neuhaus near Interlaken. During the summer of that and the next few years it made the voyage three times a day; the running-time for the 13 mile trip was then 75 minutes. Peculiarities of the olden-time voyages included free passages for the poor depending on the captain's humane mood and musical entertainment like waltzes and marches provided by a ship-organ. Today the Lake Thun fleet consists of 11 units with a passenger capacity of 6,115 people. Only three steamboats, of which the oldest, the "Beatus", dates back to 1871, remain.

Geneva displays watches and jewels

From September 10 to October 2 there will be the traditional autumn exhibition "Montres et Bijoux" which has been held on an international basis for the last few years. The City of Geneva will award prizes of 5000 Swiss francs each for the most beautiful lady's watch and the most beautiful piece of jewellery. Jewellers and producers of diamonds of world fame will be among the exhibitors. It is reported that one of the participating firms is to display 6 million Swiss francs worth of gems and jewels.

Diamond cutters will be at work in the exhibition throughout the day. A section devoted to horological and bijouterie research will be of particular interest.

Klingnau

A "Fishermen's House" featuring conference and exhibition rooms, a library and a small museum dedicated to the art of angling is to be established at the medieval castle of Klingnau in the Swiss country town of the same name. It will overlook the river Aare, an angler's bonanza.

QUALITY CONTROL

BY

S. SRINIVASAN

Quality Control is a much talked about phrase in the modern engineering industries. Many managements are actively engaged in launching a successful quality control programme in their establishments. After attending a six weeks course on quality control at the Madras Productivity Council, I have explained for the benefit of ever so many readers through these columns the meaning of quality control as I understand it.

The object of industry is to set up economic ways and means of satisfying human wants, thereby reducing everything possible to routines requiring a minimum of amount of human effort. With the use of scientific methods extending to modern statistical concepts, it is made possible to set up limits within which the results of routine efforts must lie, if they ought to be economical. Deviations in the results of a routine process outside such limits indicate that the process has suffered and is no longer economical or efficient, until the cause of trouble is removed. According to W. A. Shewhart the object of control is to enable us to do what we want to do within economic limits.

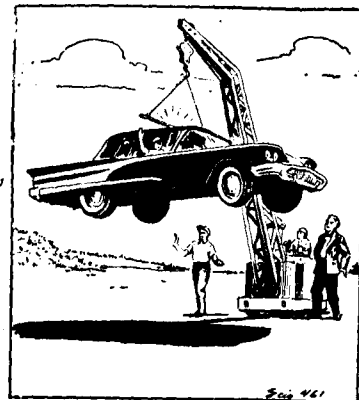
pound, tensile strength of a casting, carbon content in iron, moisture content, scrap per cent, casting defects, surface defects, finish, etc.

Two different meanings can be given to the word quality—quality of design and quality of conformance. Quality of design refers to the difference in specifications for the same use. A Standard Car and a Fiat Car though serve the same functional use differ in respect of design. Different brands of safety razor blades may differ in their specifications with respect to steel used, sharpness, corrosiveness, etc., though they serve the same functional use. Quality of conformance relates to the ability to hold the specified quality of design. Quality control procedures are primarily concerned with the second type of quality—quality of conformance, though quality control techniques have helped in improving upon the design resulting from the analysis of consumer's reactions and production problems.

Usually the word quality is used to convey the impression that there is something good or desirable in the product and is generally referred to the finished product; also the meaning conveyed may be different, to different individuals and may vary from time to time. Sometimes the quality of a product may be associated with a firm. But these notions of quality are vague and are not suitable in scientific analysis of problems. In the phrase, quality control, the word quality has a definite meaning and does not refer only to the finished product. By quality is meant any characteristic measurable or not, either of raw materials, component parts, assemblies or finished products. A few examples will be, life of lamps, compression strength of springs, per cent impurity in a com-

When once the design quality is specified, the whole production processes will be adjusted to manufacture to the specifications. Here starts the problem of conformance namely producing items to conform to the established specifications. The problem arises out of the fact that every manufacturing process exhibits variability. This aspect is well recognised because in the manufacture of any product certain amount of tolerance is always specified. If variation is inevitable in any manufacture,

DID YOU KNOW By Scio



Some new adhesives are so strong that they can resist a pull of more than 7,000 pounds to the square inch, enough to destroy only the most durable material before the glued joint parts. A.U.S. firm recently suspended an automobile and four passengers from a bar of iron—with a single drop of glue it developed.



Experts say grass has a wider range than any other plant. It grows in virtually all parts of the world. The largest species of grass is bamboo which forms great forests and jungles.



According to experts, human beings do not sleep primarily to rest the body. They sleep chiefly to rest their brains, particularly the cerebral cortex. The higher faculties—the ability to speak, remember, visualize, reason, imagine, etc.—are located in this section of the brain.

the question arises how much of this variation should be allowed consistent with the requirements and how to determine this allowable variation? The answers to these questions lead to the meaning of control. It is essential to understand the nature and type of variation operating on any manufacturing process before procedures for evaluating these variations are given.

In any manufacturing, there are three major functions, viz., Designing, Manufacturing and Inspection. Though these functions appear to be independent they are closely related. Designing specification tolerances has an implied cost aspect in it. For any given output the cost of manufacturing increases as permissible tolerance is restricted. If tolerances are set tightly, meeting the specifications with effective control increases cost of operations and if they are not met cost of rejections would increase. It is thus essential to recognize economic balance in setting up tolerances. This approach requires a knowledge of the variations operating in the process and techniques of analysing them which cannot be provided by the routine inspection functions. The important aspect to consider in the actual manufacture is the elimination of causes of defects as the manufacturing is continuing. The routine inspection procedures attempt to sort the items produced as good or bad. This approach of sorting must be replaced by a new one of taking correct action as and when manufacturing continues. This new

approach is given by the Quality Control Techniques by evaluating the quality on the basis of samples or a few items on the production so that action could be taken to set right the process before the damage is done.

Summing the quality control approach the important ideas are :

- (1) The idea of building quality into the product rather than inspecting it.
- (2) Feed back of information which assists in co-ordinating the activities of various departments.
- (3) The use of data in studying cause-effect relationships which lead to taking action on the process.
- (4) Importance of planned collection and effective use of data.

Some of the important benefits of a successful Quality Control Programme are :

- (1) Improvement in quality.
- (2) Increased production under same set up
- (3) Reduction in cost per unit.
- (4) Reduction in scrap.
- (5) Saving in excess use of material.
- (6) Reduction in inspection.
- (7) Evaluation of scientific tolerances.
- (8) Maintenance of operating efficiency.
- (9) Quality consciousness.
- (10) Better understanding of the process.



The teams of 'B' Shop and 'J' Shop being introduced to Shri C. G. Devaya Dy. CNE/S. 'J' shop won the Finals.

'J' Shop won the finals of the Inter-departmental Football Tournament this year by defeating 'B' Shop—last year's holders and annexed the General Carriappa Shield.

In the Inter-departmental Football Tournament, 14 teams of various shops and departments took part.

Semi-finals

'B' Shop and Stores reached the semi-finals in top half and 'A' Shop and 'J' Shop on the bottom half.

The first semi-finals between Stores and 'B' Shop was played on 11th July and the latter qualified to enter the finals by beating Stores 3 : 2. Two goals were scored through D'Cruz and one through Kuppuswamy for 'B' Shop and one each for Stores through Sarangapani and Gangatharan.

Special mention should be made of Gopal, the Stores' custodian for his fine goal keeping and of Gangatharan, Sarangapani and Siva of Stores for their fine display.

The second semi-finals between 'J' Shop

and 'A' Shop was played on 12th July, the former won the match by a solitary goal scored through Paramasivam.

Finals—'J' Shop forces a draw

The finals, which had to be postponed due to some unforeseen circumstances in the month of July, was played on 22nd August between 'B' Shop and 'J' Shop, which ended in a one-all draw.

In the 25th minute 'B' Shop scored the first goal with the help of Rajabathar. This was a turning point and 'B' Shop began to raid their rival area constantly.

In the second half, 'J' Shop dominated the play. The long range kick at the goal by Gajendran did not miss the mark, but it was penalised for an off-side. Thanks to Raghavan of 'J' Shop, who made a capital of a penalty kick, and enabled his shop to equalise and made the match to end in a draw. Before start, the players were introduced to Shri C. G. Devaya, Deputy Chief Mechanical Engineer, who presided over the day's function, by Shri D. R. R. Sastri, Sports Secretary, I.C.F.

'General Carriappa Shield' Goes to 'J' Shop

Inter Departmental Football Tournament



The two teams with the Shield.

‘J’ Shop wins final

In the replayed finals on 23rd August, ‘J’ Shop beat ‘B’ Shop by 3 : 2 and thus annexed the ‘Carriappa Trophy’. A record crowd of 3000 watched and enjoyed a good game of soccer.

In the very 30th second after the start, B. Lazar, the centre-forward of ‘J’ Shop scored a thrilling goal. Immediately after this early reverse, Joseph Krishnan of ‘B’ Shop had an open chance to score, but he failed to connect properly. The replay was more interesting and exciting. In the 23rd minute David Martin of B Shop sent a feeble shot at the goal, which was too easy for the ‘J’ Shop goal-keeper.

When there was ten minutes to go for the lemon time, Joseph Krishnan accepting a pass from D’Cruz scored an equaliser for ‘B’ Shop. Just before the half time Raghavan, Right half of ‘J’ Shop scored a classic goal by a direct and well measured lob from 30 yards range to put his side to a lead.

After the resumption, Lazar accepting a pass from the midfield, ran all the way, dribbling past three defenders and scored a goal in a beautiful style—the second one to his credit—to consolidate his side’s position. Again Lazar

was about to score, but he was foiled at the nick of the moment by Arumugam right-full back of ‘B’ Shop.

In the 14th minute of the second half, Kuppuswamy of ‘B’ Shop who switched over to the position of centre forward, accepting a pass from Joseph Krishnan scored the second goal for his side, thus reducing the margin to 3 : 2.

Now the ‘B’ Shop went all out for the equaliser, but the final whistle of the referee found ‘J’ Shop annexing the coveted “General Carriappa trophy” for the first time. Particular mention should be made of Lazar, Raghavan, Gajendran and Kanniappan of ‘J’ Shop, without whose help ‘J’ Shop would not have been able to give a good fight to ‘B’ Shop the holders and eventually to defeat them. A big hand also must be given to Mr. Ramdas, the Foreman of ‘J’ Shop, who toiled hard to make his team in a good fighting spirit.

Shri Sambamoorthy, Deputy Chief Engineer, presided over the day’s function and distributed the prizes. Before the start of the second half he was introduced to the players by Shri D. R. R. Sastri, Sports Secretary, I.C.F.

A. R. VENKAT

AIR-CONDITIONED FARMS MAY SOLVE WORLD’S FOOD PROBLEM

Completely air-conditioned farms were suggested recently as a possible answer to the world’s growing food problem.

This view of the future was expressed by F. P. West, an air conditioning expert for Worthington Corporation (U.S.A.). He said that huge plastic domes could be used to cover acres of growing crops. Air-conditioning would keep temperature and humidity at exactly the right point for the fastest growth. These enclosed farms would resemble giant hot houses with the temperature-humidity combination being matched exactly to the needs of specific crops.

“A single dome,” he said, “could cover a field of lettuce ; another would cover a field of tomatoes and a third might contain citrus trees.” Mr. West pointed out that this scheme would allow several crops per year instead of only one or two.

Climate controlled farms would prevent the staggering annual losses suffered by farmers

because of frost, drought and other weather conditions.

There are plastics already available that admit the rays from the sun which are necessary for plant growth. And recent advances in construction techniques, make the erection of large enough buildings practical. He cited the geodesic dome, a type of construction utilizing a lightweight framework that can be erected without skilled labour in a minimum of time. This concept has the added advantage of not needing vertical supports.

Large-scale air-conditioned quarters for livestock and poultry would also help raise food production. Agricultural research has proven that production goes up when animals lead a life free of stress. Temperature changes are among the most important stress situations. Air conditioning would create a constant climate free of temperature changes.

—Globe Press Service

Monthly Outturn

	Target	Actuals
August ...	30	52
Cumulative total for the first five months of the year 1960—61 (Financial) ...	150	225

RAILCOACH

SAFETY PROGRAMME IN WELDING

"Safety first" is the slogan with every trade in a factory. And when it concerns welding, the safety point is of utmost importance for a welder. It is said that "Safety is like riding a bicycle"; if you stop pedalling you fall off. This emphasises the point that safety programme should be a continuous effort. This expresses the fundamental truth. It is just as true, however, that in other ways safety is not at all like riding a bicycle. For example, there is nothing routine about accident prevention. A successful safety programme must be varied, and it must incorporate many methods for detecting and correcting unsafe conditions and unsafe practices. But the key note of all is persistence, we must go at this business of safety as though it were a life long job.

Management in the safety programme

The focal point of industrial safety is the relationship existing between the employee and his foreman. The more safety can be personalized, the more it can continuously be presented to men by their immediate superiors. This depends upon the following points:

I. There must be good industrial house-keeping.

II. Foreman should be interested and instructed in safety education so that they might better instruct men in their charge and see that none but experienced and careful operators are on the job. Foreman should be schooled in small groups to ensure this.

III. The subject of safety should be brought forcefully to their attention.

Besides the abovementioned facts a few hints on safety for welding is outlined in these pages.

General rules

1. Never drop cylinders nor permit them to strike each other violently.

2. Never use a lifting magnet nor a sling (rope or chain) when handling cylinders.

A crane may be used when a safe cradle and platform is provided to hold the cylinder.

3. When returning empty cylinder remove lower portion of the shipping tag attached to the cylinder. Bill of lading should specify number of cylinders, cylinder serial numbers, consignee and fact that cylinders are empty. A copy of the bill of lading should be sent to the consignee, close valve before shipment. See that protective caps for cylinders and nuts for valve outlets are replaced before shipping empties.

4. Only cylinders approved for use in interstate commerce shall be used for the transportation of compressed gases.

Use

5. Where caps are provided for valve protection, such caps should be kept on cylinders except when cylinders are in use.

6. Cylinders must not be filled except with the consent of the owner and then only in accordance with the regulations of the Interstate Commerce Commission.

7. Never attempt to mix gases in a cylinder.

8. It is illegal to change or remove the numbers or marks stamped on cylinders.

9. Never use cylinders for rollers support or for any purpose other than to carry gas.

10. Never tamper with the safety devices in valves or cylinders.

11. Open cylinder valves slowly. Never use wrenches or tools except those provided or approved by the gas manufacture.

12. Make sure that the threads on regulators or other unions are the same as those on cylinder valves outlets. Never force connections that do not fit.

13. Regulators and pressure gauges provided for use with a particular gas must not be used on cylinders containing different gases.

14. Never attempt to repair or alter cylinders or valves.

Storage

15. All cylinders should be protected against excessive rise of temperature. Cylinders must be stored in the open, but in such cases should be protected against extremes of weather. During winter, cylinders stored in the open should be protected against weather for the formation of ice. During summer, cylinders are to be protected from the rays of sun.

16. Never store cylinders near highly inflammable substances.

17. Cylinders should not be exposed to continuous dampness.

18. Store empty and full cylinders apart, to avoid confusion.

19. Do not store full cylinders near elevators or gangways, or in locations where heavy moving objects may strike or fall on them.

Oxygen (use)

1. Never permit oil or grease to come in contact with oxygen cylinders valves, regulators, gauges and fittings.

2. Do not handle oxygen cylinders or apparatus with oily hands and gloves.

3. Never use oxygen from a cylinder without reducing the pressure through a suitable regulator intended for that purpose.

4. After removing valve cap, open valve an instant to clear opening of particles of dust or dirt.

5. If valve is difficult to open, point the valve opening away from you and use greater force. Avoid however the use of a wrench on valves equipped with hand wheels.

6. After attaching regulator and before cylinder valve is opened, see that adjusting screw of the regulator is released.

7. Never permit oxygen to enter the regulator suddenly. Open the cylinder valve slowly.

8. Before regulator is removed from a cylinder, close the cylinder valve and release all gas from regulator.

9. Avoid sparks or flame from welding or cutting torch coming in contact with cylinders.

10. Never interchange oxygen regulators, hose or other appliances with similar equipment intended for use with other gases.

11. Where oxygen cylinders are connected to manifolds or headers, such manifolds must be of proper design and equipped with one or more pressure regulators, oxygen manufacturers will be glad to furnish specifications for construction and installation of proper oxygen manifolds and pipelines.

12. Open fully cylinder valve when cylinder is in use.

13. Never attempt to mix gases in an oxygen cylinder.

14. Never use oxygen as a substitute for compressed air. It is dangerous to use oxygen for pneumatic tools, to start Diesel engines for imposing pressure in oil reservoirs for paint, spraying for blowing out pipe lines etc.

15. Never inhale oxygen as this will lead to acute pneumonia.

Acetylene (use)

1. Acetylene cylinders should be used and stored in an upright position to avoid possibility of drawing out acetone.

2. Acetylene should never be used at a pressure exceeding 15 lbs. PSI.

3. Keep sparks and flames away from acetylene cylinders.

4. Never use acetylene from cylinders through torches or other devices equipped with shut off valves on the acetylene supply connections without reducing the pressure through a suitable regulator attached to cylinder valve.

5. After attaching regulator and before the cylinder valve is opened, see that adjusting screw of the regulator is released.

6. Before regulator is removed from a cylinder, close the cylinder valve and release all gas from regulator.

7. Never interchange acetylene regulators hose, or other appliances with similar equipment intended for use with other gases.

8. Never attempt to transfer acetylene from one cylinder to another nor to mix it with any other gas in the cylinder.

9. Never use manifolds for acetylene cylinders unless they are constructed on advice.

10. The wrench used for opening the cylinder valve should always be kept on the valve spindle when cylinder is in use.

11. When returning empty cylinders see that valves are closed to prevent evaporation of acetone.

12. Never test for acetylene leaks with an open flame. Use soapywater.

Storage

13. Do not store reserve stocks of cylinders containing acetylene with reserve stocks of cylinders containing oxygen. They should be separately grouped.

14. Keep sparks and flames away from cylinders.

15. Connections, regulators and other fittings should always be kept right to prevent leakage.

16. If valve is difficult to open, point the valve opening away from you, and use greater force.

17. Do not tamper with safety devices on cylinders or cylinder valves.

18. Do not hang torches from the regulators attached to cylinders.

Safety for arc welders

1. Wear sufficient clothing of a kind that is closely woven to protect all parts of the body from the rays of arc. Also protect yourself from hot metal.

2. Use a mash or a shield to protect your eyes and face.

3. Keep yourself insulated from ground or metal objects nearby when changing electrodes.

4. Whenever possible, use a shield to protect every one nearby from the rays of the arc. Warn all spectators and your fellow workers not to look at the arc.

5. If others have to work near you and you are unable to shield them from the rays

of the arc, advise them to procure and wear protective glasses.

6. Be careful in making welding machine ground connections. Make these direct whenever possible. When connecting to metal structures, make sure you will not cause a fire at a distant point.

7. Never use combustible material to support your work.

8. Keep a pair of clear glass goggles handy to protect your eyes, while cleaning, chipping, grinding or descaling.

9. Never attempt to weld on a pipeline tank or portable container without first obtaining a positive proof that it is free from explosive mixture of vapours.

10. Wherever you work keep a handy fire extinguisher at your reach.

11. Due to the intensity of the arc the welders are liable to get Arc eyes which can be avoided if a proper grade of lens is selected. The following table can give you that information.

Welding application	Current in AMPS	Lens shade number
Light welding or lead burning ...	...	4
Spot welding Mini ...	...	5
Flame cutting Mini ...	...	5
Gas welding (aluminium) ...	...	5
Gas welding (steel) ...	...	6
Gas cutting (heavy surface unclean) ...	...	6
Heavy gas (welding and cutting) ...	...	8
Arc Welding (Cutting)	30	6
" "	75-200	10
" "	200-400	12
" "	Over 400	14
For men who work with welders ...	...	5

OUR BELOVED Mr. SCOTT

(An address presented to Mr. Scott AME/TS at a Farewell Party arranged in his honour by the Time Study Staff of I.C.F. before his departure to United Kingdom. Mr. Scott has since left for U.K.)

Our Officer-in-Charge is Mr. Scott,
He is our Philosopher, Guide and what not,
In whose dealings there isn't a dot,
We all love him quite a lot.

He treats his Subordinates first as men—
He can be followed truly as the Big Ben ;
Very soon he will go off to U.K.
Wherever he goes we pray he is O.K.

He is the real cause for incentive introduction,
The main man for increasing production—
Because in his zeal there was no reduction,
But that escaped the people's detection.

On Turrets he started the incentive first,
For knowledge he has the unending thirst,
For those who lack enthusiasm—he's the injector,
For his kids at home he's made a projector.

On Charts and Graphs his brain he rakes,
Countless monographs he carefully makes,
All the responsibilities he coolly takes,
And swallows his troubles like Christmas Cakes.

For introducing incentive he's the real hero,
His momentary benefits for it—of course zero,
He may not get the President's award—
Something more valuable—he has everyone's regard.

You can easily spot him—the Officer with the pipe,
In experience and knowledge—he's quite ripe ;
About his qualities, pages we can type,
His memory from our hearts we can never wipe.

With parting feelings our hearts are heavy and taut,
At the departure of our beloved Mr. L.D. E. Scott,
To us consolation and joy he has really brought,
His going away creates an irreplaceable draught.

His good deeds are countless as sea sand,
He types everything in his Remington Rand
For people in distress he always lends his hand,
His praise I wish to sang with a real fine band.

His Scooter for all these years has served him well,
Fabulous offer he gets for it—oh like hell ;
His name we can always proudly tell,
Gratitude of course flows in our every cell.

Often he mutters, "I've lost my specs somewhere",
And for it he searches his drawers and everywhere ;
Till down it comes on his nose at a nod,
Which was till then on his forehead so broad.

His Alsatian one day somewhere he lost,
He didn't bother about its actual cost—
His worry was—his kids might go on fast,
But luckily he got it back at last.

Once his motor-bike badly skidded,
To principles he is strongly wedded,
His future we pray should with roses be embedded,
And his wife with diamonds be fully studded.

As a marksman he's sure with his gun,
In shooting he says he has his real fun,
Among his subordinates luckily I'm also one,
Equal to him in I.C.F., there may be none.

With all his office worries and pre-occupation,
And his carefulness about human relation ;
I can't and words for a real narration,
Excepting to give him a fine big ovation.

BY SHANKS

COLOURFUL HISTORY BEHIND NEW U.S. 50-STAR FLAG

A new 50-star flag will become the official flag of the United States this July 4, the 184th anniversary of the Declaration of Independence. The new flag, whose 50th star represents the admission of Hawaii on August 21, 1959, as a State of the Union, will supersede the 49-star flag which was prescribed on the admission of Alaska on January 3 of last year as a State of the Union.

The stars in the new flag are arranged in five horizontal rows of six, starting with six in the top row, and four indented rows of five each alternating with the rows of six stars.

Before America became a nation, the land knew many flags. Long ago, the Norsemen probed U.S. coastal waters, sailing under the banner of the black raven. Columbus carried a Spanish flag across the seas. The pilgrims carried the flag of Great Britain. The Dutch colonists took their striped flag to New Amsterdam. The French explored the continent under the royal fleur-de-lis. Each native Indian tribe had its own totem and insignia. Immigrants of every race and nationality, in seeking a new allegiance, took their symbols of loyalty to American shores.

During the American Revolution, various banners were used by the not-yet-united colonies. A green pine tree with the motto, "an appeal to Heaven," was popular with the young navy. The rattlesnake's warning, "Don't tread on me", was displayed by aroused colonists along the Atlantic seaboard.

The Moultrie "liberty" flag, a large blue banner with a white crescent in the upper corner, rallied the defenders of Charleston, South Carolina, in 1776. The Bunker Hill flag was a blue banner with a white canton filled with a red cross and a small green pine. The flag of the maritime colony of Rhode Island bore a blue anchor under the word "Hope".

Strikingly similar to the Stars and Stripes was the flag carried by the Green Mountain Boys of Vermont at the battle of Bennington on August 16, 1777.

When Washington took command of the Continental Army at Cambridge, Massachusetts, in 1776, he stood under "the Grand Union Flag" which continued to show a dependence upon Great Britain. The canton of this flag was filled with the crosses of St. George (England) and St. Andrew (Scotland).

The first Stars and Stripes was created by the Continental Congress on June 14, 1777. This date is now observed nationally as "Flag Day".

In this flag the 13 stars, representing a constellation, were arranged in a variety of designs. The most popular—with the stars in a circle so that no state could claim precedence over another—is known as the Betsy Ross flag, in honour of the steamstress who is supposed to have sewn the first one.

As the American frontier expanded, two new states were added to the Union, and these were incorporated into the flag. This meant that two stars and two stripes were added to the design—making a total of 15 each. It was this flag that withstood enemy bombardment at Fort McHenry, Maryland, September 13-14, 1814, and inspired Francis Scott Key to write "The Star Spangled Banner."

Later, when other states were added to the Union, the Congress, feeling that more stripes would blur the basic design, returned to the original 13 red and white stripes.

Since 1818, each new state has brought a new star to the flag. This growing pattern of stars could be said to reflect the growing dimensions of America's responsibilities, as the 13 stripes reflect the constant strength of the country's traditions.

heard this one.....?

The number-plate of the hearse was a grisly little reminder for all who saw it.

It read: "U-2".

A woman from the hill country appeared before the local magistrate complaining that her husband had made a murderous attack on her with a large pair of scissors.

She cried, "That man rushed at me and slashed my face to ribbons."

The magistrate looked at her face, on which appeared not the slightest mark of conflict.

"When did you say this happened?" he inquired.

"Only last night."

"Only last night? But I don't see any marks on your face!"

"Marks!" roared the woman. "What do I care about marks? I've got witnesses!"

A man was fishing in a prohibited area when suddenly a game warden slapped him on the shoulder and snarled, "Say, don't you know you can't fish here without a licence?"

Stony-faced, the man began to put away his fishing tackle. "I know I wasn't catching any, but I didn't know the reason," he muttered.

The department store detective was approached by an eminent psychiatrist, who whispered to him, "See that woman over there?"

The detective nodded.

"She's a patient of mine," the doctor explained, "and she's suffering from kleptomania."

"What a shame!" the detective said. "Why doesn't she take something for it?"

"Keep watching," the psychiatrist whispered. "She will."

A priest seeking to illustrate the point that a wise providence knows who grows best in the sunlight and who needs the protection of shade, explained: "You know that you plant roses in the sun, but if you want your fuchsias to grow they must be kept in a shady nook."

A woman sought him out following the service and gushed: "Father, you don't know how much your sermon helped me."

The good Father's heart glowed, until the woman added: I never did realise before just what was the matter with my fuchsias."

"I certainly hope it doesn't rain today," one mother kangaroo remarked to another.

"It's simply too rugged when the children have to play inside!"

An executive of a large advertising agency was sitting at his desk, frowning and drumming nervously with his fingers.

"Is there something bothering you?" asked his secretary.

"Yes," replied the man. "I've been trying to think of a certain word for two weeks."

"Well," suggested the secretary brightly, "how about 'fortnight'?"

Groucho Marx once refused to grant an endorsement which would have put his picture on every railroad and subway station bill-board in the country, remarking, "No thanks. I already have a moustache."

MARCH OF SCIENCE

Car of the future may go 500 miles per hour

An experimental car of the future, which slides on a thin film of air and uses no wheels at all, was demonstrated in New York recently by the Ford Motor Company.

Called the "Levacar", the experimental auto is the prototype of future inter-city vehicles which may attain speeds of 200 to 500 miles an hour and travel upto 1,000 miles, according to Ford engineers.

During the demonstration one passenger Levacar whirled around and around a platform at about 20 miles an hour. The vehicle was guided by a pair of steel tracks. A Worthington Corporation(U.S.A.) air compressor supplied jets of air which held the vehicle a fraction of an inch away from the top and sides of the rails.

Close observation showed that while the Levacar was in motion it did not touch the rails at all.

Forward motion was provided by a small air-blower mounted in the car. The compressor was not mounted in the car but the air it supplied was piped into the vehicle through a flexible hose with a special revolving coupling.

Spokesmen for Ford said that future vehicles based on the Levacar principle will attain incredibly high speeds because with air suspension there is no friction to overcome, only wind resistance. Future models, they said, would obtain power for both levitation and propulsion from turbocjet engines.

Asked to comment on the practicality of ultra high speed vehicles such as the one envisaged by Ford, Worthington Corporation engineers said that they saw no reason at all why such vehicles should not become realities.

Mental breakdown of electronic brain

Keeping electronic brains from having breakdowns is one of the many jobs of today's air conditioning engineer.

This is a particularly important task when the electronic brain is responsible for "memo-rizing" the records of a savings bank. A temporary lapse of memory could be disastrous to both depositors and bank.

To prevent any possible failure in their completely electronic automatic filing system, one savings bank, the Howard Savings Institution of Newark, is installing a Worthington Corporation (U.S.A.) 25-ton capacity air-conditioning unit.

The purpose of the air conditioning system is to insure that the electronic system will operate at the right temperatures. The Howard Savings system uses transistors instead of vacuum tubes. Even though transistors generate no heat of their own, temperature is important. This is because the operating characteristics of transistors change with changes in the surrounding temperature.

The electronic memory brain at this bank, the first completely automatic system of its type, uses magnetic tapes and drums.

To insure total reliability, the entire system can be switched over to an emergency diesel generator in the event of any power failure. This protection system is engineered in such a way that it automatically starts operating in case of failure in the regular power supply.

Sulphur from the sea

Located seven miles from shore in the Gulf of Mexico, is a man-made island that is in reality a mine for extracting brimstone (sulphur) from below the ocean floor.

Built at a cost of U.S. \$ 30,000,000 the mine is the largest of its type in the world.

Sulphur is extracted from below the ocean floor by pumping hot water into the mineral containing strata a half mile below the surface. The water is heated to well over 300 degrees by steam supplied from a series of turbines made by Worthington Corporation (U.S.A.)

The hot water, about 5,000,000 gallons a day, melts the sulphur. Compressed air forces the molten sulphur back up to the surface and it is pumped to land.

Altogether, 125 men live on the huge steel island. They work for five days and are then relieved by another crew. Workers return to the mainland of Louisiana by helicopter. All the comforts of home are provided in their living quarters on the island.

The top of the steel island is 75 feet from the water, insuring that hurricane whipped waves will not be able to reach the work areas.

Push-button cargo loading

Push-button cargo loading has become a reality at Los Angeles Harbour this April when a \$ 1,850,000 container terminal was dedicated at Berth 200-A.

The facility will enable one man, manipulating buttons and levers, to lift container vans, each

holding 20-tons of cargo, from wharf to ship or vice versa.

The aluminium containers, measuring 24 x 8½ x 8 feet, will be packed at the shipper's plant or warehouse and hauled to the terminal on specially designed trailers. A yard tractor will then take over and pull the trailer into position beneath a gentry crane.

From his control panel, the crane operator will guide a lifting beam until it hooks into the four corners of the container. The beam will lift the container from the trailer, to convey it out the crane boom and lower it into position aboard ship. At the port of destination, the containers will be lifted off into other trailers and driven to the consignee.

The cargo is handled only twice—the loading and unloading of the containers—as compared to seven or eight handlings required by conventional shipping methods.

—GLOBE PRESS SERVICE



A contest for 'Mr. I.C.F.' was held in the I.C.F. Institute recently. Picture shows the victors.

"WELFARE NEWS"

Independence Day

As part of the celebrations of the Independence Day on the 15th August 1960, sweets were distributed to nearly 1,250 children of the employees of this administration in the lawns of the I.C.F. Institute on the evening on the 15th August 1960. On this occasion, a series of interesting and novel sporting events, both for children and employees, were gone through with gusto.

Redressal Machinery

The Assistant Mechanical Engineer/Plant accompanied by the Welfare Officer and a Welfare Inspector have jointly visited the Road Transport Shop during this month to hear the grievances of staff and to arrange for the expeditious redressal thereof.

I.C.F. Family Welfare Fund

The third business meeting of the I.C.F. Family Welfare Fund Committee was held on the 17th August 1960. During this meeting, it was resolved, *inter alia*, to request all the

officers to nominate senior subordinates of the respective offices/shops to process monthly collections for the Fund.

Staff Benefit Fund

The 19th meeting of the Staff Benefit Fund Committee was convened on the 29th August 1960 to review the financial position of the S.B.F. and to disburse grants to employees/their families towards medical and educational assistance and towards relief of distress.

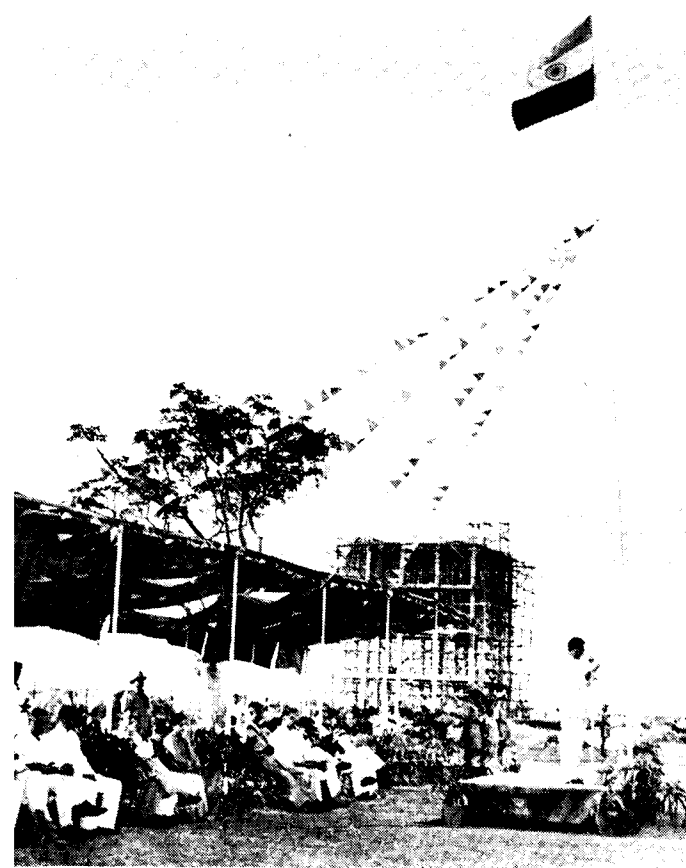
Visits to Railway Hospital

The Welfare Inspectors visited the Southern Railway Hospital, Perambur, on 9-8-60 and 20-8-60 to contact and make enquiries about the welfare of the employees of this Factory/their families undergoing treatment as in-patients in the hospital.

Confirmations of staff

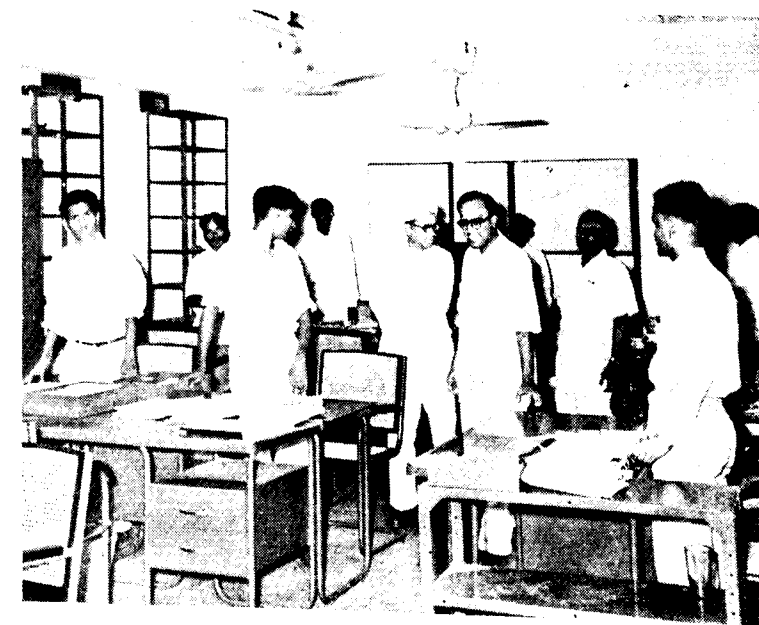
46 confirmations have been made during August 1960 bringing the total number of confirmed employees in the factory to 3,832.

A Drama "Shiva or Sakthi" was enacted by the I.C.F. artists at the Open Air Theatre on Aug. 14

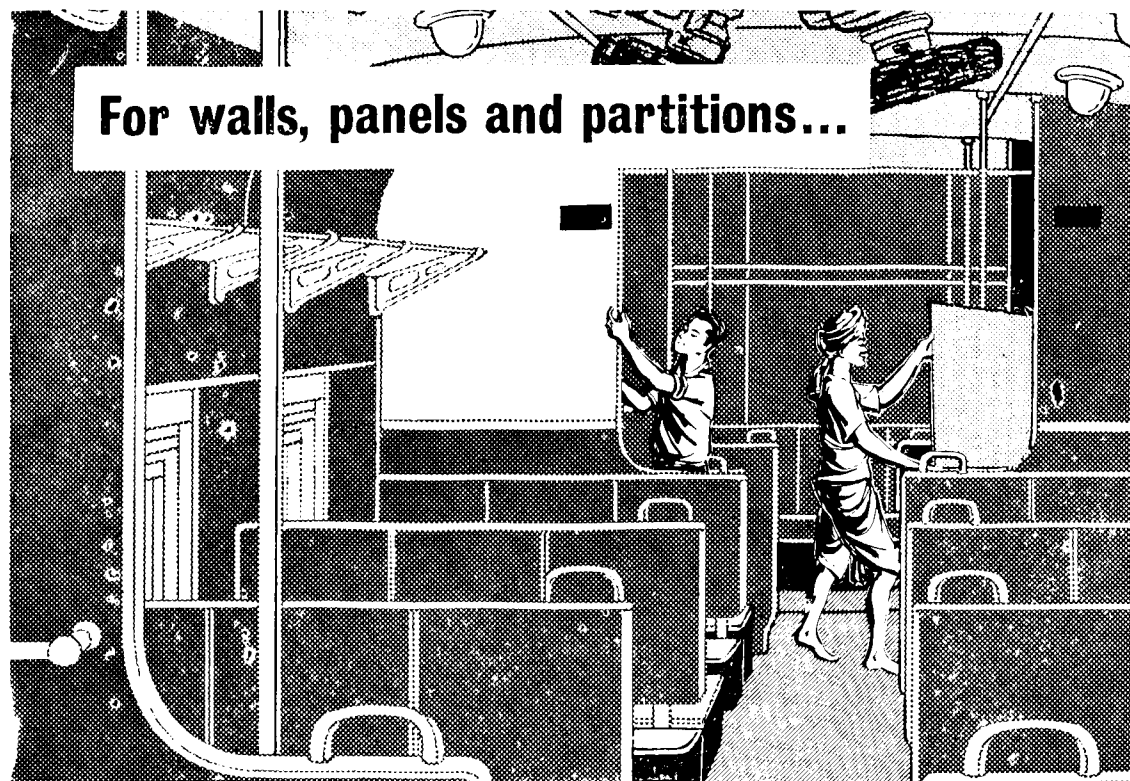


INDEPENDENCE DAY was celebrated with great eclat on Aug. 15, in the I.C.F. In the picture is seen Shri K. M. Aiana, Dy. CME/Fur, who hoisted the National Flag addressing the gathering.

We extend a hearty welcome to Shri R. P. Ranga who has taken over charge as Chief Auditor, Southern Railway. In the photo Shri R. P. Ranga, is seen going round the Audit Office at the I.C.F. which he visited during Aug. To his right is Shri P. S. Narayana Subramanyan, AAO/SA ICF.



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