

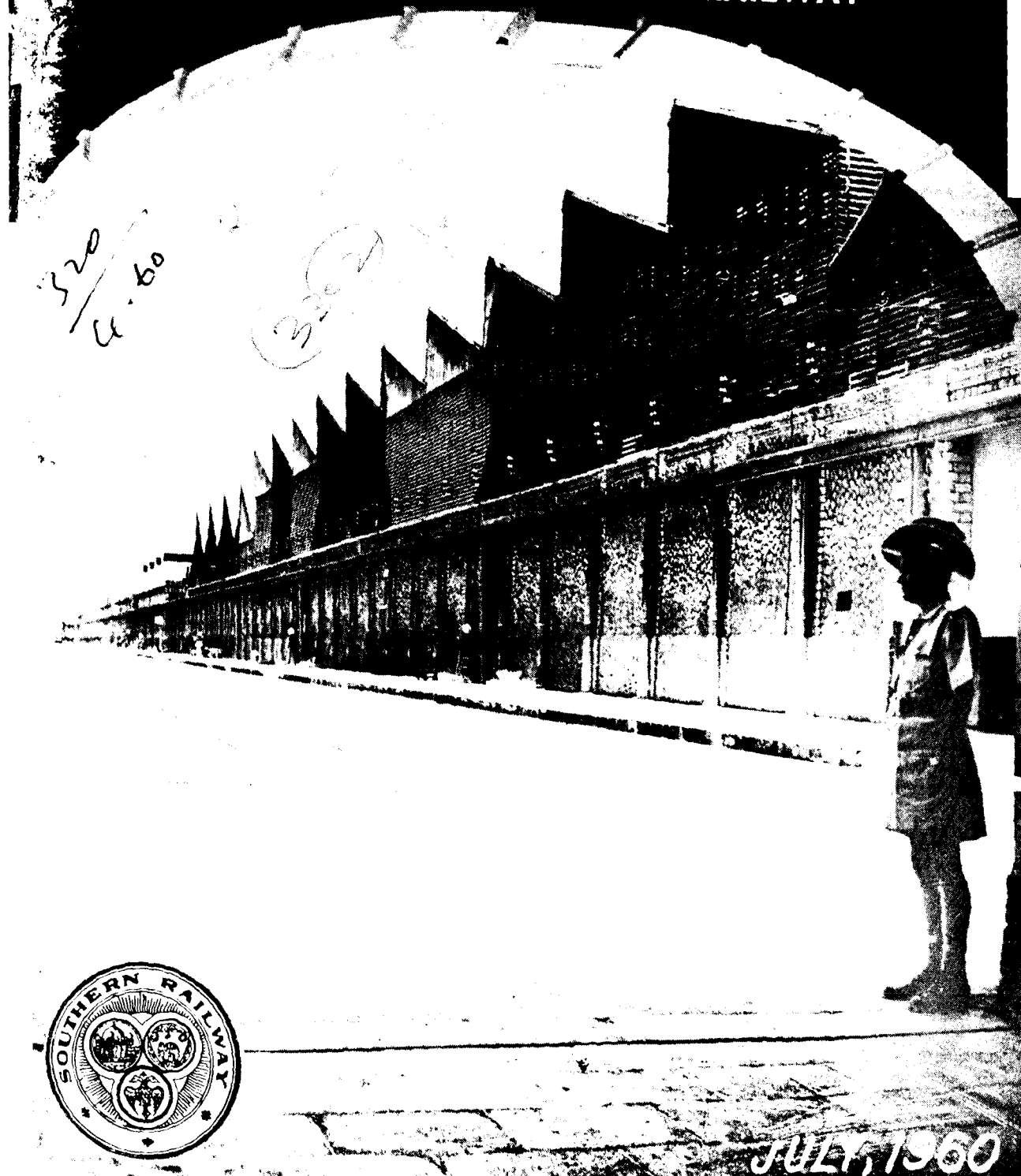
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Southrailnews

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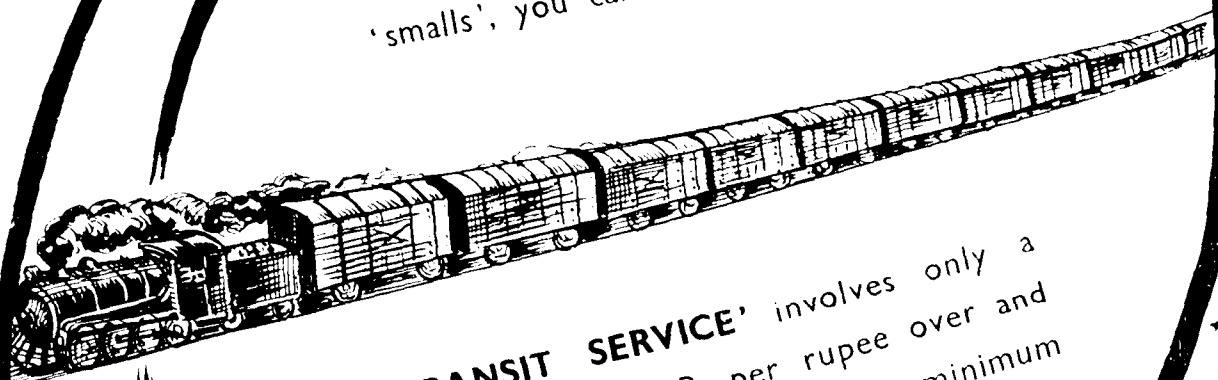


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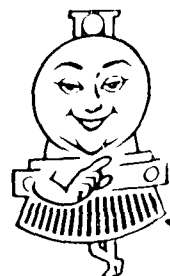
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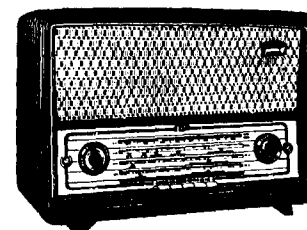
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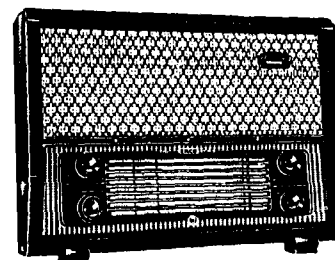
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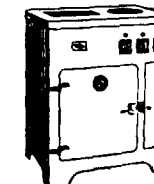
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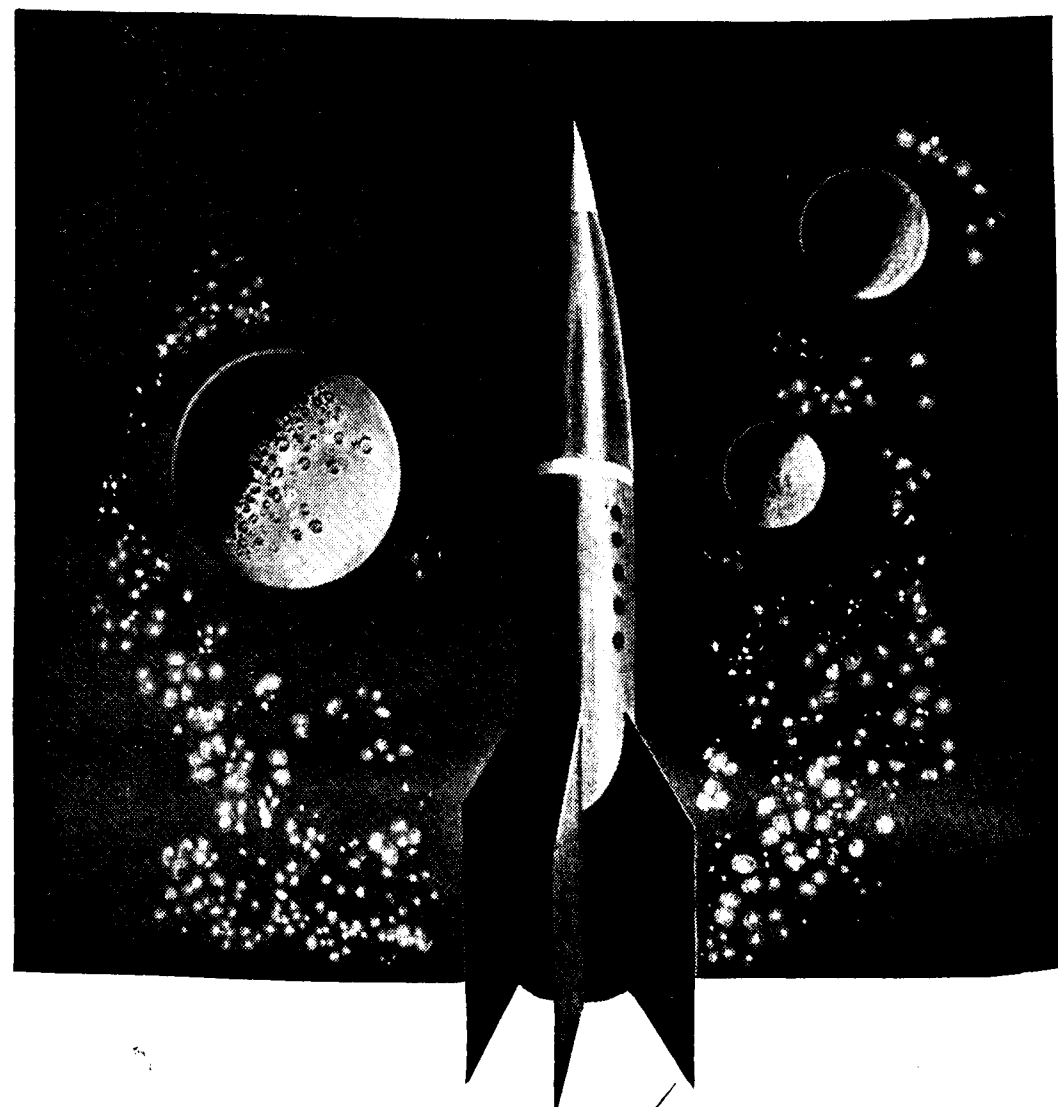


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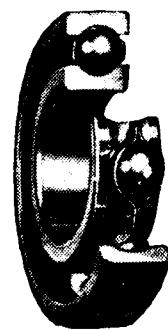
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SOUTHRAILNEWS

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VOL. VII

EDITORIAL NOTICE

No. 4

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.

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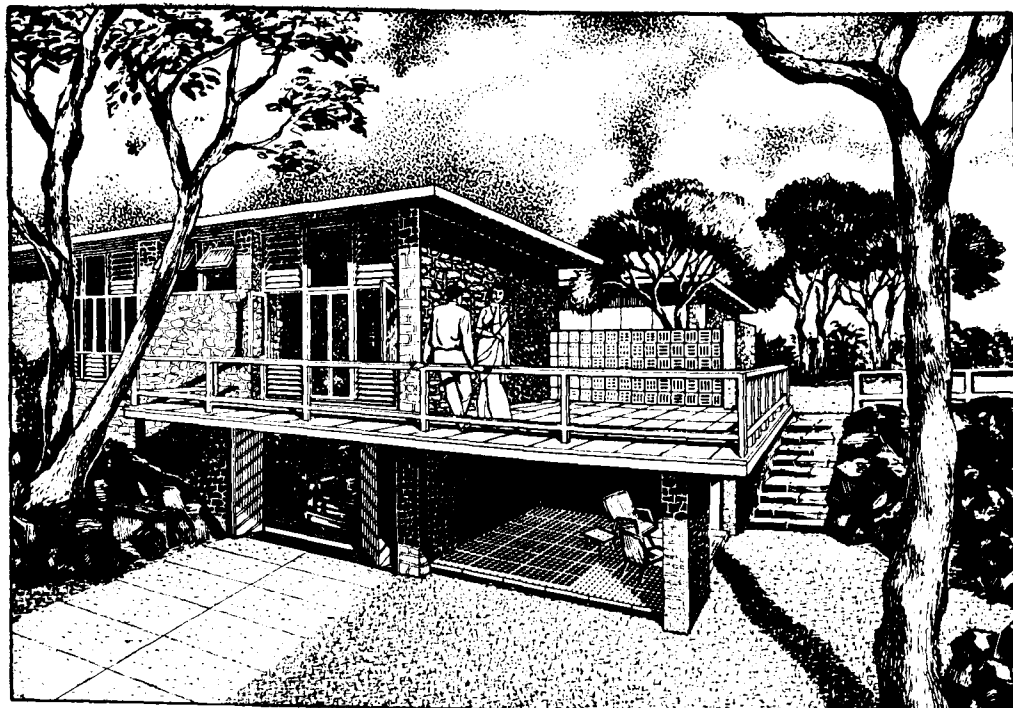
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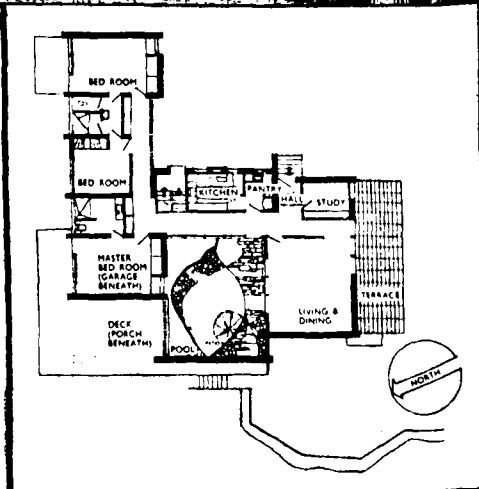
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SOUTHERN RAIL NEWS

(Published by the Southern Railway)

VOL. VII

JULY 1960

No. 4

LOSS AND THEFT OF RAIL FITTINGS

INSTANCES of pilfering of railway property are not rare. Loss of several lakhs of rupees is incurred every year by the theft of railway equipment. This tendency is marked in suburban services. While the anti-social elements are the culprits, the general mass of travellers cannot escape moral responsibility for the national loss. From the public point of view, it may be said that the travelling public is largely apathetic about illegal travellers. Requirements of law for identifying stolen property are very rigid. It is rather difficult to satisfy them fully. As a result of competent experts conducting a campaign in past years, it was found much of the damage occurs in the Ladies' Compartments when no ladies are travelling. Now the hand-bars provided in various carriages are utilised for assisting the thieves of fittings.

There are various kinds of damages to Railway property. Is the damage wanton irresponsible hooliganism or is it systematic theft. There are both kinds, but systematic thefts are more common. In several columns of the press it seems to be assumed that the damages are only capricious without rhyme or rhythm signifying only lack of public conscience. This is disproved by the fact that the damage is

so largely confined to certain specific categories of articles. If the damage is due to caprice, it is easier to smash 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 require considerable time and effort to damage. Wanton hooliganism can occur only in times of civil riots. Metal scrap which has got a high resale value is often removed. Among the electrical appliances, for instance, bulbs, bulb-holders, lamp shades, switches and fluorescent tubes have been often lost by railways. These are easy items to smash. The man who methodically removes fittings and particularly specific types of fittings with a known resale value, removes them with a purpose. He is not a destroyer but a thief. Next comes rexine upholstery. 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. The stolen fittings are those which are securely fastened and require patience and tools to remove.

There are three classes of people involved in such thefts. Illegal



Shri S. Jagannathan, I.C.S., who took over recently as Financial Commissioner for Railways, has left India for Washington to negotiate a loan of \$85 million with the World Bank, for buying railway equipment not manufactured in India. This includes certain components of electric locomotives and automatic signalling equipment



Shri P. H. Sarma, COPS, took over as officiating General Manager with effect from 22nd June 1960 afternoon

travellers of the vagrant class, railway technical employees, scrap dealers, electrical contractors, etc. Illegal travellers of the vagrant class are between 12 and 18 years of age. Hawkers, shoe-shine boys and beggars move freely about on station platforms and on running trains. They include expert pick-pockets with razor blades operating as free-lance workers selling their booty to the unscrupulous traders, etc. In the minds of the people it is believed that the railway employees are those who are responsible for most of the thefts. This cannot be swallowed as it is a dangerous opinion to leave without contradiction. Energetic measures have been taken to guard against thefts by railway employees.

The extent to which pilfering of railway property can go was witnessed

recently in one of the railway suburban track when about 100 ft. of overhead traction wire was cut and removed during June 1960 by disturbing the tension. It is reported that this ultimately resulted in the collapse of concrete posts carrying the wire. This resulted in heavy damage to the installation and stoppage of electric suburban service for nearly 10 days. New posts and repairs to the installations are estimated to cost about Rs. 70,000. This is only an instance and several such other occurrences cost heavy losses. Unless public also co-operate, it is difficult to stop damages to railway property which is a national asset. It is possible to minimise this loss considerably by avoiding this source of loss for which public co-operation is necessary.

PAY COMMISSION BENEFITS

RAILWAY MINISTER'S DISCLOSURE AT MYSORE CONVENTION

THE Railway Minister, Sri Jagjivan Ram, while inaugurating the fourth annual convention of the National Federation of Indian Railwaymen in May 1960, said that the initial cost of implementing the Pay Commission's recommendations already accepted by Government in respect of railway employees alone would be approximately Rs. 13 crores per annum, and this would progressively increase in coming years.

The Railway Minister said that special machinery had been set up to expedite the implementation of Government's decisions and formal Government orders on the subject would be issued shortly.

The Railway Minister deprecated as "unjustified" the agitation which had been launched on the subject of passes and P.T.Os, and said that it had been decided to maintain the *status quo* adding that no decisions would be taken without discussing the matter with Federation of railway employees.

Sri Jagjivan Ram disclosed that he had called upon railway administrations to set up joint committees of officers and staff at stations, workshops, running sheds, sick lines and other places of work, "to make the staff feel as partners in a common endeavour." He said the Committees should reward valuable ideas and suggestions made by staff.

The Railway Minister indicated a number of directions in which indi-

vidual railwaymen and their unions could effectively help to tone up the efficiency of the railways.

Addressing the convention, the Railway Minister said:

I am here not only as Minister-in-charge of the Indian railways. You are aware of my association with the labour movement, as a trade unionist and as a Labour Minister of India. I have an abiding interest in the well-being and progress of the exploited and submerged sections of the society. I have, therefore, particular privileges in this assembly and it is in that background that I would like to share my thoughts with you.

I would not dilate on the role of the railways and railwaymen in the development as well as in the protection of the country. I know, as well as you all do, that the railways must play a major part in building our country's future in all directions, be it agricultural development, industrial advancement, cultural progress or security against aggression.

We are now passing through a critical period of our history. We are striving hard to make a prosperous and happy India. Only after we have built up its prosperity and ensured peaceful conditions, we will have enough for all of us to share and live happily.

RAILWAYMEN'S HEAVY TASK

The task before you on the Indian railways is very heavy in providing

quick and efficient transport for passengers, goods and other special requirements. The demands are growing rapidly. At the end of the First Five-Year Plan, Indian railways moved a total freight of 114 million tons. At the end of the Second Five-Year Plan this tonnage is estimated to go up to 162 million, and at the end of the Third Five-Year Plan it is anticipated that it will increase to 235 million and more. Coupled with increasing passenger traffic and other special movements, the calls on railway resources are heavy and all those must be effectively met or else the country's progress would be badly retarded. I am, however, sure that you railwaymen have all the required skill and strength to meet the challenge and that you will shoulder the heavy responsibility with cheer and determination and thus make your valuable contribution towards building up a high level of national economy.

You on the railways have to come in direct contact with large number of people every day during the course of your duty. Even the slightest lapse on your part is ever under public gaze. Your relations with the travelling public or the mercantile community are always expected to be polite and courteous and no occasion should be given for any complaint.

The Ministry of Railways has been following for some years a progressive policy in regard to the welfare of the staff, spending as much as Rs. 11 crores per year from revenue alone on this account, compared to less than Rs. 6 crores in 1956-57. Efforts are being made to provide better living conditions as well as recreational and

medical facilities. Education among children of railwaymen is being encouraged through various concessions. Amenities like holiday homes, mobile libraries, moving dispensaries, etc., are being provided. It is our policy to progressively increase these amenities. I have no doubt that railwaymen appreciate all that is being done.

PAY COMMISSION RECOMMENDATIONS

Agitational activity amongst a section of railwaymen has been noticed in recent months over the recommendations of the Jagannath Das Pay Commission and the decisions announced by Government on some of them. The Commission made their recommendations after taking into full consideration all the points of view placed before them by various parties including unions associations of railwaymen, of course keeping in view the present economic conditions of the country as also the future trends. So were the Government decisions on the major recommendations of the Commission arrived at after careful thought.

In the matter of minimum wage, it was not possible to grant anything more than what the Pay Commission recommended because the country's economy could not afford it.

The average monthly emoluments of the lowest grade Class IV employees on the railways will increase under the decisions announced by Government from Rs. 78.33 to Rs. 88.75, a rise of nearly 14 per cent. Refixation of pay in the revised scales will be done on the point-to-point basis, which

subject to certain limiting conditions provides weightage for length of service and seniority.

The rates of house rent and city compensatory allowances are being enhanced. The conditions for the grant of house rent allowance are also being liberalised. In future, employees whose place of duty, though outside, is in the proximity of a qualified city, and who, of necessity, reside within the city, will also be given the house rent allowance admissible in that city.

The replacement of the present scale of Rs. 30-35 and the dearness pay and allowance which go with it by the scale Rs. 70-1-85 with dearness allowance of Rs. 10 per month, would raise the overall pensionary benefits by 55 per cent. Monthly pension alone will go up to from Rs. 20.50 to Rs. 32.00; death-cum-retirement gratuity (excluding the special additional gratuity granted to class IV staff, who retire with more than 30 years' service) will increase from Rs. 825 to Rs. 1,275. The decisions of the Government on the recommendations of the Commission regarding retirement benefits namely that temporary service should count in full instead of to the extent of half, officiating pay should count to the extent of half in every case, and full death-cum-retirement gratuity should be granted after 30 years instead of 34 years' service will all have the effect of increasing the retirement benefits.

The benefits arising from the merger of the bulk of the dearness allowance with the basic pay and the recommendations regarding retirement bene-

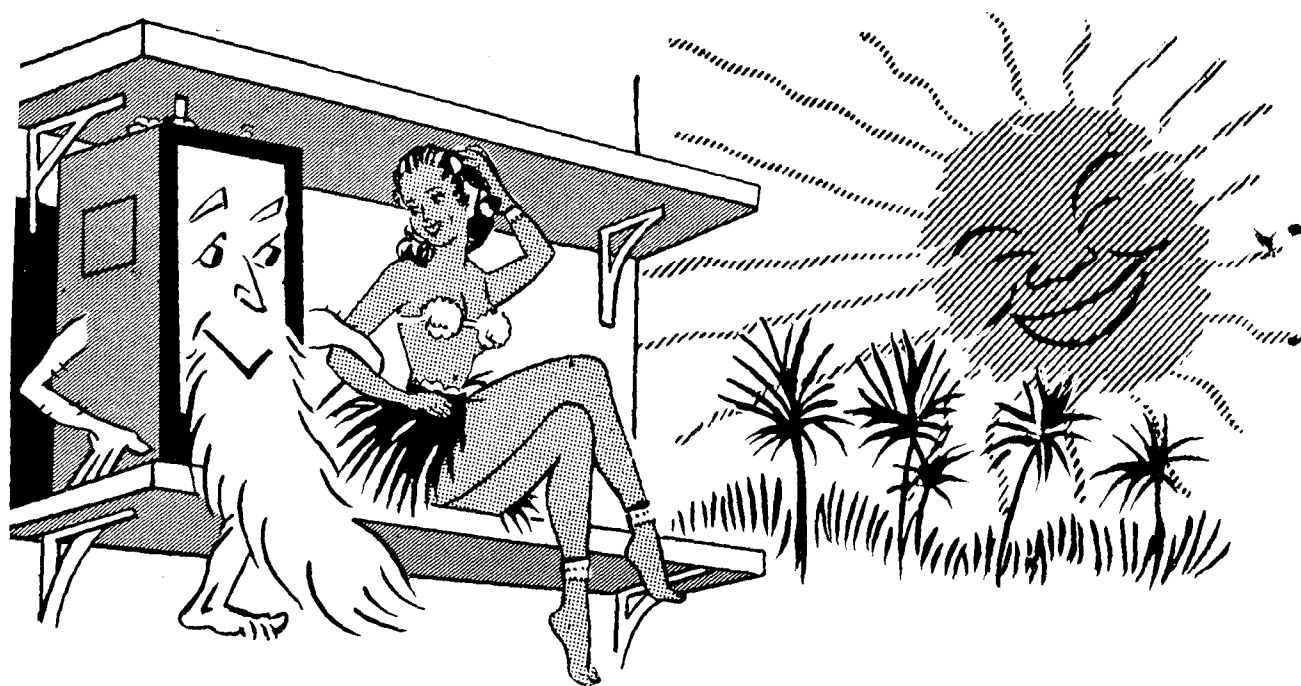
fits and compensatory allowances, as mentioned just now, would be equally beneficial to other grades of employees also.

The fixation of pay of a large number of staff in the revised pay structure, the computing of the net additional amounts due after the merger of dearness allowance in pay, and clearing the arrears will necessarily take some time. Special machinery has, however, been set up to do the work as expeditiously as possible, and formal orders of the Government on new scales of pay, allowances, retirement benefits, etc., will be issued shortly.

COST TO RAILWAYS

At this stage, I may mention for your information that the initial cost of implementation of the Pay Commission's recommendations, which have already been accepted by the Government, works out to approximately Rs. 13 crores per annum in respect of railway employees. This will progressively increase in coming years. These increasing commitments made it necessary to make some adjustments in the railway freight rates and to levy a supplementary charge of 5 nP. per rupee on freight of goods and coal traffic excluding a few items from April 1, 1960.

There is some criticism of the decision of the Government to increase the hours of work and reduce the casual leave and holidays. This applies only to office staff. I may tell you that as far as railways are concerned, office staff constitute less than 10 per cent of the total staff. Over 90 per cent of the Railway



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PAY COMMISSION BENEFITS

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employees will not at all be affected by this recommendation of the Pay Commission regarding hours of work. This does not alter the existing statutory limitations in respect of railway employees governed by the Factories Act and the Hours of Employment Regulations. The workers on the line, whichever class they belong to, who have to work in more difficult conditions, will continue to work for the same hours and will get the same amount of casual leave as at present. As a result of the Pay Commission's recommendation, these staff will get the benefit of the three national holidays per year to which they had not so far been entitled. This is a definite gain to a large number of ailwaymen.

AGITATION REGARDING PASSES

Unnecessary apprehensions have been raised in the minds of staff and unjustified agitation launched by some people on the question of passes and P.T.Os granted to railway employees. I have already stated on a number of occasions that the Railway Ministry has decided to maintain the *status quo* and that no decisions in this regard will be taken without discussing this matter with the Federations of the railway employees. I would like to take this opportunity to repeat the assurance that the Federations will be consulted on this subject before any decision is arrived at. The same applies to medical facilities.

In addition to the major recommendations on which Government decisions have already been announced, the Commission have made a number of others on various matters concerning

the conditions of service of Central Government employees. These recommendations are being examined by Government and decisions on them will be taken after full consideration of all aspects.

CONSULTATIONS WITH FEDERATIONS

In the implementation of such decisions as involve modification or revision of pay scales, some anomalies do inevitably arise. In this context, I would like to refer to the facilities already given to the Federations to discuss with the Railway Board details of implementation of the Pay Commission's recommendations within the framework of Government decisions already announced and subject to minor adjustments considered necessary to remove anomalies. The Railway Board have already conveyed to the Federations that all questions relating to staff matters will be considered by them with utmost sympathy. I am happy to learn that there was a cordial and useful meeting between the Railway Board and N.F.I.R. on the 9th and 10th of this month and a considerable ground was covered. It is this method of discussion round the table rather than the agitational approach that will succeed in resolving any difficulties and differences between Railway employees and railway administration. It is gratifying to know that Sri Vasavada and other leaders of this Federation and a number of railwaymen who believe in the principle of peaceful negotiations and mutual discussion and are inspired in their working by Gandhian ideology have set their face against working up agitation amongst the staff on the slightest pretext.

I am aware that there is a certain amount of dissatisfaction about the functioning of the Permanent Negotiating Machinery. The Railway Board and your Federation have discussed ways and means of strengthening the machinery and it has been agreed that certain measures should be taken to make this machinery function efficiently and expeditiously. Instructions have been issued to the railways emphasising, in particular, the need for expeditious decisions on items discussed and prompt implementation of agreements reached. Success of the negotiating machinery depends, by and large, on the spirit in which the officers and representatives of the Unions approach each other. I have every hope that in an atmosphere of reasonable understanding of mutual difficulties, the negotiating machinery would function effectively.

JOINT COMMITTEES TO BE SET UP

Then, outside the pale of subjects which are normally taken up by unions, come questions such as efficiency, economy, safety of travelling public, passenger amenities, etc. In all such matters, railwaymen can make valuable contribution and I have called upon the railways to set up joint committees of officers and staff at stations, workshops, running sheds, sick lines and other places of work. These committees, I may make it clear, are not to be treated as rivals to unions. They have been devised to make the staff feel as partners in a common endeavour to build up the country's economy and to stimulate the interest and enthusiasm in the service of the people. These committees should secure from the staff

valuable ideas and suggestions to improve efficiency effect economy and prevent fraud and pilferage. Procedure should be evolved by which such ideas and suggestions may be suitably rewarded.

Some time back, the Federation was consulted about the introduction of a scheme of payment by results in some of the railway workshops. Such a scheme, as you know, obtains at Chittaranjan. I am glad to find that the Federation has offered its whole-hearted co-operation in this matter.

OFFICER-WORKER CONTACTS

Discipline in any organisation is of paramount importance. No undertaking can function smoothly and efficiently unless every one engaged in the undertaking subjects himself to discipline and observes the code of discipline laid down for him; officers and staff should be equally alive to this sense of discipline. I have always believed that while the officers should maintain proper discipline amongst the staff they should take active interest in the well-being of the men working with them. In a nationalised undertaking like the Indian railways, there is no scope for conflicting interests and the work of every railwayman has to be recognised in the overall working of the railways.

Contacts between officers and other staff have to be developed and a relationship between them strengthened in mutual regard, confidence and trust. Besides contact during their official work, opportunities should be created for frequent contact of informal character. Railway administration

have been asked to pay greater attention to the promotion of cultural and sports activities amongst railwaymen and their families, so that there are more opportunities for the officers and staff to meet on common and informal platforms and for the staff and their families to develop their personalities and latent talents. I am sure that these activities will bring the officers and staff nearer each other and there will be greater understanding between them.

A new item which has been included in the welfare activities is the encouragement of handicraft among the families of railway employees. It is common knowledge that when the employee goes to his work, his wife has practically no work and feels monotonous. It has been decided to train them in cutting, sewing, tailoring and a number of other vocational trades. Once they have been trained, their interest can be sustained by getting some railway requirements produced by them so that they can earn something. Response to this scheme has been encouraging but it can make much headway if unions and associations of railwaymen take active interest in it.

RESPONSIBILITIES OF LABOUR

There are certain other matters on which I would like to appeal to the organised labour.

One point, of which I would like to make a mention, is the problem of safety in rail travel and it is really gratifying to see that the concerted efforts of the staff are proving fructuous in as much as the year 1959-60 has

been free from major disasters. There should not, however, be a sense of complacency on this issue, as the incidence of train accidents under certain heads has, unfortunately, recorded an upward trend. Carefully conducted analytical studies on the subject of railway accidents have revealed that the failure of human element on the part of the railway staff alone is responsible for quite a high percentage of accidents ranging from 40 to 50 per cent. I am convinced that for reducing the incidence of accidents sustained co-operation of the railway staff and their organisations at all level is essential. I would fervently appeal to the Federation of Railwaymen to use their good offices to enliven in the railway staff a sense of dutifulness and thereby make them more safety conscious so that a very much higher standard of safety is set up on the Indian railways and the nation could take a legitimate pride in the achievement made by railwaymen in this field also.

WHERE UNIONS CAN HELP

Trade has been complaining about delays in transit by rail, damage due to mishandling of consignments, pilferages, unnecessary harassment at the time of booking and delivery of goods and delays in settlement of claims. These are all defects the remedies for which rest entirely in your hands. Elimination of unnecessary delays in transit, careful handling of consignments entrusted to the railways, preventing pilferages and thefts by railwaymen themselves or with their connivance, swift disposal of claims for compensation and courteous attention to all users—these are all matters in which



when tomorrow comes...

For him a spade is not yet a spade.

The telegraph wires hum a strange tune, the
distant drone of a plane means faraway places, mystery.
And imitating father is a new kind of play.

When tomorrow comes, play will turn to work.
Life will take on a different purpose. A spade
will be a spade, and care will be part of living.

Today's striving and effort is for the world
he will grow into, a world that offers a little more—
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cleaner, healthier, happier. But today we are also working for . . .
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each individual railwayman can make a real contribution. If these defects are eliminated, there should be a considerable increase in traffic, which would bring in more revenue, and improve the financial position of railways. Unions can render considerable assistance in all these matters by emphasising these aspects on their members.

One important source of leakage of railway revenue is ticketless travel. According to the railways' reports, the number of ticketless travellers detected in a year is about six million and the amount realised is about Rs. 1.5 crores.

An investigation conducted by the Central Ticket Checking Squads working directly under the Railway Board indicated that the extent of ticketless travel was between 4 and 5 per cent and that the railways were losing to the tune of Rs. 5 crores per annum on account of ticketless travel.

The total number of travelling ticket examiners and ticket collectors employed by the railways is approximately 15,000 and their cost is about Rs. 3 crores per annum. In spite of the presence of this large number of staff and the elaborate ticket checking arrangement, the ticketless travel on the railways has not shown any downward trend.

Every one of you will agree that the railways which have to be run on commercial lines cannot afford to lose about Rs. 5 crores of their legitimate revenue every year.

Other sources of leakage of revenue include under-weighment and misdecla-

ration of goods, non-recovery of railway dues such as siding, demurrage and wharfage and other charges. A review made some time back of the checks made by the railways on under-weighment indicated that about 5 per cent of the consignments were found to be under-weighed.

All such leakage of revenue can be stopped only if the railway staff come forward and give their full and unstinted support and it is in this context that I appeal to you for full co-operation.

The high incidence of claims against Indian railways, particularly during the post-war years has been a source of great anxiety all round. You all perhaps know that the railways are paying to the tune of about Rs. 3 crores every year as claims for compensation for goods lost or damaged. Of this, a very substantial amount is being paid on account of thefts and pilferage of goods in transit. In order to prevent theft and pilferage of goods, the railways have tightened up their claims prevention measures and reorganised their Railway Protection Force.

It is, however, the duty of not only the Railway Protection Force, but all the staff concerned to be vigilant and to help the administration in eradicating this evil, and this will go a long way in earning goodwill of the trade and public.

Railways are coming under severe criticism in regard to cleanliness and maintenance of coaching stock. Lack of water in the lavatories, fans and lights getting out of order, window

shutters jamming, safety catches not working properly are some of the items about which frequent complaints are received from the travelling public. It is necessary that adequate steps are taken by the staff concerned to see that the maintenance work is done properly.

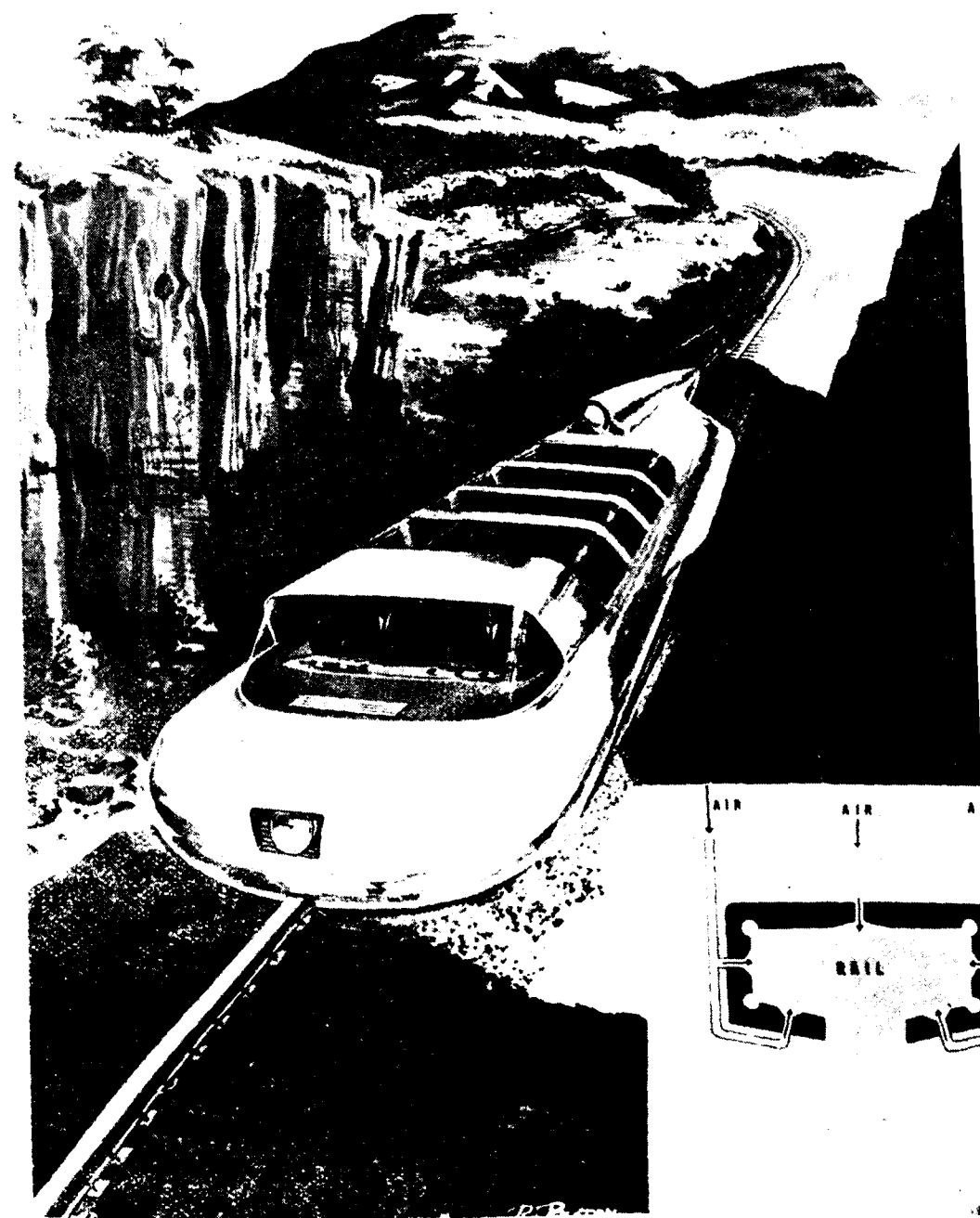
WORKERS' MOVEMENT AGAINST CORRUPTION

Railwaymen have a high standard of honesty and integrity and they have established a record for themselves in this regard. It is only a few among them who fall a prey to temptations and indulge in such practices as give occasion to railway users to complain against our services or lead to the leakage of revenue or loss of property. The vast majority of railwaymen look on such of their colleagues with disfavour and resentment. So far this resentment has been passive one. I only wish that the honest staff would take a positive attitude in these matters. The few black sheep who bring discredit to the entire brotherhood of railwaymen should find no quarter. Let every railwayman become a zealous sentinel of the character and integrity of his co-workers so far as the discharge of

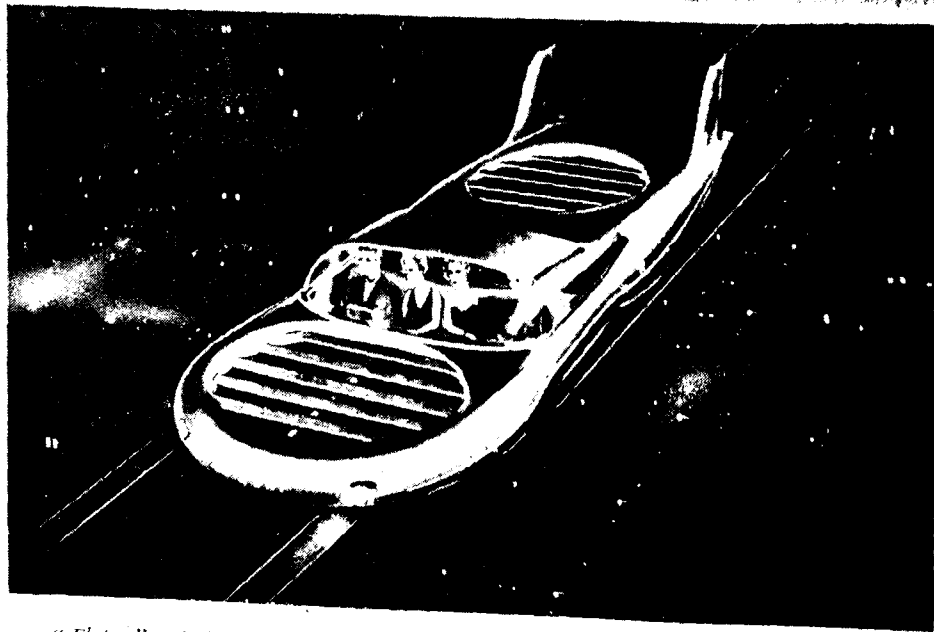
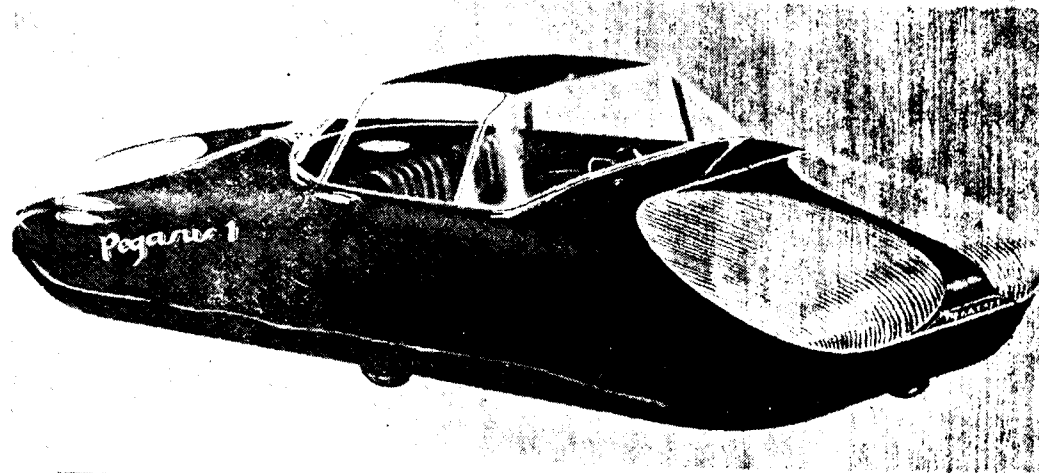
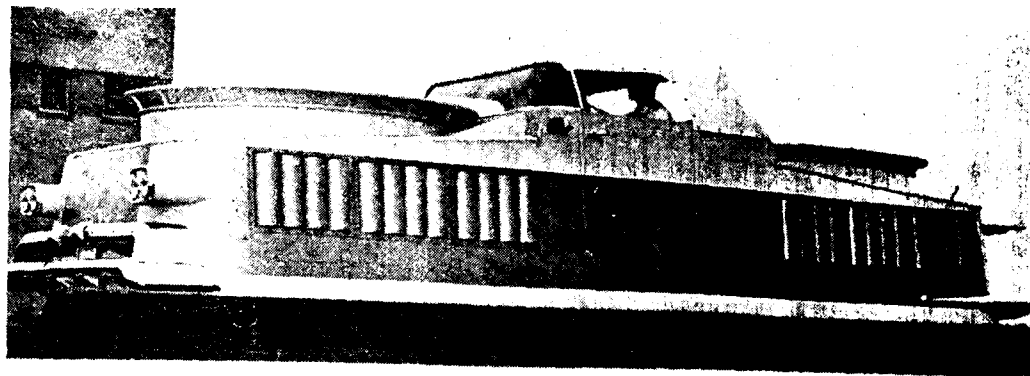
his duty is concerned. Once the corrupt individual comes to know that he is looked down upon by his fellow workers he will think a hundred times before he indulges in any undesirable activity or practice.

Unions also have a role to play in these matters. Corrupt individuals earn a reputation and they are more or less known. If discreet advice is given by unions to such of their members in the first instances it will have a salutary effect on them. The incorrigibles may be dealt with differently by the unions.

Before I conclude I would like to express my appreciation of the manner in which railwaymen as a whole have been discharging their duties. In this critical period of economic revolution in our country, they have the privilege to play a significant role and make their own distinctive contribution without which the Plans for development cannot succeed. With the increasing tempo of economic and industrial activity, the demand on railwaymen will become greater and greater and I am confident that they will not be found wanting in rendering the dedicated service, the country expects of them.

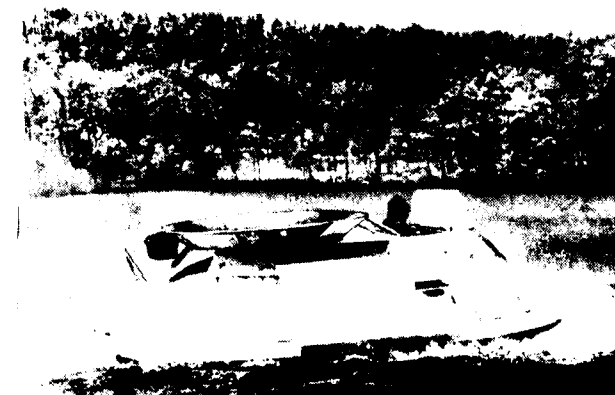
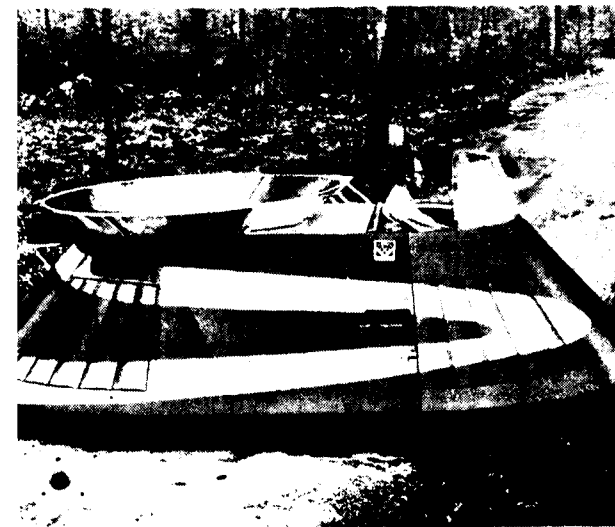
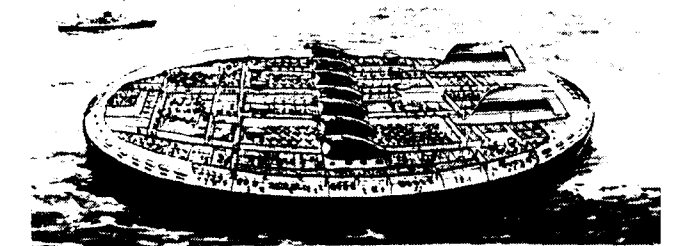
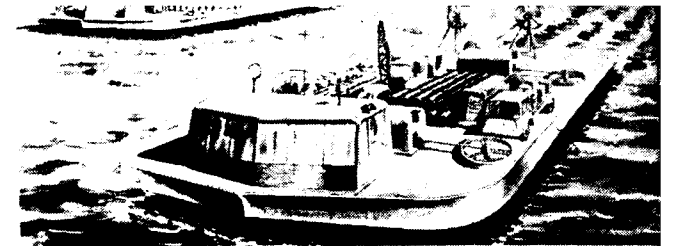


A "flying" passenger car that would travel as fast as an airplane over a rail it never touches may some day be used instead of conventional railroad cars or buses. Air forced out the bottom of the car would maintain ground-level cushion to keep the vehicle in the air. In flight, the car would be stabilized and guided by the rail (inset, lower right). Ford Motor Company, developer of the design in this drawing, considers that a car like this, to speed public transportation, may be one of the first practical "flying" vehicles and that it is likely to be produced and put into service.



"Flying" vehicles can be as stylish and attractive as the latest automobiles. At top is the new Curtiss-Wright Corporation's Air-Car, a four-passenger 300-horsepower vehicle now in production and offered for sale. It is designed to travel above the surface of land or water at 60 miles per hour. Pegasus I (center) is a two-passenger 850-pound car planned for production by National Research Associates, Washington, D.C. It is designed for speedy travel two feet above land or water and for smooth landing on small wheels. A flying vehicle (bottom) as seen by an artist, may be built and marketed by Piasecki Aircraft Corporation, Philadelphia, Pennsylvania. A car like this would have a dual engine powerplant to produce an air cushion for take-off and concealed rotors, similar to those used by a helicopter, for 100-mile-per-hour flight.

Air-cushion ships as fast as jet planes, designed to skim over the ocean and never touch it, and "flying" pleasure boats, may be an outgrowth of today's small "ground effect" vehicles. These artists' drawings are dreams of the distant future, when transoceanic commerce and travel on a cushion of air above the waves may be as speedy as high-altitude flight. Air-cushion flight may prove practical for large freighters (top), for passenger ships of various sizes and designs (center) and for small craft used for pleasurable pursuits: cruising, fishing, hunting. These "ground effect" vehicles would be extremely economical to build and could convert any beach into harbor.

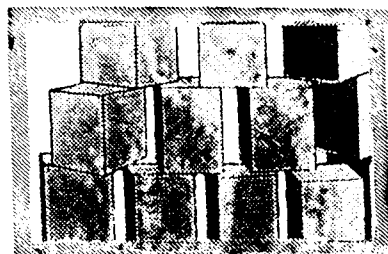


A small vehicle called an Air-Car, developed by Curtiss-Wright Corporation, travels up to 12 inches above land or water. Flight is maintained by air forced from the bottom of the vehicle by a 200-horsepower piston engine. The car has no conventional wheels, axles, brakes, clutches or transmission, can be built in various sizes and shapes and will support a 200-pound load. A larger four-passenger Curtiss-Wright Air-Car, built on the same principle, is being produced on order.

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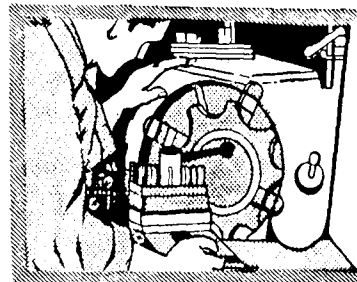
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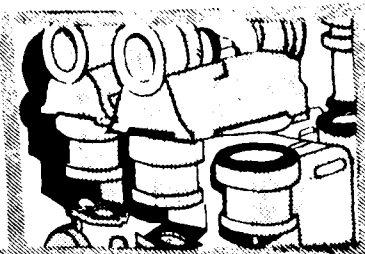


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OPRAIL

THE warning-bell clanged out on the station platform. Five minutes to go before the mail rolled on its journey. Mr. Balraj had just passed the ticket barrier and padded along as fast as his short, pudgy bulk allowed him. Puffing and gasping he reached his first class compartment, stepped in and collapsed on the nearest berth to regain his wind. Clutched tightly in his left hand was a flat, zip-fastened leather case. A porter behind him, dumped in a bedding roll and a larger suitcase. The baggage was hardly in when the train started to move.

Mr. Balraj was still blowing and huffing in short rapid gasps to regain the composure he had lost in his recent burst of undue exertion. After a few moments, he looked round the compartment to locate his bearings. Of the four berths in the compartment, three were already occupied, the two lower by men well past middle age, and one upper by a young man who had made himself comfortable for the night and was immersed in a book. The vacant upper berth had been reserved for Mr. Balraj. This was rather awkward for him, as it was almost physically impossible for him to lift his bulky body to the upper berth.

He looked towards his fellow passengers on the lower berths hoping that one of them would offer to change places, but they failed to oblige. So Mr. Balraj asked permission to occupy the end of a lower berth, as there may be a possibility of his getting

lower berth accommodation at a station further ahead.

As he sat patiently while the mail sped swiftly on its journey, he thought it was a pity that the first step of what he expected to be a profitable trip should have started like this. Even the prospect of the sale of a large quantity of costly gems nestling snugly in his leather case, failed to cheer him.

An hour after the mail had left the terminus it pulled up at the first stop. Mr. Balraj stepped out on to the platform still clutching his precious jewel-case, and walked along the platform peering into other first class compartments. Ah, here was a compartment with a vacant lower berth, just what he wanted. Promptly hailing a porter he transferred his baggage into the new compartment. The mail rolled on again.

Mr. Balraj again took his bearings. The card in the slot above the lower berth contained a name, and again he got worried. He did not want to be dislodged from this lucky find until his destination early next morning. The only other occupant of this compartment had been a silent witness to the change-over and sensing Mr. Balraj's uncertainty, said reassuringly: "Don't worry. The berth's yours. My fellow traveller did not turn up at the last moment."

Mr. Balraj was relieved. His fellow passenger seemed a genial soul and perhaps worth cultivating. He was a man of big build, compact and

gave the impression of great physical strength. He was clad in a khaki-shirt and shorts, hose just below the knee, and with a pair of well-polished brown shoes on his feet.

Mr. Balraj was about to respond to the other man's reassurance when he saw a leather strap terminating in a revolver filled holster, swinging gently from a peg. To his further consternation, Mr. Balraj noticed that his companion was eyeing him rather inquisitively. Then his companion spoke.

"You're a jeweller, aren't you?"

Mr. Balraj almost fell off his berth with shocked surprise. "H-h-how did you know?" The words spluttered out in gasps from his soft, fat lips.

The khaki-clad man smiled. Instead of Mr. Balraj being comforted by that smile, he read a veiled menace in it. The smile changed to words. "My dear fellow, it's written all over you. Look at those rings on your fingers, those sparklers in your shirt, and that smart leather case which only death will part from you, eh? I know how to spot a jeweller when I see one."

Mr. Balraj attempted to restore confidence in himself by talking. "Yes, I am a jeweller.....rich businessman.....daughter's marriage.....wants to buy the best gems.....money no object....." The words came out jerkily, reluctantly.

The other man said nothing, but got up, reached out for the holster swinging on the peg, steadied it and then flipped out the revolver.

Mr. Balraj's eyes goggled. Was this fellow going to stage a hold-up? No,

he was not. His answer was a little demonstration. The other man broke the revolver at the breach, blew through the barrel, then put it up to his right eye and squinted through it, with the fore-end of the barrel pointing straight at Mr. Balraj.

The jeweller was now in a state of terror. He felt himself quivering with fear. Then came relief. The revolver was lowered, snapped back into position, and laid on the berth. The khaki-clad man now continued the conversation.

"Fellows like you, advertising your opulence, are asking for trouble from the thugs who stab and rob on trains. Why don't you conceal all those sparklers when you travel, and arm yourself with one of these." The last remark was completed with a finger pointing to the revolver.

Mr. Balraj replied apologetically, although he was still far from feeling secure. "Yes, I've heard of these terrible train robberies, but I don't travel much....."

The other passenger rose from his seat, picked up his revolver and then turned. While doing this his gun arm came round in a short arc, almost brushing the jeweller's face. Mr. Balraj fell back on his berth with a choking squeal. Fearful thoughts of a bullet crashing into his head and then sudden death, raced through his mind. His companion then harmlessly walked into the lavatory, closing the door behind him.

The little nerve Mr. Balraj had now seemed to snap. Stark terror gripped him. He was sure that this large, muscular individual was one of those train thugs, they had spoken

about. Fear drove him into action. He rushed towards the compartment door, grabbed the handle to open it, and at the same time, his eyes saw a number of lights flashing past. The train was slowing down. A big station must be near.

The train eased into the station, but before it had come to a stop, the jeweller had opened the door and jumped on to the platform. He rushed to the adjoining compartment and raised the alarm.

"Man.....next compartment.....train thief.....threatening me.....revolver....." the words were gasped out.

Within a few moments a crowd had collected on the platform near the compartment, with curious onlookers station officials, and then at last the representatives of the law in the shape of two bulky railway policemen. Mr. Balraj rushed up to the policemen, grabbed one by the sleeve and led him to the compartment. The policemen with batons at the ready, boarded the compartment, saw no one, and then spotted the locked lavatory door.

"He's in there," yelled Mr. Balraj pointing to the locked door. The policemen were about to apply their batons to the door, when it swung open, and the large khaki-clad man emerged, casually twirling his revolver on his right forefinger.

Again the jeweller squealed, "That's him.....arrest him before he gets away....."

But there was no arrest. As soon as the policemen saw the face of the

khaki-clad man, they sprang to attention and their right hands went up together in a smart salute.

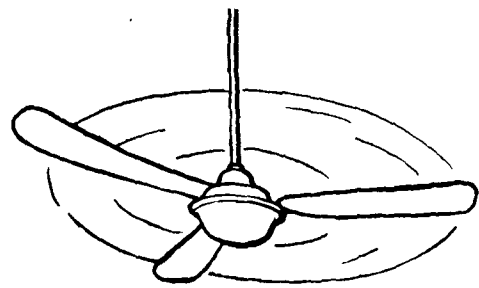
Mr. Balraj's eyes again popped in sheer amazement, and he stumbled back right into the arms of a uniformed station official saying "why.....why.....don't they arrest him....."

The station official's face creased into a smile. "They can't sir. You see, that happens to be Mr. Varma, the Superintendent of Railway Police....."

Mr. Balraj sighed deeply with immense relief. Why, he could have had no better protection.....



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THE ART OF TRANSLATION

M. VENKATESWARA RAO

Public Relations Office, S. Rly.

IF it is not for the translators, Kalidasa would not have been acclaimed all the world over as one of the greatest Dramatists and so also Shakespeare. But for the translators, the world would have been a conglomeration of secluded parts each one staring at the other in dismay as dumb people do. It is the translator who has brought these parts closer by bridging the gulfs that separate the people of diverse dialects. The world has thus attained unity in diversity.

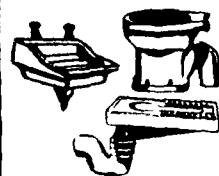
Judged by any definition, translation may be rightly claimed as an art. It is a medium through which the expressions in one language are rendered into another. If any literary enterprise be it a short story, a novel or an essay—were to acquire the distinction of being styled as a piece of art, its translation could no less be termed as such. A legal document is not a literary piece of work and therefore it cannot be termed as a piece of art. But the translation of the document can well be called a piece of art as it is the translation that counts and not the subject-matter.

If art requires creative ability, so does translation. To go into the spirit of what is written or said in one language and to give shape to those expressions in a different language retaining the spirit, beauty and style of the original, requires creative urge in the translator. A translator is as good an artist as a poet, a painter, a musician or a sculptor.

The job of a translator is no way less difficult than that of an author of an original. The author clothes his own expressions with his own language over which he should have 'reasonable' command to express himself lucidly, whereas the translator should have 'tremendous' command over the language of translation so that he may select apt words befitting expressions of others. Having tremendous command over the language of translation alone is not sufficient. He should have a fair grasp of the language to be translated. I feel that the translator need not necessarily have so much of command over the language to be translated as that on the language of translation. It is sufficient if his knowledge is limited to the extent of proper appreciation of the original in all its spirit, beauty of expressions and idiomatic usages. Every writer cannot therefore be a translator; but it is desirable that every translator should be a writer. Translations of one who has original contributions to his credit would be usually more sublime in expression than those of a mere translator. A writer can easily grasp the beauty of expressions of another writer and therefore endeavours to transport the same fragrance into his translations also. It is not to say that writers alone can prove to be good translators. Translators who embellish their translations although they are not writers themselves, are not wanting. Thorough understanding of the subject to be translated and undisputedly

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tremendous command over the language of translation are the two important factors that contribute to the excellence and perfection of the translation, whether the translator is a writer himself or not. Perfect and excellent translation does not appear as a translation at all; but on the other hand it presents itself as an original. It is such a translation that can be deservedly called a piece of art.

Our ancient literary works are mostly translations from Sanskrit. There is hardly an Indian language worth mentioning which does not possess, amongst its treasure of ancient literary works, translations of the Ramayana of Valmiki and the Maha Bharata of Vyasa. Incidentally, I may mention that the Andhra Maha Bharata, a Telugu rendering of Vyasa Bharata, is the first poetical work in Telugu worthy of mention. It was Nannaya, the first Telugu Poet (Adikavi) who undertook the herculean task of translating the Maha Bharata into Telugu; but it took about two centuries to complete the entire work by the three great poets (known as Kavitrayment) Nannaya, Tikkana and Erra Pragada. Translations of Sanskrit works could be found in abundance in any Indian language, with certain deviations from the originals in some cases. All most all the Indian languages are enriched by translations from Sanskrit.

Translation is playing a notable part in journalism. The means of communications in use in India are designed to transmit messages in English as English virtually has become the common language of the country. News from abroad as also indigenous news is conveyed even to the Indian

language newspapers only in English. The newspapers therefore have in their employ translators under the title of 'Sub-Editors' whose job it is to translate the news into the language concerned. Newspapers have been contributing much to the art of translation. The world is passing from the atomic age to the space age and several technical expressions are being added on to the glossary of technology. In collecting the news from the four corners of this ever-changing world, newspapers come across many strange and difficult expressions, necessitating their translation in a simple language and in a readable manner so that the reader may understand easily. At times, new words and phrases have to be coined or unearthed from the bottom of the glossary. The newspapers have not only made generous contributions to the vocabulary of the respective languages, but also have been popularising difficult expressions and technical terms among the reading public. The translations of newspapers are becoming generally acceptable and the learned text-book writers are adopting these translations with least hesitation.

In coining or selecting acceptable terms in the languages concerned, different newspapers are adopting different expressions with the result: the reader who is a layman is often confused. For example, two reputed Telugu Dailies are giving two different translations for "Summit Conference", viz., (1) Agranayaka Sabha or Adhinayaka Samavesam and (2) Sikharagra Samavesam. While these expressions do convey the sense of the English term "Summit Conference", a reader who may occasionally switch

over to a newspaper other than the one he is used to, feels at some loss to know the significance of the term. In the interests of the reading public as also of the language itself, a sort of standardisation of such terms without undue regimentation appears to be a necessity. This applies equally to the text-book writers whose aim it should be to avoid confusion in the tender brains of students. Occasions were not infrequent when students were not able to get through examinations simply because of unfamiliar terms used in question papers although the answers were at their finger tips.

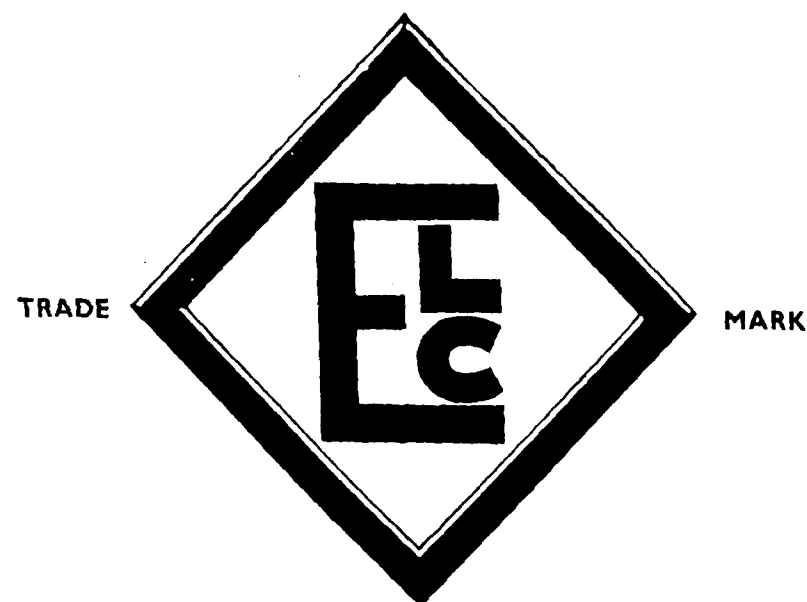
It may not be always possible to find out or coin apt terms in the language of translation; more so in regard to technical and scientific expressions. The best alternative therefore is to adopt the expression as it is and popularise it. The English language is retaining its universality by absorbing several such expressions. If it is not so, how could that language get at a suitable equivalent for the word "DHARMA"?

It would serve no purpose if anyone tries to find or coin equivalents for certain popular expressions such as "Booking", "Ticket", "Signal", "Station", "Station Master", etc., etc. It may be of great amusement to the reader if he knows that the translation by a great Telugu Scholar (who was a Scholar in English also) for "Railway Ticket" was "Dhooma Sakata Arohana Adhikara Patram". Similarly his translation for "District Collector" was "Mandala Karagrahi". These were perhaps accepted and appreciated in the beginning of the 20th century and not now in its latter

half. Linguistic purity must give way to considerations of practicality.

The real difficulty of the translator lies in rendering figurative expressions. Whatever be the command over the language of translation, how can the expression "Railways deliver the goods" be translated into Telugu or Tamil or any other language? It is not a mere statement of the fact that the Railways "deliver the goods." It means that the Railways carry out the stupendous task by way of delivering the goods. It is impossible to bring this spirit in similar style whereas it is improper to adopt the literal sense. In such cases, the translator will do well to choose the figurative sense rather than trying in vain to bring the spirit in figurative as well as in its literal sense. It is for this reason that I have stated above that the translator should be capable of grasping the spirit and beauty of expressions. The reader may be amused when I say that very recently a serious mistake came to be committed by a famous Daily in translating "Free booking of parcels". The translated word for "Free" amazingly suggested that the booking was "free of charge" whereas the correct rendering should have been as for "unrestricted booking". This is due to lack of proper appreciation of the spirit and not due to lack of command over the language. Translation should be free unlike the translation for "Free".

Different translators adopt different techniques of translation. One may choose to split a compound or a complex sentence into simple sentences and translate them as such. This



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July 1960

ART OF TRANSLATION

29

method is no doubt easy, but it is always not necessary or advisable to split a sentence thus, as the force of the original will sometimes be lost. While such a method is indispensable if not inevitable, it should be the aim of the translator to see, as far as possible, that not only the original theme but also the diction of the original are retained in the translation. The translator, while avoiding verbosity should refrain from attempting to coin phrases or proverbs the equivalents of which can usually be found in the language of translation itself. Although such phrases and proverbs are not quite apt to convey the sense of the original in full, it is desirable to prefer these so as to give a natural appearance to the translation.

the fragrance of a flower, and not the construction of the sentences of the original. Then alone the translator can construct sentences in the way akin to the language of translation. Such a translation presents itself as an original. This is a very important aspect of translation as different languages have distinct ways of expression.

The functioning of the brain of a translator is something like that of a wireless receiving set. The sound waves converted into electric waves enter the receiving set which transforms these waves into sound waves. Similarly, the translator's brain perceives the spirit and beauty of the original expressions and transforms them into a different language. While this process is in progress the spirit and beauty of the expressions alone should remain in the brain as

The art of translation enriched the languages of the world and played a notable part in day-to-day life of the nations of the world in the past and will continue to do so as long as different dialects flourish on the Globe. In these days of "World Government" ideals, bright future awaits linguists—linguists capable of mastering more languages. No international Conference, no meeting of world leaders, no transactions between countries can materialise without translations or translators. Every young man and woman should strive to attain good proficiency in as many foreign languages as possible, with the determination of an artist and the zeal of a patriot so that they may render themselves useful to the world in general and our country in particular. In doing so, they must not neglect the sister languages of our Motherland.



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The cost of the tender form is Rs. 10 (Rupees Ten only) which is not refundable. It should be paid to the Divisional Pay Master, Southern Railway, Rayapuram, Madras-13, or to any Station Master on the Southern Railway. The last date for sale of tender form is *16-00 hours on 2-8-1960.* The earnest money of Rs. 250 should be paid in advance to the Divisional Pay Master, Southern Railway, Rayapuram, Madras-13, on or before *15-00 hours on 5-8-1960.*

Other particulars can be had at the office of the Executive Engineer, Madras Central Remodelling, Central Station Buildings, Madras-3.

RAIL AND ROAD CO-ORDINATION AND CONSOLIDATION

(Contributed)

THE goal for all modes of transport is the same. In Railway as in every other transportation problem of national importance, all concerned have a common, although not necessarily identical interest. To assure adequate transportation service at rates that are fair to the producers and consumers of transportation is the common aim.

The co-ordination of railway and motor vehicle service means combining the two agencies so as to produce a harmonious operation which will result in benefit to the public and to the transportation agencies themselves. Co-ordination of railways and highway transportation should be accomplished so as to permit the use of each of these agencies in such a way as to give the public maximum service at minimum cost.

Co-ordination in transportation is not a general blue print or master pattern to be used in working out general patterns of transportation relationships, but a principle to guide the choice of the particular instrumentalities or facilities to be used in finding solutions to specific transportation service and cost problems. It is not an end in itself but a means to an end. The end is better transportation services at lower costs and charges. The proper use of co-ordination in this way requires careful and objective analysis of transportation services and the costs of performing these services by different types of transportation facilities and instrumentalities. The need for service must

be analysed and ascertained. Then the costs of performing the required or desirable services must be determined either by the use of available comparable cost data or by experimentation, if the latter method is practicable.

The formulation and activation of a sound national policy with respect to transportation is one of the most important governmental and economic problems. Because of the importance of adequate transportation services by all types of instrumentalities of transportation as just and reasonable rates to the public, and because of the large percentage of the total national worth represented by the investment of private and public capital in transportation enterprises.

Transportation is a part of every production manufacturing and distribution enterprise an integral part of the production line of every industry, and indispensable to the social, economic and governmental activities of the people.

PRINCIPLES GUIDING PUBLIC POLICY :

(1) Aid and assistance of transportation facilities and enterprises ;

(2) The prohibition and prevention of unjust discrimination and unfair business practices ;

(3) The regulation of the transportation enterprises in the public interest ; and

(4) The relationship of the Government to the transportation

facilities and enterprises with respect to ownership and management.

As for the regulation of all instrumentalities of transportation by a governmental regulatory body or bodies representing and protecting the public interests, which includes the interest of the owners, management and workers of the various agencies of transportation, as well as the users of the transportation services and the public generally.

OBJECTIVES OF CO-ORDINATION AND REGULARISATION :

1. The use of the most efficient type of carrier or service in order to reduce to the minimum the cost of performing each type of service, consistent with the type and quality of service required.

2. The reduction of the amount of transportation services and facilities used in the performance of the services to the quantity required to perform efficiently the service required, without unnecessary duplication of services or facilities.

3. The reduction of the costs of performing the transportation services so as to conserve the revenues of the carriers and to obtain the benefit of lowest costs, consistent with adequate service and fair compensation of carriers and equitable rates for the users of the services.

4. The conservation of the property investment used in transportation services and its protection from the effects of excessive and ruinous competition.

A summary of national transportation policy must be couched in broad general terms. It must provide for

adequate transportation services and facilities of all types required by commerce, defence and postal service. In this connection it may be recalled that the world Bank teams reported highly of Indian Railways working and three loans were granted to India totalling 225 million. Regulation should be restricted to the kind and amount required in the public interest and not extended or increased for its own sake. The transportation enterprises should be enabled and assisted to establish and maintain sound financial strength necessary to attract and retain venture capital and necessary borrowed capital in order to provide the necessary services.

The charges for the services should be just and reasonable and equitable to carriers and users. The charges should be without unjust and unreasonable discrimination, preference or prejudice among users, places or traffic and as low as is consistent with reasonable total economic costs to the users and to suppliers of the services.

The inherent advantages of each type of carrier in services and costs and sound economic conditions without and between carriers should be recognised and preserved. The services of different modes of transportation should be adequately co-ordinated. Transportation facilities should be extended as needed by the development of the economy and social structure and assisted by the Government when necessary to provide the needed transportation services and facilities of particular types or in particular sections of the country. Barriers to interstate and international transportation should

(Continued on page 46)

FOUR DECADES AGO

V. E. THIRUVENGADIAH

He cared a fig to say spade straight with least of fear or favour aright,
Bachelor of Arts thrown off his job for candid critical spoken tone,
A humble, honest, earnest one in service to beast and man in groan.
A pity, our pedagogue happened he of noble thoughts in sanguine height.
Yea, his school on pial situate quite aided by then Taluq Board
Never he took his tuition fee ; for ever he would spurn such save in kind.
The cane his sceptre long but thin to wield and wave, other use he wouldn't find.
My village whole to this monarch bowed for all his cyclopaedic hoard.

He lived in peace above his wants, for all his wants were few of kinds.
An aged crippled mother had he as millstone round his neck entwined
That checked the confirmed bachelor's march of nomadic ways as he inclined.
His creed we none could quite discern for so concealed to younger minds
Would call by names though names had we a pleasure at most it was to him
As Pigtail, Pumpkin, Bandicoot, Wire-puller, Wild-beast, Orangoutang,
Born-fool, Back-bite, Winkless-lynx and still many apts as Shin and Wang.
Yet a squint in slight himself of generous, genial cheer to the brim.

School hours were to his whims, fancies and holidays too were likewise oft.
A blooming day he told us all " The Inspector will visit our school
When Readywit, Pumpkin, all in grits should credit my worth unlike Bornfool,
Get all drest in best of clothes and impress him to heights aloft."
Our childish minds in ecstasies, low whispering welcomed that day night
And vied at best with each other to rise high up and wrench esteem
From that demigod Inspector and add a feather to our Guru supreme.
Our eventful day dawned quite too quick when that Officer graced in sigh.

With stolen looks and sights at him we shuddered, shivered and shook in shoes,
Each called our Gods to aid us then to get escape of question pool
All the more was it to me ; for me was a popular 'Born-fool'
The visitor strolled on up and down with strides at ease as fatty goose
Glanced at me a wink or so and passed busily to some others
The master with utmost respect too kept paces at good distance,
A calm, quiet pin-drop silence then as that at holy church service
Crept softly to our pial premises, a glory, still our great bothers.

Spoko indistinct to our master of this and that with wry gestures
At length beckoning to boy Pigtail (who boldly shot from seat and stood)
" Do, doo, dood, dood, doo, doo, doo, doo," of 'Doods' countless and many a 'Dood'
With staggering, struggling, open jaws he burst and gushed in overtures.
Then in yawns of awkward post he exploded to our great dismay
" Doo—you—no-know the tallest house in the City of Madras ? " he quaried.
An endless side-splitting laughter, engulfed all and deep buried.
In suppressed subdued smiles, master was overwhelmed in raptures gay.

Amidst this uproar, thunderous roars he approached Pigtail with answer,
'Light House' whispered slow to him who acknowledged with secret smiles.
Yelled Pigtail in weening pride and tore his throat with tip " White House."
At this Inspector fell a prey despite himself to more laughter.
When master decried " Stupid answer " the Pigtail one forgot his hold
And growled aloud " Sir, didn't you say ? " The squint and stammerer stared at each.
The latter left our school with nods while former cared a pin or peach,
But we knew on later date that grant-in-aid was got two fold.

“THE OPPOSITE TWO”

N. NAGARAJAN

Sr. Clerk, G.M.(P)'s Office, Madras-3

Love is embalmed in virtue ; Lust engrossed in vice
Love is Divine, Grand and Nectar ; and
Lust is fleshy, mire and greed ;
Love captivates the soul to state ; and
Lust tarnishes the skin to burn ;
Love makes you cool and bold ; and
Lust creeps in shady crevice.

Love be token to the tone of melody and
Lust leads to the seat of malady
Love is a bliss with no kiss or its 'Yes',
But lust is rupture, rueful and rage ;
Love ye, ye one governed by loveability,
And shun ye lust from 'think' even.

Love is ever-increasing harmony and
Lust is maukish unreality.
Love is service to Humanity and
Lust is ending selfishly ;
Love is source for redemption and release and
Lust is tugging lives to pellmell ;
Love is an impressive construction, to
Incoming Peace, and contentment and
Lust is a marauding edge of Sword,
Scorching and scanning the shapes to fumes,

Gloom and goully deeds of 'Shun' ;
Love is a Mine of purest gems
Valued not by any commercial means ;
And Lust is an engrossing combat of flesh,
Leading to ailment, agony and torture.

Love leads us to a successful living,
Sharing a shine beyond price and cure,
While lust deaden the nerves to break,
Choked by an emotion concernlessly ;
Love is enhancing prestige to yield,
Mended mild and magnificently,
Sailing in a voyage of self-discovery ;
And lust causes infection and 'ill',
Provoking the environment lonely and restless ;
Love is a stimulating faculty and fold,
And an act equalled in the tenderness of a lotus petal,
The symmetricalism of a Plantain growth ;
And lust is there to compare surface in
Of a Rheno', Crocodile or Porcupine ;
And when lust is lost permanently,
Love is installed eternally and
Love Ornaments Venue Evergreen ; and
Lust Usurps the Stature Thwart ;
So ye love, So ye love so in kindness, so ye love
To live in phase of Peace always.

MY DEBT

V. T. NEELAKANTAN

Others have helped me when my need was sore,
Many have reached an aiding, lifting hand
To ease the heavy burdens that I bore
Have said by look and word " we understand ".
Can I do less for some heart hurt and frightened,
Now that by God's grace my load is lightened ?

This is the debt I have ; a debt I shall pay
It takes so little to take back the heart
In any one, some act, a word we say,
Can light new faith, can send new convage winging
Can set one, who was silent long, to singing

ROMANCE OF RAILWAY TIME

K. S.

Railway Muse whose strong and diverse heart,
Made small and indifferent with art,
By methods of men who could not understand,
Because they are as various as the variegated land.

Sun is no longer the boss of travel time,
Citizens sleep and work by Railway time,
Marriages take place by Railway time,
Spiritual and secular ministers preach and work by Railway time,

When the morning trains arrive in splendour,
With office work people service to render,
Come from countryside around a pile of mountains,
Or through suburbs and city passing by fountains,

On arrival in daylight warning bell to ring,
On departure in darkness silent signal lamps to swing,
Hooting all the while in varied stanzas,
Yet punctual as a cluster of stars.

A leaning pyramid of sun light moves by the clock,
Round and round go the hands of the clock,
While from the engine the whistles scream,
Almost simultaneously with the hissing steam.

Throughout the route the coach wheels, chime,
While all the while the drivers watch time,
Mind all the running staff have staked their souls,
In order to reach their cherished goals.

Mind unfettered by colour bar
Standard time of Greenwich far
Pertaining to Railway time
Well regulated as clocks chime.

As waters do find centre in the sea
As the eye enables all colours to see
As perception finds abode in the mind's rear,
As sounds are detected in the ear,

So lawyers businessmen
find motive force in time's wake
Lest neglect of hours
bring in new time's waste.



SECOND ALL-INDIA MANGO SHOW

V. T. NEELAKANTAN

THE present Mango Show for the Southern Region, being held in Madras, is the third instalment in the series of the 2nd All-India Mango Show. The first two instalments of this Show were held last year in Calcutta and New Delhi for the Eastern and Northern Regions, respectively. The present Show will thus complete the series of the 2nd All-India Mango Show which has been organised by the Indian Council of Agricultural Research.

The mango, fruit *par excellence* of India, is one of the oldest of the cultivated fruits, having been domesticated and used by man for as long as 4,000 years. It is a native of the Indo-Malayan region and its history in India dates back to many centuries. It has been associated with the Indian folklore and the rich cultural heritage of the past. The keenest interest in this fruit and also its greatest development has been mainly in India. This surmise is supported by the fact that in India we have over a thousand varieties, the largest in the world so far reported, which the choicest and sweetest. At present, it is our most important fruit in India, occupying about 14.6 lakhs of acres.

The holding of All-India Fruit Shows was initiated by the Indian Council of Agricultural Research for the first time in 1955. Since then shows for important fruits like mango, orange, banana, grape and apple have been held at various centres in different years. The objective is to promote healthy rivalry amongst fruit-growers of the country by enabling them to

display their varietal wealth, thus, bringing new varieties of merit to the notice of the public in general and their fellow fruit-growers and horticultural workers in particular. In doing so the outstanding plant material can be utilised for further perpetuation and experimental work. The spirit of competition also induces the growers to produce more fruit of better quality.

South India is noted for the richness in colourful forms in mango fruit and also for their superb quality. Some of the varieties grown in the South like Suvarnarekha, Banganpalle, Neelum and Bangalora have excellent shipping qualities and have a popular appeal in the North Indian markets. The fruit goes as far up in the Himalayan markets as Simla, Mussoorie and Srinagar.

The exhibits in the Show are classified into six different classes. Class A - the Orchardists and Amateur gardeners compete among themselves. In class B the competition is confined to government gardens and commercial nurserymen. In Class C the competition is open to all big and small fruit-growers including Government gardeners who happen to have in their orchards a large number of varieties which could be utilised for the evolution of new varieties. Similarly, Class D is also open to all fruit-growers and Government gardens for displaying the varieties grown by them in the form of stalls. Class E Home-made Fruit Products is open for competition only to Amateurs and House-wives.

(Continued on page 46)

CHILDREN

A. V. SUBRAMANIAN

Personnel Officer, I.C.F.

ONE way of assessing the level of civilisation to which a community has attained is to study the importance attached to the bringing up of its children. Every community will be deeply interested in perpetuating itself; but only the community which looks after its young with tender care and trains them to live happy and useful lives can be termed civilised. The ancient Tamils were deeply interested in the problem of child care. The life of the family revolved round the children. To some extent, if judged by modern standards the children in ancient Tamil Nad were certainly 'spoilt'; they were allowed to indulge in their pranks and even when they crossed the path of the adults no attempt was made to discipline them. But on the other hand, possibly there was no case of love-starvation in ancient Tamil Nad. Love and affection were showered on them; they were looked upon as a privileged class; and they grew up in an atmosphere of goodwill into healthyminded and useful citizens.

A king of Madura describes the pleasures of parenthood in very vivid terms thus: "Walking about on their uncertain feet they hold out their hand and touch everything and spoil everything. At meal time when the adults are served with cooked rice to which ghee has been added they walk up to the plates and take in their hands some of it; but not knowing what to do with it they scatter it all over their bodies and all over the floor. They put their hand into the rest of

the food on the plates and knead it into useless paste." How does the king propose to deal with the young destroyers? Apparently he is all for "spoiling" them for he adds, "These bewitching young rascals are the only factor that makes life worth living. The life of the richest man in the kingdom who is childless is indeed cheerless, useless!"

A young man realising that money is required for happy and successful family life was toying with the idea of going to distant parts where money could be easily made. His wife got an inkling of it and was distraught with grief. She could not bear the thought of living without him. The young man in wishing to allay her fears addressed her thus, "My dear, the beauty and the perfection of your physical body are such that whenever I see you I feel that bliss which the virtuous attain. The love I bear for you is greater than the shoreless ocean. Further I engage myself in useful activity here and I have nothing to do outside this town. But more than all, our child who was till now confined to his cradle has started playing. At home and outside at work, my mind and all my faculties are solely employed in contemplating the boy and his pranks. How can I leave all this and go and live in distant parts?"

The love which both the parents feel for their children often works as a cementing influence between them. The tiffs between lovers become rarer and rarer as the children begin to

arrive. When after a little misunderstanding the man and his wife stop speaking to each other, often it is the innocent but delightful talk of the child that makes them forget their pride and brings them together again.

In the fertile land irrigated by rivers food is plentiful and easy to get. Men, therefore, turn their thoughts to pleasure and vice raises its ugly head. Hence the poems dealing with the life in the plains generally picture the wayward husband and the tragic wife. But the significant point is that the husband is very much aware of his sin and is very apologetic in the presence of his wife, who sometimes in her rage even orders him out of his own house. The society sternly disapproved of such vicious living and no man dared to defy the dictates of the moral law and the inhibitions set up by society.

A young man had been lured by the coquetry of a courtesan and was spending all his time in her house. His wife, a handsome lady, was trying to submerge her grief in serving the guests and in looking after her child. Round the child were centred all her affections. When she watched him play—when the ornaments on his chest were drenched by the saliva that oozed out of his mouth in a continuous stream—when he walked about on uncertain feet to the accompaniment of a musical sound from the leg ornaments—when he drove the toy chariot all over the house, she sat enthralled, even forgetting the perfidy of her husband.

But then the child himself brought back the memory of the wrong done by his father. When she took him

in her hands and attempted to converse with him, so that she might drown her sorrows, he repeatedly called for his father. Possibly he missed him and with the obstinacy of a child he insistently called on him to appear. But this brought back to her like a flood the memories of his faithlessness and she stood speechless with tears running down her cheeks. The husband appeared even while the child was crying, "Father, father." She was certainly glad to see him, but the thought of all his perfidy raised her ire and she asked him to go out of the house. The husband hesitantly addressed her thus: "You know I am blameless. You should not accuse me of a wrong that I have not committed. How can I desert you and get ensnared by another? No one here dares to make you unhappy, your sway over this house is supreme."

In her righteous indignation she could not be gainsaid: but the husband had resource. Pointing to the child he suggested more than he said, "The child, is the very symbol of purity. His innocent mind should not be warped by such accusations. We would be planting the seeds of sin in his young mind if we discuss such things in his presence. Look, how the one that bears the hallowed name of my father regards us both with eyes of love."

The moment her attention was called to the child, the mother in her, gained dominance over the wrathful wife. All the indignation was dissipated in the welter of parental affection. The child had saved the situation and all unknowingly averted a crisis in the life of his parents!

SHIP'S STEWARD AS PSYCHOLOGIST

V. T. NEELAKANTAN

FROM my long experience as a traveller, I have come to doubt whether there is a better psychologist in life than the ship's steward. It is said that you have to live with people in order to know them. Well, the ship's steward lives with all classes and really knows them. He knows them from A to Z. This is because on board ship the majority of people find it impossible for long to disseminate. They are all compelled to be themselves sooner or later. Added to this the Steward is obliged to live with all sorts of people. Few men live with all sorts of people and, all the year through.

SO MANY TYPES :

Few men live with so many types and find better opportunities to study them. It is the Steward's business. The better Psychologist he is the better Steward he makes. This applies to the Head Steward as well as to his humblest subordinate. In a similar manner it applies also to the Purser and his staff, though not to quite the same extent as to the Steward staff. The pastor lives with the same flock for almost the whole of his life. The doctor rarely dare change his practice, and the businessman is dealing for the most part with the same set of clients throughout his career.

The steward, however, sees different folks each trip, so that there is hardly a type of society that he does not meet in the course of his fascinating career as a steward on board different boats, and he serves many.

ALL THE DIFFERENCE :

All this means that before you have been on board more than half an hour the Steward has classified you more satisfactorily than the Professor of Psychology of any University, could ever do. The one does it from contact with people and the other from books. Therein lies all the difference. Before you have barely had time to introduce yourself to your steward he knows just who and what you are. Should you be foolish enough to try to bluff him concerning your social position on shore he has paradoxically called your bluff long before you have tried to put anything over him.

Many a steward today has to deal with ladies and gentlemen who find it exceedingly difficult to tip him in these times of universal depression and social upheaval. He does not mind. What he demands most is to be treated as a human and not as an automaton. His position is much more difficult than that of a domestic servant at home, and he knows it.

UNKINDEST THING :

The Servant at home can resign and thereby escape the disagreeable master or mistress. The steward on board cannot do this. To begin with he has many masters, and to resign because one has failed to treat him as he deserves means that his career as a Steward is doomed. To ask him, therefore the impossible is the most unkindest thing in the world and as unfair as anything could be.

Perhaps the Steward's first consideration is whether you are an experienced traveller or not. He can tell this by a look at you. He knows within the first day just how you are used to living at home. If you are travelling with your wife he knows whether you are on good relations with her or whether you are on a trip to your home country to fix up a divorce. Of course, he knows all this. Who is in a better position to judge than your cabin steward.

SACRED DUTY :

Your table steward knows just how you live at home. Not by what you eat so much as by what you leave. This seems strange perhaps. Yet how many there are who travel who feel that it is almost a sacred duty to order many dishes and play with them, just for the vicious joy of giving orders without ever thinking of the waste. The frugal man at home is the one who orders just what he wants and no more on board. The table steward knows this so well. How the same table steward must hate the man who orders almost all on the menu, and sends the rest back to the kitchen as if there were nothing from the vast variety on board ship to appeal to his pretended taste as a gourmet. I should think that if any people ever proclaim a universal rationing of food, then, ship's steward will be at the head of the list of revolutionaries.

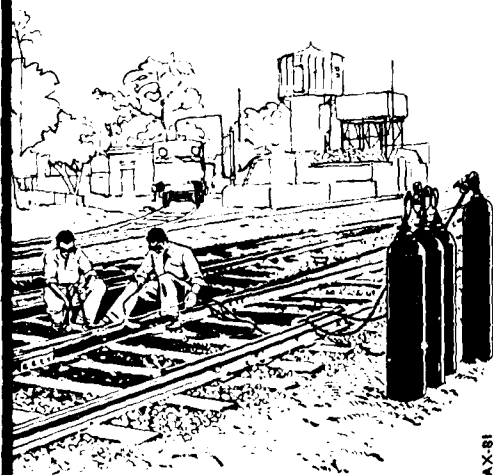


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MORE ABOUT T. C. M.

IN the case of recently completed agreement, which the Indian Minister of Food and Agriculture signed in Washington the estimated amount involved in the four year period comes to \$1,276 million, which is roughly 607 crores of rupees of which, according to the agreement, somewhat over \$1 billion would be available to promote economic development in India. This is in addition to roughly \$1 billion of agricultural commodities made available to India under Title I of Public Law 480 prior to the signing of the recent agreement. Of this, about 80 per cent of rupees has been available for Indian economic development. Thus, by 1964, a total of agricultural commodities to a value of \$2,243.5 million, or about 1,068 crores of rupees, has either been furnished in the past or will be furnished to India under the new agreement.

At the same time, it has to be borne in mind that under this agreement, foodgrains are sold to the Government of India for rupees. The commodities themselves are not granted to India. However, the Government of India sells these commodities for rupees, thus reimbursing itself for the rupees which are paid to the United States

for these commodities. The United States then makes available for economic development in India and major part, say 85 per cent of the rupees it has received in payment from the Government of India. One half of this amount is made available by the United States in the form of grants for economic development and one half in the form of loans.

The view expressed in some quarters that the total amount of Rs. 1,100 crores will have to be repaid is not correct. About one half of the amount is made available in the form of grants not to be repaid, and the portion requiring to be repaid is repayable in rupees, not in foreign exchange. Amount of grant is huge indeed.

As for T.C.M.'s assistance to Railways one sector of the organisation, the Development Loan Fund has given loans to Indian Railways as under :

Date of loan	Value	Disbursement as on April 30, 1960	Balance of Loan to be Disbursed
June 23, 1958	\$40,000,000	\$9,606,000	\$30,394,000
Dec. 24, 1958	\$5,000,000	\$4,821,000	\$79,000

EXTERNAL RESOURCES

IN the short period, lack of foreign exchange is an important factor limiting the rate at which the potential resources of the country can be turned into productive wealth. Possibilities of increasing foreign exchange earnings from the traditional exports have of

course to be developed to the greatest extent possible. At the same time, it is recognised that the first impact of the effort to develop more rapidly tends to accentuate the problem of finding external resources. Once restriction on imports not specially related

to the maintenance of production has been carried far enough the problem of replacing imports becomes essentially one of developing the necessary capacity for production within the country. At this stage, a large increase occurs in import requirements for specialised capital equipment metals, etc., and a dilemma forces a developing economy which seeks to mobilise its own resources so that its growth can be truly self-reliant and self-generating. The need for external assistance is implicit in this situation. It is a basic objective of the Third Five-Year Plan to create conditions in which this dependence of external assistance,

will disappear as early as possible. To this end, highest priority is being given to industry which are vital to the building of export earnings. Along with this, there is emphasis on policies and measures which will help in securing the surpluses needed from internal consumption and making them available for export at acceptable prices.

According to foreign exchange requirements under different heads of development the total foreign exchange requirements total area about 1,900 crores for Third Plan. Transport and Communications require 310 crores of foreign exchange.

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THE PROGRESS OF SCIENCE

SUPPOSING you were asked the question: when has man gone ahead most rapidly in the world of science? What would be the answer. With a little thinking you would have to answer that the most rapid progress has been made in the latter half of the 19th century, and of course more rapidly, from the beginning of the 20th century and right up to date.

Now, let us look over some of these wonders that man has discovered and made possible during the last one hundred years.

Many scientists found that there are invisible electric waves in the air, but in 1896, it was the Italian, Marconi, who thought of a practical way to use them. It was in that year when Marconi came to England and started wireless telegraphy. A long distance wireless station was set up in Cornwall, and in 1901 Marconi sent and received signals across the Atlantic from Cornwall in England to St. John's in Newfoundland, which is north of the United States of America.

Today messages can be sent through the air from one part of the world to another, no matter how far apart, and within the time of a split second too. It was due to Marconi and his invention of wireless that when ships, at sea are being tossed about in

raging storms, or have met with disaster, wireless messages for help go out to every ship on the high seas, and so some can come to the rescue of those in need.

But that was not all. With the discovery of wireless, broadcasting became possible. In February 1920 the first wireless broadcasting service was started at Chelmsford in England, but it was in the United States of America that the most rapid progress was made. Today, with the radio in your own house, you can tune in to any broadcasting station in the world and listen to the best musical productions, plays, talks and so on, in whatever language you speak or fancy. But science has gone still further, and now not only do we hear over the radio but see also. Television was invented, and although not yet available all over the world, it is spreading rapidly.

In the medical field too there was rapid progress. Wilhelm Rontgen discovered what is commonly known as the X-ray, by which the inside of the human body can be seen and photographed. This was of immense help to all doctors as they could find out what was going on inside the patient, and so help to cure them sooner. Madame Curie and her husband discovered radium, which is used by doctors to fight disease. Then Alexander Fleming and Howard

Florey discovered penicillin, a fungus or growth, that kills the bacteria of many diseases. This penicillin has saved the lives of millions of people and animals also.

Next we take a look at the work of chemists. They studied a lump of coal, which to you and me looks like a piece of black stone, and seems useful only for burning in a fire. But the chemist found that they could make attractive scents like eau de cologne, violet, lavender and vanilla from this common black lump. How did they find all this out? Well, it appears everything in this world is made up of groups of atoms, which are called 'Nature's building bricks'. You and I can be reduced to these atoms. But no one can destroy an atom. Chemists however have found a way to split substances and by a sort of chemical re-grouping of these atoms, make a different kind of substance.

This is what the chemists did with the common lump of coal. They somehow re-arranged the atoms of coal and turned out such things as aspirin, bicarbonate of soda, and other useful medicines to help chase away headaches, stomach upsets and so on. Yes, even the powder, known as insecticide, used for killing insect pests like cockroaches, mosquitoes, ticks, fleas and so on came from the plain lump of black coal.

Today we seem to be living in a plastic world. And we ask ourselves, what is this substance plastic? You cannot dig it out of the ground, or cut down a tree for it. Then where does it come from? Strange as it

may seem, it comes from such things as skimmed milk, potatoes, wood-pulp and other vegetable substances. Once again, the chemist starts playing around with the atomic groups of these things, and by re-arranging them in his magic workshop with its test tubes, burners and so on, gives us the substance we call plastic. Because of this, there are plastic cups, saucers, plates, spoons, buckets, washing bowls, cigarette cases, gramophone records, side and windcreens for motor cars and trucks and thousands of other articles.

Then there are the rayon and nylon shirts, the dacron suits, nylon blouses and other things worn by men and women, boys and girls, and not to forget little baby brother and sister. All these have come from the fine plastic thread which can be woven together like cotton or wool for making all types of clothing.

Now we come to the greatest and immense power that man has so far discovered. What is now called nuclear power the atom and the hydrogen bomb. If a nucleus of uranium (the heaviest atom) is bombarded by a neutron (a tiny particle) the nucleus splits in two and releases terrific energy. This force is so powerful and terrifying that in the Second World War one small atom bomb destroyed the whole city of Hiroshima in Japan and killed thousands of people. Since then more powerful atomic weapons have been made, so powerful that perhaps one tiny bomb would utterly wipe out big cities like London, New York or Calcutta, and kill off every living thing.

Man always longed to fly through the air like birds. Early in the 20th century flying machines took off from the earth to fly a few yards, then a few miles and then for longer and longer distances, until today we have the huge and swift jet planes and turbo-prop airliners zooming through the air at terrific speeds. Then there are the military aircraft, especially fighter jets, which flash through the sky at a speed faster than sound. And now, with this terrific atomic power and rocket propulsion, man is going further and further away from the earth and into space, circling round the Moon with what we now call the Sputnik.

Man's mind never feels satisfied and is always restless. The more he discovers and achieves the more he wants to go on and probe the deep and dark mysteries of this world, the planets and the universe. But in doing so he finds that he has discovered powers he can hardly control, such immense powers that if these are not used wisely for the benefit of all mankind and all life on earth, he will utterly destroy himself and perhaps the world too. Here is the real danger we must think about, when we feel proud of what man has done, we should also think how little we are compared to these awful powers.

UNCLE TELLATALE



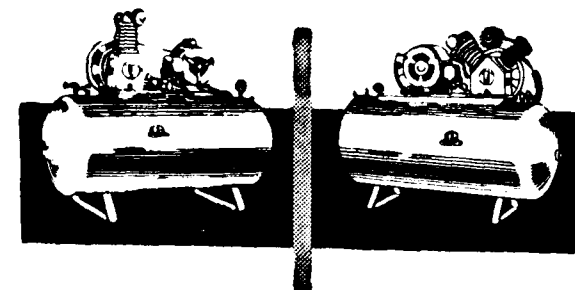
Compressed air

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Second All-India Mango Show (Continued from page 36)

In Class F commercial firms engaged in the production of fruit products would compete amongst themselves.

To give incentive to the participants of the Show, the Indian Council of Agricultural Research, gives a large number of Cash Prizes and silver trophies. A cash prize of Rs. 35 is given to the person standing first in each of the various classes and varieties of fruits and fruit products displayed in the Show. The second prize is of the value of Rs. 20 for each exhibit. There are eight *Special Awards* given in the form of silver cups ranging in value of Rs. 100 to Rs. 400. Then there is a *Running Challenge Shield* for the state getting the highest aggre-

gate score in all the classes. The most coveted trophy goes to person who scores the highest marks by participating in the various classes of exhibits.

Rail and Road Co-ordination and Consolidation

(Continued from page 32)

be reduced consistent with the responsibilities of the state and governments of this and other governments. Federally aided transportation projects should be financed upon just and reasonable terms so that to the maximum degree feasible, they may be self-sustaining and self-liquidating over the period of their periods of usefulness, with due regard to the costs.

S. R. News



SIMON SUNDARRAJ, THE SHOOTING STAR OF SOUTHERN RAILWAY

The second sportsman from Southern Railway to get his Pass Port to represent India in Football in the World Olympics is dynamic Simon Sundarraaj who stands out head and shoulder above in this Game.

He plays with immense power, speed and shot and his wonderful faculty of always being in the right spot at the right time makes him a player to be feared by his foes and respected by his friends. His position is 'outside left'.

His continuous outstanding performance in the game attracted the attention of the Indian Football Selection Committee and in April 1960, Simon Sundarraaj played against the Indonesian Team in the outside left position and in the preliminary Olympic qualifying round scored two goals against Indonesia out of the four scored by the Indian Team and thus

justified his selection as a member of the Indian Football Team. In the return Test against the same played at Djakarta, Capital of Indonesia, Simon scored one goal against Indonesian Team out of two scored by India. This success earned him a right place to proceed to Rome to represent India.

Sri Simon Sundarraaj, 5' 8" tall, weighing 130 lbs. was born on Nov. 9, 1937. He joined the Southern Railway as a Brakesman at Villupuram in the year 1957. Simon belongs to a family of football players. Much credit goes to his uncle, Swartz Antony who coached Simon in the right technique at his impressionable age.

Outside his football, Simon is an outstanding sprinter and an Hop Step and Jumper. He likes music and always spends much of his time listening to the radio at home.

A. B. KRISHNASWAMY,
S.L.W.I./Sports/S. Rly.

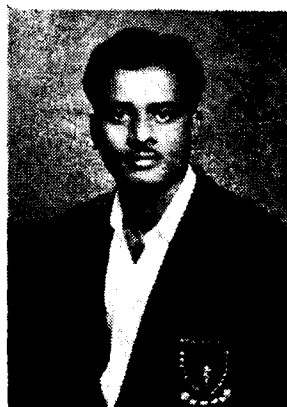
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 - 'O' TYPE WAGON
 - 'HOT COKE' WAGON
 - 'C.R.' TYPE WAGON
 - 'B.G.' STEEL COACH BODIES



THE 24 FEET 11 INCHES INDIA-RECORD BREAKING LONG JUMP BY B. V. SATYANARAYANA

Every year it has been the proud privilege of Southern Railway to introduce outstanding athletes in The Track and Field events.

This year 1960 has not been an exception. The wizzard to come with prominence is B. V. Satyanarayana, an Assistant Permanent Way Inspector of the Engineering Department of the Madras Division of our Railway. His name hit the headlines in almost all the newspapers of India on 15th May 1960 when the final selections for Rome Games concluded at Mount Abu, conducted by the Amateur Athletic Federation of India. Satyanarayana's leap of 24 ft. 11 inches has earned him a right place to represent India in the World Games at Rome in August 1960.

Coming from a respectable Naidu community, Satyanarayana is 5' 8" tall and weighs about 130 lbs. He had his early college career in the Usmania University, Hyderabad. He

joined this Railway in the year 1956 as a pro A. P. W. I. In the same year, he represented the Southern Railway in the Madras State Athletic Meet and created a new State Record in the Long Jump clearing 23 ft. 9 $\frac{3}{4}$ inches and also equalled the then National record in the 100 Metres race clocking 10.6 seconds. This year in the Inter-Railway Sports at Delhi, he broke the Indian Railway record in Long Jump clearing 23 ft. 9 inches. The previous record of 23' 3" was held by Sri Sankaran of the Integral Coach Factory. He became the National Champion in Long Jump last year at Trivandrum and retained his title this year at Delhi.

Satyanarayana is the first athlete from Southern Railway to represent India in the World Olympic Games. If Satyanarayana can repeat his prodigious Mount Abu performance in the Rome Games, he will be within the first six in the World, a proud achievement to Indian Railways and lastly to himself.

A. B. KRISHNASWAMY,
S.L.W.I./Sports/S. Rly.

REGIONAL TOURNAMENTS, MYSORE

The Regional Tournaments - 1959-60 were conducted at Mysore during March and April 1960. Mysore, Guntakal and Hubli Divisions participated.

20 Teams for fives and 36 for Doubles participated in the Ball Badminton Tournament. The matches were held at the Railway Institute Grounds, Mysore. The Southern Railway Institute, Mysore and Southern Railway Institute, Hubli, were winners and Runners Up respectively in the Fives and SRI/MYS and SRI/SBC were Winners and Runners Up in the Doubles.

The Table Tennis Tournament was conducted at the Railway Institute Hall, Mysore. There were 21 entries for Doubles and 52 for Singles the highest received so far. Hubli Division annexed the trophies for the Singles and Doubles events.

The Volley Ball Tournament was conducted from 14th to 16th April 1960. Mysore Institute were Winners and UBL Team were Runners Up. The Hockey Tournament was conducted at the Maharaja's College Grounds, Mysore. The Tournament was inaugurated by Sri G. S. A. Saldanha, DS/MYS, on the 14th April 1960. Sri P. D. Koil Pillai, ATS/M and Member-in-charge of Hockey, was also present. The UBL Team were Winners and Bangalore Institute Team were Runners Up.

Sri J. Siddiah, DTO/MYS, presided and distributed the trophies for all the above events. The Football

tournament was conducted from 18th at Sri Jayachamarajendra Football Pavilion, Mysore.

The Railway Sports Club, Hubli, annexed the Football Trophy for the first time defeating the Bangalore Institute, the Holders. The finals was very interesting and Sri G. S. A. Saldanha, DS/MYS, distributed the Trophies on the Finals Day (22nd April 1960).

The Cricket Tournament was conducted at the Maharaja's College Grounds, Mysore and the Medical College Grounds, Mysore. Five Teams participated in the Tournament. The Tournament was inaugurated by Sri G. S. A. Saldanha, DS/MYS.

The UBL Team annexed the winners Trophy this year also. On the Finals Day Sri J. Siddiah, DPO/MYS, presided and distributed prizes to Winners and Runners Up. The Bangalore Team were Runners Up. Sri M. Vanapal of UBL Institute was declared as the best all rounder for the year.

The Tennis Tournament was conducted at the Institute Courts. Sri B. S. Seshadri of Mysore Institute annexed the Singles Trophy and also the Doubles Trophy with Sri A. S. P. Achar as Partner. Sri K. P. R. Setty was Runner Up in Singles and also in Doubles with Sri Padmanabhan as partner.

On the Finals Day Sri G. S. A. Saldanha, DS/MYS, distributed the Trophies and Sri J. Siddiah, DPO/MYS presided.



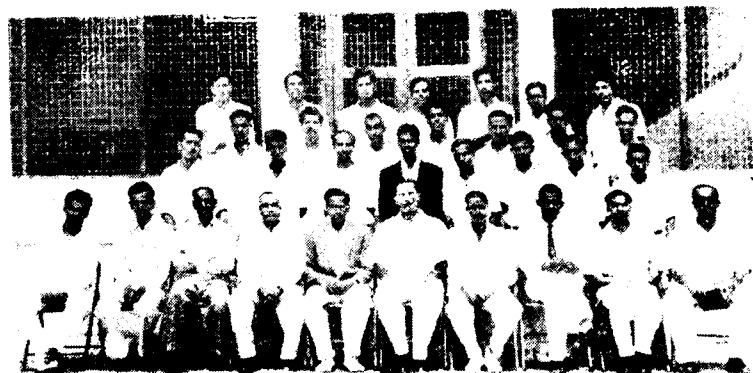
Prize distribution by Shri J. Siddiah, DPO/MYS, in the Regional Railway Hockey Tournament, Shri C. M. Muthiah is seen getting cup



Boys are ready for the 50 yds. running race. Shri J. S. D. David, DTS/MYS, who declared open the Children's Treat Sports, is seen giving signal for the start of the race



Hockey Team of the Southern Railway Institute, Tambaram—Winners of RE-DA Challenge Trophy Hockey Tournament May 1960 (Picture left), Lakshmi Mills, Kovilpatti—Runners Up (Picture right)



The Cricket Tournament was inaugurated by Shri G.S.A. Saldanha, DS/MYS. He is seen with the teams of MYSS and GTL.

Winners and Runners Up in Regional Volleyball Tournament with Shri J. Siddiah, DPO/MYS and Hon. Secretary, SRAA

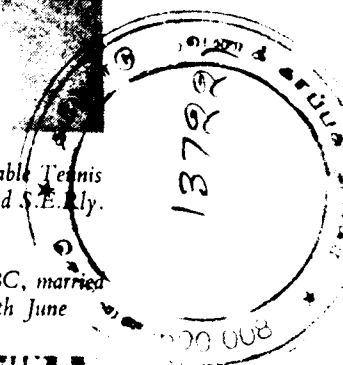


Shrimathi G. S. A. Saldanha (DS/MYS) is seen enjoying a joke while giving away the lucky dip prizes to children.



Rayapuram Railway Institute players won Shields and Cup in the Table Tennis Tournaments conducted by the S.E.Ry. North Institute, Kharagpur and S.E.Ry. Annual Tournament at Nainpur

Sow. M. A. Nagarathna, daughter of Shri M. S. Alagappa, SM/SBC, married Shri R. Radhakrishna, S.Rly. Workshop, Mysore South, on 13th June





SECOND HOLIDAY CAMP FOR CHILDREN OF RAILWAY EMPLOYEES, MADURAI DIVISION

Madurai Junction gave a festive appearance on the morning of 25th March 1960, when a party of 50 children of Class III staff (38 boys and 12 girls) and 7 children of class IV staff (6 boys and one girl) were seen off by Messrs. P. R. Balakrishnan, DMO/MDU and G. J. Balraj, APO/I, along with a vast assembly of parents by No. 110, Trivandrum Passenger in a special coach for the Second Children's Holiday Camp of this Division.

The children were scheduled to visit *Bangalore and Mysore* during the Camp. This Camp was of extreme importance to the children, on account of the educative value in bringing home to these children, the par excellence of the garden city of India and the city of lights and the huge dam constructed at enormous cost and labour. The architect of Krishnarajasagar is still with us and his Birth Centenary is to be celebrated this year with the issue of a Commemorative stamp.

The party which left Madurai on the morning of 25th March reached TPJ the same evening where they were joined by the children of TPJ



July 1960

S. R. NEWS

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Division also. *En route* at KQN and DG food and tiffin were supplied to the children. The children arrived at Bangalore City on the morning of 26th. Immediately on arrival they had their breakfast. Soon after they were taken by bus to the famous Lal Bagh and Basavangudi Temple. At Lal Bagh, children found to their enthusiasm a glass house surrounded by multifarious creepers. After mid-day meals the children were taken to the gigantic structure, Vidhan Soudha, wherein the Administrative and Secretariat offices of Mysore Government are situated. Taken around *via* Cubban Park and through the busy markets, the children were given their evening tiffin at the spacious New Mysore Cafe. After night meals in IRR at SBC the party left for Mysore.

At daybreak, the children reached *Mysore*. After breakfast the children were taken by special bus to the famous, Lalitha Mahal, St. Philomena Church, Chamundi Hills and on the way back to the Palace Stables. The children were also taken inside the Palace Compound and they had a fine view of the gorgeous Mysore Palace. After meals, they visited the Zoological gardens and from there they went to the Brindavan Gardens. The children were given their evening coffee at this garden city of the place. It was 7 o'clock. Children's enjoyment knew no bounds. It was their optimum pleasure. Yes. The lights were switched on. The Brindavan was seen by the children in all its glory. After strolling for a while from one end to the other, the children were taken back to the station.

Next day morning, the children were taken through the City Markets

and after meals, they boarded the train for their return journey. They were seen off at Mysore station by the DTO/MYS and other Welfare Inspectors of Mysore Division. The party reached Madurai by about 6 p.m. by No. 109 on 29th March 1960 where they were received by their parents.

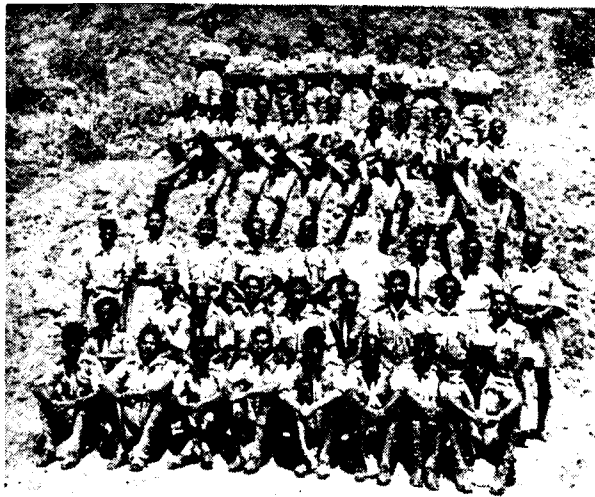
It would not be out of place to mention here that the Children exhibited their talents during their travel and also at Mysore in the presence of the DPO which made them forget the tediousness of the long journey.

Thus came the end of this memorable camp which would have definitely left an indelible impression in the minds of the children.

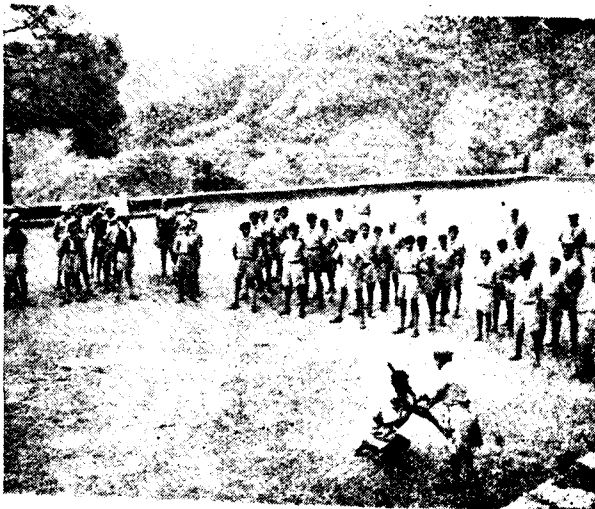


'Get Together Party' during Railway Week in the Rest House at Bangarapet





Southern Railway Bharat Scouts and Guides Campers with Shri Hardial Singh at Tara Devi (Simla)



Flag of honour—Rovers Camp



Patrol at Simla



Camp Officers at Simla

Shri S. Srinivasan, Guard, S.Rly. son of Dr. G. Soundarajan, S. Rly. and Kumari Santhalakshmi, daughter of Shri Seshadri of Madras P. W. D., were married at Chidambaram on 29-5-1960



July 1960

S. R. NEWS

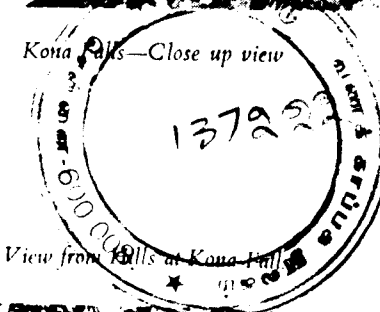
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SRI K. VEERARAGHAVAN RETIRES

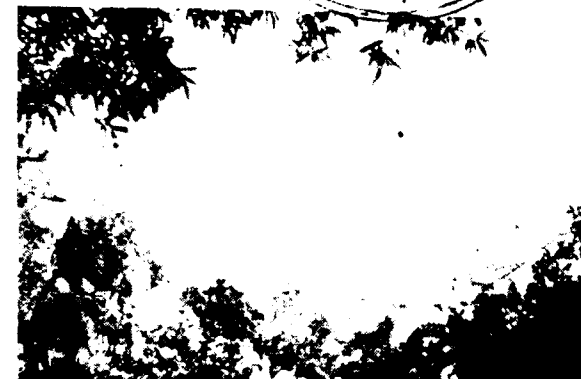
Sri K. Veeraraghavan, AOS (G)/RPM, proceeded on LPR w.e.f. A.N. of 25th May 1960. He entered service on the ex-S.I.Rly. as Probationary A.S.M. in 1929 and rose to the position of Asst. Optg. Supdt. step by step in 1958 by dint of hard work and posted as A.O.S. (G)/RPM which post he held till he retired. He was presented with a Gold Watch for meritorious service rendered during the Strike on the ex-South Indian Railway during 1946. He was an officer of amiable disposition and above all honest and hard working. The Staff of the Operating Branch, Rayapuram, arranged a Farewell Party in his honour on 6th June 1960 at the Railway Institute, Rayapuram. Sri G. R. ROSARIO, A.O.S.(M)/RPM, presided over the function which was simple and impressive.



Kona Hills—Close up view



View from Kona Hills at Kona Hill



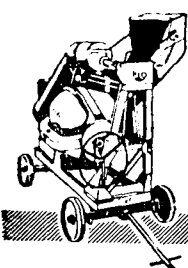


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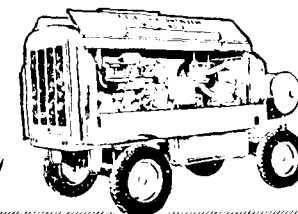
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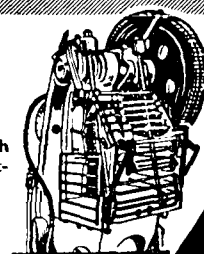
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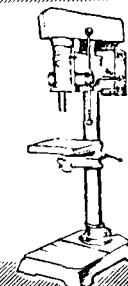
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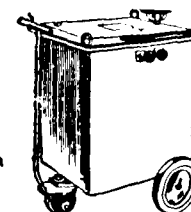


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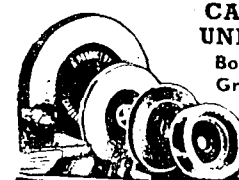
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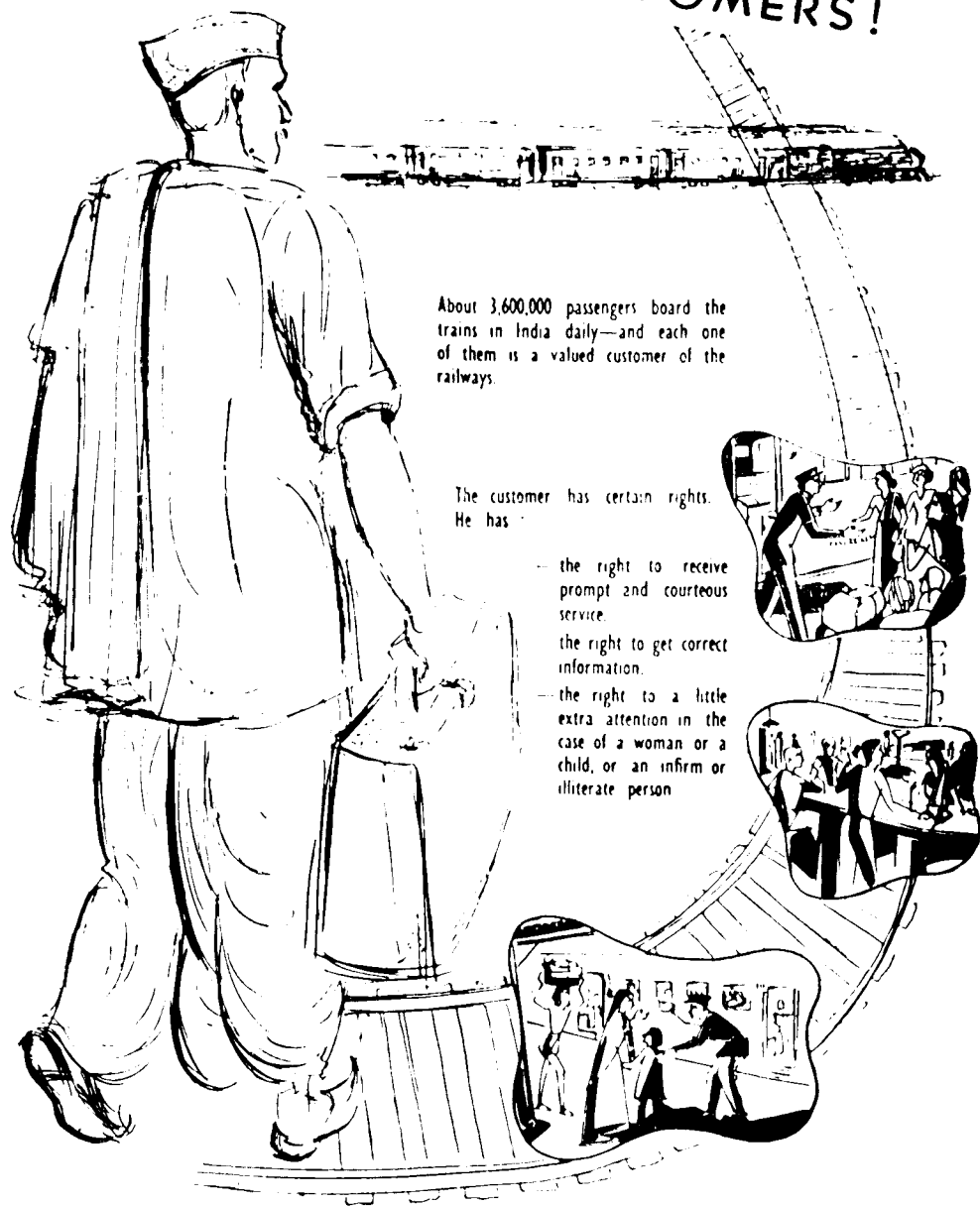
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