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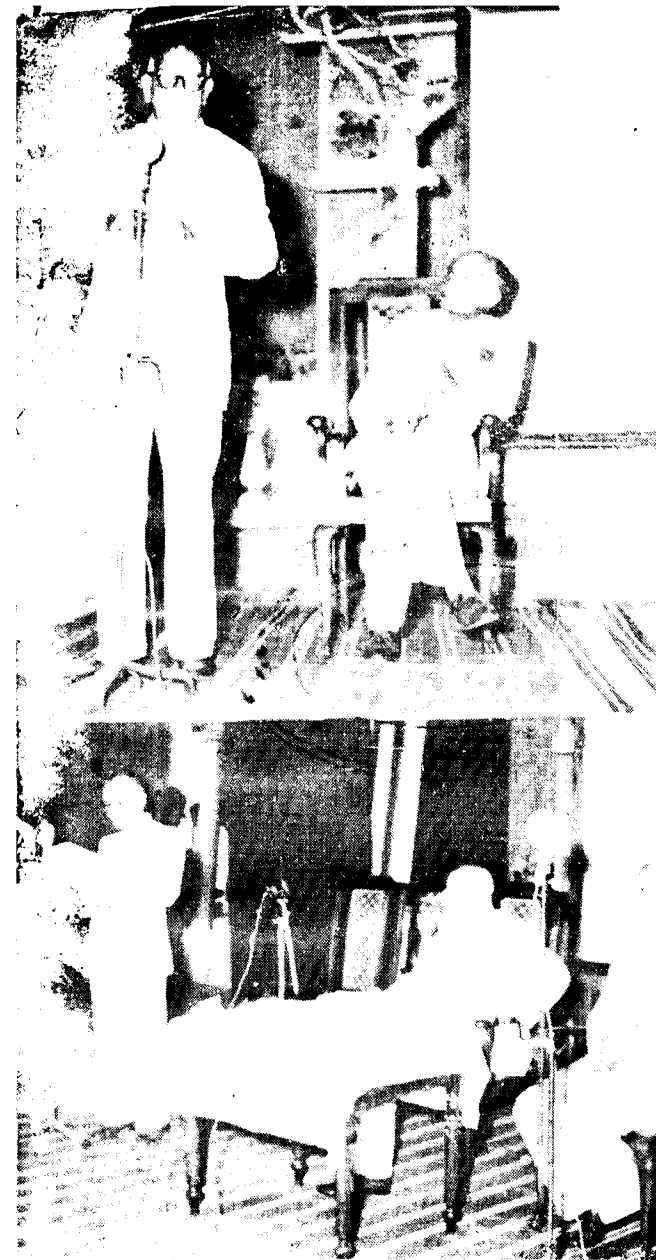
SOUTH RAIL NEWS.

VII.

No. 2

may, 1960

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OF THE 5th
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Southrailnews

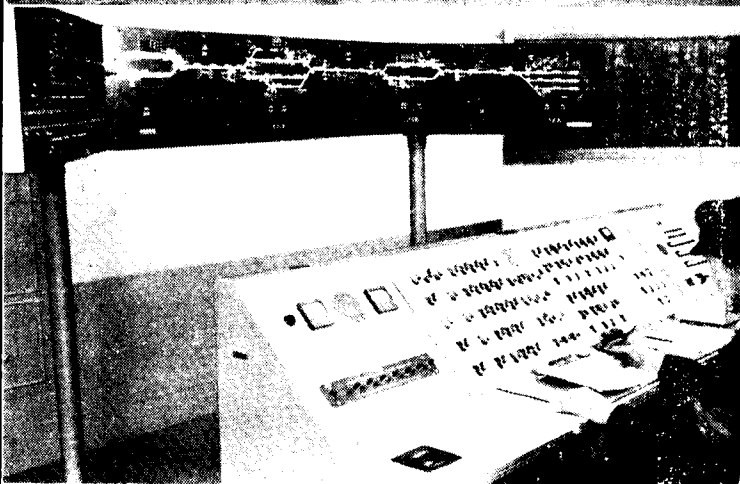
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VOL. VII

MAY 1960

No. 2

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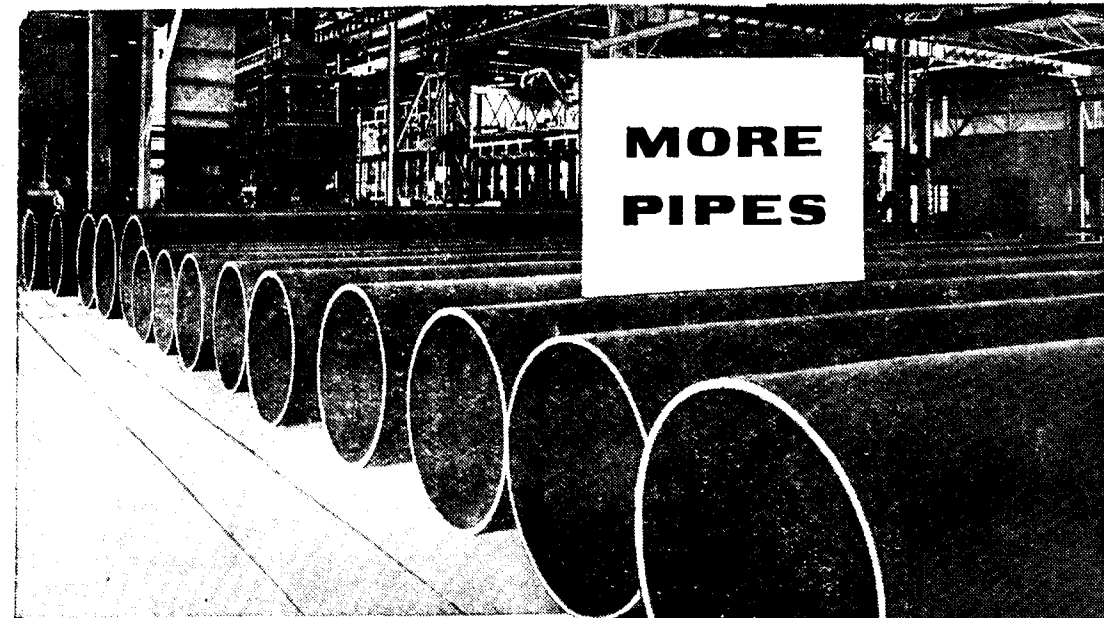
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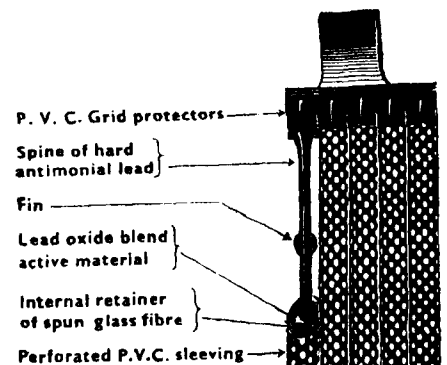
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SOUTHRAILNEWS

(Published by the Southern Railway)

VOL. VII

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No. 2

K. SRINIVASAN, Editor

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

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

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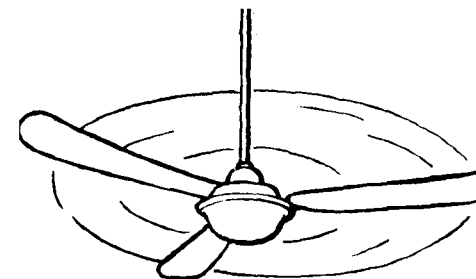
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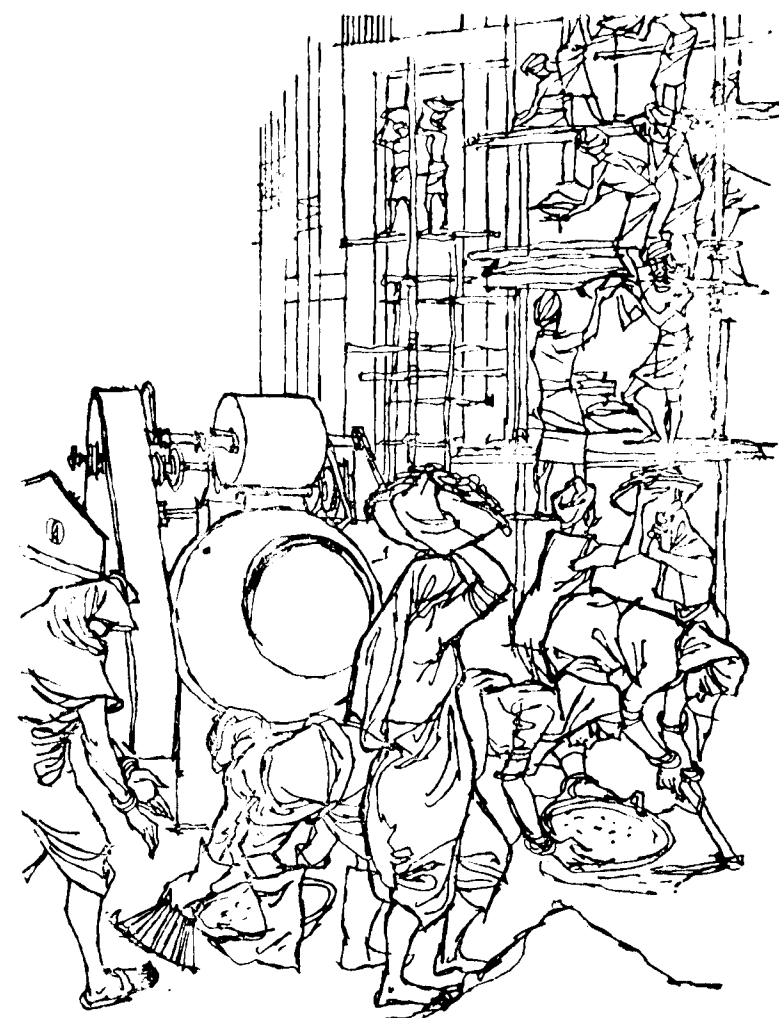
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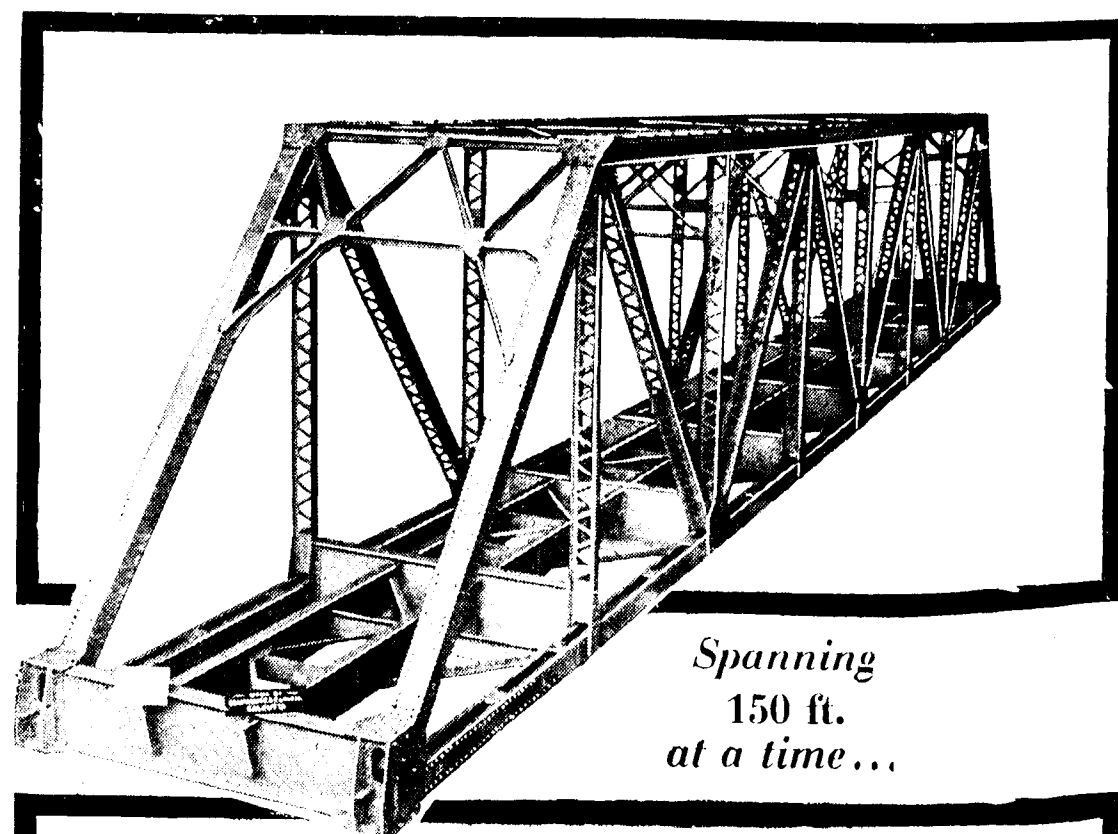
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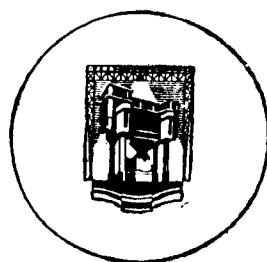


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SOUTHERAILNEWS

(Published by the Southern Railway)

VOL. VII

MAY 1960

No. 2

ACHIEVEMENTS

TRANSPORTATION which is a crucial factor in the First and Second Five-Year Plans is likely to maintain the same role of importance in connection with the successful implementation of the Third and even the subsequent Five-Year Plans. Rightly, great emphasis was laid on the capacity of railways to handle the anticipated loads during the period of the Second Plan and on the need to increase it to the level required by the tempo of economic activity. The larger scale in which the Third Plan is being currently discussed envisages a quantum of traffic to be generated in the country which requires strenuous effort on the railway to convey goods and passengers.

1957-58 may be seen from the following table :

PROGRESS OF TRAFFIC HANDLED

	1948-49 millions	1957-58 millions	Inc. or Dec. per cent
Passengers, originating ..	1,111	1,410	27
Passenger miles ..	37,129	43,043	16
Tons, originating ..	78.5	132.1	68
Train miles, Passenger and Prop. ..	81.3	111.2	35
Ton miles ..	22,387	44,861	100
Train miles, Goods and Prop. ..	58.8	91.0	55

There are two main points to be considered, in connection with transport policy pertaining to Railways. One is the development of line capacity to meet the growing needs of the country. The other relates to the cost of such development as reflected in terms of freight charges to the trader and the industrialist.

As for the progress made by Railways in handling traffic during the past decade it has been phenomenal. The traffic moved during 1948-49 to

The levels of traffic though considered phenomenal in 1948-49, they have yet been surpassed and the number of passengers and passenger mileage have by 1957-58 increased by 27 per cent and 16 per cent respectively. Freight traffic recorded a spectacular increase over the same period and the originating tonnage rose by 68 per cent and the ton mileage has more than doubled. The train mileage operated to move this traffic showed an increase of 35 per cent for passengers and 55 per cent for goods.

The financial results of these remarkable increases in traffic are equally impressive, as may be seen from Table given below :

FINANCIAL RESULTS

(Figures in crores of rupees)

	1948-49	1957-58
Route mileage	30,125	31,462
Capital-at-charge	736.8	1,222.44
Gross Earnings	225.7	381.4
Net Earnings	47.7	71.6

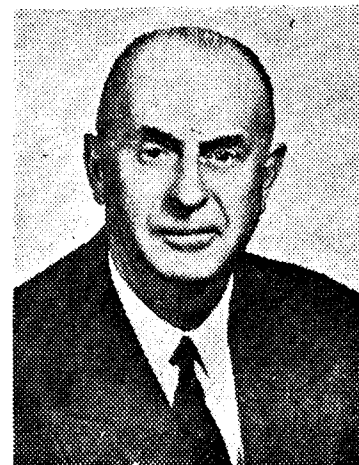
Under the above circumstances the results obtained may be considered satisfactory. Still the railways are after all selling service. Our customers judge the service we have to sell after they have bought and used. They have no means of knowing in advance except by repute, if they are going to get their money's worth in good service. If they do not get good service, they are going to make sure afterwards that they avoid us.

Buying a service is a different matter. A service is what railways provide. If a man wants to go somewhere by train, he has to take a train. If he

wants to send goods by rail, he just hands them over to the railway. Once he decides to use rail, the only choice he has is time; and if he is actually travelling himself, he has the choice of upper class, lower class, etc. For obvious reasons, these choices are limited.

When we want to buy anything, we usually have a choice. We can look at them, compare qualities and value, different makes of the same article, weigh the advantages and disadvantages. Our reputation and the volume of business we get depend on the quality of service we get. We cannot expect to sell our services unless the quality is right. What is quality in Railway service? Punctual and regular transport for passengers and goods. Courtesy is necessary and also a desire to please the public. Attention to every detail that goes to produce the standard of service which can win customers.

In the coming years, the railwaymen who have done well in the past, should strive more to produce good results in railway working at the same time remembering that human attitude in the railwaymen dealing with the public will win the public to the railways' side.



MR. C. TYLER WOOD

Mr. C. Tyler Wood, T.C.M. Chief, who visited Madras during the 2nd week of April has been Minister for Economic Affairs at the American Embassy in New Delhi and Director of the U.S. Technical Co-operation Mission to India, since last year.

The dual appointment is another in a series of important posts in Mr. Wood's association with U.S. programmes of economic and technical assistance. He had an important part in developing the organization of the Marshall Plan in 1945, when he was serving as Deputy to the Assistant Secretary of State for Economic Affairs.

Before World War II, he was senior partner of Gilbert Elliott and Company member on the New York Stock Exchange. Early in 1942 he was called to Washington to join the staff of the U.S. War Production Board. After brief service there, he entered active duty with the U.S. Army and held the rank of Colonel in the General Staff Corps at the close of the war.

He was awarded the Carnegie Hero Fund Medal in 1942.

He holds the Distinguished Service Medal for his work as Director of Industrial Mobilization for the Army Service Forces and the U.S. Department of Defence also awarded him the Medal for Freedom for Service in Korea. He has also received the Distinguished Public Service Award for his contributions to the Mutual Security Programme, administered by ICA and its predecessor U.S. Government Agencies.



TCM IS MANY SIDED

India, in the years since independence, has been engaged in a great adventure of economic and social development which has captured the interest and appealed to the imagination of peoples throughout the world.

Working with democratic institutions and through democratic processes, this great and populous nation is striving to improve living conditions, provide more food, build a broad industrial base, create more employment, educate its people and develop sound social institutions which will promote the general welfare.

As our Prime Minister Sri Nehru, has said, no country can ultimately succeed in such a tremendous task except by its own efforts. But external assistance can be helpful and important.

At the request of the Government of India, the United States, since 1951, has been providing assistance of various kinds to help India to achieve its goals.

U.S. aid has taken a multitude of forms and has played a supporting role in almost all areas of India's development from railways to tube-wells, from hybrid grains to fisheries, from teacher training to community development.

United States programmes of economic assistance have been in operation throughout the world and have been constantly open to judgment for more than 10 years. These programmes have been administered by a variety of agencies and have taken a variety of forms ranging all the way from balance-of-payment assistance to project assistance but the underlying concepts of all of these programmes have remained constant.

President Eisenhower once stated this way: "Economic development is a homespun product, the result of a people's own work and determination. It is not a product that can be imported from some other country. However, a helping hand from abroad can often be of the greatest significance in furthering economic development by providing technical or financial assistance".

How does this programme between the Governments of India and the United States operate and what are its basic elements?

The essential purpose of technical co-operation is to make available knowledge, techniques, men and material for the economic and social development of India. The assistance given to India under this programme is primarily technical and developmental and takes five forms:

1. The use of technicians or experts who demonstrate new techniques or

methodology that can be adapted to India's requirements.

2. The specialized training abroad of Indians in various fields related to economic and social development.

3. The procurement of demonstration equipment not available within India for pilot projects.

4. The payment of costs for contract services. For example, TCM pays the costs of various contracts held with U.S. universities for technical assistance to India.

5. In prior years, substantial assistance in the form of foodstuffs, steel and capital equipment.

The special projects in which TCM is engaged have been developed by the appropriate Ministries of the Government of India, and approved by the Ministry of Finance, Department of Economic Affairs, and by the U.S. Technical Co-operation Mission.

Contributions of the Government of India to these joint efforts are rupee expenditures for local construction costs, project sites, transport and handling charges within India of U.S. contributed commodities, a portion of the within India support costs for U.S. project technicians, and the salaries of Indian personnel who are sent to the U.S. and third countries for training.

As for the basic purpose of the Development Loan Fund it is to assist on a basis of self-help and mutual co-operation the efforts of free peoples to develop their economic resources and to increase their productive capacities. Since it was established in 1957, the Development Loan Fund has been appropriated Rs. 332.5 crores to date by the U.S. Congress.



Top picture: Mr. C. Tyler Wood, Minister for Economic Affairs at the U. S. Embassy and Director of Technical Co-operation Mission, with press representatives

Bottom left: Mr. Wood greeting from the aircraft

Bottom right: Mr. Wood at a reception given by Dr. Thomas W. Simons, American Consul General in Madras

(L to R) Mr. Louis deSouza, businessman; Dr. Simons; Mr. Wood; and Mr. Blake Cochran, Public Affairs Officer, USIS Madras

19 crores or (£40 million) has been utilised for the import of structural steel products to be used in the assembly of Railway freight wagons and coaches in India.

Bank extends credits directly to foreign borrowers who wish to buy in the United States. These loans are made in dollars and are repayable in dollars.

In 1958 the Export-Import Bank made its first agreement with the Government of India for a loan of Rs. 71.2 crores. The credit is for a term of 15 years, with no repayments due on principal until 1964. This 71.2 crores loan was earmarked to finance capital equipment for both the private and public sectors in such activities as irrigation and reclamation.

The Export-Import Bank is a rather unique American Institution. It was created by a Special Act of the U.S. Congress and it has a capital stock of Rs. 475 crores held by the U.S. Secretary of the Treasury. In addition, the Bank is authorised to borrow from the Treasury for reloaning, an additional sum of Rs. 2,850 crores. The

power, transport, communications, mining and certain selected industries such as textiles, chemicals, electrical equipment and machine tools.

The total United States Economic and Technical Assistance Programme in India about the end of November 1959 under various items such as T.C.M., Agricultural Commodities under title P.L. 480, Development Loan Fund, Export and Import Bank Credit, Wheat Loan 1951, Famine Relief Grants to Indian Government, Agricultural Commodities distributed through Voluntary Agencies, amount to 1,988.1 Dollars equivalent to Rs. 944.3 crores.

Apart from the other gratifying features of supplies obtained under P. L. 480, a significant aspect of the present deal is that one half of the exports will be supplied gratis while the other half will be given on credit repayable in rupees over a fairly long period. The value of the grains received as grant will be enhanced for us by the fact that the proceeds from the internal sales of these grains will be available for financing development expenditure. That for the four-year period as a whole over Rs. 300 crores will be available from this source is of no small importance for the Third Plan.



WORLD BANK LOAN TO RAILWAYS

Sri S. V. Ramaswamy, Deputy Minister of Railways, stated in a written reply to a question in the Lok Sabha on March 23, that during the Second Plan period, the world Bank had given three loans totalling 225 million dollars, for the railway development programme and there was a possibility of another loan being given this year.

He said that all the three loans had been given for the rehabilitation, modernisation and expansion of the railways in the Second Plan and were to be used for the acquisition of the locomotives, rolling-stock, spare parts and other railway materials and equipments and services connected therewith.

WORLD BANK TEAM

A two-member World Bank team arrived in New Delhi on March 16 for a three week tour of railway centres in India.

During their tour, the team had discussions with senior railway officials and Railway Board and had discussions with Zonal Railway General Managers.



Shri Jagjivan Ram, Railway Minister, presided over a meeting of the Parliamentary Consultative Committee for the Western Railway in New Delhi on April 22. The Deputy Railway Minister and the Chairman of the Railway Board are also seen in the photograph

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NEW RAILWAY BOARD CHAIRMAN

Shri Karnail Singh, Member, Engineering, Railway Board, has been appointed Chairman, Railway Board and ex-officio Principal Secretary to the Ministry of Railways. He succeeds Shri K. B. Mathur.

Shri Karnail Singh who took charge of his new office on Monday, April 18, 1960, has more than 32 years' railway service behind him and has been a member of the Railway Board since January 1957. Before coming to the Railway Board he was General Manager of the Northern Railway and later of the Chittaranjan Locomotive Works. Shri Karnail Singh was in charge of the difficult Assam rail link construction project. He has headed Indian Railway missions to foreign countries on two or three occasions.



GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD
NEW DELHI

16/18th April 1960

My dear Mukerji,

On my retirement from the Railways I convey to you and through you to the large family of Railwaymen my greetings and thanks for the assistance I have received at all times.

While I do regret the break from this long association, it is a matter of happiness to me that this 32 years long chapter comes to a close amidst such a measure of goodwill, affection and cheerful environments. I have a feeling of fulfilment and satisfaction. I have had great opportunities for learning Railway working and studying problems of human relationship in contact with men who were devoted to their task. It has indeed been a valuable experience by which I feel greatly enriched.

You all have a great task in front of you. It is a continuing one, in the long chain of development and growth towards the upliftment of our people. In your great endeavour towards the fruition of this task I wish you all complete success. Railwaymen have never failed and I feel confident they never will.

Good luck and good-bye.

Best wishes and regards,

SHRI A. C. MUKERJI,
General Manager,
Southern Railway, Madras.

Yours sincerely,
K. B. MATHUR

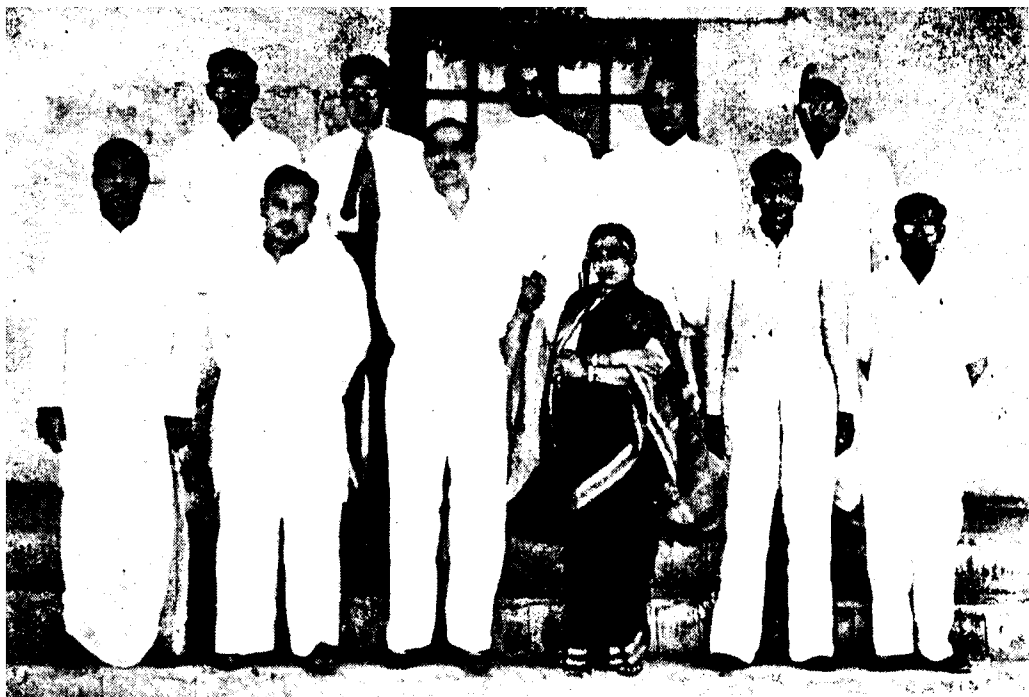
26th
Inter
Railway
Athletic
Meet



1. Sait Govindaraj of Engineering Department, Hubli Workshop—Winner of 10,000 metres
2. March past of the Southern Railway Team on the opening day
3. Shri T. Chinnikrishna, Hony. Secretary, SRAA and DCS (RR) is being introduced to Shri K. B. Mathur, Chairman, Railway Board
4. Miss T. M. Kunjamma—Winner of "Shot Put"
5. Shri A. Ramachandran created a new record in "Pole Vault"
6. Shri B. V. Satyanarayana created a new record in "Long Jump"
7. Shri G. Peters—Winner of 1,500 and 5,000 metres
8. Kumari R. M. Vanajakshi—Winner in High Jump, Long Jump and 80 metres hurdles
9. Shri P. H. Sarma, COPS, Southern Railway, receiving the women's championship Trophy from Shri Jagjivan Ram, Union Minister for Railways



at
New Delhi
in
January
1960



First Inaugural Meeting of the Second Divisional Railway Users' Consultative Committee held at Guntakal on 30th January 1960

Front Row : Shri S. Rajagopala Naidu
Shri B. R. Bagrecha
Shri K. J. Chandy, DS/GTL
Shrimathi H. Godavari Bai
Shri T. C. Viswanatham Naidu
Shri M. Govindarajulu, DOS/GTL

Back Row : Shri S. Nagappa, DE/GTL
Shri N. M. Balasubramanyam, DCS/GTL
Shri C. Anna Rao
Shri T. G. Krishnamurthy
Shri V. V. Acharya

Photo taken on the occasion of giving send off to Shri Satyaprakash, AEE/MYS, who proceeded to France for further studies in Electrical Engineering. Shri J. V. K. Rao, Secretary to G.M., Shri Rajagopalachari, WM/MYS and Shri J. Siddiah, DPO/MYS, are also seen in the picture

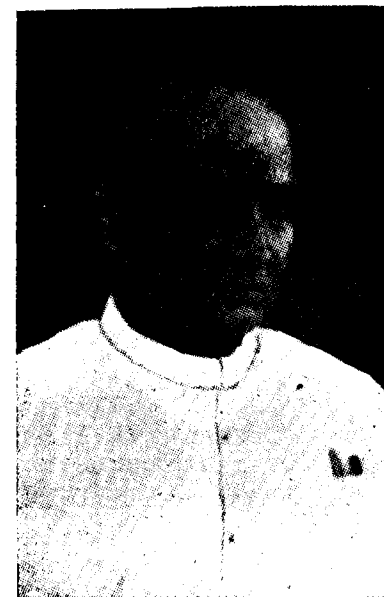


HISTORY OF THE SOUTHERN RLY.

A. C. MUKERJI

General Manager, S. Rly.

This is a talk by G.M. broadcast from AIR, Madras, during the Fifth Railway Week.



THE Southern Railway joins today the other railway systems of India in celebrating the Railway Week. With its 9,915 kilometres of railway line, 1,448 stations, 1,64,000 men on its pay rolls and a history of over 100 years, the Southern Railway is today an institution with a tradition of its own and a cherished reputation. As a truly great family or an established business house does not hide its humble origin but rather takes pride in having grown from small beginnings, the Southern Railway has no hesitation in admitting its humble and unostentatious beginning.

The first railway line in this region was opened by the Madras Guaranteed Railway Company between Rayapuram and Walajah Road (then called Arcot) on 1st July 1856, the construction having started on 9th June 1853. In their selection of the terminus at Rayapuram what probably weighed

with the Company more than anything else was its proximity to the harbour. As the history of the growth of Indian Railways shows, it was the need to promote import and export traffic through the ports that dictated the railway construction in its early stages rather than the development of the industries of the country by providing means of cheap communication in the hinterland. The fact that all equipment for railways had to be imported from England also made it incumbent that the railways should start from the ports. Inland water transport continued to fill the needs of the interior, in the south as well as in the north, for a long time to come. The Buckingham canal bears a silent testimony to the principal mode of transportation in those days.

In order to encourage the formation of railway companies for which sufficient capital was needed, a minimum return on the capital invested was guaranteed by the Government. The Madras Railway Company had the word 'Guaranteed' as its middle name, probably with the twin object of assuring its shareholders and reminding the Government of its obligations. The railway companies naturally believed in keeping down the initial and recurring expenditure with a view to ensure the maximum returns. In conformity with the laissez-faire policy of the governments of the time, the Government of India exercised the minimum of control on the railway companies, which were left to follow their own policies. Had the Government or the railways envisaged that within a century the running of even

a 2,000 ton goods train would not be sufficient for the country's needs, they would have spent a little more and avoided the steep gradients and sharp curves which are today proving a great handicap in maintaining railway operation at an economic level.

By 1861, the Madras Railway had gone upto Kadalundi (near Calicut) and Calicut was reached in 1868. Thus within a brief span of 8 years the railway spanned the southern region of the peninsula from coast to coast. Considering the difficult nature of the country traversed, the crossing of the Western Ghats and bridging across the river Cauvery, the construction of 644 kilometres in 8 years was a marvellous feat at the time.

The Madras Railway now began spreading its fingers in different directions. Jalarpet-Bangalore Cantonment section was opened in 1864 and was extended to Bangalore City in 1882. From Arkonam the Railway extended upto Renigunta by 1862 and the line was further taken in stages upto Raichur by 1871. It is significant that the Madras Company chose to construct those lines which penetrated into the interior of the peninsula through hilly country, thus incurring heavier expenditure, rather than undertaking cheaper routes along the coastal plains. This was probably because the plains already had other, though slower, means of communication whereas communication with the interior was not so satisfactory.

By 1870, the Government found that the working of the guaranteed lines, mainly owing to their high cost and the high rate of guaranteed interest and to the fact that their traffic had not developed as rapidly as had been expected, had resulted

in a steadily increasing drain on the Indian finances. It was therefore decided in 1871 to enter on a programme of construction, by direct State agency, of a number of lines of a cheaper character than those already constructed, a policy which was steadily pursued for the next ten years. A series of disastrous famines occurred during the period 1874 to 1879 which showed the inadequacy of the existing railway systems of the rapid transport of foodstuffs for the relief of scarcity; to remedy this a Commission appointed in 1880 recommended the early construction of 5,000 miles of new railways. But as the finances of India did not admit of these lines being carried out entirely by State agency, it became essential again to enlist the assistance of private enterprise, either with or without a guarantee. In this way, in 1882, the Southern Mahratta Railway was started by an "assisted" Company, that is to say, the Railway was to be considered as being the property of the State, but was to be worked and the funds were to be supplied by the Company on a guarantee of 4 per cent for seven years and $3\frac{1}{2}$ per cent thereafter.

With its headquarters at Dharwar, the Southern Mahratta Railway started with the opening of Hospet to Bellary and Gadag to Hotgi sections in 1884. The lines of this Company were all metre gauge and by 1890 the Railway had extended from Poona to Mysore *via* Bangalore and from Bezwada to Marmugao. The fine building of the headquarters offices of this Railway is now housing the Karnatak University.

It is interesting to recall that the Famine Code issued in 1883 led to the introduction of a new head in the Indian Budget called "Famine Relief

and Insurance". It was reckoned that famine had cost an average of a crore and half of rupees every year and it was therefore resolved to budget for this sum as a part of the regular expenditure. Schemes of irrigation designed to protect areas specially liable to famine against its occurrence or on the construction of Railways and canals were to be financed from this head. Such a provision in the budget which was medieval in origin and conception was gradually abolished with the expansion of the Railways, which by providing an efficient distribution system helped the country in changing over to the modern era at the turn of the century.

The Great Southern of India Railway Company commenced a broad gauge line from Negapatam in 1859 which was completed upto Trichy in 1862 and was extended upto Erode in 1868. Part of it was subsequently converted to metre gauge. It was amalgamated with the Carnatic Railway Company in 1874 to form the South Indian Railway Company which progressed very rapidly thereafter and by 1878 had opened the metre gauge line from Madras to Tuticorin *via* Tanjore and Madura.

The Mysore Railway came into being in 1912 when the Mysore-Arsikere section was opened. Between 1919 and 1938 several sections of the M. & S.M. Railway were handed over to the Mysore Railway.

This in brief is the origin of the four main groups of railways which through amalgamations and several transfers of sections from one railway to another formed into 3 railway units in 1908 and ultimately integrated into one in April 1951—what is today the

Southern Railway. A unique feature of railway promotion in Southern India which has no counterpart in the rest of the country has been the encouragement given to District and Local Boards in the Old Madras Presidency to embark on the construction of "feeder" lines intended to develop their own districts. Construction of the Tanjore District Board Railway was started in 1900 and its total length of 103 miles was soon completed. Their example was followed by the Kistna District Board whose railway—the Bezwada-Masulipatam Branch—was opened to traffic in 1908. The conversion of this line into broad gauge is now proceeding. A number of District Boards subsequently raised funds for the purpose of railway construction and the Podanur-Pollachi, Tenali-Repalle and Nidamangalam-Mannargudi lines came into being. These have all been merged in the Southern Railway now.

This, in broad outline, is the genesis of the various constituents of the Southern Railway. The Companies and most of the District Board lines have lost their identity except in the annals of the Indian Railways. The assets of the different proprietors have been pooled together for a common purpose and the interests of the shareholders no longer count. With the abolition of various agencies from time to time, standardization has been effected, and this has helped in interchangeability, safety and mass production. Emergency considerations such as famine have been replaced by a planned development. The history of the Railways is a story of continuous and conscious urge towards expansion and improvement, a true evolution from humble beginnings to what it is today.

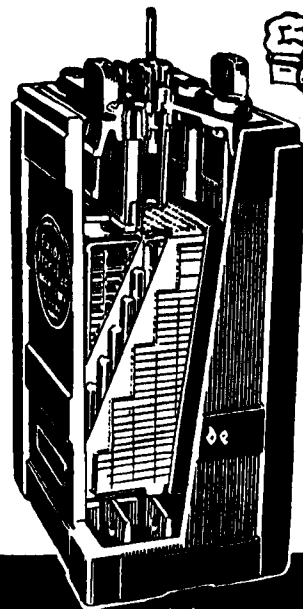
SHEVAROYS—A JEWEL IN THE CROWN OF MADRAS

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A PRETTY hill station, with a delightful climate said to be one of the most "equable" in the world, but which unfortunately was in obscurity for decades, the Shevaroy Hill's, commonly known as Yercaud, has now come into prominence in India and abroad.

There are three reasons for this: firstly, due to the Madras State and the Union Government's interest in the plentiful deposits of bauxite available on these hills, secondly, the State Government's recommendation to the Union Government to develop it as a Tourist Centre, and, thirdly, the Southern Railways making it a holiday resort for their staff.

The credit for putting neglected Shevaroy Hills and Yercaud, the town, on the mineral and industrial map of India and abroad undoubtedly goes to Mr. E. K. Dickens of "Carlton House", Yercaud. His dogged tenacity, pioneering zeal and perseverance, despite initial failures, was responsible for the discovery of the existence of bauxite on the Shevaroy Hills in 1939.

HISTORY :

The Shevaroy Hills were known to District Officers as a sanatorium long before 1819 when the Nilgiris were first known. These hills owe much to the pioneering zeal of Mr. M. D. Cockburn, the Collector of Salem from 1820 to 1829. He was the first to construct a "hut" at a site, which later came to be known as the "Grange", and to introduce coffee

from Arabia, and apples, pears, loquats and other fruit from South Africa.

Col. Welsh who found Mr. Cockburn and his family living on the hills in 1824 writing about that time said that the Shevaroy Hills had become a resort "of all the gentlemen who could spare time and money for such a trip from Trichinopoly (Tiruchirapalli), Tanjore, etc."

VICISSITUDES :

As a result of some deaths in 1824 due to fever contracted on the hills it was declared unhealthy and was deserted. From 1833 visitors again began revisiting the hills which gradually gained in reputation since visitors and residents got themselves acclimatised. In 1845 Mr. H. Brett who was Assistant Collector at that time and later became Collector, was asked to "visit the hills and see what could be made of them."

Mr. Brett, therefore, in the company of Rev. J. M. Lechler, a Missionary of Salem, went up the hills. They were charmed with Yercaud, the first place visited among the several sites on the hills. Rev. Lechler who was in delicate health finding that he felt revived and refreshed, despite the fatiguing climb, decided to build a "hut".

This hut, which turned out to be a neat cottage when built was and is still known as "Melrose", and is said to be the oldest. In later years "Melrose" became a favourite resort for the European officials of Salem who needed a change of air. Dr. Graham,

a little later, also built a "hut" in close proximity of "Melrose" and at the site which later became the "Bellvue" Hotel. This building, still in existence, is now part of the buildings of the Montefort Boys' High School under the direction of the Brothers of St. Gabriel.

Mr. H. Brett was the next to build a house in 1845 in close proximity of Rev. Lechler's and Dr. Graham's. Known as "Fairlawns" it eventually became the "Fairlawns" Hotel, and though no more as such, the entire area, with several bungalows, is still known as "Fairlawns".

MUTINY OF 1857 :

The next ancient house is the "Grange"—the scene of Mr. Cockburn's activities, particularly in the planting of coffee and from which some of the oldest coffee estates on the Nilgiris took seedlings.

The "Grange", resembling a castle, with a castellated tower, played a minor role during the Mutiny of 1857. It is said a flagstaff was raised and that on the flat roofs guards kept an all-night vigil. It was to be a refuge to the entire "European and East Indian population" of the Shevaroy Hills in the event of a rising in Salem.

It is recorded that during that period of suspense and alarm all the children of Yercaud were sent there for safety. "Melrose" too is said to have housed a number of ladies from Salem and elsewhere in those days.

FOUR APPROACHES :

The unique feature of the Shevaroy Hills is that it has four approaches—

two on one side and two on two different sides.

The original and earliest road suggested was the one from Mallapuram—now Bomidi railway station, a distance of about 19 miles to Yercaud.

The Civil Surgeon of Salem in 1823 reported that the Shevaroy Hills "were beginning to attract notice as a health resort". Under the orders of Sir Thomas Munro, the then Governor of Madras, Dr. England, an Assistant Surgeon of Salem, made a survey of the Shevaroy Hills, and in 1824 reported favourably on the construction of the Mallapuram Yercaud Road. He died in May that year and his successor was not in favour of it. It is also said that although three miles of this road were actually completed the Mutiny of 1857 stopped further construction. This route is still used by people living round about the Cauvery Peak Coffee Estates.

SECOND APPROACH :

The second is that known as the Attur Ghat, Attur or as it is commonly known Kadiampatti Railway Station—now Danishpet route. It is about nine miles to Nagalur, a coffee growing centre, and about seven miles to Yercaud. This route is also used by the people round about Nagalur.

POPULAR APPROACH :

The third and most popular approach, however, is the Salem Ghat. The distance from Salem Railway Junction—formerly Suramangalam—to the foot of the ghat is about six miles of a fairly level road which passes through beautiful avenues of Banyan, Tamarind and other trees.

The distance from the foot of the ghat to Yercaud is about 13 miles. It is a well maintained concreted P.W.D. Road. It is a gradual ascent, with about six miles in the straight up the face of the hill in a series of about 19 hairpin bends zigzagging the entire route. This road, constructed in the early 1900's passes through beautiful scenery and jungle. In between are two iron bridges known as the "Thirty" and "Sixty" foot-bridges. Past midway the jungle gives way to a coffee estate which formerly was a coffee-cum-rubber estate.

THE BRIDLE-PATH :

The fourth, but the first approach on this side of the ghat and which must have been used by the early explorers and visitors, is the Bridle-path. Like its counterpart it is about nine miles of steep climbing from the foot of the ghat. This was the common route for people, livestock and goods to and from Yercaud before and even after the opening of the P.W.D. Road and till the bus service became a common feature about three decades ago.

"AKING AKANG" :

Those who did not relish the walk up were carried up and down this Bridle-path in a canvas contraption known as "chairs" perched on the shoulders of four able bodied muscular and lithe men of equal size and with a reserve of one or two to relieve any one of them when they tired *en route*.

To relieve the tediousness of their upward and downward journey, the bearers carried their human loads up

and up or down and down the 20 odd zigzags to the singing of a syncopated rhythmical song with its quaint refrain of "Aking Kayai, Aking Akang" which rent the air. The only stopping place was at Gundur, a toll-gate and midway to Yercaud where refreshments were available and where they expected the inevitable "baksheesh". Like its counterpart, the jungle almost from this point gives way to a coffee estate inter planted with oranges, etc.

Today the old order, with the running of buses at regular intervals and cheap too, has changed giving place to the new. Though the Bridle-path is still in use the once familiar song of "Aking Akang", heralding the arrival of persons into and leaving Yercaud has become extinct.

YERCAUD--THE TOWN :

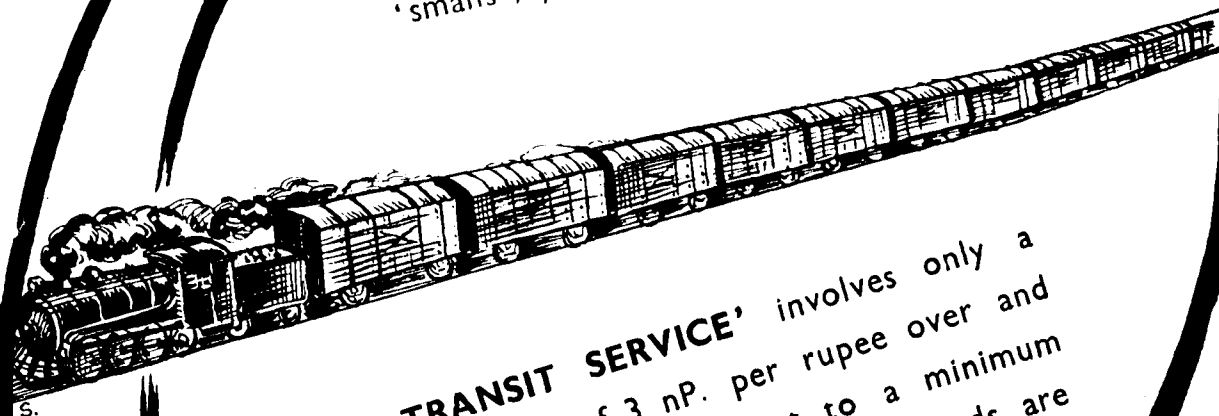
Yercaud, which means "Lake Forest", derives its name from two Tamil words: Eri—lake and Kadu—forest, is about 4,500 feet above sea-level. The tops of the hills, hillocks, valleys and low-lands of which it is composed is almost littered with residential buildings of all sizes in a beautiful sylvan setting.

It has a mixed population of Indians, Europeans and Anglo-Indians. The purely Indian quarter, with its bazaars, shops, restaurants, markets, etc., is Langlipet, named after Collector Langly. Here is located St. Anthony's Chapel, a school of the London Mission, the Police Station and quarters, and a Mosque.

A little away from Langlipet are the Government well for the supply of



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A view of the garden with Mahatma Gandhi statue near the Ornamental Lake

water to the residents of the area, the Panchayat Park, with a white marble statue of Mahatma Gandhi, and the Ornamental Lake, a large expanse of shallow water surrounded by a narrow road.

Round about the Ornamental Lake are the Gymkhana Club with its Tennis and Badminton Court, the Victoria Assembly Rooms and Library, the Holy Trinity Church and cemetery, the Yercaud Club with its Tennis and Badminton Courts, etc., and the Montefort Boys' High School opened in 1917 and run by the Brothers of St. Gabriel. This school, with its large storied buildings, chapel and extensive playing fields, etc., occupies almost an entire hill-lock and commands a beautiful view.

About a three-quarter mile away from Montefort is the Church Hill. Here are situated the Sacred Heart Girls' High School, run by the nuns of St. Joseph of Cluney, opened in 1894, Houses of the nuns of the Presentation Order of George Town and Vepery, Madras, opened in 1864-65 and 1897 respectively. These buildings, in re-

cent years, were purchased by the Salesian Order and is a Seminary of theirs.

A little away from these is the St. Joseph's Church, built about 1859 and extended on three occasions to meet the growing Catholic population. Close by is the Indian Catholic Colony known as "Kovil Modu". St. Joseph's Church has now been replaced by the new Sacred Heart Church, in Gothic style, built in 1934 through the efforts of Rev. Father F. Legeon, in a central and level piece of land known as the Golden Valley. Yercaud also has churches of the Lepsieg Luthern, London and Danish Missions.

There are also a Tahsildar's Office and Treasury, a well-equipped Government Hospital with a Resident Medical Officer, the Panchayat Board Offices, which looks to the civic needs of the Shevaroyis, and a Post and Telegraph Office at Yercaud and Nagalur, about eight miles away.

A LAND MARK :

A Shandy (Weekly Fair) is held by vendors from Salem, near the Big Lake, where the residents obtain their week's supply of provisions, etc. A "small" shandy, during the mid-week, is also held near the Ornamental Lake.

An interesting landmark near the Big Lake is the Sacred Shola (Sacred Wooded Grove). It is the property of the Malayalis where an annual feast is held. A unique feature of the Sacred Grove is that it possesses some magnificent trees, said to be as old as the hills, and that are remarkable for their height and girth. The ruthless

hand of destruction never touches them or the undergrowth.

In close proximity of the Sacred Grove but in a shaded corner, over looking an extensive meadow, was the "Fischer's Pavilion", built in memory of Mr. Robert Fischer, said to have been the first to cultivate coffee on these hills. This Pavilion, in days gone by, was the favourite spot for the holding of athletic meets, cricket matches, amusements, etc. It was also the Parade Ground of the Yercaud Rifle Volunteers which eventually was embodied with the South Indian Railway Battalion A.F.L. during World War II. Today, alas, the Pavilion, with the afflux of time and lack of interest to preserve a useful landmark, has completely disappeared and with it its name too!

SCENERY AND OTHER LANDMARKS:

It is unlikely that any other hill station in India has half as many as the surpassingly beautiful scenes and panoramic views that Yercaud and the Shevaroy Hills as a whole can pride itself in. It is difficult to determine here which is the best view. Each one, and there are several of them, has its own particular merit but the most beautiful are undoubtedly the Shevaroy Hill, Bear's Cave, Green Hills, Pagoda Point, Bear's Hill, Prospect Point, Lady's Seat and Arthur's Seat. But among them the most popular and visited by all who go up the hills are:

Shevaroyan Hill.—This is the highest point, about 5,500 feet, and from which these hill ranges takes its name. The summit, bare and flat-topped, has a



The sacred grove atop the Shevaroy Hills—the temple of Swami Servarayan

small grove in the midst of which is the temple of the presiding deity Swami Servarayan whose annual festival, in May, is a colourful event.

In the front of the temple is the "Wishing Well" which gratifies one's wishes, it is said. Incredible as it may be, it is believed that the most impossible wishes have been granted by it. All that one has to do to obtain one's wish is to stand on the edge of the well, and repeating the wish throw three stones over one's shoulder into it. If any one of them drops in, the wish is granted.

The view from the top of the Shevaroyan on all sides, with hills and valleys, is superb. Yercaud in the distance makes a striking picture. In the near distance are the Green Hills said to be similar to the English Downs. Here was also the Rifle Ranges of the Yercaud Rifle Volunteers till it was shifted to a site near the Big Lake in Yercaud.

Bear's Cave.—This is about four miles from Yercaud more or less at

the foot of the Shevaroyan Hill and *en route* to the Bauxite Mines. It is a pretty spot in the gorge of the Shevaroyan with a small residential bungalow in a sylvan setting. There is a small cave at the back of the house which must have been the habitat of bears from which the house derives its name. Near Bear's Cave is also Duff's Hill, about 5,237 feet.

Bear's Hill.—About 4,901 feet, within the town, gives a lovely picture of the near hills and valleys as well as that of the Elephant Rocks in the Gundur Spur and Salem Town in the distance.

In Elephant Rocks, in the midst of a richly wooded area, have a legend behind them. It is said that a beautiful Ranee, who lived on the Shevaroyas was admired and loved by two Rajahs—one a handsome young man and the other a wicked old sorcerer. The lovely Ranee favoured the younger man and both planned an elopement. The older man aware of their intention placed two of his largest elephants in their path to prevent their escape. The younger man, who was also a charmer used his occult powers and put the elephants into a long sleep and escaped with the Ranee to the plains. The old Rajah discovered that he had been foiled turned his wrath on his two trusted and favourite elephants and petrified them. Hence known as Elephant Rocks.

Lady's Seat.—This is a cluster of rocks through which there is just enough room to squeeze in. There is a natural seat with a back rest with room for two or three persons to sit on with nothing between them, save a

stone in front which acts as a kind of a wall, and a drop of hundreds of feet below. The view from here is wonderful. On the one side is the face of the hill showing almost the entire P.W.D. Ghat Road winding snake like through the green wooded and coffee areas. On the other is a view of the Salem plains, the Magnesite Mines in the foreground and beyond the sparkling waters of the Mettur Dam. Mr. Sri Prakasa, former Governor of Madras, like one of his predecessors, was much impressed with the Shevaroy Hills and the view from Lady's Seat that today there is a much wider road to it than previously, a mere footpath.

Arthur's Seat.—This is situated on the top of a hill almost in the centre of the town. From here is obtained a striking view of the valleys below with beautiful garden bungalows, the placid waters of the Big Lake, with large trees, the Dak Bungalow and a wind mill on the water's edge on one side and a range of hills with Taylor's Saddle in the distant.

Killiyur Falls.—There are several waterfalls in Yercaud, but the most known are the Kennedy and the Killiyur Falls at either extreme. The most popular, beautiful and picturesque, however, is the Killiyur Falls with a drop of about 75 feet in a sylvan setting with rocks, some of which form caves. The fall, taking its name from a Malayali Village nearby, are a favourite rendezvous of visitors as well as picnickers.

Devil's Leap.—About 4,703 feet is one of the Pinnacle Rocks on the Killiyur Road and near the bungalow of a coffee estate. This is a sheer



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precipice of over 1,000 feet with a wooded hill rising on the opposite side.

Pagoda Point.—Branching off the Vaniar Cart Road, Pagoda Point, about 4,507 feet, takes its name from the Pagoda shaped temple of the Malayali Village and is about three miles from Yercaud. It is a point from where one gets a lovely and different view of the near and distant hills of another section of the Shevaroy Hills such as the Tenande Malais (Hills) and behind them the grand Kalrayan, known as the "King of the Rock," as well as a nice view of the Salem plains. The Pagoda Point is another ideal spot for picnics like the Killiyur Falls.

Cauvery Peak.—This is north of the Shevaroy Hills and is about 4,703 feet. This takes its name from the beautiful view one obtains of the River Cauvery in the plains below. About 12 miles from Yercaud *via* Nagalur, Cauvery Peak presents a charming view of the westward hills. The scenery from here is simply grand and extensive. In the near distance can be seen the Bomidi Railway Station and a beautiful panorama of the distant mountains. Cauvery Peak is unique in that it has several commanding points from where one obtains a variety of views and panorama not obtained from other points. A further outstanding and lovely view of the Vaniar Valley and its sister ravines is also obtained at the bend of the Vellalakadai Road.

Among the other places of interest are Prospect Point (4,759), Eachenkadu, Swiss View, Taylor's Saddle (4,590), Honey Rock, Glen Peak, Hawthorne, Sanyasimalai (Priest's Hill).

ROADS :

The Shevaroy Hills including Yercaud are well served with a net work of good motorable roads, bridle-paths, and footpaths to all coffee estates, villages and places of scenic interest and landmarks.

A good road and incidentally an excellent drive for motorists; a joy ride for cyclists, and a walk for hikers, is that known as the Loop, the like of which is probably not found on other hill stations. A distance of about 20 miles, the Loop passes through a lovely and picturesque country side comprising coffee plantations, forests, rocks, ravines, etc., and covers a good portion of the hills. The Loop begins at the Big Lake at Yercaud, passes through Nagalur and the Cauvery Peak where it turns off from the Forest House there and comes back to the Big Lake, the starting point, but on another route, namely, *via* Honey Rocks, Craigmere, High Fields and the Cascades. Another good drive of about two miles within Yercaud is that known as "The Ladies' Mile" at the end of which is "Beaumanoir" (Eachenkadu).

PRODUCE :

Though primarily a coffee growing area, rubber too was grown, but was given up at a later stage. Cardamom too grows well here but it too is not cultivated on a commercial scale. Aloe, for the production of fibre, and Cinchona too was experimented upon but not pursued.

It will be no exaggeration to call Yercaud the "Fruit Garden of South

India". Its beautiful climate enables the growth and good yield of all kinds of fruit such as apples, pears, peaches, plums, butter fruit (Avacado), bullock's heart, cherimoyer, guavas, almost wild, oranges, tight and loose skinned, pine apples, papaya, jack fruit, two varieties, rose apple and loquats which unfortunately is not cultivated. Besides orchards some coffee plantations have fruit trees inter-planted with coffee.

Flowering plants and trees of all varieties and vegetables, foreign and indigenous, also grow exceedingly well including bananas and mango, the former of a special variety.

JEWEL IN THE CROWN OF MADRAS:

The Shevaroy Hills, as a whole, are a healthy place with an air that is soft and balmy yet bracing and refreshing. It is not as cold as Ootacamund and Kotagiri on the Nilgiris nor unpleasantly hot. The annual rainfall is said to be about 60 to 65 inches, and the

temperature never below 53 or over 86 degrees: the average being about 72.

Is it any wonder, therefore, that the Shevaroy Hills by virtue of its super salubrious climate, its gorgeous places of scenic and panoramic views, and fertility of soil came to be characterised as "a jewel in the crown of Madras".

Just as "Sir Mountstuart Duff came, saw and was conquered" when he visited these hills in the eighties that "he immediately set to work to see how he could improve Yercaud," but which for unanimity among the then residents fell through, so also in the present century it could be said that the State and Union Ministers came, saw and were conquered that they contemplate making it a Tourist Centre and also a Holiday Home for Railway Staff which it rightly deserves to be, not to speak of the Bauxite producing centre it will be when the Aluminium Factory at Salem is set up.



Shri A. Krishnamoorthy, Draftsman, AE's Office, Southern Railway, Guntur, won a special prize for his Judge's role in a Telugu play "Dharma Chakram" staged at Tanuku by the Andhra Nataka Kala Parishad in February 1960

INDIAN RAILWAYS SINCE INDEPENDENCE

S. N. BARUA

Senior Deputy General Manager, S. Ry.

[This is a talk by the SDGM, broadcast from AIR, Madras during the Fifth Railway Week —Ed.]



WHEN India attained Independence on 15th August, 1947, the Indian Railways had completed 94 years of service to the country. It was a far cry from 16th April, 1853 when the first train steamed out from Bombay to Thana, a distance of 23.8 km.

It would be no exaggeration to describe the Indian Railways as the king-pin of national economy. For instance, Bombay got the first Textile Mill in 1854, a year after it had its first Railway and the history of the former East Indian Railway may be said to be the history of the coal industry in India. The same is true even today and no significant development in the country's economy can take place without the Railways playing an important role.

Our Railways are now well set to fulfil the tasks of the Second and

Third Plan periods, but only a few years ago the prospects were almost gloomy. The economic depression of the 1930's had hit hard the Indian Railways, making renewals and replacements difficult. The Second World War brought more stress and strain. Repairs and replacements due kept soaring and fell into heavy arrears and in 1947—Independent India inherited a sick and ailing Railway system. With Independence came Partition and railways were faced with a number of problems serious and unprecedented in character. Normal railway operation itself was shaken to the roots, as Partition resulted in the migration of 83,000 railwaymen from India to Pakistan and another 73,000 Railwaymen from Pakistan to India. These migrations of technical manpower left a vacuum which was hard to fill.

An attempt to catalogue all the achievements of Indian Railways since Independence would be futile, and I shall confine myself only to some important events. The first serious casualties of Partition were the former N.W. and B and A Railways. These two Railways suffered physical dismemberment and the small portions that remained in India were set up as separate units to form the East Punjab and Assam Railways. They were left without any workshops and the Assam Railway was tucked away in the eastern corner even without a link with the rest of the Indian Railway

system. In the west, Karachi was lost as a major port. Consequently, all traffic had to be routed *via* Bombay, and doubling of the Delhi-Mathura Section for diverting traffic through the port of Bombay was almost the first post-independence task of the Railways. Restoration of lines dismantled during the Second World War was also a task of considerable magnitude.

Another major task was to link up Assam Railway with the rest of the country's railway system. This was achieved by the famous Assam Rail Link. This line of 228 km. running along the foot hills of the Himalayas criss-crossed by turbulent and treacherous rivers presented almost insuperable problems. Fortunately the Railways were able to find Engineers with matching skill who accomplished this remarkable engineering feat in record time and opened the Assam Rail Link for all traffic in January 1950.

This brings us to the First Five-Year Plan of Indian Railways. Since then several new lines have been constructed totalling about 3,219 km. Work is also in progress on 708 km. of new lines which include the 301 km. long Khandwa-Hingoli Metre Gauge line connecting the Northern and Southern Metre Gauge networks, which will eliminate gauge to gauge transshipment for much of the traffic moving between the North and the South.

Relaying of 11,265 km. of track has been completed to enable trains with heavier engines to run at higher speeds and more relaying is in progress.

The 6,074 ft. long B.G. rail-cum-road Ganga Bridge was opened on

1st May, 1959 ushering in a new era of transport development in North Bihar, Bengal and Assam. Work has also started on the Gandak Bridge in Bihar and the Rs. 10 crore Brahmaputra Bridge in Assam, which is historic in the sense that this will be the first ever bridge across the mighty Brahmaputra.

During the 11 years from 1947-48 to 1958-59, increase in goods and passenger traffic has been very heavy, goods registering a marked increase of 129%.

To cope with this, side by side with increasing line capacity, the Railways have purchased 3,082 locomotives, 9,159 passenger coaches and 1,37,385 wagons upto the end of financial year 1958-59. The goods carrying capacity by the end of the Second Plan period is expected to be double of what it was at the beginning of the First Five-Year Plan.

An intensive programme has also been undertaken for remodelling of stations, marshalling yards, modernisation of signalling equipment, etc. On heavy traffic sections provision has been also made for diesel traction and electrification. 142 km. of selected sections on Eastern Railway have been already electrified and proposals are on hand to electrify another 1,637 km. on Eastern, Southern, Central and South-Eastern Railways.

An all-out drive for operating efficiency has broken the back of transport bottlenecks in the country. At Moghalsarai, India's largest Marshalling Yard and a notorious bottleneck, there was an improvement of 32% in the total number of wagons handled with a corresponding improvement of 21% in detention to wagons. At

Vijayawada, another one-time serious bottleneck, the number of wagons dealt with rose by 17% and detentions came down by 25%.

Looking to Passenger traffic, we find that in recent years, the average Indian has become more and more travel-minded. Today 4-million persons travel daily by rail as compared with 1.5 million in 1938-39. To cater to this increase in traffic and consequent overcrowding, more than 700 additional trains were introduced during the First Plan period alone, besides extending the runs of 525 other trains. Overcrowding is also being tackled by introduction of Diesel Rail Cars for short distance traffic, increasing accommodation in III Class coaches and introduction of De-luxe III Class Air-conditioned and Janata-Express trains.

Majority of the 4-million passengers daily travel in III Class and yet, until Independence, they belonged to the forgotten class. But since Independence it has been a different story. To relieve the lot of III Class passengers from the time they enter a station till they complete their journey, various additional amenities have been provided such as, waiting halls, pucca platforms with benches and shady trees, adequate arrangements for drinking water and lighting, improved lavatories and provision of fans and wash-basins in carriages. Recently III Class Sleeper Coaches have also been introduced on certain important trains and a programme is in hand to gradually extend this facility to more long distance important trains.

Departmental catering, which existed only on the Southern and Eastern

Railways at the time of Independence, has been gradually extended over other Railways and it is now functioning at 103 stations and on 21 Dining cars.

In the past the country was solely dependent on imports for her Rolling Stock and other requirements. A drive for self-sufficiency in Rolling Stock and equipment was therefore a natural corollary. Although there was some sporadic production of locomotives in India since 1885, the long-felt need for an organised industry remained until the Government took active interest in the matter and also extended financial assistance to indigenous firms a few years ago.

The first India-made locomotive rolled out of the State-owned Chittaranjan Locomotive Works on 1st November 1950 and since then manufacture of 1,000 W.G. Locos has been completed upto March 1960. Besides manufacturing locomotive boilers to meet Railways' additional demands, Chittaranjan is expected to turn out the first quota of 10 Electric locos by the end of the Second Plan. On the Metre Gauge side the first 'Telco' locomotive was manufactured in 1952. 195 M.G. locos were produced during the First plan period and it is expected to produce 461 locos in the Second Plan.

The State-owned Integral Coach Factory here in Madras started production in October 1955 and has repeatedly jumped its production targets. The 1,000th coach rolled out in January this year and a second shift has been recently introduced to cope with further increasing demands. Coaches are also being manufactured in the Hindusthan Aircraft Ltd., of

Bangalore. A few other firms are also engaged in the manufacture of coaches and wagons. Our wagon-building industry stands out as the largest in Asia with a total installed capacity which is expected to be 36,000 by end of 1961.

Hand in hand with development of production capacity, in the field of research a large organisation for design, research and testing has been set up at Lucknow to take charge of works which were previously entrusted to Consulting Engineers in London.

Our Railways have also seen other dynamic events of no less significance :

(a) The regrouping of the State Railways in 1951 following the integration of the former princely states resulted in the formation of six zones which were later increased to eight.

(b) Rationalisation of pay structure and hours of employment were ensured by the Central Pay Commission and the Rajadhyaksha Award.

(c) Revision of the rating system in October 1958 evolved a more rational Railway Freight Structure.

(d) The Railways boosted up indigenous industries by raising expenditure in indigenous products from 63 crores in 1950-51 to 168 crores in 1958-59, thus saving foreign exchange and increasing the country's employment potential to a very large extent.

In their march of progress, the Railways have not forgotten the welfare of their employees totalling over a million. During the First Plan period 20 crores were spent on staff welfare and 50 crores more will be spent in the Second Plan to provide more quarters, hospitals, better educational facilities, clubs, playgrounds, etc., for the staff. Apart from their sentinel duties in the country's largest national asset, our staff have taken due share in other healthy occupations like Cultural activities, Arts and Sports. Particularly in sports they have earned many laurels and recently Smti. Arati Saha of S.E. Railway has achieved the unique distinction of becoming the first Asian girl to swim across the English Channel.

It is only possible to touch the fringe of Indian Railways' achievements in the short time at my disposal. In trying to present briefly their growth and development since Independence, I can do no better than end with a quotation from our Prime Minister's message on the eve of integration of the Railways in 1951— "Whatever achievements or lack of achievements our Government may have to its credit or discredit, I think I can say with full assurance that the improvement in the Railway system in India is one of the outstanding achievements of the Government." As a humble railway man I may add that our one million Railwaymen are determined on further achievements and to that end, this Railway Week is a period of re-dedication to the service of the country with unflinching faith and firm resolve.

INDIA'S SHORE TEMPLES

R. T. SHAHANI

THE existence of the shore temples along the entire coastline of India has baffled many a student of art and architecture. Whether we start from the magnificent Somnath of legendary fame and go down to the Cape Comorin or commence with the Black Pagoda of Konarak and reach Mammalapuram, the same phenomenon presents itself to us. One thing is obvious. Once upon a time, all the places must have had historic interest and in some way or other, it was important to propitiate the God of the waves. Hence, we find temples dotted on every important place of interest on the sea coast. But then let us have a glance at only the most important ones.

SOMNATH :

On the southernmost tip of Kathiawar now known as Saurashtra stands the wind-swept, weather-beaten, wave-washed shore temple of Somnath on the site of ancient Prabhas Patan. Somnath is one of those imponderables of Indian history and tradition which one cannot set aside.

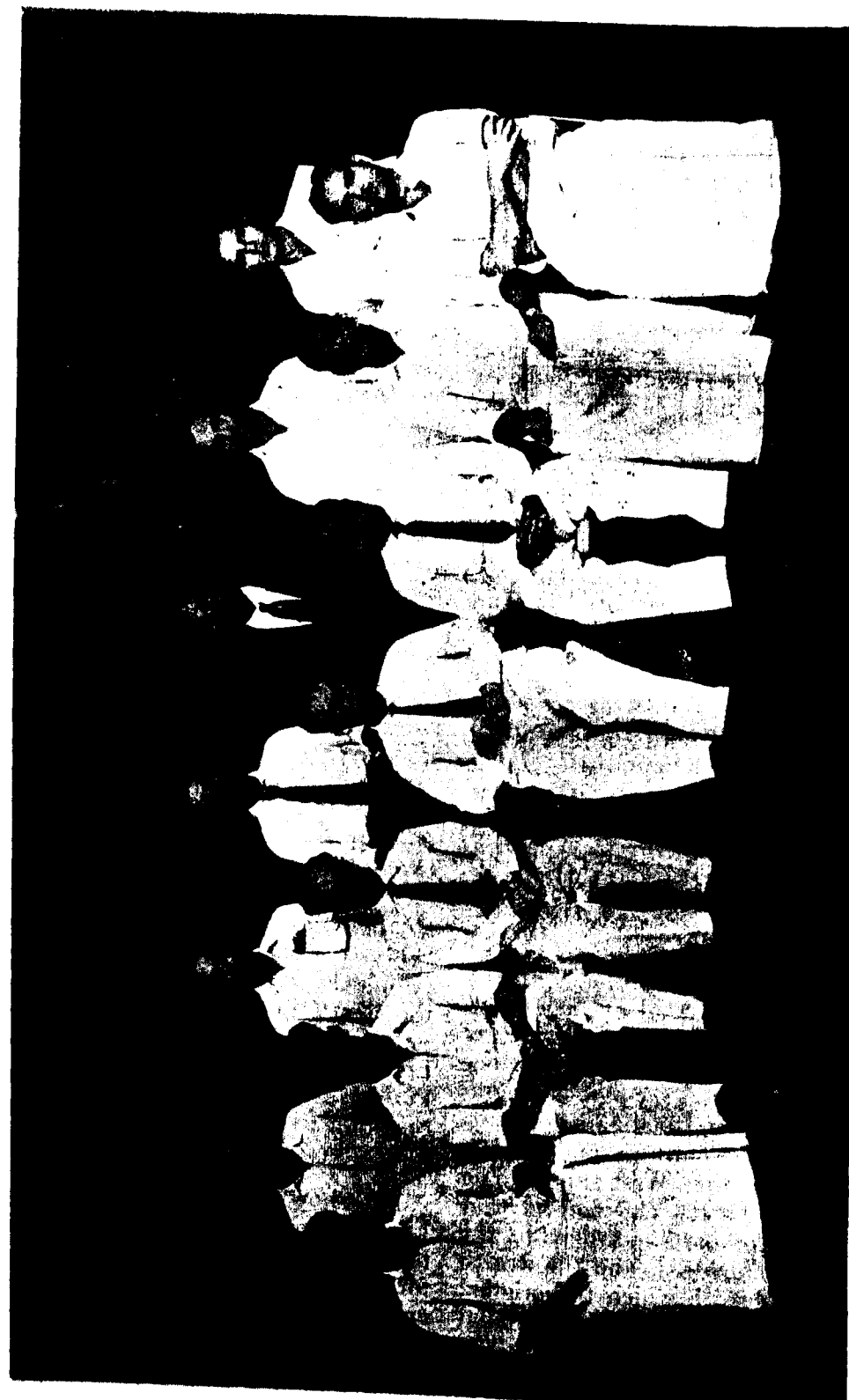
First the ancient tradition. History and geography, mythology and superstition have combined to make of Prabhas Patan a place of importance since the days of long ago. Geographically, Prabhas stood as a gateway to India for adventurers and traders coming from the West and going towards the East. The fact is that the fame of Somnath had rolled on the waves of the high seas and the wealth and grandeur with which the original temple was invested had gone round

the four corners of the world. Fantastic stories were recited about Somnath, of the sacred Lingam of God Siva, of the foremost of the Hindu Pantheon.

It was said that an endowment of a thousand villages went into the upkeep of Somnath, that a thousand Brahmins were engaged in the daily round-the-clock worship of the idol, that a bevy of five-hundred dancing-cum-singing damsels did terpsichorean homage to the God every day. The principal edifice was built on fifty-six pillars, jewelled chandeliers adorned the main hall and there was a chain of gold deposited within the portals of the temple—a mere matter of 200 maunds. No wonder then the Somnath enjoyed a legendary fame which incidentally was also responsible for its downfall.

Such munificence cannot be without its mythological counterpart. The Hindus have always been blessed with an extremely vivid imagination and one of the ways in which it sought expression was an assemblage of mythological episodes which would put the combined efforts of the Illiad and the Odyssey to shame. Most of the Hindu temples have their origin in atonement ; the commission of the sin followed by repentance. According to ancient lore, Lord Krishna breathed his last at Prabhas Patan. Prabhas, the Land of the Sun, became a hallowed spot thereafter.

But how came Somnath itself? Legend has it that Chandra (Moon) had developed an unusual fascination for Rohini, the daughter of the demi-god Daksha when all his twenty-six



Group photo of the Committee of the management of the Southern Railway-Salt Cotours Official Restaurant 1959-60

daughters had been given in marriage to him. The rage of the rest of the frustrated females brought a curse upon Chandra from his erstwhile father-in-law, afflicting him with perennial consumption. The Moon came to Prabhas and sought the favours of Siva by persistent worship and entreaties, when he was granted partial cure. The Moon would retain his pock marks for half the month—during the other half he would shine in his pristine glory. But there was a condition. The Jyotir Linga, 'the self manifested emblem of the God Siva in Prabhas Patan'—had to be venerated and the God Siva—Somnath—would be pleased. And so it was.

As regards the edifice itself, again according to legend, it was first built of gold by Soma, then of silver by Ravana, and finally of wood by Krishna. Historically speaking, Raja Bhimdeo of Anahilwad erected the temple and Kumarpal his successor embellished and improved.

Now if there was one thing which obsessed Islamic worshippers, it was the idea of plural worship. It was the misfortune of Somnath that in the eleventh century, Sultan Mahmud of Ghazni of Afghanistan, the self-appointed chosen one of Allah, made his inroads into Hindusthan in September, 1025, and with 30,000 soldiers swooped upon Somnath *via* the present States of Jaisalmer, Bikanir, Ajmer in Rajasthan. If there was one province in India in which balkanisation was rampant at that time, it was Saurashtra which, we are told, after the dissolution of the Vallabhi power, gave itself up to the proposition of living in a fool's paradise under the shadow of the ever-watchful Somnath. The Brah-

mins at Somnath, inebriated with the opiate of religion, sought inspiration and refuge in the holy sanctuary. Somnath was thus in a State vulnerable to attack by the enemy.

Exaggerated accounts have come down to us from the historians of Mahmud Ghazni. It is said that he took away with him two million dinars of gold and looted the treasury containing fabulous amounts of gold, silver and jewels. But this visitation was a set-back in the life of Somnath. Somnath had to undergo some further shocks. In 1927 Alafkhan, the brother of Allaudin Khilji overran Gujerat and Saurashtra and did not spare Somnath; but then Somnath was like the phoenix. It rose from the ashes every time with greater glory.

The work of renovation and embellishment commenced with Raja Bhimdeo and Siddhraj Solanki. Later on, in 1743 Ahalya Bai Holkar built a new shrine. After the Partition of India, on 13th November 1947, Somnath saw a new Sun rise on its glory when Sardar Vallabhbhai Patel advised the construction of a new structure to be superimposed on the existing site. This work has progressed very satisfactorily, and when the tourist stands on the sandy shore of Somnath and sees the glorious new and has a vision of the resplendent old he will, no doubt, be recalling the glory that was India!

THE LAND'S END :

Coming down to the tip of the Indian Peninsula, we have a beautiful little spot called Cape Comorin or Kanya Kumari. The approach to the Cape—literally, the land's End of

India—is along a perfect stretch of 56 mile-long metallised dustless road.

The confluence of the three seas and the rising and the setting sun is all that you see here. The “melodious approach of Shiva” is all that you hear. You are prepared to believe in mythology. Legend has it that the virgin Goddess waited in resplendent glory for her “unpunctual” lover, the God Siva, who did not keep the rendezvous. Here again, man has provided a beautiful little temple and a throng of visitors come to pay homage to the Goddess every year. The cape has a beautiful, sheltered beach with natural rocks to serve as protection and bathing is always a delight on this spot.

About 32 miles south of Madras along the palm-fringed coastline we come to the shore temples of Mammalapuram, a relic of Pallava architecture (600—900 A.D.). History and legend have combined to invest Mammalapuram with a halo of glory; and why not? Once upon a time, this must have been an important seaport and it was probably an important link between the Far East and India even as Konarak and Somnath must have been in the days long ago. There was considerable export of materials and culture between India on the one hand and Java and Cambodia on the other in those days. Although the Administrative seat of the Pallavas was Conjeevaram at a distance of about 40 miles from Mammalapuram, it was here that the founder, Mahewalla, started a process of hectic temple-building, at a site near the Palar river, temple-building which involved excavation and quarrying out of a natural rock, reminiscent of glorious

sculpture of Buddhist times. Though a good bit of the structural architecture here has perished, it has left traces behind which would confirm us in our belief that this indeed was an important entrepot in the days gone by.

Among the architectural beauties, mention may first be made of the mandapas, ten halls, with approximate dimensions as follows: width of facade 25 feet, height 15 to 20 feet, depth 25 feet and pillars 9 feet high. It is, therefore, apparent that the Pallavas did not aim at grandeur in their sculpture. Nor is the result a stunted piece of art. On the other hand, the mandapas have retained grace and proportion. There is a character of design which shows in its execution good architectural qualities and the disposition of sculpture is something to admire. On the facade, we have decorations of Chaitya architectural motifs. For the first time, perhaps at Mammalapuram, we realise that the rock-cutter, the artificer who did the job of excavation with chisel and hammer was also, if not primarily, a sculptor.

Perhaps, one of the most interesting riddles of the sand is the seven pagodas, ‘each a replica quarried out of the whale-black rock’ for which Mammalapuram is justly renowned. Each one of these is in a remarkable state of preservation. They are monoliths known as “rathas” in India. Here again, emphasis is not laid on magnitude and size but on proportions. Save for Draupadi’s “ratha”, the remaining ones have very modest proportions, the largest being 42 feet long, 35 feet wide, 40 feet tall. There are eight “rathas” in all, reminiscent of Buddhist types. The base is supported by figures of animals, the lion

alternating with the elephant who become bearers of heavy burdens. Of the Vihara or Monastery type, there are five in number, all square in plan and pyramidal in elevation.

THE BLACK PAGODA :

Of all the surf beaten temples I have visited the palm should go to Konarak, the piece de resistance of medieval Orissan architecture which has stood the test of time despite inclement nature. Built by King Narasimhadeva I (1238—1264 A.D.) as a monument of victory over the infidel Muslims, Konarak, “the sun’s corner” earlier known as the Black Pagoda to differentiate it from the white plastered structure at Puri, was according to legend, built in 12 years’ time by 1,200 artificers, while 12 years’ revenue was expended on it. There are 12 pairs of beautifully sculptured wheels on two sides, while seven magnificent horses attempt to pull the massive weight. Number twelve was obviously sacred to the generations of yore. Perhaps, it represented the twelve signs of the Zodiac.

Legend which cannot be divorced from Hindu mythology at any stage must have its say here also. Lord Krishna had a son named Shamba who incurred the ire of his father and was cursed to lose his looks and became a leper. A 12-year penance was advised. Propitiation to the sun-god brought about freedom from the foul disease. Hence, Konarak, ‘an architectural image of the mythical chariot of the sun, speeding through the heaven’. As I stated while discussing Somnath, in Hindu mythology, there is an antidote to every poison. Penance often shows the way. What greater glory than a tribute to the sun-god, the life-giver before whom every form of life ‘from the most carnal to the most refined’ is sacred. As one author has summed up, ‘Konarak is a living testimony to the speculative daring, and the artistic sensibility of a race that once knew how to live, love, worship and create in heroic proportions!’



Shri Ratan Bahadur Baman, Rakshak, Railway Protection Force, S. E. Rly. receiving the award from the Railway Minister, Shri Jagjivan Ram for outstanding work

OBITUARY



DAVID. B. VACHA. (M.I.Mech.E.)
Divisional Mechanical Engineer,
SOUTHERN RAILWAY.

Born : 2nd FEBRUARY 1912.
Passed away : 25th FEBRUARY 1960.

Shri. Vacha joined the Indian Railways as a Probationary Assistant Loco Superintendent on the Assam Bengal Railway on 25th September 1937. He was transferred to Great Indian Peninsula Railway on 8th November 1945 when he worked in various capacities including Works Manager/Parel. During the War, he also held the rank of Major in D of INDIA Unit (Railways).

On leaving the Railway Service on 1st May 1949, he joined The Consolidated Pneumatic Company, Limited, Bombay, as their Sales Representative and after some years, he joined the Hindustan Machine Tools/Bangalore as a Sales Engineer.

He was again re-appointed on the Indian Railways and posted to Southern Railway on 17-6-1957 as a temporary Divisional Mechanical Engineer, where he worked in various capacities as Mechanical Engineer/General, Divisional Mechanical Engineer/Fuel and lastly as Divisional Mechanical Engineer/Hubli.

His sudden untimely demise was as a result of a serious illness for which he underwent a major operation in the Christian Mission Hospital at Vellore.

He was a most popular Officer on account of his helpful tendency, his kindness, generosity and accessibility to one and all.

The following verse composed by one of his admirers echoes the sentiments of a large number of his friends who miss him and who pray that his Soul may rest in Eternal Peace, and ^{that the Almighty may} give strength to his family to bear the sudden loss.

Dear was he to one and all,
Always willing to ease our fall.
Venturing out of his own smooth way,
In order to brighten our dreary day
Dear God, please help him, we earnestly pray.

B ugles and Gums, does a big man share,
but, for this humble man, our silent prayer.

V aliant in deeds, fearless, and fair,
A rriving at decisions, no other would dare.
C omfort and solace to big and small,
H ardly a day passed, but some one would call.
A nd now, DEAR LORD, he has answered YOUR Call.

R.I.P.

THE THIRD PLAN

C. V. B. MENON

District Commercial Superintendent, S. Rly.

THE Third Five-Year Plan of India will be unique in one respect. It will mark the beginning of an era of great and intensive economic development, unprecedented in the history of India, during which the economy of the country is expected to reach its "take-off" stage.

The central objective of the Third Plan has been stated to be the laying of a solid foundation for future progress in regard to our basic industries, agricultural production and rural development, leading to a self-reliant and self-generating economy.

Planning is a continuous process and successive Five-Year Plans are closely inter-related. The perspective of future planning was embodied in the Second Plan. Similarly, while finalising the Third Plan, the Fourth and perhaps even the Fifth Plan will be kept in view.

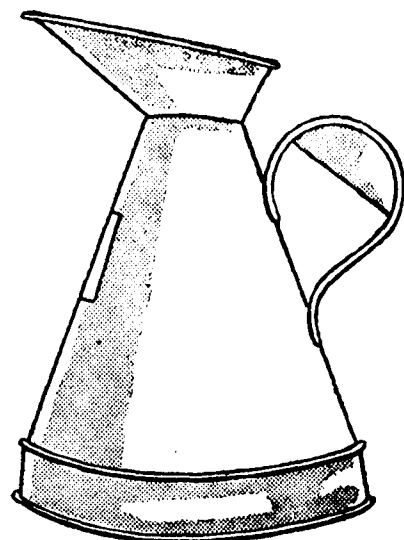
India has made creditable and remarkable progress in almost all directions as a result of the first two Plans. Every effort will be made during the Third Plan to realise fully the gains by way of increased production from the assets created and the services developed during the First and Second Plans. The pace of development in the Third Plan itself will be such as will gather momentum as the economy gathers strength and ensure rapid

development during the subsequent Plans.

The tentative draft outline of the Third Five-Year Plan, presented by the Planning Commission before the 14th meeting of the National Development Council envisages—

- (i) a rise in national income by a minimum of five per cent per annum ;
- (ii) the attainment of self-sufficiency in foodgrains ;
- (iii) an increase in other agricultural production to meet the requirements of industries and exports ;
- (iv) a large-scale expansion of basic industries like steel, fuel and power and, in particular, machine building ;
- (v) a substantial increase in employment opportunities ; and
- (vi) the reduction of inequalities in income and wealth and a more even distribution of economic power.

The total investment outlay on the Third Five-Year Plan has been placed tentatively at Rs. 9,950 crores, consisting of an estimated investment of Rs. 4,000 crores in the private sector and an investment of Rs. 5,950 crores in the public sector. This is about 50 per cent more than the outlay on the Second Plan. The projected investment outlay of Rs. 9,950 crores consists of the following allocations



NOW-METRIC CAPACITY MEASURES

The Metric capacity measure—LITRE—comes into use from April, 1960 when the PAINT and PETROLEUM industries change over to the Metric System. Paint will be sold in litres and the entire distribution of petroleum will be in litres only.

CONVERSION TABLE

1 GALLON = 4½ LITRES approx.

1 LITRE = 1,000 MILLILITRES

DA-59/577

FL. OUNCE	MILLILITRES (ml) (to nearest ml)	GALLONS	LITRES	MILLILITRES (to nearest 10 ml)			
1	28	1	4	550			
2	57	2	9	90			
3	85	3	13	640			
4	114	4	18	180			
5 (= 1 Gill)	142	5	22	730			
GILLS	MILLILITRES (ml) (to nearest ml)	6	27	280			
1	142	7	31	820			
2	284	8	36	370			
3	426	9	40	910			
4 (= 1 Pint)	568	10	45	460			
PINTS	LITRES (l)	MILLILITRES (to nearest ml)	GALLONS	LITRES	MILLILITRES (to nearest 100 ml)		
1	—	568	20	90	900		
2 (= 1 Quart)	1	136	30	136	400		
QUARTS	LITRES	MILLILITRES (ml) (to nearest ml)	40	181	800		
1	1	136	50	227	300		
2	2	273	60	272	800		
3	3	409	70	318	200		
4 (= 1 Gallon)	4	546	80	363	700		
			90	409	100		
			100	454	600		
MILLILITRES	FL. OUNCES (to nearest ½ fl. oz.)	LITRES	GALLONS	QUARTS	PINTS	GILLS (to nearest gill)	
10	½	1	—	—	1	3	
20	1	2	—	—	1	2	
30	1½	3	—	—	1	1	
40	1¾	4	—	—	—	—	
50	2	5	—	—	—	—	
60	2½	6	—	—	—	—	
70	2¾	7	—	—	—	—	
80	3	8	—	—	—	—	
90	3½	9	—	—	—	—	
100	3¾	—	—	—	—	—	
MILLILITRES	PINTS	GILLS	FL. OUNCES (to nearest ½ fl. oz.)	LITRES	GALLONS	QUARTS	PINTS (to nearest pint)
200	—	1	2	10	2	1	—
300	—	2	4	20	4	1	—
400	—	2	4	30	6	2	—
500	—	3	2½	40	8	3	—
600	—	4	1	50	11	—	—
700	1	0	4½	60	13	1	—
800	1	1	3	70	15	1	—
900	1	2	1½	80	17	2	—
1000 (= 1 litre)	1	3	—	90	19	3	—
				100	22	—	—

CHANGE TO

METRIC SYSTEM

FOR SIMPLICITY & UNIFORMITY

Issued by Government of India

DA-59/577

**CHANGE TO
METRIC SYSTEM**
FOR SIMPLICITY & UNIFORMITY

Issued by Government of India

DA-59/577



Shri T. Narasimhulu Raju,
OS/Rates Branch/C. C. S.'s
Office, S. Railway, Madras,
proceeded on LPR from
17-3-60



Farewell Address—Shri J. B. Rao, C.C.S./S.Rly. is seen speaking on the occasion

SOUTHERN RAILWAY

Tender Notice No. MAS/4/1960

(1) Tenders for "Execution of works and supply of materials for ZONES 'A' to 'H' for a period of one year only from 1-7-60 to 30-6-1961—Madras Division."

(2) Tenders for "Collection and training out of Ballast for ZONES 'P' to 'R' for a period of one year only from 1-7-60 to 30-6-1961—Madras Division."

The Divisional Superintendent, Southern Railway, Madras Division, Rayapuram, Madras-13, invites Separate Sealed Percentage Tenders for the above to reach him not later than 15-00 hours on 8th June 1960.

Cost of tender form each Rs. 5 (Rupees Five only)
Earnest money for each Rs. 1,000 (Rupees One Thou-
sand only)

Last date for sale of tender forms 15-00 hours on 3-6-60

Last date for receipt of earnest money by the
Divisional Paymaster, Madras-13 12-00 hours on 4-6-60

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

May 1960

THE THIRD PLAN

47

under the various heads of develop-
ment :

Head of Development	Amount in crores of rupees		
	Public invest- ment	Esti- mated private invest- ment	Total invest- ment
Agriculture and Commu- nity Development ..	550	800	1,350
Irrigation	690	..	690
Power	900	50	950
Village and Small Indus- tries	160	275	435
Industry and Minerals ..	1,300	1,000	2,300
Transport and Communi- cations	1,450	200	1,650
Social services ..	500	1,075	1,575
Inventories	400	600	1,000
Total ..	5,950	4,000	9,950

With the full mobilisation of man-
power resources in rural areas, the
targets mentioned above are likely to
be substantially exceeded. It is also
expected that, by the end of the
Third Plan, the need to import food-
grains will no longer be there.

Some of the important industrial
targets which are expected to be
reached during the Third Plan are :

Steel (ingots) ..	About 9 million tons.
Pig iron	1.5 to 1.8 million tons.
Alloy and tool steel ..	60,000 tons.
Coal	90 million tons.
Lignite	4.8 million tons.
Crude oil	1.7 million tons.
Nitrogenous fertilizers	1 million tons.
Power	11.6 million kilowatts.
Railways—Goods	
Traffic	230-235 million tons.
Road	Additional 20,000 miles.
Shipping	Additional 200,000 to 220,000 GRT.

Agriculture continues to play a key
role in the economic development of
our country. The production of food-
grains and other agricultural commodi-
ties has to be considerably stepped up.
Export of agricultural commodities
contributes substantially to the foreign
exchange earnings of the country.
Besides, adequate quantities of agri-
cultural raw materials are required to
feed the various industries in the
country. Naturally, therefore, a high
priority has been accorded to Agricul-
ture in the Third Plan. The principal
targets for agricultural production
proposed are :

Foodgrains ..	100-105 million tons.
Cotton	About 70 lakh bales.
Jute	About 65 lakh bales.
Oilseeds	About 92 lakh tons.
Sugarcane	About 92 lakh tons of gur.

The raising of standards of living
today clearly depends upon greater
production and better distribution.
Provision is therefore being made in
the Third Plan for industrialisation on
a very big scale, all along the line.
The highest priority in industrial deve-
lopment is being given to the establish-
ment of those industries which provide
either exports or the basic raw materials
or intermediate goods required for
industries already established in India.

The experience of the last few years
has shown that the demand for power
far-outstrips the generating capacity.
The Third Plan target for power has
therefore been tentatively fixed at
11.8 million kilowatts of installed capa-
city by 1965-66, or a little more
than double the capacity that the
country will have at the end of the

Second Plan, to be fully in balance with the phased requirements of industry and transport.

The Railways play a very vital role in the economic and industrial expansion of India. With the increasing tempo of industrialisation and economic development in the country, the machinery of the railways will have to be geared to a higher pitch to meet fully the demand for transportation that is likely to be generated. On the basis of the tentative targets set for industrial production and economic development during the Third Plan, it is likely that the Railways will eventually be called upon to carry about 50 per cent more originating traffic, than will be handled by the Railways at the end of the Second Plan. The Railways also expect to lay about 1,200 miles of new lines during the Third Plan.

Provision on a reasonable scale has been made in the Third Plan for Social Welfare and training programmes. These programmes comprise of two groups. The first one consists of those which are closely linked to economic programmes such as technical and higher education, scientific research, training of craftsmen and housing of industrial workers. The second group consists of programmes such as the

expansion of facilities for education, control of disease, health and medical care, family planning, rural and urban water supply and welfare services for the less developed sections of the community.

With the achievement of the targets set under the various heads of development in the Third Plan, it is hoped that it will be possible to secure an aggregate increase in national income of the order of 27 to 28 per cent, the increase in *per capita* income being about 14 per cent. The corresponding figures for the Second Plan are expected to be 20 to 21 per cent in national income and about 10 per cent in *per capita* income.

The capacity of our country for economic development is almost infinite. Our success in this direction, however, depends mainly on how much hard work we could put in to sustain the projected rate of development. The sacrifices that the people of India are being called upon to make are insignificant, compared with what other countries have made while developing their economies at earlier periods of time. The willing contributions of productive effort of the millions of people in India can make up in the aggregate a substantial addition to national income.

CORRIGENDUM

In the April 1960 issue of "Southrailnews" page 24, Column 2, item (3) please read : "Conversion : Conversion of Gudivada-Bhimavaram, etc."

THE MONKEY'S REPAST

A. V. SUBRAMANIAN

Personnel Officer, I.C.F., Perambur

IT was mountainous country. The few hamlets on the slopes were peopled by hardy hill folk who cultivated millets. To supplement their food, their womenfolk gathered tubers and roots and honey and fruits. The young maidens helped their parents by watching the millet fields against the depredations of birds. It was during such a watch that the girl met the neighbouring chieftain's son and love was born. Her friends encouraged her in this and helped her to keep her secret. Love flourished in the bracing air of the mountains and the lovers made a secret pact that they should marry each other and none else.

But now the millet had been harvested and it was no longer necessary for the village girls to go out to the fields. The lovers were prostrate with the grief of separation. The father of the girl was a stern person who thought a maiden of eighteen was an object to be protected from alien gaze; he had arranged for watchmen to mount guard day and night over his house. The chieftain's son grew bold with despair and one day succeeded in meeting his fiancée's friend, who had kept watch in the millet fields with her in the early days of their courtship. The young man came up with a barrage of questions. Before she could answer them he impetuously exclaimed, "Can the desire of my heart be ever fulfilled?" The friend was an intelligent person and she gave him a reply that must have certainly set him thinking.

She said to him, "Oh chieftain's son! You are the fortunate ruler of very fertile country. Along the slopes of your mountains the banana grows in luxuriant abundance and the fruit in heavy bunches awaits the pleasure of the passer-by. Along side is the jack tree whose large fruit has cracked in several places with the pressure of the sweet kernel inside. A monkey attracted by the prospect of good eating comes up and helps himself to a few bananas and to some of the kernels he could extract without effort from the cracks of the jack fruit. He felt thirsty and looked around. Finding some water in the hollow of a rock he greedily drank it up. It was not pure water, however, on the rain water that had gathered in the hollow had fallen drops of honey from a comb on an overhanging branch and the whole thing had fermented and at the time of the monkey's visitation was most delectable mead. Inebriated with the rich food and the heady draught the monkey sought a place of rest. At other times he used to climb up a sandal tree and sleep on its branch. Now he felt too drowsy to get up to his arboreal mattress. So he simply laid himself down to sleep on the ground where fallen flowers had formed a natural cushion-like bed.

"The monkey in your country in this manner was able to attain the summit of pleasure without plan or design. Other wild animals on your mountain slopes also enjoy this kind of unplanned for bliss. You as the chieftain's son—why do you despair?

What you so avidly desire you shall certainly attain. My friend is consumed with love for you and is pining away in her house. What then stands in the way of your union?"

The chieftain's son had been impulsively trying to interrupt her in her harangue and now he cried out, "That is all very good. But this father of hers—he has well nigh imprisoned her and watchmen prowls all around the house. How are we to meet? One thing is certain. If I cannot see her soon, we shall never meet again in this world. This separation is going to be the death of me."

The friend hesitated as if suggesting something that was not practicable. She said, "But the watchmen are only human and there will be a time when they shed their vigilance and drop off to sleep. You can watch for such an opportunity, of a night, and creep up to the backyard . . ."

The friend was no fool and she could divine the hundred objections that were sizzling in his mind. She pointed to the vengai tree that was in glorious bloom and to the moon with the halo all around it and said, "Oh, I am getting impatient. Don't you see the tree in bloom and the halo around the moon? They indicate beyond a doubt that this is the season when lovers get married. All your doubts and all this misery of waiting can at once be dispelled if you muster up the courage to ask her father for her hand in marriage. He objects to this secret wooing; he will not be averse to a public wedding."

The story of the young lovers set in this mountainous setting is an eternal theme in ancient Tamil poetry. One presumes that the story ends in marriage for the Tamils were an optimistic people; their literature permits of minor sorrows but is intolerant of catastrophe.

Group photo of members of the National Railway Users Committee with Railway Minister at New Delhi Railway Station



PUBLICITY MAY REDUCE THEFTS AND DAMAGES

K. S.

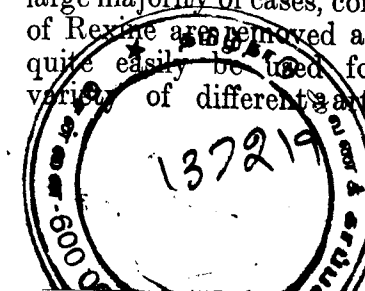
WHAT is the nature of the damage? Is the damage wanton irresponsible hooliganism or is it a systematic theft? In correspondence columns of the Press and also in the editorials, it seems to be assumed that damages were only capricious without rhyme or reason, signifying only a lack of public conscience. If this assumption is correct, why should the damage be so largely confined to certain specific categories of articles? Why should it show a trend which should demonstrably be linked to world and local economic conditions? It may be pointed out that there is nothing easier to smash than a sheet of glass. Yet where mirrors have suffered they have not been smashed; but they have been bodily removed. Glass fittings have suffered less than other fittings, which often required considerable time and effort to damage. Where windows are often broken, the damage happens to be on most occasions accidental.

As for wanton hooliganism, it can occur only in times of civil riot or commotion. It is pointed out that the incidence of damage was far higher in 1952, the peaceful year, than in the disturbed years of 1942 and 1947. These considerations give rise to some doubts whether hooliganism is really the cause of the damage.

The economic conditions prevailing at the time of maximum damage may be examined. No social significance is attributable to this crime. Where there is restriction on behaviour or supply there will be offences against

that restriction. Now there existed in India an acute shortage of metal mainly non-ferrous. The 1800 Indian Metal Ferrous Foundries derived half their supply of iron and steel from scrap and that smelting capacity in Bombay and Calcutta for non-ferrous metals far exceeds the supply of scrap or virgin metal available in foundries. It follows that metal scrap especially (non-ferrous) has a high resale value. This consideration applies to many types of electrical equipment. Among the electrical appliances, for instance, bulbs, bulb-holders, lamp-shades, switches and fluorescent tubes have conveniently been lost by Railways. These are easy items to smash. These have been in most cases removed where breakages occurred. It is quite probable that they occurred while the miscreant was trying to remove the fittings. Again damaged parts removed on the motors (suitable for household use only after rewindings) have been left. The resaleable parts have appealed to the miscreant. If this was due to hooliganism, he would have smashed the material and left his handiwork for the admiration of others. But the man who methodically removes fittings, and particularly specific types of fittings with a known resaleable value, is removing them with a purpose. He is not a destroyer but a thief.

Next we may mention Rexine upholstery as a case in point. In the large majority of cases, complete panels of Rexine are removed and these can quite easily be used for making a variety of different articles or for



household repairs. Now the question comes who are the culprits? The *bona fide* travellers are not generally responsible. The stolen fittings are those which are securely fastened and require patience, experience and tools to remove. According to the Coach Maintenance and Traffic staff, their experience suggests that three classes of people are involved in these thefts—illegal travellers of the vagrant class; Railway technical employees; Scrap dealers, Electrical contractors and Railway supply contractors. Among all these, illegal travellers of this vagrant class were noticed in Bombay when a campaign was conducted by Walter Thompson & Co., on behalf of Bombay Railways (Central and Western Railways). Many of these vagrants are between 12 and 18 years old. As hawkers, shoe-shine boys and beggars, they moved freely about on station platforms and on running trains. They include expert pickpockets armed with razor-blades. They operate as free-lance workers, selling their booty to unscrupulous traders or as members of gangs directed by adults. Many detected cases of theft, which transpired during the course of this propaganda publicity, pointed clearly to the vagrant class elements as being responsible for much, if not all, of the damages on the Railways. In the minds of the public, it is believed, the railway staff themselves are responsible for most of the theft. This cannot be swallowed as it is a dangerous opinion to leave without contradiction. By inference, one has to think the indirect collaboration of railway staff when thefts occur in stabling yards. Energetic measures have been taken to guard against thefts by railway

employees and they have been largely successful.

Scrap Dealers and Contractors.—Scrap dealers, electrical contractors, etc., are a possible market for fittings stolen from railways. It was suspected during investigation that some contractors and dealers illicitly deal with scrap removed from railway workshops by railway staff. There are several reasons why thefts on railways is hard to control. A few of which are described here and there. Some of them are exclusively railway administration problems while others seem to be amenable to actions resulting from public pressure, if it can arouse enthusiasm.

Railway Administration's Problems.—The approaches to many stations are inadequately enclosed, allowing people to enter and leave stations and trains. There is an inability to deal firmly enough with illegal travellers due to fear of recrimination in the absence of adequate protection at certain stations. The tendency to take the line of least resistance due to lethargy also accounts for this.

The Public Action Problems.—From the public point of view it may be said that the travelling public is largely apathetic about illegal travellers. Juveniles are being protected by law which demands trial in Juvenile Magistrate Courts in the presence of their guardians. When the delinquent denies having a guardian, the case is dropped. Even when an adult criminal is caught, his punishment under Railway Act is too mild. Requirements of law for identifying stolen property are very rigid. It is often impossible to satisfy them fully. This

naturally leads to apathy in attempting to trace stolen property.

Measures to be taken by Railways.—High grade experts in propaganda who did the campaign publicity like Walter Thompson have said that their contact with the railway officers has shown clearly that the railway officers are energetically tackling a very big problem but a few measures in addition to those they are already known to be tackling, is necessary, for further tackling the problem. Much of the damage occurs in the Ladies' Compartments when no ladies are travelling. The culprits can proceed with their work undisturbed. In trains consisting of old type units, it is possible for illegal travellers to move from one end of the running train to another. Now the hand-bars provided in various carriages are utilised for assisting the thieves in this direction. As a measure to discourage theft, reward should be announced for railway employees who suggest suitable detective devices. Now there is a Screening Committee which screens suggestions and prizes are awarded by railways for good suggestions in the form of cash reward, certificate or medal, etc.

Publicity can direct public opinion and stimulate public action.—At present, the railways have to face the public which is getting enlightened more and more as days go on, being a new democracy. The public are not sufficiently informed of the problems which confront the railways and the ways in which they are being tackled. If the railways have a case to put before the public, they should put it forward aggressively and continuously. We must do more than merely ask the public to be vigilant; for preference, we should be able to point out a

specific class of individuals and ask public co-operation in keeping them off the railways, say for instance, the beggars and hawkers, who often turn out to be vagrants, ticketless travellers and thieves. Will the public respond to an appeal to banish the illegal traveller on the grounds that he steals railway property? We must stimulate a more personal interest in the problem on the part of the public. The illegal traveller is also a pickpocket on most occasions. Apart from his capacity for stealing coach fittings, there is every reason to believe that many criminals follow both callings, adjusting their activities to more or less crowded conditions on the trains. The illegal traveller robs you twice over. When the train is full, he picks your pocket and steals your valuables; and when the train is empty, he steals bulbs, lamps, fans and other fittings there for your comfort. Help your Railways to catch the thief. It is advisable to spotlight this in advertisements, posters, placards, stickers on every sheet of letter-paper, and every envelope used by the Railways (if possible on the reverse of every ticket issued). Apart from arousing opinion of the illegal traveller, a member of the public, who has spotted a suspicious-looking character, or a beggar or a hawker, must be told "what to do next?" We should direct him to report him (the suspect) to any uniformed railway employee, and write his complaint in the books at any Station Master's Office.

Press advertisements should be concentrated on the areas where the thefts or damages occur on a large scale. Posters should be displayed at prominent positions in all stations, railway coaches, railway offices, and

circulated to large firms, factories for pasting them in their premises. Acknowledgment cards should be sent by the Administration in response to each complaint recorded in Complaint Book. "Catch the thief" rubber stamps supplied to all railway offices, for making all envelopes and letter papers used by them.

It will be noticed that some of the suggestions are relatively inexpensive,

and not by themselves very spectacular. A device like the 'Rubber Stamp' cannot tell a long story but still it can remind people of a story they have read elsewhere. If done on a large scale, it can be a supplement to other more conventional means of communication. No means of communication should be overlooked which will remind the public of our message "Help our railways to catch the vagrant traveller and the thief".

Group photo showing the players of the Southern Railway Basket Ball Team who participated in the 2nd Inter Railway Basket Ball Tournament held at Bombay during February 1960



VADALUR JYOTHI RAMALINGASWAMI

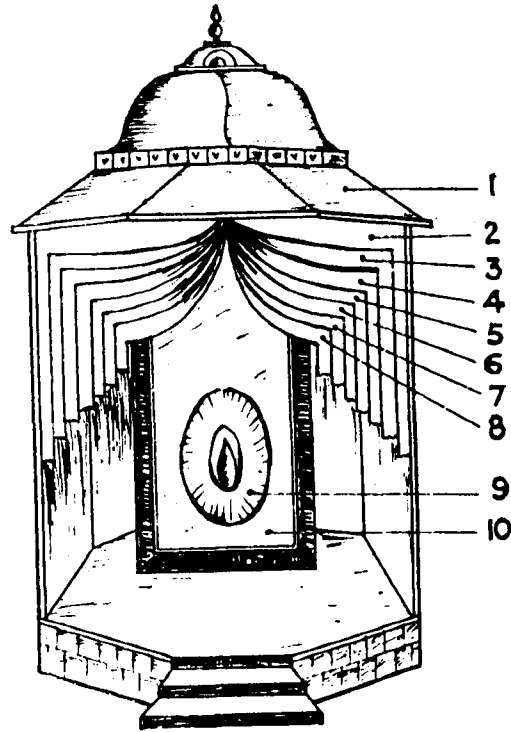
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G. S. RAJU

In the year 1867, Ramalingaswami founded a society under the name of Samarasa Veda Sanmarga Sangham, which means a society based on the principle of Universal Brotherhood, and for the propagation of the true vedic doctrine. It can be said that these principles are identical with those of the Theosophical Society. Just in the neighbourhood Swamiji constructed a Sabha which he named Satya Gnana Sabha, the shrine of unique Brotherhood, reconciling the palpable, irreconcilable points in the various religions. It stands as the very ennobling and truly inspiring monuments to his greatness, unknown and unheard of in any other part of the globe. This Sabha which stands on an octagonal masonry cellar-terrace resembling a full blown lotus flower, is surrounded by a lofty cone shaped roofing overlaid with thick plates of brass more or less after the gothic fashion and crowned with a gilded stupa at the top. It overlooked an aerial frontage secured by ornamental railings and a gateway. The whole structure exhibiting as it does, the conception and style, quite of his own, is a peculiar and quaint specimen of architectural beauty. It looks like a chariot when seen at a distance, impress the mind of the beholder in a manner never to be forgotten and, commands reverence and devotion. Here the Swamiji had got installed a thick English glass sheet, five feet in height, after duly consecrating the same with his pujas and mantrams for over 48 days. Just at the back of this, is planted a luminous deepa (light) and

on the front side are arranged, one behind the other, seven curtains all hanging and in the respective colours of black, indigo, green, red, gold or yellow, white and an admixture of the six colours.

The Sabha with its contents is to say the least, as romantic as it is enthralling. Hence the question of questions is, what are these symbols for? Who has seen God in the books? If at all they are intended to carry anything, what is it? The fact is this. The Swamiji has here drawn a close analogy between this edifice and the human body with special reference to the inward mechanism of the head as understood in the white light of human physiology and anatomy and thereby has exhibited to the public eye portraits illustrative of the mysterious forces governing this life, or in other words, he has let clear light shine on the great inner secrets of this life. The Sabha and its scenic arrangements in the interior having thus been deliberately designed and carried out on purposive and well-thought out lines, there is not so much to be seen here with the eye as to be left in the spirit, and to the seeker after truth, who applies his ears to the language of these symbols with a view to feel the great ideas they convey and the richest gems of facts they enshrine, will, of course, be abundantly clear the true secret of their meaning. However, despite the intricate and abstruse nature of the subject, which is admittedly a life study, Swamiji explained in a



way to the lay reader in as concise a manner and as simple a language as possible.

The lotus like building is compared to the human body, the temple of God which is the highest form of His creation and which is but eight spans by one's own hand.

The deepa points to the Jyothi or the all-pervading spirit whose replica it is that is reflected in the microscopic shape of a phosphorescent-like ray on the white transparent tissue which is placed just in the centre of the face where the root of the nose and the eyebrows from either side, all meet together.

The glass represents the pure white transparent tissue forming the sanctum sanctorum or the seat of the Holy of Holies.

Black curtain stands for the gross elements of waste or dead matter in the body, and its inherent force, Maha Maya (Grand illusion).

Indigo curtain implies such of the waste or dead matter as are in the subtle state of existence in the body. Its inherent force is called Maya (illusion).

Green curtain denotes water in the body and its inherent force, Kriya Shakti (creative force).

Red curtain signifies the blood in the body and its inherent force, Para Shakti (eternal force).

Gold coloured or yellow curtain connotes the bile in the body and its inherent force, Icha Shakti (Passion).

White curtain is suggestive of the Semen of Indria in the body and its inherent force, Gnana Shakti (wisdom).

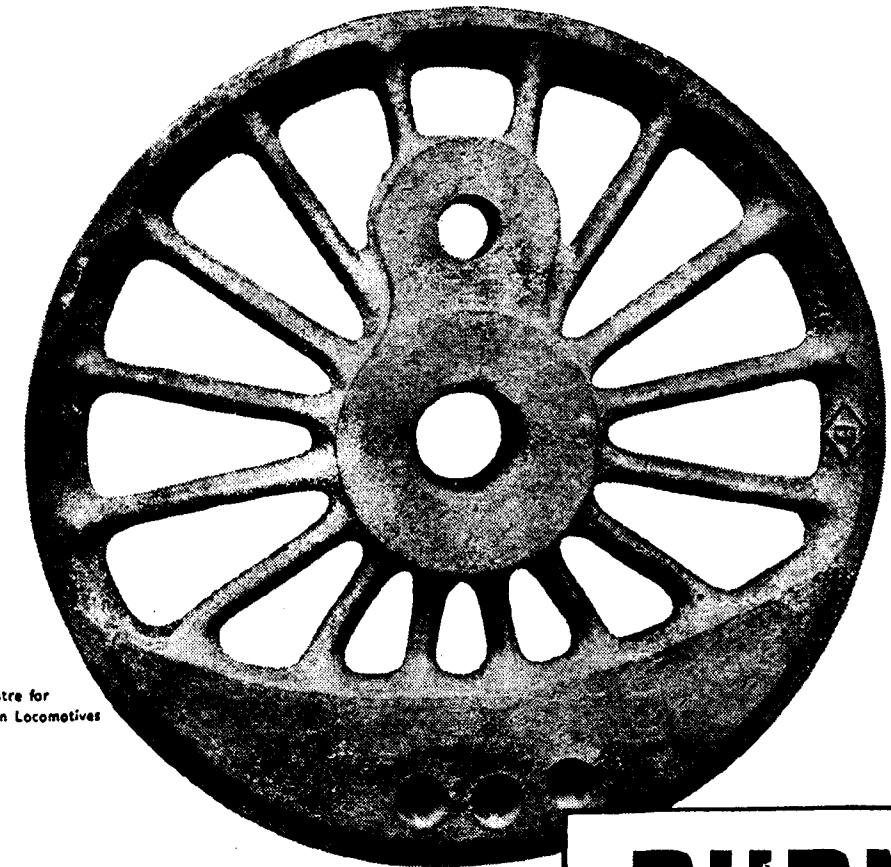
The mixed coloured curtain refers to the combined substance formed by the interpenetration of the six substances just mentioned above and their peculiar cumulative force called Audi Shakti (Primordial force) wherefrom all the other six forces originate and wherein they all merge or end.

Just as the deepa in the lotus like building is hidden from view until the seven curtains, that hang flat and intercept it, are raised or removed one after another, even so is this Athma or the individual soul in the human being kept out of sight until the rendering of the seven veils of Maya that obstruct it. That is to say, one cannot identify oneself with the highest bliss until this vile and sinful body is, by successive stages, completely and thoroughly purged of all the spurious elements and their inherent satanic forces.

How rational and universally acceptable is his exposition of the spiritual laws in relation to the individual soul? How graphic and inspiring is his description of the momentous facts of life in terms of its own and very immutable principles! It is something plain, something simple, something practical, yet, something beautiful, elevating and what not! And who is there, be a prophet, or a religious teacher, scientist or philosopher, belonging to whatever school or clime, that can, by any stretch of imagination, gainsay these basic principles which represent only that which is common and universal among the various cults and creeds!

As he preached Ahimsa and against caste, he was not very popular. But still people of all castes gathered in large numbers around him. They came not so much for his teachings, as in the

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hope of witnessing and learning phenomena, or, 'miracles' with the power of producing which he was generally credited: though he himself discredited the idea of anything supernatural, asserting constantly that his was religion based on pure science. Quite dissatisfied with this he began to prepare his disciples for his departure from the world in his 54th year-- 1873. He announced his intention of going into Samadhi. During the first half of 1873 he preached more forcibly his views on Human Brotherhood. But during the last quarter of the year, he gave up lecturing entirely and maintained an almost unbroken silence. On the 30th of January 1874, he selected a solitary room in a small building, entered into it after taking an affectionate farewell of his chelas. He stretched himself on a carpet, and on his orders the only door was locked and walled up. This disappearance of the Swamiji cast a gloom in the village circles, both far and near. In the mean time lame rumours spoke around everywhere and the police took cognisance of it. On receipt of the police report, the powers that be did suspect foul play in the mysterious disappearance of the Swamiji. Mr. George Banburry, I.C.S., the then member of the Board of Revenue, and Mr. J. H. Garstin, I.C.S., the Collector of South Arcot, with their usual retinue hastened to the scene of occurrence and launched an elaborate enquiry. The two European Officers came round and round the hut into which the Swamiji has entered and finding nothing to lend the least support for any sort of suspicion, were compelled to face the conclusion that he must be a "great soul" every inch of him. They returned after contributing Rs. 20

for a feast in honour of the Swamiji. But, when a year later, the place was opened and examined, there was nothing to be seen but a vacant room. He left with his chelas a promise to re-appear some day, but would give them no intimation as to the time, place or circumstances. Until then, however, he said that he would be working not in India alone, but also in Europe, in Russia and America, and all other countries, to influence the minds of the right men to assist in preparing for the regeneration of the world.

This sacred spot of Vadalur Jyothi Ramalingaswamiji is now loomng large in the eyes of the pious public and has been marked off by a beautiful cenotaph raised thereon in which the naked oil lamp, that was first lit by the Swamiji during the days of yoga sadhana and referred to in the course of his parting address, is said to be perpetually lit even to this day by an inexhaustible store of oil. The deepa is now enclosed in a frame work of glass and thus protected from the outside gale of winds. In the event of the whole quantity of oil getting used up and the man in charge unconsciously sleeping away, he is said to be reminded in a dream about his failure, and he subsequently wakes up and immediately does the needful. At times, in the dead of night, the tiny little flame of the deepa assumes a gigantic shape of unusual brilliance, so much so, the whole shrine appears to have taken fire, and this Jyothi Darshan has been actually witnessed by the simple folk of the village.

During the latter part of his visible earthly career, he often expressed his

bitter sorrow for this sad state of things, and repeatedly exclaimed:—

"You are not fit to become members of this society of Universal Brotherhood. The real members of that Brotherhood are living far away, towards the North of India. You do not listen to me. You do not follow the principles of my teachings. You seem to be determined not to be convinced by me. Yet the time is not far off when persons from Russia, America (these two countries were always named), and other foreign lands will come to India and preach to you this same doctrine of Universal Brotherhood. Then only will you know and appreciate the grand truths that I am now vainly trying to make you accept. You will soon find that the Brothers who live in the far off North will work a great many wonders in India, and thus confer incalculable benefits upon this, our country."

The prophecy has been literally fulfilled. The fact, that the Mahatmas in the North exist, is no new idea to us, Hindus, and the fact that the advent of Madame Blavatsky, from Russia, and Colonel Olcott from America were foretold several years before they came to India, is an incontrovertible proof that Vadalur Jyothi Ramalingaswamiji was in communication with these Mahatmas under whose directions the Theosophical Society was subsequently founded.

When Sri Tholuvore Velayudham Mudaliar, second Tamil Pandit of the Presidency College, Madras, interviewed Madame Blavatsky and Col.

Olcott in the presence of Sri Singaravelu, President of the Krishna Theosophical Society and another trustworthy Theosophist, Sri C. Aravamudhu Aiyar, a Sanskritist of Nellore, they said that (1) Our Society was founded at the direct Suggestion of Indian and Tibetan Adepts and (2) that in coming to this country we but obeyed their wishes.

(Extract from 'The Theosophist', July 1882, edited by Madame H. P. Blavatsky under the head 'Coming Events foretold'.)

The monumental work of Vadalur Jyothi Ramalingaswami worthily called the "Tiruarulpa", the beautiful songs of grace, may well be recommended to the whole World.



President Nasser of the U. A. R.

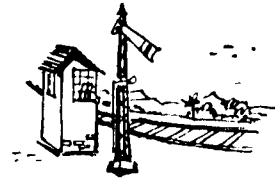
(From a drawing by Sri C. D. K. Murthy, Accounts Department, Southern Railway, Madras)



THE VICTIM OF VICISSITUDES

M. VENKATESWARA RAO

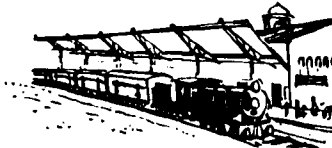
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MR. CLERK tossed about in bed rather restlessly after the day's hard work. Evidently some thing was disturbing the tranquility of the midnight hour—Yes, it was the clock. How intensely it ticked and with what vehemence! It appeared as though the clock resolved to shatter the Clerk's eardrums. May be the restless clock grew jealous of this rest seeking Clerk and made its usually gentle ticks resound with such a great intensity!

Mr. Clerk stared at the clock helplessly. The clock laughed at his helplessness and the laughter echoed as it chimed one... two... three..... four. Any more reticence on the part of Mr. Clerk would mean a sleepless night for him.

"Madam Time, don't you like me have a nap?" Mr. Clerk addressed pathetically.

Madam Time could only grin at this.

"Time, tide and everything-else is against me," grumbled the Clerk, "I have become a laughing stock."

"I entreat you, Madam," appealed Mr. Clerk, "not to disturb me. My boss will return from camp tomorrow and I shall have a bull-load of work. The peon will greet me with the summons—"Wanted Sir" and with this my day will begin followed closely by a thunder storm from the boss who has the reputation of being stern and has seldom smiled while in office."

The clock went on without paying heed to what Mr. Clerk said. It is true—time and tide wait for no man—much less a Clerk!

Mr. Clerk entered the officer's room with nervousness. The boss was engrossed deep in a file of papers. He could not look at the standing clerk before him. How else could Mr. Clerk make his presence felt except with a prudent cough! The boss at last raised his head, yawned a little, puffed his cigarette and turned round, faced the wall and addressed nonchalantly:

"Well, Did you clear your arrears?"

"Yes Sir, the work is in progress."

"What! You are still at it?"

"Yes Sir."

"Nonsense!"

"No Sir, I am sincerely at it Sir."

"Slow Coach!"

"Beg your pardon Sir, I am doing my utmost Sir."

"I don't want excuses or explanations my dear Sir! What I want is work and work only and nothing else."

"I have been leaving office daily at 8 p.m. Sir," ventured the Clerk.

"Silly.....By-the-by what have you done with the urgent case, I gave you on the day I left for camp?"

"Yes Sir, I sent it up to you last week itself duly furnishing the information asked for."

"Oh, I see!..... Look here. I give you yet another day. You should see that the work is current by noon tomorrow."

"I am sorry Sir, It is humanly impossible" said the Clerk warming up.

"How dare you say that! I say you should finish it off tomorrow at any cost. You may go! A set of donkeys!" The boss flared irritably no sooner than the Clerk had left.

Mr. Clerk could not forbear overhearing this. "Donkeys! we can't be bigger than him at any count! He calls us donkeys and wants his fellow donkeys carry the load of ten donkeys. Curse to the boss! Curse to the office!" gesticulated Mr. Clerk wildly.

Mr. Clerk's 'Status' felt tremulous and with tears in her eyes put in "How foolish of you to call the boss a donkey! What will befall me if he comes to know of this?"

"I told you many a time not to interfere in my affairs" replied 'Self-respect', rather sharply.

"You are a fool, you lack common sense".

"I care a pin for it. Dignity and respect—I want, and nothing else".

"Yes, you want dignity and respect at my expense! Look at me in these rags. Don't you want me have even these? Do you intend driving me into the streets to go a-begging?" 'Status' had almost broken down.

"Then, do you want me to submit to all sorts of insults? Do you want me to sell away my soul? Tell me 'Status', tell me—do you want me to volunteer for my self-immolation? Did he not call him a donkey?" 'Self-respect' raged at 'Status'.

"What harm is there if Losses call their clerks donkeys or monkeys? In days gone by, they used to shower abuses with all the vulgar language at their command and it was not uncommon that no mercy was shown either to father on earth or to grandfather in heaven. But such abuses were never counted".

"Much water has flown down the Cooum since then,"

"But it has not wrought me a change, my dear 'Self-respect!' You of the younger generation have no sense of discernment between right and wrong. You have nothing else to boast of except a sharp tongue which is more a liability than an asset. Look at that bald-head Balayya. What was he twenty years ago—except a poor Record-keeper. Now what is he? He is the monarch of the Branch Office with 800 chips a month! I should bend my head before his status. He was called worse than what this boss is content to call. But he had the virtue to put up with them and tide over his time tactfully. All the showers of abuses could only make him bald and nothing else, my dear."

"Then kill me. I prefer death to humiliation," reacted 'Self-respect'.

"I don't want your life dear; I want you to adapt yourself to

circumstances. That is all. That may ensure me a decent future" said 'Status' pathetically.

"You want me to keep mum like a rock? Is that what you mean?" asked 'Self-respect', warming up.

"Yes my dear, if you don't raise your head I may have a better position."

"That is why I want you to extirpate me and build your castles on my ashes."

"You are in a bad mood today my dear 'Self-respect.' Go and take rest. We shall discuss this atlength tomorrow."

'Status' turned to the clock and said with tears trickling down her cheeks:

"I don't know, Madam Time, how I can get on with this 'Self-respect'. She is extremely short tempered."

"Don't worry 'Status'. I have seen hundreds of thousands of people like her. A day will come when she will realise your difficulties and mend her ways" said Madam Time in an alleviative tone.

"I am helpless, Madam! She has become a source of worry. She is a thorn in my side. I dread her. I hate her."

"Status, Poor dear, leave it to me. Don't bother about her. I will bring about a change in the near future."

"Thank you, Madam."

* * *

The boss emerged out of his closet and like an arrow let loose, stalked straight to Mr. Clerk. Mr. Clerk turned blue with fear. He stood up thunder-struck and waited calmly for the cloud to burst out. He knew that thunders would be showered. He also knew that no power on earth could provide him a shelter from these thunders. Throwing out the file of papers on the table, the boss cried out the omissions and commissions of Mr. Clerk with a volley of abuses, of course.

Gaining composure, Mr. Clerk did not yield ground. He spoke patiently and yet convincingly. The boss was evidently satisfied with the explanation and left. It was not unusual for the boss to pounce upon his clerk in the past; but the unique feature of the incident of the day was the non-emergence of 'Self-respect' soon after the boss had left. 'Status' was indeed amazed at this change of heart of 'Self-respect' in keeping mum! She feared that her end was near. She found Mr. Clerk carrying on without grumbling. She could not contain herself any more and burst out: "Hello Madam Time, I owe you a deep debt of gratitude".

"What after all is this 'Status'. After all I kept my word" reciprocated Madam Time.

"It is very kind of you Madam, for the interest you have taken in me" 'Status,' warmly thanking Madam Time turned to the left only to find Heart who was busy chanting her favourite 'Lub-Dub'.

"Oh, Heart! how do you do?" exclaimed 'Status'.

"O. K., 'Status'."

"Sorry to disturb you....."

"So, what can I do for you?"

"Nothing. Just I want to know the whereabouts of 'Self-respect'. She is not to be seen of late."

"Don't be sarcastic about her who is no more" replied Heart angrily.

"No more?"

"Yes, Self-respect is no more. She hanged herself five minutes ago."

"How good of you Madam Time, 'Self-respect' is no more" shouted 'Status'.

"Yes, she is no more" confirmed Madam Time, as the clock chimed one, two, three, four and five.

Mr. Clerk woke up after a disturbed night.

(Based on the author's original in Telugu).

WEDDING



Shri P. R. Subramaniam, Clerk, GM(P)/Southern Railway, married Sow. V. Saroja on 6-3-60

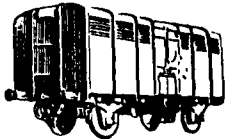


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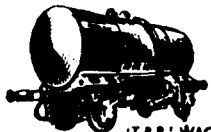
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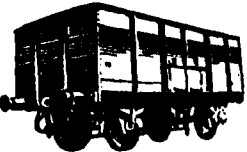
'C.M.R.' TYPE WAGON



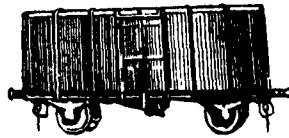
'T.P.R.' WAGON



'M.B.O.C.' TYPE WAGON
LOADED ON 'A.B.R.'
TYPE WAGON



'O' TYPE WAGON



'C.R.' TYPE WAGON



'B.G.' STEEL COACH BODIES



'HOT COKE' WAGON

Sow. Abhayanibal, daughter of Dr. R. Ganesa Iyer, Assistant Surgeon, Railway Hospital, Tri:hy Fort, married Shri S. A. Kandaswamy, B.Sc. (B.E.) on 11th February 1960





HOW ANIMALS PROTECT THEMSELVES

WHEN man wants to attack, or defend himself, against another man or animal, what weapons does he use? Far back in time, when man was savage and about one step above the animal in the use of his thinking powers, the only weapons he used were what nature had given him—his hands, legs and perhaps, his teeth, to which he added his body strength. Then as the centuries passed and man improved his mind, he made himself rough weapons out of stone, flint and wood, like axes, stout staffs and slings; then came the bow and arrow, spears and swords.

A time came when man discovered the use of hard metals like iron, copper, etc., and so he made himself weapons of attack and defence out of these metals. Then one day he discovered the power behind gun-powder and made himself weapons which fired shot and bullet. And so on to the present day, when man has invented and made machine guns that can fire up to fifteen hundred shots a minute, and high-explosive bombs that can wipe out whole cities, and finally the nuclear weapons that will not only wipe out whole cities, but perhaps wipe out man himself if he is not wise in the use of these.

So much for man and his defence. But what about the animal world?

The animal—including also the birds that fly and the fishes that live in water—have not been given brains that can improve their thinking powers. As they thought and acted thousands of years ago, so they think and act today, by what is known as instinct. Now, there are a large number of animals, birds and fishes that can only continue to live by preying on each other—that is by killing and eating each other. But in spite of this, when attacked by an enemy, they will always try and put up some kind of fight to cling on to life, until superior strength or cunning overpowers them. And for this purpose they have been given various kinds of weapons in or on their bodies for attack or defence.

Take the case of the poisonous snake, like the deadly cobra. In his jaws he has two needle-sharp teeth, or fangs, which are hollow, and connected to a tiny fleshy bag, or pouch, on either side of the head. These bags contain deadly poison. When a snake is attacked, what happens? He returns the attack by opening his jaws, jabbing those need-like fangs into the soft flesh of an animal, or man, and through the hollow the deadly poison enters the blood-stream of the enemy. Within a few minutes that enemy lies dead.

Then there are the animals which have horns—deer, bulls, buffaloes, etc. These are sometimes of hard bone

growing out of the heads of the animals, or masses of dense hair so close together and tough, that they serve the purpose of horns. When these animals are attacked, down go their heads, and they bring these nasty horns into full play, goring the attacker until one or the other dies, or retires from the fight, bloody and beaten.

Have you ever seen a giraffe in the zoo, or in a picture? These are the animals with very long necks and a small head perched about eight or twelve feet from the ground. If you look closely you will see what appears to be two small stubby horns on the giraffe's head. These tiny horns look rather harmless, but when the giraffe is angry, it can swing its long neck and those two little tough horns, and whoever happens to be in the way will think he has been hit by a heavy sledge-hammer.

Next we have those animals and reptiles with an outer skin that is as good as steel-plating. The rhino, hippopotamus, certain kinds of lizards and crocodiles have this armour-plating defence. When they are attacked by other animals, no tooth or claw can rip up this tough armour-plated skin, unless they get them dug into the soft parts of the body.

There are also animals and fish with what can be called the 'barbed-wire' defences. The porcupine amongst animals is one of them. The porcupine is armed with his barbed-wire quills. When he fights or is attacked, the quills suddenly stand out straight, and each quill is sharply tipped. Any animal attacking him will soon have to beat a retreat, as those sharp quills will leave the attack-

ing animal bleeding and smarting with pricks all over his body. There is also a fish with a similar type of sharp-quill defence. When he is attacked he blows himself up and each quill sticks out, and heaven help any bigger fish trying to get close to those sharp-pointed bars.

If you have seen a kangaroo you will notice that he has two short hands growing out of his body at shoulder-height, and two long powerful legs. It is these two long legs that the kangaroo uses when he has to fight. When he attacks he jumps up and lashes out with his legs, and there is a terrific wallop in those powerful legs, which can knock a man or animal senseless.

Strong, sharp and powerful teeth, claws and beaks are other weapons of attack and defence of a number of animals and birds. Animals like lions, tigers, leopards and cats have both the teeth and the claws, and when they are in a fight, they can use these with terrible effect, ripping open the enemy's throat or vital parts till the life-blood spurts out and death follows swiftly. Some birds of prey have powerful beaks and claws, like the various kinds of hawks and vultures. When one of these hawks attacks, they dig their claws in deep and can then fly away with the prey, and when they have settled in some quiet spot, both the claws and beak come into play to rip open the vital parts of the unfortunate animal caught by them.

Then there are some kinds of insects like the scorpion and bee and wasp which have the 'tail-end' weapons. These are equipped with a sharp-needle-like sting at the end of their

tails, and when attacked, they dig it into the enemy with deadly effect.

There are some fish that have another kind of defence. These are the cuttle-fish and some kinds of octopus, which when attacked spurt out a black-inky fluid in the water around them, to

provide a sort of smoke-screen. So the enemy attacking them cannot find them in this inky smoke-screen, and by the time they finish looking, the cuttle-fish or octopus is far out of reach of attack.

UNCLE TELLATAIE.

Eisenhower Exchange Fellows at White House. President Eisenhower poses in his office in the White House with leaders from 19 countries who are spending up to a year studying and travelling in the United States under the Eisenhower Exchange Fellowship Program. The privately supported program was established in 1953 as a tribute to the President's Leadership towards world peace.

Directly in front of the President are from left, Mr. Juan Antonio Gonzales of Mexico, Mrs. Govinda P. Warriar of India and Mrs. Akira Oyama of Japan. On the President's desk is a silver boat in a glass case, a gift from one of the visitors.



S. R. News

Invocation

*Shri S. V. Ramaswamy
cutting the Ribbon*



OPENING OF REMODELLED CHIDAMBARAM STATION BUILDING

Sri S. V. Ramaswamy, Deputy Minister for Railways, formally declared open on 13th April 1960, the new buildings of the remodelled Chidambaram Railway Station constructed at a cost of about Rs. 7 lakhs. Srimati Sithalakshmi Ramaswami, unveiled a stone tablet symbolising the inauguration of the new buildings.

Sri D. B. Patel, Chief Engineer, Southern Railway, said the new buildings contained a retiring room with three beds, a tourists platform with a kitchen and a spacious waiting shed for Third Class Passengers. There were also separate waiting rooms for men and women with all amenities. Sri T. M. Narayanaswamy Pillai, Vice-Chancellor, Annamalai University, who presided said that the country's economic progress was bound closely with the expansion of railways.

The Deputy Minister said it was the desire of the Railway Ministry to provide more amenities to the passen-

gers, but the biggest bottleneck was lack of adequate resources. Hence, they had to consider the urgency and the scope of the schemes that were to be executed with the meagre resources at their disposal.

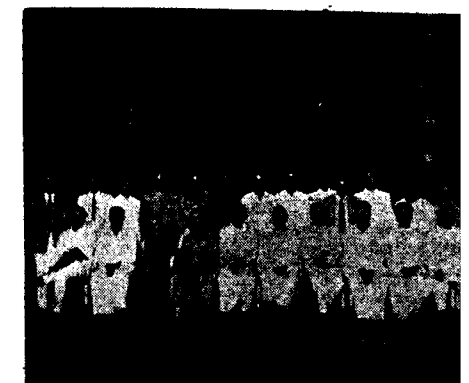
Sri Ramaswami said that statistics with regard to ticketless travelling showed that the railways incurred a loss of five to six crores of rupees from this. On the side of goods traffic, the loss due to carelessness and negligence, etc., amounted to Rs. 10 to 12 crores a year. In addition to these, they had to pay compensation for the properties stolen. If they could prevent these losses they could save about Rs. 25 crores every year. This could be prevented only by the active co-operation of the public with the officials. With a view to helping pilgrims, special tourists' platforms, with bathroom and kitchen facilities, were being provided in important stations like Trivandrum and Madurai.

Sri S. Chaudhury, Divisional Superintendent, Tiruchi Division, proposed a vote of thanks.



*The stone tablet
symbolising the
inauguration of
the new buildings
unveiled by Smt.
Ramaswamy*

Group photo taken on the occasion





Children and the guides with their kits. The DPO/MYS is seen in the centre

THIRD CHILDREN'S HOLIDAY CAMP

MYSORE DIVISION

87 children of Mysore Division including 16 girls were taken on a Holiday Camp to Madurai, Tiruchendur, Cape Comorin, Srirangam and Tiruchchirappalli.

The children were led by Sri V. Arumugam, Secretary, S.R.E. Sangh, Mysore, Sri M. S. Srinivasa Rao, Sri Syed Burhan, S.B.F. Members, Welfare Inspectors and other experienced guides, under the overall charge of Sri R. V. S. N. Sarma, JLWI and Secretary, S.B.F., Mysore.

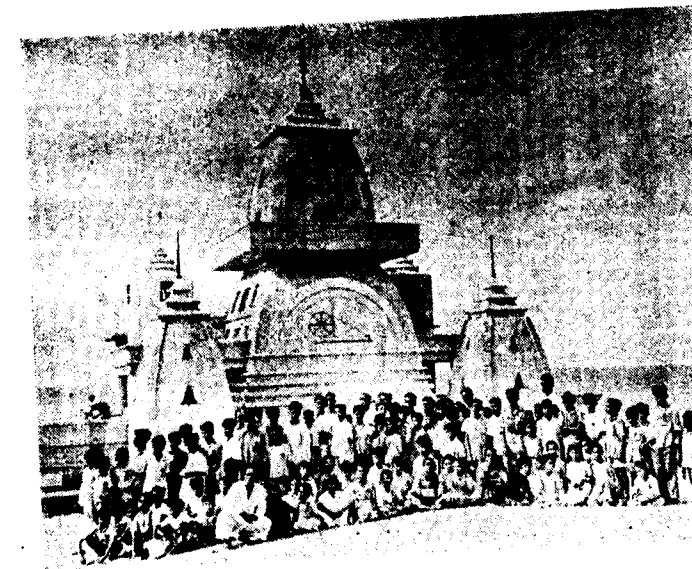
After arrival at Tiruchchirappalli on 23-3-1960 morning, the children were received by Sri J. Siddiah, DPO/MYS, and Sri M. Shankariah, DPO/TPJ. Children were served with coffee and after meals they left to Madurai.

The children after arrival at Madurai at 17-00 hours were given a hearty welcome by Sri M. C. Madappa, DPO/MDU and Sri Selvaraj, ASOR/MDU. After Tea, the children were taken to Madurai Town where they took delight in witnessing the Stone Carvings and paintings in the Meenakshi Temple. The Historical background was explained to children. They left Madurai on the night of 23rd and arrived at Tiruchendur on 24th morning. The children were taken to the sea and all of them had a sea bath and then visited the Subramanyaswamy Temple and returned to the station at 11-00 hours. After dinner the party returned to Tinnevely by train and left to Cape Comorin by Lus. The children enjoyed the Lus journey viewing surroundings on the Lus route with pleasure.

At Cape Comorin the children were taken to the Hillock adjacent to sea beach to see the sunset in the evening and sunrise in the morning and other interesting places like Gandhi Mantap and Vivekananda Rock were also shown to them explaining their significance. The children had a sea bath on 25th morning and left the place after dinner by the special Lus to Tinnevely. The party left Tinnevely on 25th evening and arrived at Tiruchchirappalli on 26th early morning.

At Tiruchchirappalli the children were taken to Srirangam where they saw the Ranganatha Temple. The architectural beauty of the rock pillars and carvings were enjoyed by the children and the party left for Bangalore on the 26th.

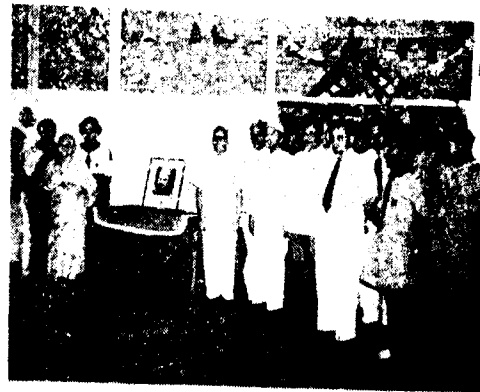
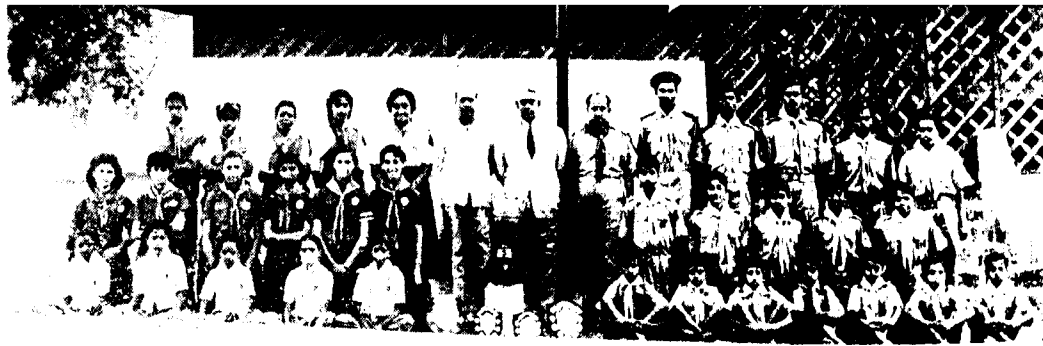
Children at Trichinopoly Jn.



Children in front of Gandhi Mantap, Cape Comorin

Children at Cape Comorin





Top : Group photo of Southern Railway Bharat Scouts and Guides, Trichinopoly

Centre : Shri B. B. Verma, Chairman, T.E. Committee, Railway Board, unveiled the portrait of the President on 30-1-1960

Bottom Left : "Posse of Welcome" to Shri B. B. Verma and Shri A. K. Basu on 30-1-1960

Bottom Right : Srimathi B. B. Verma presenting the winners shield to Railway High School Scout on 30-1-1960

HOLIDAY HOME FOR RAILWAY STAFF INAUGURATION AT YERCAUD

A Holiday Home for the Class III and IV staff of the Southern Railway was opened at Yercaud by Sri S. V. Ramaswami, Union Deputy Minister for Railways on April 14.

Sri K. N. Krishnan, D.S./S.Rly., OJA welcomed the gathering.

Sri P. T. Padmanabhan, CPO/S.Rly., speaking on the occasion, said the Yercaud home was the third to be opened by the Railway. Similar homes he mentioned, had recently been opened at Courtallam and Mysore.

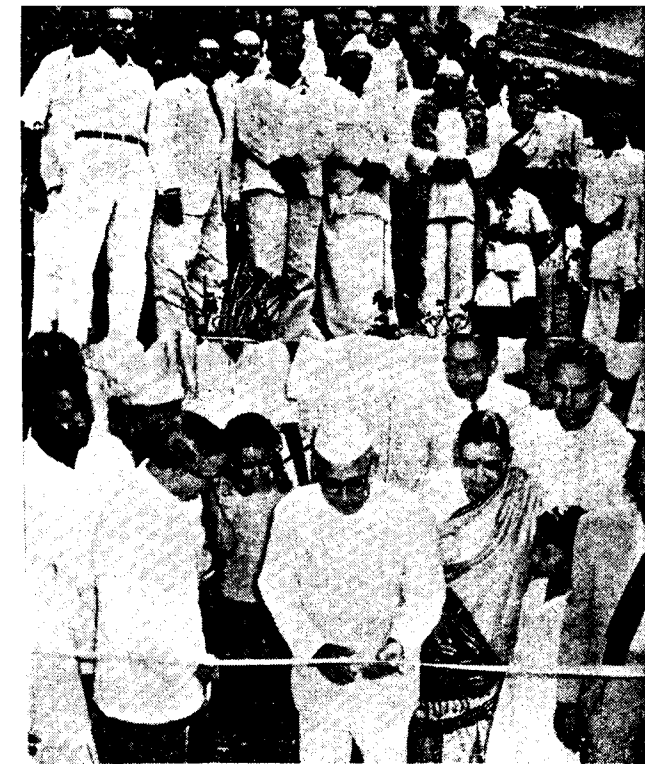
Sri S. V. Ramaswami said only a nominal charge of 75 nP. for the Class III and 25 nP. for the class IV employee was collected. The amenities at the home provided included a fully furnished suite, with facilities for cooking, etc. The scheme was supported by a heavy subsidy. In the north, such homes were quite popular. But the home in Mysore had not proved to be popular.

The Deputy Minister described Yercaud as "the Poor Man's Ooty." With its mountain scenery and pleasant climate all the year round Yercaud deserved to be developed into a first class hill station Sri S. V. Ramaswami said.

Earlier Sri C. G. Raman, A.E., hoisted the flag.

Sri K. John Paul, Assistant General Secretary, Southern Railway's Employee's Sangh, proposed a vote of thanks.

The Dy. Minister speaking



Shri S. V. Ramaswami cutting the ribbon



The Deputy Minister entering the Holiday Home

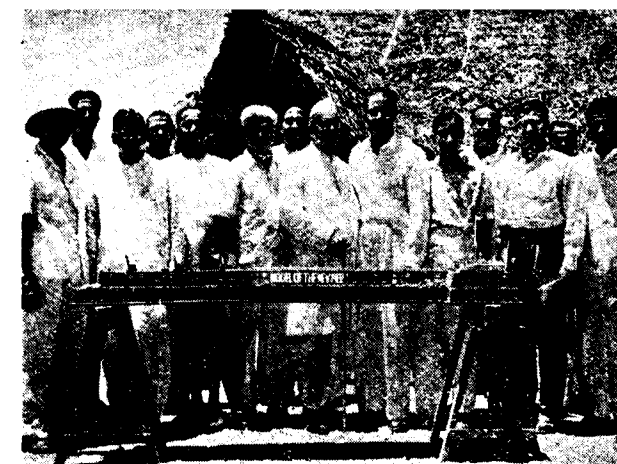




*The Dy. Minister is seen addressing the gathering—
(Holiday Home—inauguration at Yercaud)*



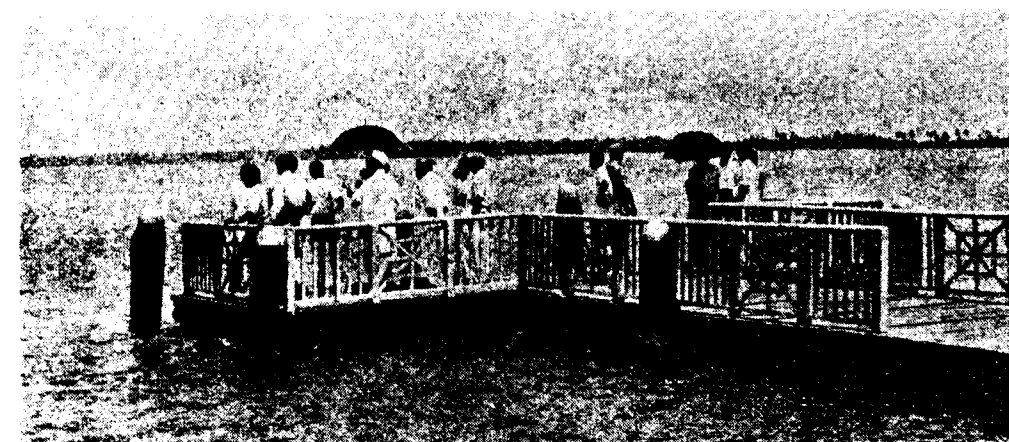
At Mysore Workshop



At Pondicherry—New Pier under construction

NATIONAL RAILWAY USERS' CONSULTATIVE COUNCIL MEMBERS VISIT

At Golden Rock Workshop



At Cochin Harbour Pier

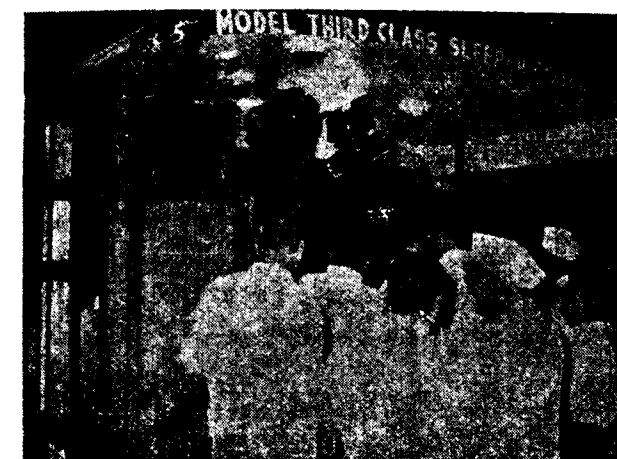
At Golden Rock Workshop



At Golden Rock Workshop



At Technical Training School, Bangalore City



"RAILWAY WEEK" CELEBRATIONS

Inaugurating the fifth Railway Week Celebrations at the Railway Institute (East), Perambur, on Sunday the 10th April 1960, Dr. P. V. Cherian, Chairman, Legislative Council, Madras, said that the growth of the Indian Railways during the last 105 years was rather phenomenal and the amenities provided to passengers especially in the Air-conditioned carriages were better. Commending the work of the Railway staff, Dr. Cherian said that the Railway is the greatest national asset. He reminded the railway employees that in a democratic country the public were the ultimate masters and urged them to extend greater courtesy to railway users and win their affection.

Earlier, Sri A. C. Mukerji, General Manager, Southern Railway, welcoming the gathering said that the idea of celebrating the "Railway Week" was conceived five years ago and they were celebrating the week from April 10 to 16, 1960. The Week he said was being observed with the twin objective of fostering *esprit de corps* among railwaymen at all levels and for cultivating better understanding between the railways and the railway users. From small beginning he said the Indian Railways had grown into a mighty organisation. He hoped that the Railway Week Celebrations which concludes on April 16, 1960, would help to promote closer understanding between the employees and the railway users.

Sri S. N. Barua, Senior Deputy General Manager, Southern Railway, proposed a hearty vote of thanks.

This was followed by a cultural programme of music, dance and drama. Kumaris Rukmani and Nagarathinam gave a music performance (vocal), Kumari Vijialakshmi gave a dance recital, Sri D. S. Veeraswamy played on "Bul Bul Tarang" and Sri S. Subramaniam and party rendered orchestral music. Drama in Hindi "Do Sher" depicting a heroic page from the Indian history relating to the invasion of India by Alexander of Macedonia and the courageous resistance by King Porus was nicely rendered by the members of the Dakshin Railway Hindi Sangh. On the 12th a Telugu drama entitled "Sivaji" was staged. Railway officers, staff and public witnessed the play. The day's programme concluded with a hilarious comedy in Tamil entitled "Baleh Panchanathan" enacted by Sri K. Srinivasan and Party (Stores Branch, Perambur).

During the fifth Railway Week Celebrations on Southern Railway, Sri S. V. Ramaswami, Union Deputy Minister for Railways, on 16th April 1960, called upon the railway employees to strive their best to stop thefts from the railways and thus help prevent loss to the administration. In this connection, he cited the example of Japan, where, he said, people were extraordinarily careful in handling railway goods and where, in view of their high degree of honesty, theft was something unknown.

Sri Ramaswami distributed gallantry awards and also prizes for essay competitions, cultural activities and handicraft works. He said that the staff of the railways belonged to one family and the Railway Week Celebrations made them look back on their

achievements and also enabled them to think how they could rectify mistakes. The Indian Railways were one of the biggest undertakings in the world, employing about 12 lakhs of people. Every day they had to run 6,700 trains—both passenger and goods. They had almost fulfilled their obligations under the Second Plan. In the Third Plan, the railways might be saddled with greater responsibilities and it should be their duty to discharge them properly.

Sri Ramaswami said that about Rs. 5 crores were lost on account of ticketless travel. This could be prevented if the checking staff were more vigilant. The Kripalani Committee had pointed out that about Rs. 10 crores could be saved by the proper handling of goods traffic, because the amount was lost on account of underweighting, etc. Due to mishandling and thefts, the administration had to pay by way of compensation about

Rs. 3 crores. The goods clerks, the Railway Protection Force, the porters and all others should co-operate in avoiding wastage, pilferage and thefts and thus make the service efficient.

Earlier Sri A. C. Mukerji, General Manager, Southern Railway, welcoming the gathering, said that the Railways had effected certain improvements, but they were still far from attaining perfection. While the Department stood by statistics, the public judged their work through individual performances. It should be the endeavour of the staff to achieve cent per cent perfection, although this was a difficult task and they should all work as a team.

There was a physical training display by members of the Railway Protection Force, on the occasion.

Dr. P. A. Menon, Chief Medical Officer, proposed a vote of thanks.

"The smooth working of a complex body as the Railways depends on the Rules and Regulations made for the employment of staff and their welfare. One who enters the Railways may naturally get baffled. He will want to know how and where he stands in relation to the whole organisation." IYER'S HANDBOOK FOR RAILWAYMEN DOES EXACTLY THIS. Rs. 5 only.

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Top : Left and Right & Bottom Left : Scenes from Drama in Hindi "Do Sher".
Bottom Right : Handicraft Exhibition

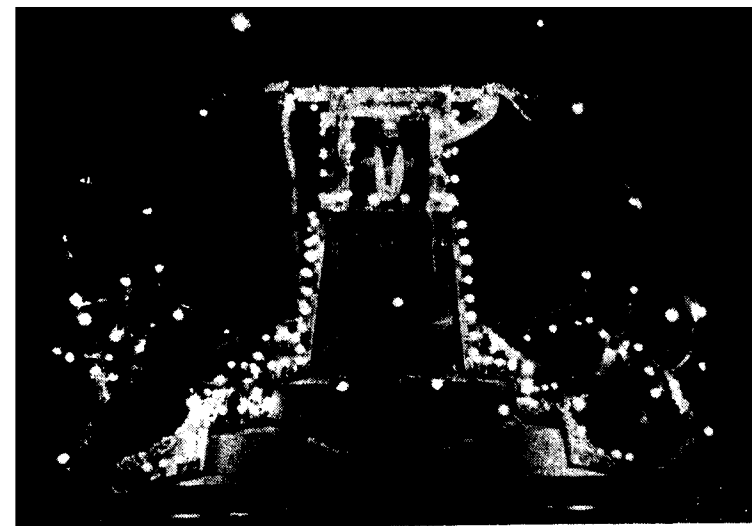
"RAILWAY WEEK" CELEBRATIONS



A scene from Drama in Tamil "Baleh Panchanathan"



A scene from Drama
in Telugu "Sivaji"



At Hubli Workshop :
Gandhiji's bust profusely illuminated

Centre and Bottom photographs taken on the occasion of
"Railway Week" celebrations at TPJ

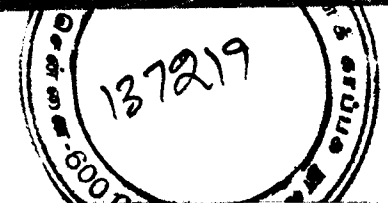




Railway Week Features—Get-together.
(pages 80 and 81)



Shri S. V. Ramaswamy, Deputy Minister for Railways, distributed prizes during Railway Week

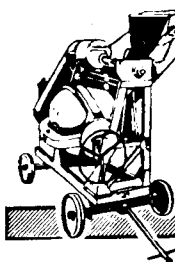




Shri Karnail Singh, Chairman, Railway Board

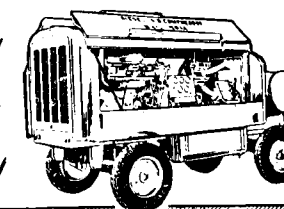
(From a drawing by C. D. K. Moorthy)

Ask Jacks about it!



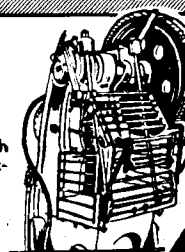
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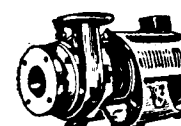


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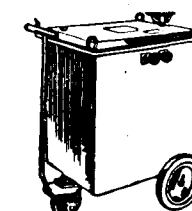


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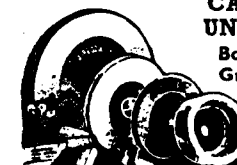


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Bitoroid, Bitobond,
Bitoplastic, Bitomastic
and a host of other
Bitumen Products.

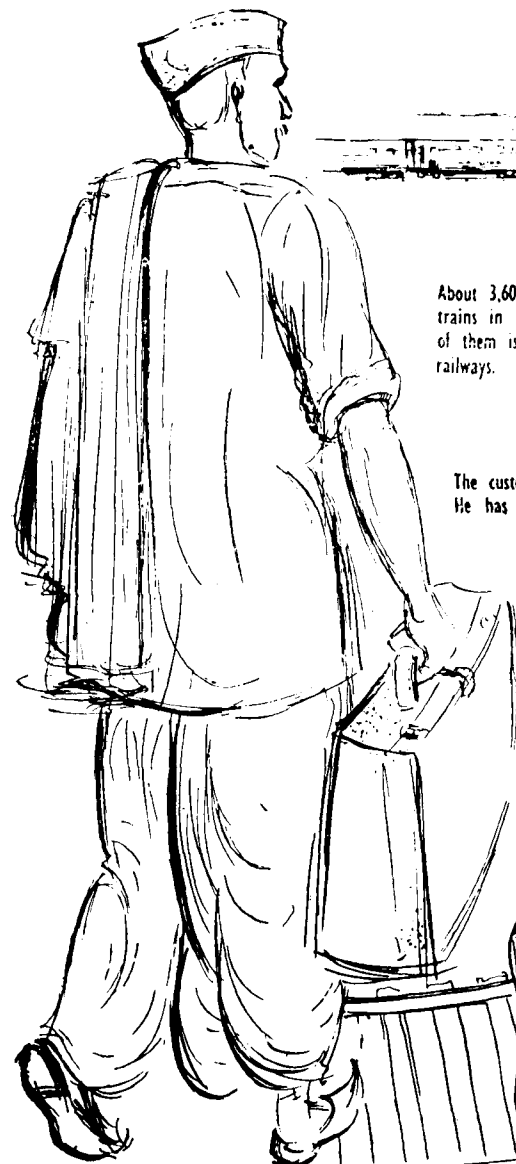
WILLIAM JACKS & Co., Ltd.,

POST BOX No. 1282

NATIONAL BANK BUILDING,
FIRST LINE BEACH,
MADRAS-1

Phone: 21251, 21252, 21253

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.

