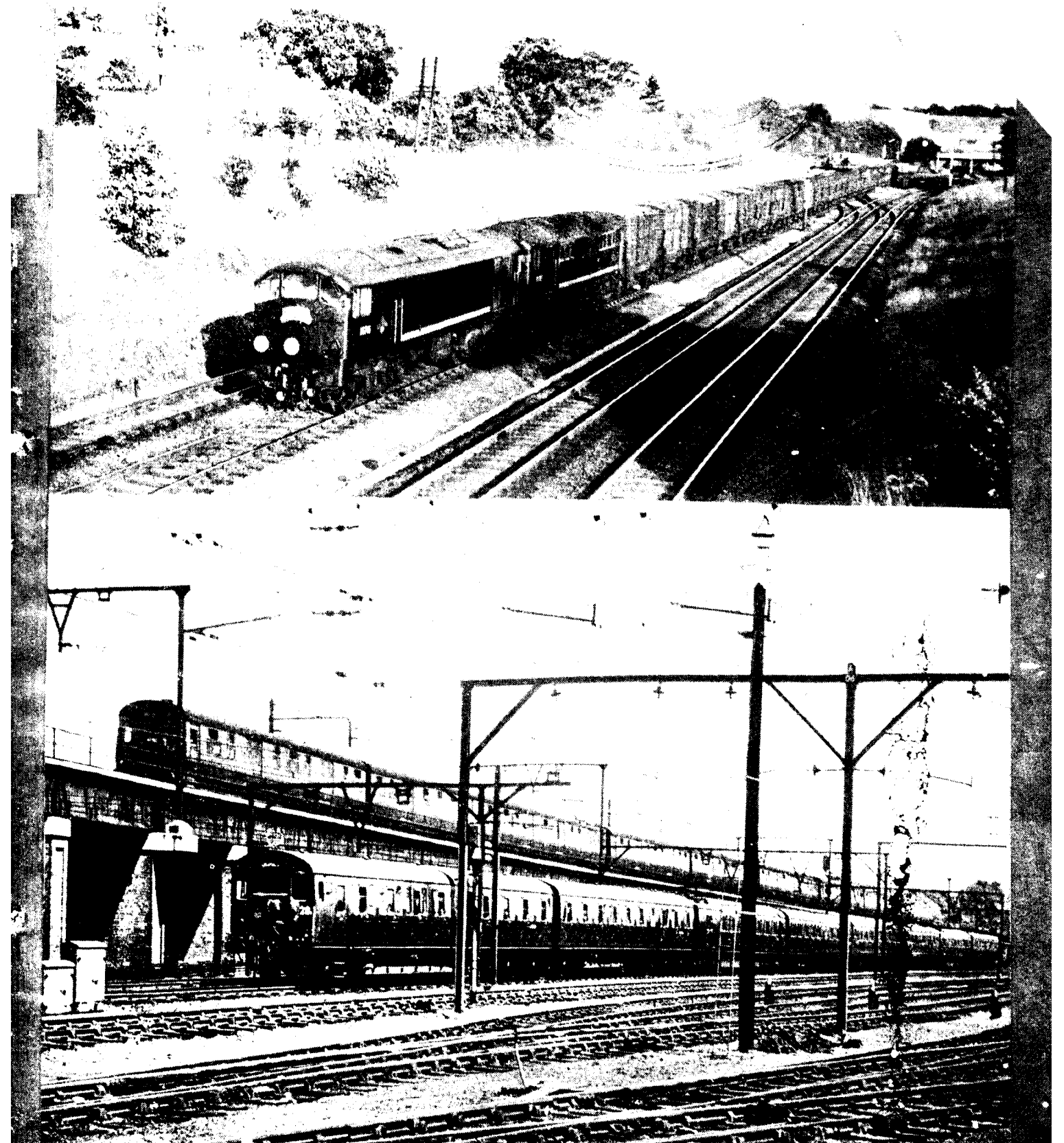
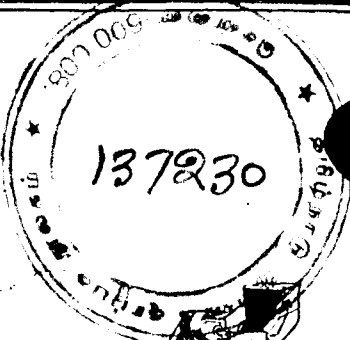


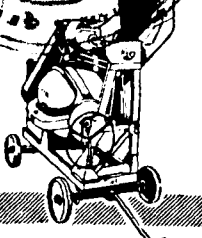
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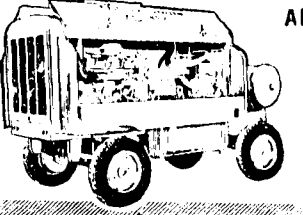


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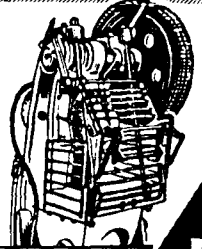
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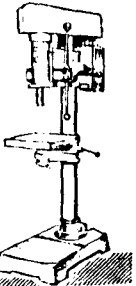


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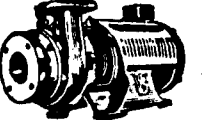
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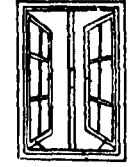
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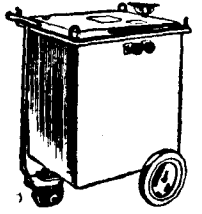


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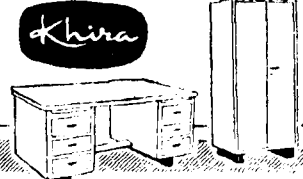
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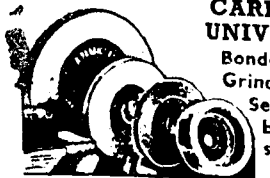


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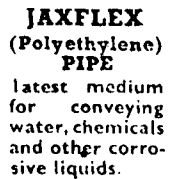


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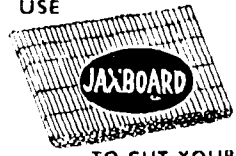
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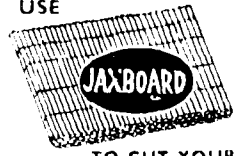
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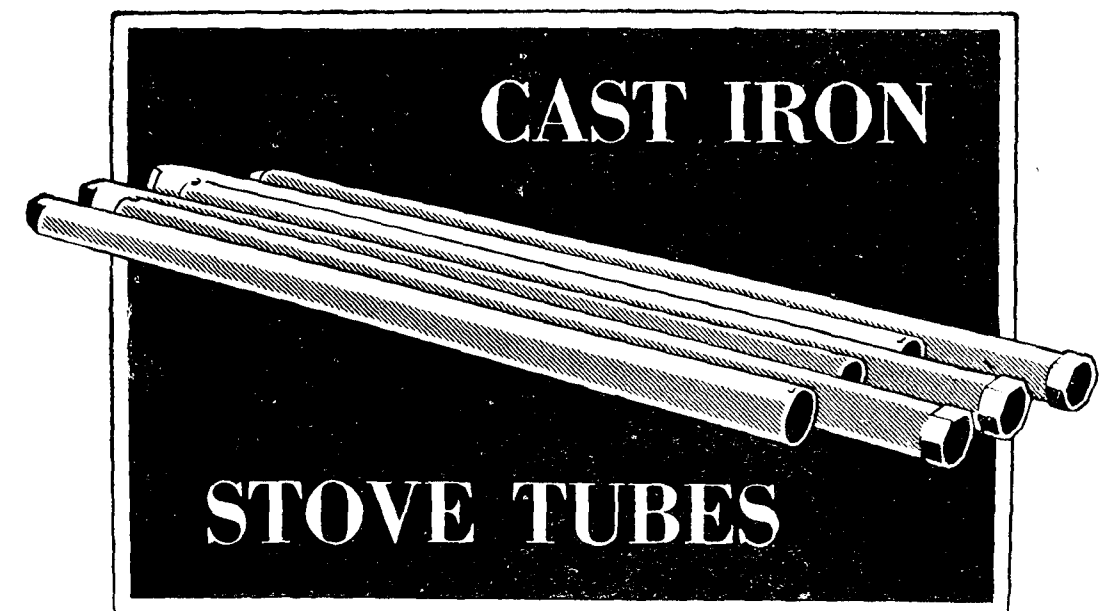
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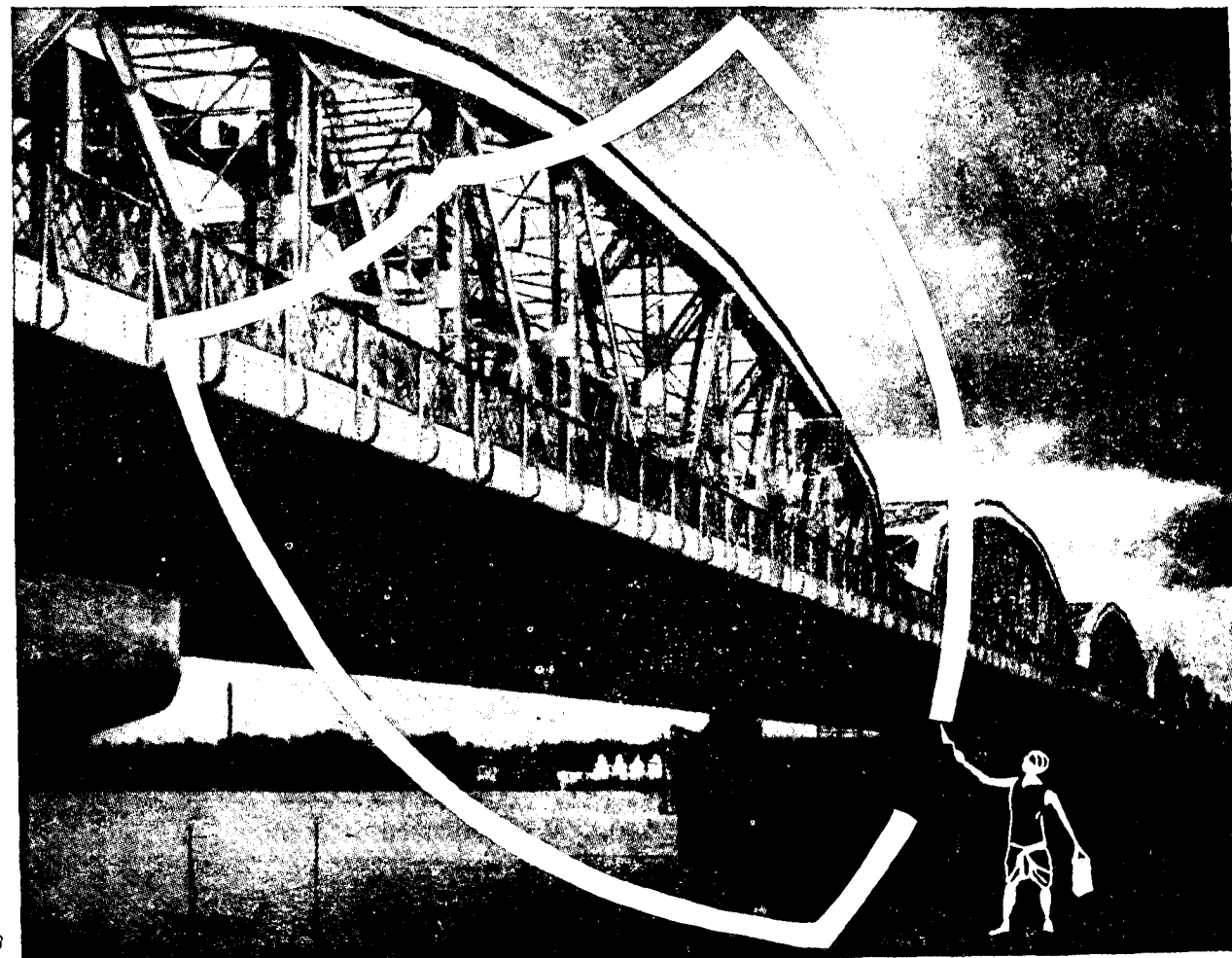
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Contents

JULY 1961

Editorial	...	5	Third Five-year Plan and Railways	...	28
An Appeal	...	6	Children's Corner	...	31
A Post Mortem of the Second Plan	...	7	Book Review	...	35
Railways still have a part to play in the economy...	9		S. R. News	...	39
High-Brow, Low-Brow and Middle-Brow on Railways...	11		Cover: Top: Part of the modernisation of British Railways is the replacement of steam engines with diesel as this picture of a goods train on the London to Glasgow run shows.		
African Safari	...	15			
Visit to a Museum	...	17	Bottom: In Britain large electrification schemes are being carried out. This is typical of the overhead system which is being introduced on Britain's Eastern Region.		
Kodur Koduku	...	21			
Southern Railway Meets the Monsoon challenge	...	25			

SOUTHERAILNEWS

(Published by the Southern Railway)

VOL. VIII

EDITORIAL NOTICE

NO. 4

K. SRINIVASAN, Editor

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

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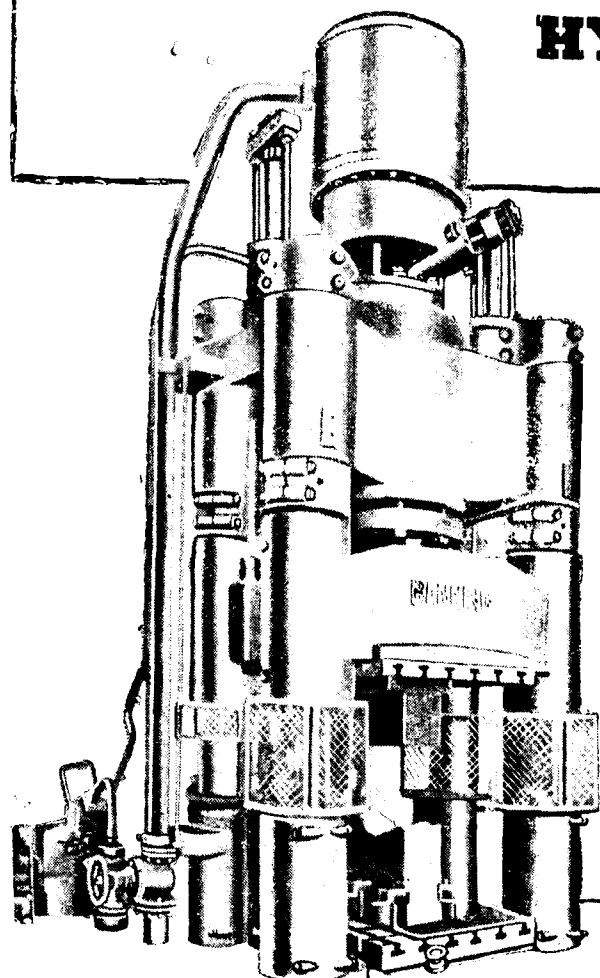
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VOL. VIII

JULY 1961

No. 4

A LONG FELT WANT SATISFIED



UNDER an agreement recently signed between the Metropolitan-Cammell Carriage & Wagon Co. of Birmingham, England and Southern Structurals of Madras, the Indian firm will soon be producing welded rolling-stock instead of riveted carriages.

The agreement was signed in Birmingham by Mr. N. Ranganadhan, Managing Director of the Indian Company, and, for the British firm, Mr. D. J. C. Robertson, Managing Director, and Mr. W. Scott, financial Director of Metro-Cammell.

The British firm, under the agreement is to acquire a substantial share-holding in Southern Structurals.

One effect of the agreement will be to make it possible for the Indian firm "to utilize the knowledge and experience of Metro-Cammell in the design and manufacture of railway rolling-stock".

Metro-Cammell, the largest rolling-stock manufacturers in Britain, have been producing rolling-stock in Birmingham since 1845 and have supplied at one time or another nearly every country in the world. They

have four plants in Birmingham—one making bus bodies and three railway rolling-stock. In all, the firm employs about 4,500 people. It is an associated company of two famous British industrial firms—Vickers and Cammell Laird. Each holds 50 per cent. of the shares of Metro-Cammell.

In August a senior executive is flying out to Madras from Birmingham to give technical assistance to the Indian firm. He will be followed later by other technicians of the Company.

One way there is the I.C.F. one of the biggest factories of its kind in the world situated in Madras for manufacturing Coaching stock. The Southern Structurals in neighbourhood of Madras is making wagons consistent with the growth of industries and production, in and around Madras.

In view of the fact that the Indian Railways are trying to use a considerable number of condemned wagons, it comes as a relief to note that wagons are being made near Madras. It may be said that this satisfies a long felt want.



A N A P P E A L



I am making this direct appeal to all our colleagues and co-workers who serve the Government of India, in whatever capacity they may be functioning.

After fourteen years of Independence, fourteen years of hard work and travail, of considerable success and occasional failure, we have arrived at a critical phase in our national existence. Indeed this critical phase applies to the international scene also, and no man can say what the future may bring to this afflicted world.

But our immediate concern is inevitably our own country and the hundreds of millions of people who inhabit it. Even our service to the world can best be achieved through our serving our own people.

We have started on the Third Five-Year Plan. This is a mighty effort, based on the strong foundations laid in the First and Second Five-Year Plans, and aiming still higher. We are determined to succeed in this great adventure. We have faith in it because we have faith in our people, and it is the hard work and co-operative spirit of our people that will bring success and the advancement of our people to greater prosperity and equality of opportunity. The Third Plan will, we hope, take us out of the rut of poverty that has brought so much unhappiness and degradation to our millions.

To make good Plans is not easy, but far more difficult is to implement them. That implementation demands the joint effort of all our people. More particularly it demands the effort of the vast governmental administrative machinery. I am, therefore, appealing to this vast machinery of Government, spread out all over India, which carries the burden of Government and on whose activities depends the success of everything that we may undertake.

I appeal to all of them for integrity in the public services. This is not merely an ideal to be thought of or to be aimed at, but something which has to be practically achieved. It is intimately connected with the individual good of all of us. Let our public services be a model of integrity and efficiency, of co-operation and courtesy.

In particular, I would appeal to each one of us to work continuously and deliberately for the promotion of national unity and emotional integration of all our people. Thousands of years of history have conditioned our people and made our country what it is--an abiding unity and, at the same time, great diversity. People of many religions live in this country, many great languages flourish among our people. And yet, in spite of this variety, there has been a deeper unity which has held us together. Each one of us must realise that the only future for India and her people is one of tolerance and co-operation which have been the basis of our culture from ages past.

We have laid down in our Constitution that India is a secular State. That does not mean irreligion. It means equal respect for all faiths and equal opportunities, for those who profess any faith. We have, therefore, always to keep in mind this vital aspect of our culture which is also of the highest importance in the India of today. Those who put up barriers between one Indian and another and who promote disruptive tendencies do not serve the cause of India or her culture. They weaken us at home and discredit us abroad. Therefore it is of the utmost importance that we should work for this emotional integration of India.

This applies to linguistic differences also. It is our proud privilege to have great languages, intimately connected with each other. Let us serve them all and not consider any language which is not our own mother tongue as something alien. All these languages have grown up through the ages and are of the flesh and blood of India. If any one is injured that injury is of India.

I appeal, therefore, for this conscious effort on the part of all of us for the emotional integration of all our people. I want this translated into the day-to-day activities of ours, official or non-official, so that we may build up the India of our dreams.

—Jawaharlal Nehru.



A POST MORTEM OF THE SECOND PLAN

KRIPAL SINGH

Member (T), Railway Board, New Delhi



HAVE the Indian Railways fulfilled their commitments in the Second Plan? What were the difficulties faced by them during the last five years? In which fields have they achieved success? And how are they planning to achieve success during the current Plan period? These were some of the questions answered by Shri Kripal Singh, Member (Transportation), Railway Board, when he met the Committee of the Bengal National Chamber of Commerce and Industry in Calcutta on June 17.

He said that during 1960-61—the last year of the Second Plan—the Railways' estimate is that they would have carried 154 million tons which was 3 million tons less than the target. The shortfall was caused mainly due to the Central Government Employees' strike in July, 1960, which cost the Railways 3 million tons of freight traffic, the extensive and prolonged breaches on the east coast, and the anticipated traffic to and from the steel plants not having come up to expectations. He further explained that, although, according to the Plan, a large portion of the demand for coal in the central and the western parts of the country was to be met from Central India coalfields, the expected production failed to materialise in those coalfields, with the result that coal had to be moved over much longer leads from the Bengal-Bihar coalfields. He also said that, whereas the increase from 114 million tons achieved in the last year of the First Plan to 162 million tons, the target for the last year of the Second Plan, represented a rise of 42 per cent, the actual rise in ton-miles, which was the correct measure of the work done by Railways was from 36,000 million to 54,000 million or an increase of 50 per cent. The Railways had thus fulfilled the Second Five-Year Plan target. In fact, he said, in spite of various difficulties the Railways had done more than what had been planned for. Shri Kripal Singh attributed the cause of the present strain to the fact that the demand for rail transport had gone up more than what had been expected.

Wagon Shortage :

Referring to the various difficulties encountered by the Railways, Shri Kripal Singh informed the Chamber that the country's wagon building programme had fallen in arrears, mainly because of non-availability in time of steel in matching quantities. He placed the current arrears at about 15,000 wagons. However, he disclosed

that every effort was being made to step up the tempo of production. In their desire to get more wagons, the Railway Board had recently allowed the manufacturers many relaxations in the specifications of steel with a view to use the available steel to the maximum extent.

Shri Kripal Singh indicated that the Railways were trying to raise the country's wagon manufacturing capacity to 30,000 to 35,000 units and assured the industry that the Railways were not going to allow any wagon manufacturing capacity in the country to remain idle. He anticipated that, during the current year, 18,000 to 20,000 wagons would be manufactured within the country.

Power :

The current power shortage, Shri Singh said, had also affected the Railways inasmuch as wagon manufacture had come down from 1,400 to less than 1,000 wagons a month. Manufacturers of rolling stock components also were finding it difficult to keep their commitments. He disclosed that the commissioning of the Gomoh-Gaya section of the Eastern Railway, scheduled for July, had also been deferred on account of power shortage. Further production at Chittaranjan was likely to suffer as a result of shortfall in the supply of steel castings due to power shortage in Calcutta area.

Third Plan :

Describing the provisions made in the Third Plan, Shri Kripal Singh informed the Chamber that the total tonnage planned to be lifted by the end of the Third Plan period would be 91 million tons more than what had been lifted in 1960-61, i.e., it would go up from 154 million tons to 245 million tons. In terms of ton-mileage, the Railways were getting ready to do 95,000 million in 1965-66. He said that, during the current year, which was the first year of the Third Plan, the Indian Railways expected to carry 15 million tons more of goods or a total of 169 million tons of goods.

Maximum utilization of available resources :

Dealing with the present difficulties in respect of rail transport, Shri Kripal Singh stated that the situation could be met by a maximum utilization of available wagon space. He appealed to the users to load, as far as possible at least one ton more per wagon, than what they were doing at present.

(Continued on page 19)

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RAILWAYS STILL HAVE A PART TO PLAY IN THE ECONOMY

Julian N. HARRIS

London journalist who specialises in transport problems

(Exclusive to Southrailnews in the whole of India)

EVEN in this age of jet aircraft, hovercraft, and increasingly powerful road vehicles, any country seeking major development and industrialisation will still need railways.

It is significant that Britain, who pioneered railways more than a century ago—and rode to prosperity on them—continues to find them essential to national life.

A glance at their working statistics shows why. About 40,000 passenger and goods trains run every week-day over Britain's dense network of main lines and branch lines.

Every year they carry 240,000,000 tons of freight—anything from coal and coke to razor blades and frozen fish—and no fewer than 1,000,000,000 passengers. Those passengers include a daily total of 1,500,000 workers who flood into the shops, offices and factories of London every working day, and out again every evening. The other big cities also have their twice daily mass movements.

Busiest in the World :

Britain's railway system is, in fact, the busiest and one of the most intensive in the world. As her Minister of Transport (Mr. Ernest Marples) has said : " In this tight little island with 50,000,000 people, we cannot do without railways in some form or another ".

But, in an age in which movement by rail is no longer unchallenged, what should that form be ? Britain, with a variety of types of transport which evolved gradually over a period of many years, has had to re-examine the part which the older types, particularly the railways, must play in the new, larger transport system which has resulted from the rapid scientific and technological advances of the present century.

The oldest type of all, the 4,000-miles (6,437 kilometres) system of canals and inland waterways, dates back to the 18th century. It was hailed enthusiastically by the industrialists who, relying until then on the pack-horse as their main link with the customer, had been restricted to purely local markets.

The railways, which came on the scene in the 19th century, really opened up the country to trade. Spreading rapidly even to hitherto secluded areas, the " iron road " brought mass markets within reach for the first time.

Flow to the Ports :

Not only home markets, either. Between 1810 and 1875 Britain's exports rose from £50,000,000 to £200,000,000, figures which afford striking proof that a nation can do world business only when it has built up its lines of communication.

To cope with the increased trade, great dock undertakings re-shaped harbours and havens to lay the foundations of a system which today comprises more than 300 ports ; the port of London being one of the largest in the world. Steamships were built to carry goods not only across the seas but along Britain's coasts.

Steam traction was supreme in those days. But, nowadays, with the development of new forms of power, things are different. To be effective and economic, Britain's lines of communication must be a blend of the old and the new.

Account must be taken of the nationwide railway system for both people and goods ; the network of canals and inland waterways which still carry some 10,000,000 tons of cargoes every year and which, in part, is being improved to carry much more ; the coast-wise shipping, which links the major ports ; the airline services which have closed up the distances between cities ; and the ever-increasing movement by road for which high-speed motorways are being built.

Drastically Modernised :

The railways are therefore being drastically modernised. One of the most sweeping decisions, in the country which invented the steam locomotive, has been to replace it with two forms of traction which are much more clean and efficient—electric on the most heavily-used and important lines, and diesel on the others.

Another fundamental decision has been to adopt the high-voltage overhead system of electrification, despite some existing electrification using the " third " rail method. The overhead system, which takes current direct from the national grid, is adaptable to any technical advances likely to get beyond the drawing-board stage in the foreseeable future, including the use of atomic power.

Britain's transport " re-appraisal " has raised a highly important social issue of particular concern to

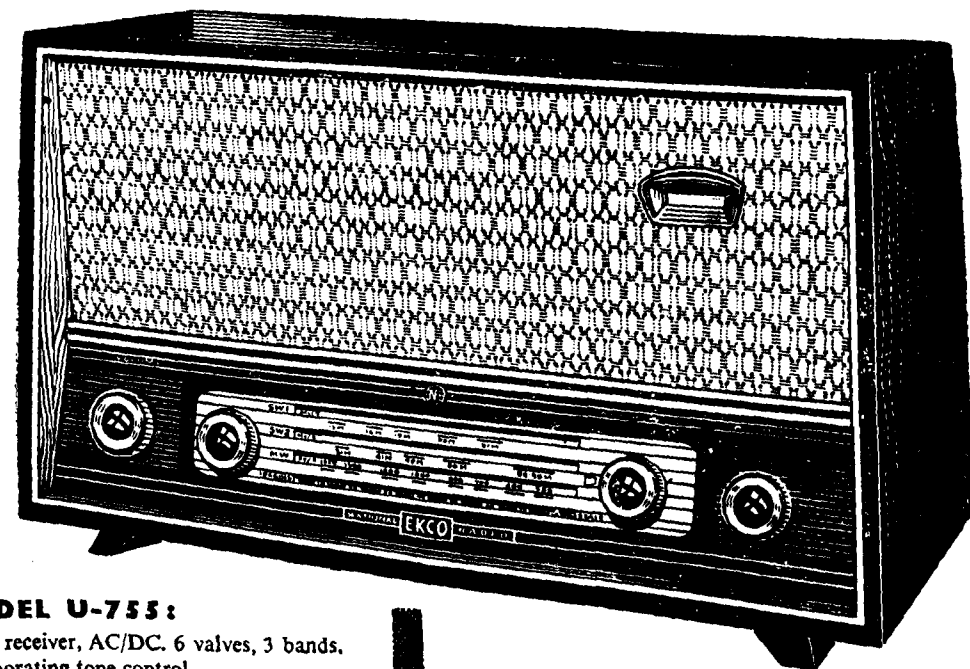
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HIGH-BROW, LOW-BROW AND MIDDLE-BROW ON RAILWAYS

K. S.

HIGH-BROW is that which may be considered beyond the usual, which is not exactly slang, which refers to some novelists and some writers who indulge in pedantic statements of an exaggerated nature. In olden times there was more of high-brow than in the present days. "It is a little different from 'intellectual', 'learned', 'cultivated'. It started like most slang as a brilliant image, or metaphor, taken from the sweeping forehead, smooth as an egg, of a Shakespeare or a Hall Caine. But, with perhaps a change of spelling, the thought of 'brow' will disappear, and we shall use the term naturally and effectively—'highbrow audience'; the 'opinion of highbrows', etc." People who criticised the railways in their infancy indulged in statements which may be classified as high-brow. The instances are the following:—

Pamphlets were written and newspapers were hired to revile the railways. It was declared that its formation would prevent cows from grazing and hens from laying. The poisoned air from the locomotives would kill birds as they flew over them and make the preservation of pheasants and foxes no longer possible. Householders adjoining the line were told that their houses would be burnt up by the fire thrown from the engine chimney, while the air around would be polluted by clouds of smoke. There would no longer be any use for horses, and if railways were extended the species would become extinct, and oats and hay unsaleable commodities.

"Does anybody mean to say" wrote John Bull in 1835, "that decent people, passengers who would use their own carriages, and are accustomed to their own comforts, would consent to be hurried along through the air upon a railroad, from which, had a lazy schoolboy left a marble, or a wicked one a stone, they would be pitched off their perilous track into the valley beneath; or is it to be imagined that women, who may like the fun of being wiffled away on a party of pleasure for an hour to see a sight, would endure the fatigue, and misery and danger, not only to themselves, but their children and families of being dragged through the air at the rate of twenty miles an hour, all their lives being at the mercy of a tin pipe, or a copper boiler, or the accidental dropping of a pebble on the line way?"

"The Grand Trunk (through fast train) engines possessed whistles built by a master who was a combina-

tion of Thoreau himself and some strong and brilliant æsthete, for he perfected an art fitted wonderfully to climates where an obligation was supplied by the cracking of Aurora Borealis. The steam shot quickly up from the big round dome on the mogul's heaving back, then a blast of mighty noise shattered the woods and the night, a trumpet to shame all horn players since Gabriel, to tell the loggers all over Brighton township that the Fast Freight was going through.

"Railroads will in their efforts to gain ground do incalculable mischief. If they succeed, they will give an unnatural impetus to society destroy all the relations which exist between man and man, overthrow all mercantile regulations, overturn the metropolitan markets, drain the provinces of all their resources, and create at the peril of life, all sorts of confusion and distress. If they fail, nothing will be left but the hideous memorials of public folly."

The stabler of the iron horse was up early this winter morning by the light of the stars amid the mountains said Thoreau "to fodder, harness his steed. Fire, too, was awakened thus early to put the vital heat in him and get him off". That was it. The Brave Engineer and his Iron Horse had begun, even in Thoreau's day to set the pace that was to hurry America to its material triumph. Someone sought to stop its progress on the first day of the week, but not even the tablets of Moses, could stop the Brave Engineer from making his run. Plain greed of speculators came nearer to stopping it than did the Fourth Commandment.

In English literature, some authors have been classified as high-brow, middle-brow and low-brow. Huxley is considered as high-brow, Quiller Couch as middle-brow. Some best sellers in Novels, etc., are classified as high-brow such as D. H. Laurence, Virginia Woolf, Aldous Huxley, B. M. Forester, etc. Literary middle-brow read as middle-brow as Quikler a Coach J. M. Barrie, H. G. Wells, John Glasworthy, Chesterton Somerset Maugham, Rudyard Kipling, etc., and middle-brow read as literature. The literary middle-brow are G. D. Stern Margaret, Kennedy, Rafael, Sabatini, Sinclair, Lewis, etc. Low-brow an absolute best sellers are: Agatha Christie, Phillips Openheim, E. Rice Burroughs, Gilbert Frankatt, A. S. M. Hutchinson, Marie Corelli is between non-literary middle-brow and low-brow on the best sellers,

TRADE WITHOUT TEARS

Metric weights have come into use. Prices are expressed in terms of Metric units. And yet, transactions involve irksome calculations. — Why?

Because the Metric concept is not followed. Commodities are asked for either according to old weight or its equivalents:

233 grams — for one pao
454 grams — for a pound
175 grams — for five palams

Either way the advantage of the reform is not realised.

The right way is to ask for

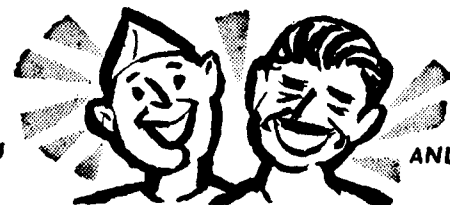
200 or 300 grams
400 or 500 grams
100 or 200 grams

This way we will get full advantage of the reform. Combined with decimal coinage, transactions will be simpler and calculations much easier.

Ask for your requirements in

ROUND **METRIC** UNITS

IT HELPS YOU



AND THE TRADER

ISSUED BY GOVERNMENT OF INDIA

DA 61/120

But, in the case of Railways what can be said to be middle-brow is the operating formula to work the largest necessary number with the smallest feasible variety of the heaviest workable trains in the shortest possible time with the highest standard of safety with the lowest economic cost for the fairest annual revenue. This may be considered as middle-brow from the point of view of the superlatives low-brow from the point of view of utilitarian ideas. Moreover, on Railways most of the compositions, essays and books are low-brow except certain pronouncements which are middle-brow. Railway literature is concerned with the technical details and matter of fact statements. High-brow and middle-brow are very rarely used. There was an instance in which a Train Controller in one of the English Railways referred to how the enthusiasm of the railwaymen made him a high-brow when he described train control as the control of train by telephone throughout the lengths and breadths of the country in which the train control is aided by a symbolic colour board called the Train Control Indicator board in which there are coloured label pegs of violet, indigo, blue, green, yellow, orange, red which course diagonally with machine-gun rapidity corresponding to the speed of trains giving due preference or priority to passenger or goods train as the case may be.

As for skilful manipulation to represent the cause of the railways when one person puts it while thousands of good acts done by the Railway will be conveniently forgotten a few small defects will be mercilessly pilloried, a statement issued which is of the high brow. A railwayman is likely to become a high-brow while supporting the cause of the railways. This is not necessary at present it is enough to be a middle brow. He can cogently and effectively put his cause before the public and disseminate correct information, and produce lasting effects.

An instance of a high brow leading to acts which are beyond the scope of the work on hand. Totalitarians view public opinion essentially as something to be manipulated, or feared, and it is not surprising that they have devoted enormous energy, resources, and thought, to developing methods and instruments of propaganda. Their main techniques are, of course, by

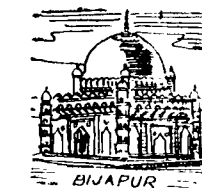
now well known—the big lie, systematized and tireless repetitions, and particularly the exploitation of what psychologists call the non-rational association of ideas. This latter technique is, of course, fairly common in some Western business advertising, where it may be innocuous enough. In High-brow Advertising "For example a picture of a pretty girl in a bathing suit is used to advertise a soft drink, or a cigarette, or a motor car"—Lester B. Pearson in his book "Democracy in World Politics". But the advertising often does increase sales, though the reference to the picture illustrating the advertisement looks odd.

Railway slogans and instructions are "low-brow" as in the following instances:

- Secure Doors and Windows carefully.
- Book all your heavy luggage in the brake van.
- Switch off fans and lights when not in use.
- Do not open doors or lean out through windows when the train is in motion.
- Do not smoke if your fellow passenger objects.
- Do not throw lighted matches or cigarette ends inside the carriage. It is dangerous.
- Do not carry petrol, film or inflammable articles in the compartments.
- Do not entrain or detrain when the train is in motion. This may cost life.
- Do not throw bottles, etc., out of the train.
- Do not spit in the compartment.
- Do not give alms to beggars. Report them to Railway Staff.
- Complaint books are available with the Station Masters on duty.
- Beware of thieves asking for permission to sleep on the floor of the carriage.
- Please don't accept food, drink or tobacco from strangers.

Safety measures:

- Please secure the safety catches and bolts fitted to the doors and windows particularly in the night.



AFRICAN SAFARI No. 7

Mrs. A. R. HYDARI

IN my last article I had described the many attractive features of the City of Stanleyville, its well-planned squares and buildings and its scrupulously clean roads and pavements. No beggars were to be seen in the streets, but once a week a couple of infirm and disabled ones would visit houses to take their customary charity.

Every Thursday a team of Municipal Inspectors went round with a big spraying-gun disinfecting each house and compound with D.D.T. If they came across any stagnant water likely to breed mosquitoes, they would report the matter, whereupon the owner of the house would be liable to pay a heavy penalty.

A noteworthy feature of Stanleyville was the fascinating display of tribal art at street corners. Hawkers dealing in masks, ivory carvings, spear-heads and wooden articles sold their wares to interested customers.

So much for the city itself.

Now I shall try to give an account of life in the suburbs. About eight to ten miles from the precincts of the town are small scale private farms known as "shambas", where together with a neat week-end house is a plantation. Pine-apples, avocados, bananas, machunga oranges, manioch, maize, sugarcane and vegetables are grown in these "shambas". Poultry farming is also carried on, and even charcoal is prepared from firewood. A Congolese family are employed to look after the property and they take full charge. They hand in baskets of various products every week, and keep some of the things for their own use.

Picnics to the shambas were a popular pastime during our stay in Stanleyville, as these brought us in close contact with the people of the place as well as gave us an opportunity to go off the beaten track.

One such outing took us to the village of Wanie Rukula, thirty odd miles from Stanleyville. Here the Congo takes a bend and flows between green walls of matted jungle with numerous islands, in her waters. As we stood looking down from a road bridge into the grey depths of this mighty river, we felt a cold shiver down the spine at the thought of reptiles infesting the mass of vegetation. The deadly horned viper, and equally poisonous mumba, lizards and iguanas lurk in these rain-soaked jungles.

The grey cockatoo or "kasuko" is also an inhabitant of the Congo jungles, and though sold at a high price outside its native country, can be obtained for a nominal sum here. Other varieties too, of parrots of brilliant plumage, are found in these parts.

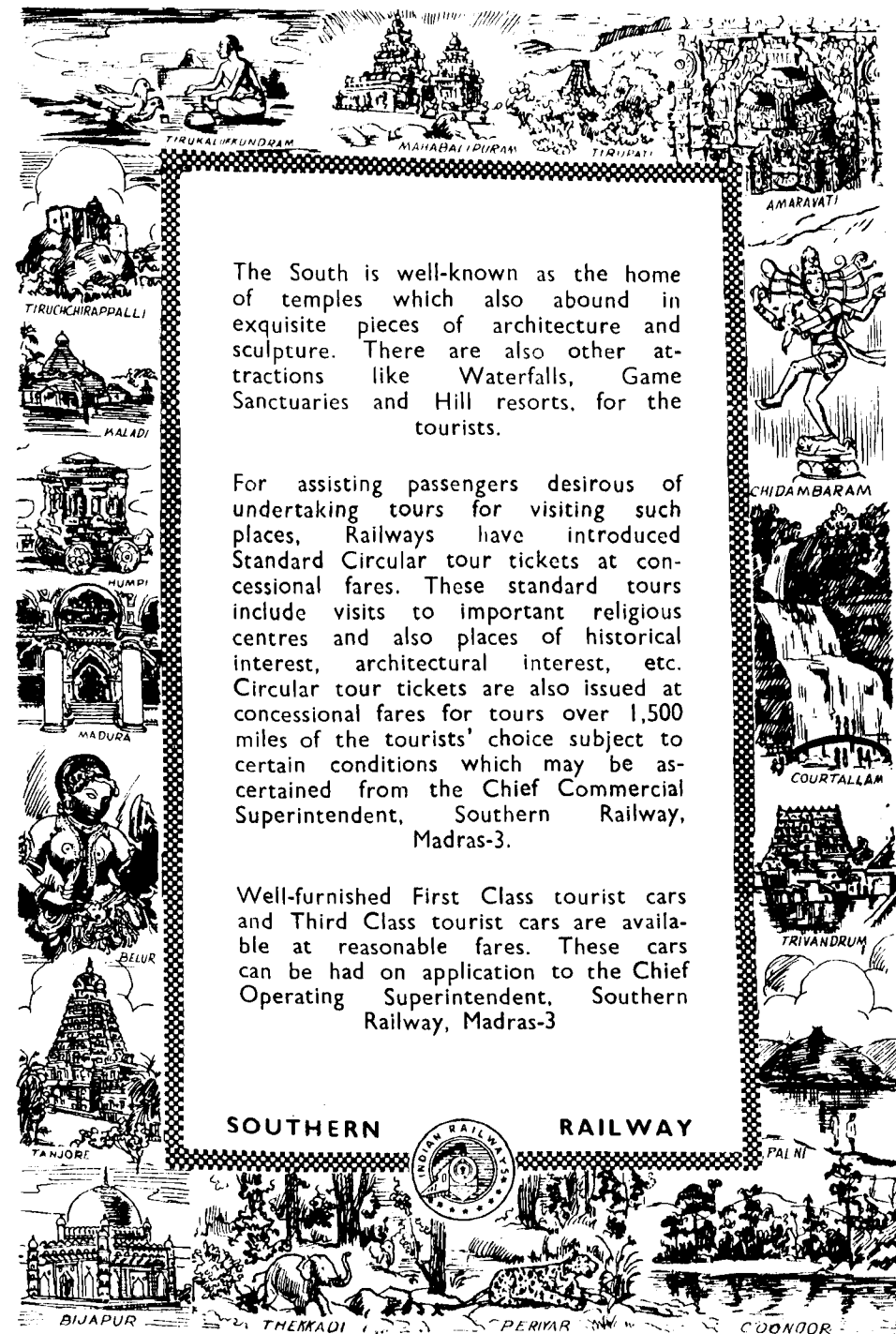
It was late evening by the time we descended to a clearing where the Congo takes a curve. The flanking trees of the deepest green imaginable threw smudgy shadows into the river as the rays of the setting sun played over it. It was wonderful to be in close proximity of the great Congo flowing along like a sleepy serpent.

The jungles seemed to close down on us, and the muffled echo of drum music from neighbouring villages reached us as we sat enthralled.

We left Wanie Rukula as the moon rose above the trees, and driving through the steamy tropic night in the light of the moon was an unforgettable experience.

Silence reigned, except for chirrupings of the cicadas, and in the dark trees could be seen myriads of fireflies making a display of incredible beauty.

"The Congo has majesty, mystery and a commanding romantic spell" says John Gunther, and indeed we discovered this for ourselves.



SOUTHERN RAILWAY

Works Branch

Madurai Division

TENDER NOTICE

Sealed tenders will be received by the Divisional Superintendent (Works Branch), Southern Railway, Madurai, upto 16-00 hours on 28 8 1961 for the works noted below :—

Serial No.	NAME OF WORK	Approximate amount payable for the work	Earnest money to be remitted by the tenderer
		Rs.	Rs.
1	Construction of a Crossing Station at Eldapalayam Mile 428/41 between Aryankavu and Tenmalai	5,72,000	11,440
2	Construction of a Crossing Station at Ottakkal Mile 435/8.9 between Tenmalai and Edaman in Ghat section	2,24,000	5,600
3	Proposed Marshalling Yard at Virudhunagar Stage III Works Earthwork by Head Loads and Lorries	4,72,000	10,000
4	Proposed Marshalling Yard at Virudhunagar Stage III Works Construction of Staff Quarters and Service Buildings, etc.	2,12,000	5,300
5	Zonal Contract for Execution of Works and Supply of Materials for ZONE "G"—Mandapam Permanent Way Section in Madurai Division for the period from 1 7 1961 to 30 6 1962		1,000

Last date for payment of earnest money 15-00 hours on 25 8 1961

Last date for issue of tender forms 16-00 hours on 23 8 1961

Date of opening of tenders 16-15 hours on 28 8-1961

Further particulars and tender forms (not transferable) costing Rs. 10 each for the works under Item Nos. 1 to 4 above and Rs. 5 each for the work under Item No. 5 above paid to the Divisional Paymaster, Southern Railway, Madurai or to any other Station Master of the Southern Railway (not refundable) can be obtained from the Divisional Superintendent, Works Branch, Southern Railway, Madurai. Plans for the works can be seen in the office of the Divisional Superintendent (Works Branch), Southern Railway, Madurai, on all working days during office hours.

VISIT TO A MUSEUM

Mrs. RAMA SRINIVASAN

TAKing your children out on trips can be very educational—for you. For instance, till the time I took mine to the Museum in Bombay I never imagined there was anything particularly interesting about crows—interesting enough to lure one from jade necklaces and silver filigree work. That is where I discovered children are different. But perhaps I had better begin at the beginning.

"I hope the children behave themselves," said I a little anxiously, as we set out for the museum.

"You worry about them too much," said my husband cheerfully. "They are a little high-spirited, that's all. Don't forget we have a Natural History section full of stuffed birds and animals to interest them."

As we boarded the double-decker bus, "Let us go upstairs," cried four year old Papu, and clambered up the steps. "Upstairs!" crowed the two year old Babu as he scrambled after her. "Mind the children!" the conductor bawled a warning as we followed them up.

When we reached the Museum premises, before we could buy the tickets the children had slipped past the man at the door, run through the entrance hall and called out to us from the staircase leading from the hall. We cast a longing look at the collection in the entrance hall, and went chasing after the children. As we came admonishingly up to them, trying to make them walk round steadily with us, they clambered up the steps to the first landing where the staircase divided itself into two flights of steps. Here each one chose a different flight, and as I trotted wearily after Babu, my husband chased Papu up the other set of steps.

When we met again at the first balcony the children gave a whoop of delight and ran round the balcony once. Then they began to race each other from one show-case to another, incidentally testing what stuff some statues around the place were made of, by knocking at them. My heart missed several beats before we caught up with them.

"Can't you make them listen to you? Nice way you have brought them up!" my husband growled.

"Oh, they are just a little high-spirited, that is all," I replied sarcastically.

The children had now arrived at the staircases leading up to the next storey. They would choose to go up by different steps and we parted to meet again at the next storey balcony. Here, while we paused

to admire some exquisite silverware and jewellery, the children gave us the slip. As we turned round frantically to look for them, we heard Papu scream from some gallery, and when we located her she accused us of abandoning her. Babu was discovered leaning half out of the second-storey window, shooing some crows and pigeons from the tiled roof. "Crows!" he crowed delightedly as we came up to him.

We now decided to go down again but the two espied a still third balcony, and wanted to climb further up. The only thing that prevented them was that they could not find the staircase leading up. As we came down wearily to the first floor the two decided that they had to exchange staircases and explore the unexplored. I lost count of the number of times we went wearily up and down the stairs because one or the other of them thought that it was a new flight of steps. The third time we went past the same chowkidar he looked surprisedly at me. The fourth time his look was pitying, the fifth time it was scornful. I did not meet his look again.

In between this clambering, my husband and I tried to justify our visit to the Museum and dragged the children into a few galleries. The visit into the gallery containing the Ming vases was almost disastrous. The kids behaved like the proverbial bull in the china shop, and as a chowkidar roared angrily at us, we made a hasty exit. I thanked our family deity from the bottom of my heart as we emerged from the gallery without causing damage.

At the gallery containing the archæological sculptures I felt more relieved. It was not so easy to do damage here! But as we came up to a third century A.D. figure, Papu refusing to move on, stood and examined the figure critically. "Why isn't it wearing any underwear?" she asked finally, loudly. I tried to shoo her down, but Babu took up the refrain. "Not wearing underwear" he crowed at the top of his high-pitched voice. Everyone in the gallery turned round to look at us. We fled from the stares and the glares, the snickers and the titters.

When we came to the gallery of paintings I stepped in gingerly to do some initial scouting. A glimpse at the third picture on the wall and I turned right about. Babu chose this moment to do a somersault on the floor and I had to carry him out. My husband followed me, dragging a reluctant Papu after him.

SOUTHERN RAILWAY

TENDER NOTICE

The Divisional Superintendent (Works), Southern Railway, Tiruchchirappalli, invites fresh sealed tenders for the work noted below :—

Serial No.	NAME OF WORK	Approximate cash value	Earnest money
		Rs.	Rs.
1	Provision of superior Ballast in connection with Vriddhachalam-Cuddalore Section complete track renewal of existing 50 lbs. BIF rails on C.I. Pots with 60 lbs. 'R' rails on CST. 9 sleepers for 21 miles from Mile 149/11½ to 170/9	2,94,000	7,350

Last date for the issue of Tender forms	15-00 hours on 18-8-1961
Last date for remittance of earnest money to the Divisional Paymaster, Tiruchchirappalli	12-00 hours on 19-8-1961
Last date for the receipt of Tenders	16-00 hours on 21-8-1961
Date of opening of Tenders	11-00 hours on 22-8-1961

Tender forms (not transferable) can be obtained from the office of the Divisional Superintendent (Works), Tiruchchirappalli, on production of a receipt for Rs. 10 paid to the Divisional Paymaster, Tiruchchirappalli or to any Station Master on this Railway towards the cost of Tender form. Further particulars can be seen in the Tender form. No refund of Rs. 10 paid towards the cost of the Tender forms will be made under any circumstances.

SOUTHERN RAILWAY

TENDER NOTICE No. MAS/8 OF 1961

The Divisional Superintendent, Southern Railway, Madras Division, Rayapuram, Madras-13, invites separate sealed percentage schedule tenders for the following works to reach him not later than 15-00 hours on 28-8-1961 :—

Serial No.	NAME OF WORK	Total approximate value of the contract	Earnest money to be paid
		Rs.	Rs.
1	TAMBARAM—Construction of a new Health Unit—Grade I in place of existing one	67,700	1,700
2	JALARPET—BANGALORE CITY SECTION LINE CAPACITY WORKS		
	(i) Crossing Station between GUDUPALLE & KAMASAMUDRAM (Conversion of Bisanatham)	1,60,000	4,000
	(ii) Crossing station between TYAKAL & MALUR		
	(iii) SOMINAYAKKANPATTI—Additional loop to hold 60 vehicles		
	(iv) KAMASAMUDRAM—Additional loop to hold 60 vehicles		

- II. Last date for sale of tender forms 15-00 hours on 22-8-1961.
- III. Cost of tender form each Rs. 10 (Rupees Ten only)
- IV. Last date for receipt of earnest money by the Divisional Paymaster, Rayapuram, Madras-13, 12-00 hours on 23-8-1961.
- V. Other particulars can be had at the Office of the Divisional Superintendent (Works Branch), Southern Railway, Madras Division, Rayapuram, Madras-13.

July 1961

VISIT TO A MUSEUM

19

"You are being a prude" he muttered.

"I'd rather be a prude than have to answer all their questions right now," said I.

A section of a gallery had been barricaded for some renovation work. There was a huge notice outside forbidding entry there. Papu slipped under the blockade and went beyond. After a vain attempt to coax her out, I had to crawl in, in search of her. But she was not to be found inside. She had apparently slipped into the next gallery. As I crawled out again, a chowkidar came up to me, looked down his nose, and pointed out to the notice board. Not staying to explain my strange behaviour, I rushed in search of Papu.

By now I was all for leaving out the Natural History section, and heading for home. But my husband was insistent. "That is the one section they will probably like," he said. I admonished the children all the way downstairs, but the moment we entered the new gallery full of stuffed birds, their spirits soared. Papu started swinging from the metal railing, while Babu

enjoyed the vibrating metallic twang of the sound that came when he hit the bars with his pop-gun. (I should have mentioned earlier that he had insisted on bringing his latest toy to shoot the birds and animals in the Museum.)

What cowed them down finally was the grisly chowkidar who strode up to us, glared at the children, barked something unintelligible at my husband and me. A chastened and subdued Babu and Papu followed us to the next room. They glanced at the stuffed wild animals around, looking so natural. "Let us get out," said Papu. "Let us go home," said Babu. We heaved a sigh of relief, and emerged from the Museum, believe it or not, just half an hour after we entered the premises.

As we waited at the bus-stop, the double-decker bus drew up. The children clambered in. "Let us go upstairs!" cried Papu. "Upstairs!" echoed Babu and tried to follow her up. I dragged them down. "Downstairs," said I firmly. "No more climbing of stairs," and I collapsed on the "downstairs" seat.

RAILWAYS STILL HAVE A PART TO PLAY IN THE ECONOMY

(Continued from page 9)

the railways, which have been publicly owned since 1948.

Cutting Out Services :

In their heyday they were quite happy to provide services in thinly-populated areas because the losses involved were more than balanced by the profits on services in industrial areas. This is not so today, however, when the railways have to share the traffic on the profitable routes with competing forms of transport, commercial and private.

The issue is therefore : Should the railways provide a public service, continuing to operate even in sparsely-populated areas, and accept the losses involved ? Or should they run as a commercial enterprise, cutting out services which do not pay ?

That issue might well face any country now planning to develop its lines of communication. It can be settled only by the climate of opinion in the country concerned.

In Britain the issue is bound to be influenced by the unquestionable fact that railways are still absolutely essential to the well-being of the country.

A POST MORTEM OF THE SECOND PLAN

(Continued from page 7)

Shri Kripal Singh informed the Chamber that the rail connection to the proposed Haldia Port was being provided for in the Third Plan.

Referring to the system of wagon allotment for coal loading, Shri Kripal Singh said that, as hitherto, coal allotment still remained the function of the Coal Controller and that the Railways were not authorised to move even one ton of coal unless it was backed by an allotment order from that authority. Even according to the procedure introduced from October 20, 1960, Shri Kripal Singh stated, the Railways were merely carrying coal as provided for in the bulk allotment for ten days made by the Coal Controller ; the object of the scheme was merely to enable the Railways to run as many block rakes as possible so that wagon turn-round might improve by eliminating detentions in intermediate yards. Further modifications in the procedure had been introduced by the Coal Controller from June 1 this year with a view to improving the procedure and the Railways were working in close collaboration with the Coal Controller's organization to eliminate temporary anomalies or difficulties that had cropped up since.



SOUTHERN RAILWAY

TENDER NOTICE

Scaled Tenders in the prescribed form will be received upto 16-00 hours on 21-8-1961.

NAME OF WORK	Approximate value of Contract	Earnest money	Cost of Tender Form	Period of completion
	Rs.	Rs.	Rs.	
Mysore South Watering and Drainage arrangements for workshop improvements	32,800	820	10	Four months.

The cost of Tender forms must be remitted in cash to the Chief Cashier, Southern Railway, Madras or Divisional Accounts Officer, Southern Railway, Mysore or to any other Station Master on the Southern Railway and receipt issued therefor may please be submitted to this office.

Last date of issue of Tender forms ... 15-00 hours on 17-8-1961

Last date of receipt of Earnest money ... 15-00 hours on 18-8-1961

Further particulars and Tender forms can be had from the Divisional Superintendent (Works), Southern Railway, Mysore.

Tenders will be opened at 16-00 hours on 23-8-1961.

July 1961

KODUR KODUKU

23

Station was reached, she was forcibly got down and this charge was trumped up on her. The Court and the Railway Officials who were present were dazed. Indeed, Mohan was taken aback. When the Magistrate turned towards Mohan and asked what evidence he had to substantiate his version, he simply told the Magistrate that he spoke God's truth and had no prepared evidence. Thereupon, the Magistrate acquitted the girl Usha and directed her to be escorted to Rajampet without ticket and passed strictures on the T.C. for the brazen disregard of the Laws and Regulations on the part of a Public Servant.

On the judgment, the Department took disciplinary action against the T.C. and directed his dismissal from service which was notified in the Railway Gazette. Usha was unhappy after this incident and lost her usual mirth and gay spirit and the parents became worried. They thought she became crazy for marriage and set about seeking a boy for her. The father could not get leave and the mother cursed her husband and the Railway Services Rules for the denial of facilities to her husband to get leave for the right purpose of finding out a bridegroom for Usha. Usha chanced to look at the Railway Gazette at the Railway Station three days after it was received. One eve she shrieked and became unconscious. She was immediately removed to the hospital where her condition became worse. She was murmuring the name of Mohan. The mother did not know what to do and father did not know what to do

as he did not know who this Mohan was. Some of the Railway officials who came to console the old father chatted about the dismissal of Mohan notified in the latest Railway Gazette. The old father became inquisitive then and looked into the Gazette and read the particulars. He ran to his daughter on the dying bed in the hospital and enquired of her if she desired to marry this Mohan who was dismissed and she cheered up at once. The father got his address, contacted his parents, got their consent and performed the marriage of Usha with Mohan at the Tirumalai Hills. She wrote to the railway authorities how she had lied to save herself and threw the blame on Mohan who was innocent. His own appeal to the General Manager and the petitioner of Usha reached the General Manager together when he was struck by the core of the truth and directed his reinstatement to service with back-pay.

Mohan rejoined duty and blessed God for the good that was doled out to him out of Evil. Both Usha and Mohan were living happily in the Railway Colony at Hubli. Usha and Mohan used to tell this tale to all to impress how truth triumphs at last with joy to all.

Usha and Mohan had a lucky boy within two years of their married life whom they named as Kodur Koduku as a remembrancer of the incident that united Mohan and Usha in holy wedlock and brought them marital bliss.

Long live Mohan, Usha and Kodur Koduku.





MARK
33

WORLD'S BEST PISTOL
FOR METAL SPRAYING

Ships hull, sluice gates, or giant steelworks structure. Metal Spraying Zinc or Aluminium corrosion protects them against atmospheric or heat oxidation.

Worn parts like rollers, pistons and shafts are built up without distortion by this "Cold Process"—effecting considerable saving in maintenance costs by reclamation.

Using specially-drawn wires from any metal as raw material, the Mark 33 sprays it on all metals and many other materials—a coating that is controlled in quality and thickness, is harder than wrought iron, and can be ground, turned, polished or painted.

Available against Actual User's Licence.

INDIAN OXYGEN LIMITED

LOC-8

SOUTHERN RAILWAY

GUNTAKAL DIVISION

Tender Notice No. 56

The Divisional Superintendent (Works), Southern Railway, Guntakal, invites separate sealed tenders for the following works upto 16-00 hours on 21-8-1961

DESCRIPTION	Approximate value	Earnest money	Cost of tender forms
	Rs.	Rs.	Rs.
Nandyal—Proposed improvements to Loco Shed and Yard	99,720	2,493	10

Last date for issue of tender forms ... 12-00 hours on 19-8-1961

Last date for deposit of earnest money with the Divisional Paymaster, Southern Railway, Guntakal ... 16-00 hours on 19-8-1961

Date of opening of tenders ... 16-00 hours on 22-8-1961

Further particulars and Tender forms (not transferable) may be obtained from the Divisional Superintendent (Works Branch), Southern Railway, Guntakal, on production of a receipt towards the cost of Tender form paid to the Divisional Paymaster, Southern Railway, Guntakal or any Station Master on Southern Railway.

KODUR KODUKU

P. R. MUTHUKRISHNAN

(Southern Railway—Loco Works, Perambur)

USHA has been growing up very nicely along with her age and studies. She is the only daughter of Andhra Vaidiki Pantulu who is just past fifty and is the Station-master at Rajampet Railway station in the Cuddappah District of Andhra Pradesh. His name is Jagannatham Pantulu. His wife Vishal is of pious disposition and she also hails from an orthodox Vaidiki Brahmin Community of the Circars. Both of them had no children for long and after pilgrimage trips to various shrines and sacred waters, Usha was born to them some fifteen years ago, on the night of the 12th February 1945, when the father was the Station Master at Puttur Railway Station. As the parents were of girth with excellent colour, Usha's youth stole over her with voluptuousness. She was called the "Queen of Beauty" of the local Rajampet Girls' School. She passed her S.S.L.C. at the very first attempt and longed to read in the College and had a consuming passion to become a Lady Doctor, to serve and nurse the sick and the poor. But her old-fashioned parents stopped her studies and allowed her to learn tailoring and the like arts. They were on the look-out for a decent alliance for their only daughter. But Shri Pantulu was not born with silver-spoons and had no patrimony. His little savings were eaten away by medical bills for his ailing wife before Usha was born and had very little worth mentioning, to perform the marriage. Usha hated to be idle and so, she was knocking about to learn some art or other within the limits of Rajampet and sometimes, went to adjoining places too, returning the same night.

On the fateful night of the 27th October 1960, she was returning to her place from Renigunta. In haste to catch the train by which she had to return home in time, she forgot to purchase a ticket. As ill-luck would have it, the Ticket-Examiner got into her compartment for check. When Usha was asked to produce her ticket, she blinked and at first pretended as though she was not addressed by the Ticket-Examiner. When the latter *courteously*, but firmly addressed Usha to produce her ticket, she pretended as though she had misplaced the ticket and was frantically searching for the same. After five minutes, she shook her head and exclaimed "Look here, Mr. T. C., I was in a hurry when I got into the train at Renigunta where I had reached the station

rather late. I seem to have let slip the ticket somewhere. So, please do allow me to get down at Rajampet without any more fuss as I am ashamed to be disgraced publicly for travelling without ticket. Mohan—this is his name—is a youth of about twenty-five, tall, slim, be-spectacled, of fair complexion, with winsome manners. He eyed the lass as if piercing her heart and mind and admonished her in a firm voice thus :—"Look here, gentle girl, I am a Public Servant who has to discharge his duty, unpleasant though it be. Either you have to pay excess fare upto Rajampet or face the music for travelling without ticket." "What is the penalty for travelling without ticket?" queried the confused-looking girl. Prompt came the reply that the excess fare to be paid was Rupees 6-75. She frankly admitted that her purse was empty and that on reaching Rajampet, she would pay the excess fare demanded. The T.C. nodded his head in disapproval and firmly informed her that she would be arraigned before the Railway Magistrate the next morn for travelling without ticket when she would be fined and if the money was not paid on the spot, she had to undergo imprisonment for a week. There was dead silence for the next five minutes when the next station came. The T.C. asked the girl to get down and accompany the T.C. to the Station Master who was in his room. She protested in vain. The Railway Police was summoned and she was taken to the Station Master's room under Police escort where she was questioned. She refused to open her mouth. She was kept in a Railway room, well ventilated with some two women attendants to keep her company in the night. In the meanwhile, the T.C. Mohan proceeded on line and returned the next morn to Kodur—this is the Station where the ticketless lass was alighted and locked up in a room till she was tried by the Railway Magistrate—and met the girl and enquired of her and how she felt in the new atmosphere. She was very angry, but she controlled her rage and spoke with feigned smiles. It was 11 o'clock when the Magistrate called this very first case. The T.C. presented his prosecution version. The Magistrate looked at the enchanting lass on the dock and enquired of her what she had to say, whether she admitted the guilt or she had any defence. She quietly, but firmly told the Court that she gave the ticket to the T.C. when demanded which was not returned to her. When Kodur Railway

SOUTHERN RAILWAY

WORKS BRANCH, MADURAI DIVISION

TENDER NOTICE

Scaled tenders will be received by the Divisional Superintendent (Works Branch), Madurai, for the works noted below :

Serial No.	NAME OF WORK	Approximate amount payable for the work	Earnest money to be remitted by tenderer
1	Quilon Ernakulam South Section Collection and Training out stone ballast for insertion between Ernakulam South Station Yard to mile 560	Rs. 1,52,200	Rs. 3,805
2	Quilon Ernakulam South Section Collection and Training out stone ballast for insertion from mile 560 to 550	1,17,300	2,833
3	Quilon Ernakulam South Section Collection and Training out stone ballast for insertion from mile 550 to 540	1,20,900	3,248
4	Quilon Ernakulam South Section—Collection and Training out stone ballast for insertion from mile 540 to 531 and on cuttings between miles 531 to 504	1,48,800	3,720
5	Madurai Manamadurai Section—Collection and Training out stone ballast for insertion in main line and loops between miles J. 307/23 and 320/18	86,400	2,160
6	Rammad Section—Collection and Training out ballast for insertion in place of existing gravel ballast from mile 316/10 to 323/10 and 327/0 to 329/10	77,600	1,940

Last date for issue of tender forms	16-00 hours on 28 8 1961
Last date for payment of earnest money	15-00 hours on 30 8 1961
Last date for submission of tenders	16 00 hours on 2 9-1961
Date of opening of tenders	16 45 hours on 2 9 1961

Further particulars and tender forms (not transferable) costing Rs. 10 each paid to the Divisional Paymaster, Southern Railway, Madurai or to any other Station Master of the Southern Railway (not refundable) can be had from the Divisional Superintendent, Southern Railway, Works Branch, Madurai.

SOUTHERN RAILWAY MEETS THE MONSOON CHALLENGE

YEAR after year men on the Railways meet the monsoon in a spirit of challenge and a devotion to duty to keep the life line open. This year the southwest monsoon in its full swing submerged many areas in South India under flood, disrupting communication here and there. Due to heavy downpour on the west coast in the Kerala State, on the ghat section of the Tenkasi-Quilon line, between Bhagavatipuram and Aryankavu landslips occurred resulting in interruption to through-traffic between 11 hours on 4-7-1961 and 10 hours on 6-7-1961. No sooner than this obstruction was removed by round the clockwork of Railway engineers and staff and through communication on this important trunk route from Madras to Trivandrum restored, Mercara in Coorg, where the Cauvery springs received unprecedented rains, swelling the Cauvery and its tributary the Coleroon below the grand Anicut at Trichy. The Coleroon burst its bank 2 miles from the grand Anicut at Koviladi near Tiruchirapalli, and began to discharge its waters back into the Cauvery through this wide breach. This

resulted in breaches on the 9th and 10th of July, at a number of places on the railway track in two sections between Dharasuram and Papanasam and Ayyampettai and Titte railway stations on the Kumbakonam-Tanjore section. In the Dharasuram-Papanasam section there were breaches in 12 places and in the Ayyampettai-Titte section there were 13 breaches.

Immediately after the occurrence the General Manager, the Divisional Superintendent, Tiruchirapalli, the top engineering officials of the railway rushed to the spot and took immediate measures not only to arrest the spread of havoc but also to restore through communication as early as possible.

The continued rains in Mercara region, the enormity of the breaches at Koviladi, the fury of the onrush of waters and the extent of the land and villages that went under water, disrupting the economic life of the region and accentuating the labour problems in its wake, have made the restoration work a big poser and a challenge which the Southern Railway Engineers met

Shri H. D. Singh, General Manager, accompanied by Departmental and Divisional Officers inspecting the breach spots



137230



and solved. Boulders and Cinders, men and material, were rushed to the spot and the breaches closed completely by the 21st July—barely within 11 days of occurrences, and indeed our engineering officials deserve a pat on their backs, and yet the important trains from Madras to the South were kept moving during this period by alternate routes.

The down pour in Mysore State not only affected the distant Tamilnad but the nearby Birur-Talaguppa Section where water overflowed the track at more than one point which resulted in interruption to communication for 6 hours between 17-7-'61 and 18-7-'61.

In the Hubli division, on 17th July due to heavy rains between Hubli and Londa, water rushed along the track flooding a number of bridges. All pumpsheds between Londa and Dharwar were under water. Necessary timely arrangements were made to meet the situation.

On the Vijayawada division, in Guddivada-Masulipatam section, due to sudden heavy flow of water on

the night of 17-7-1961, there was interruption to normal train service on this section for about 14 hours.

The waters of Cauvery did not spare the broad-gauge section of TRICHINOPOLY-KARUR where the railway track runs almost parallel to the river very near its course and normal train services on this section was interrupted for a few days where the water was overflowing the track at a few places.

Whatever be the tale of woe, the constant vigil of the lonely night patrolmen along the track throughout the railway system, round the clock work of the gang-mates, the alertness of the P.W.s and the Engineers and the speedy measures taken by the administration at every point have kept the life line open without any major breakdown or serious disruption to traffic. The fact that the Koviladi breach took such a long time even for the army men working round the clock to close can well speak of the fury of the floods and the magnitude of the task the railwaymen did face and shoulder during the period.



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Third Five-Year Plan and Railways

July 1961

THIRD FIVE-YEAR PLAN AND RAILWAYS

29

A long-term plan of development embodying specific programmes and policies should be conceived not merely in broad national terms but should take into account the possibilities of development of resources in different regions of the country so as to spread the benefits of development as widely as possible without slowing down the growth itself. The long-term plan should therefore, supply a general pattern of economic and social development which would take into consideration the needs and possibilities of different areas and harmonise these into an integrated endeavour for national advancement.

The Plan says that for working out a long-term plan on these lines there is need for close and continuous collaboration between various Government agencies at the Centre and in the States and with leading institutions engaged in scientific, economic and social research. The outline of the long-term plans will be filled in as more data and knowledge become available and the Plan itself will be adjusted from time to time, in keeping with technological developments, greater knowledge of resources and the progress achieved in different branches of the economy. Work along these lines has already been initiated in the Planning Commission as well as by independent research institutions and in the course of the next three years, it is proposed to devote substantial resources to the preparation of an over-all plan of development covering the period upto the end of the Fifth Plan.

BASIC AIM OF PLAN

The 770-page document, sets out the principal aims of the Plan as :

1. To secure an increase in national income of over five per cent per annum, the pattern of investment being designed also to sustain this rate of growth during the subsequent plan periods ;
2. to achieve self-sufficiency in foodgrains, and increase agricultural production to meet the requirements of industry and export ;
3. to expand basic industries like steel, chemical industries, fuel, and power and establish machine-building capacity so that the requirements of further industrialisation can be met within a period of 10 years or so mainly from the country's own resources ;

4. to utilise to the fullest extent possible the manpower resources of the country and to ensure a substantial expansion in employment opportunities ; and
5. to establish progressively greater equality of opportunity and to bring about reduction in disparities in income and wealth and a more even distribution of economic power.

FOREIGN EXCHANGE

The foreign exchange requirement for an investment of Rs. 10,400 crores is estimated to be over Rs. 2,030 crores. The level of investment, public and private, is expected to rise from about Rs. 1,600 crores in the last year of the Second Plan to about Rs. 2,600 crores at the end of the Third Plan. Investment in the public sector is expected to go up over this period from Rs. 800 crores to Rs. 1,700 crores.

TRANSPORT—CONSTRUCTION OF NEW LINES

Railways : The Railway Development Programme in the Third Five-Year Plan has been formulated on the basis of the originating traffic reaching a figure of 245 million tons, in 1955-56. Of the total increase of 91 million tons of freight traffic anticipated during the Third Plan, 79.5 million tons are accounted for by coal, steel and the raw materials of steel, cement, iron ore for export and the railways' own stores and the remaining 11.5 million tons representing increase in general goods traffic. These estimates are necessarily tentative.

Provision is made for the construction of about 1,200 miles of new lines during the Third Plan period. Besides, the new lines carried forward from the Second to the Third Plan, namely, Garhwal Road-Robertsganj, Sambalpur-Titlagarh and Bimlagarh-Kiriburu, the programme provides for the following further new lines : Jhund-Kandala, Madhopur-Kathua, Udaipur-Himmatnagar, Delhi avoiding lines, Diva-Panvel-Kharpada with extension to Uran, Patharkandi-Dharmanagar, Guna-Waksi, Ranchi-Bondamunda, Hindumalkot-Sriganganagar, Ghaziabad-Tughlakabad, Bailadilla-Kotavalasa and the new line to Halda port. Provision is also made for construction for 200 miles of new lines required in connection with the development of the coal industry. In addition, certain other lines are under consideration

for inclusion in the railway programmes : (1) Mangalore-Hassan, (2) Bangalore-Salem, (3) Manamadurai-Virudhunagar, and (4) the rail link from Sukinda Daitari mining areas in Orissa to the main line from Khargapur to Cuttack.

ASPECTS OF RAILWAY PLAN

The principal objective of the Railway Development Programme in the First Five-Year was rehabilitation of overaged rolling-stock and fixed assets and the removal of major bottlenecks on certain sections of the railway network. To the extent possible, provision was also made for additional facilities keeping in view the requirements arising from development programmes in other fields. The Second Five-Year Plan aimed at the completion as far as possible of the task of overtaking arrears of replacements and the provision of the additional facilities required to cater for the increased traffic particularly that arising from the development of heavy industries during the plan period.

The Plan also included programmes which aimed at making the railways increasingly self-sufficient in respect of their equipment by developing indigenous sources of supply. These objectives will be pursued further in the Third Plan.

The Railway Development Programmes in the Third Five-Year Plan are being worked out on the basis of traffic reaching about 235 million tons in 1965-66, the last year of the Third Plan. The volume of traffic is thus expected to increase by 73 million tons or by about 45 per cent over the period of Third Plan. About 70 per cent of this additional traffic will be on account of Iron and Steel, Coal and Cement and the remaining 30 per cent on account of miscellaneous goods. The estimates of traffic for the last year of the Third Plan are based on the estimates of production. For the Third Five-Year Plan, the rate of increase of 3 per cent per annum has been assumed in the non-suburban passenger traffic. In regard to suburban traffic, the objective in the Third Plan is to provide the maximum possible frequency of train services during the peak periods. The expansion programmes for passenger services are not expected to relieve substantially the existing overcrowding.

The programme for rolling-stock provides for the addition in stock required to cater for the anticipated increases in traffic and also for the replacement of overaged stock as indicated below.

The Railway development programmes includes a substantial provision for works intended to augment line capacity, viz., doubling or partial doubling of the

existing lines, dieselisation electrification and provision of crossing stations, additional loops, yard remodelling, etc. The programmes also provide for necessary requirements in regard to track renewal, bridge works, signalling and safety works.

Provision has also been made for the construction of 54,000 staff quarters in addition to those to be provided as part of the composite schemes relating to Railway Workshops and remodelling of railway yards and new lines.

In formulating the railway programme in the Third Plan, the important objective of attaining self-sufficiency in regard to the requirements of the railways has continued to be kept in view. The requirement of foreign exchange for Railway Development Programme in the Third Plan is estimated at 130 crores as against 320 crores in the Second Plan. This gives indication of the success achieved in the indigenous sources of supply.

India's rapid economic development in the last few years has given a new importance to their export trade. South India has two major ports in Madras and Cochin besides a number of minor ports like Cuddalore, Vizag, etc. The Southern Railway system links up these ports with the interior. When the time of export traffic has increased and to meet the increasing needs of the export traffic, all the ports are working with great intensity and the Southern Railway has progressively cleared more and more traffic to the ports. There have been unprecedented minor operations in Iron Ore and Mangane Ore in the Guntakal and Bangalore Divisions. The Ore exports from the southern ports jumped up from 3 lakh tons in 1951-52 to 11 lakh tons in 1957-58. As a result, several sections of the Southern Railway reached a saturation point and additional works to increase the line capacity had to be urgently undertaken. The transshipment capacities at the three important tranship points, viz., Guntakal, Bangalore and Tadepalli were expanded and additional wagons and engines were put into use.

Traffic in exportable commodities such as tea, coir, cotton waste, molasses, tobacco and cement is being given preferential allotment of wagons and moved to the ports as quickly as possible.

There are certain peculiar features of the Southern Railway which have to be borne in mind in considering planning. The route mileage of 6,161 miles consists of 1,858 miles broad gauge, 4,207 miles metre gauge and 96 miles narrow gauge. Though more than two-thirds of the route mileage is metre gauge, the brunt of traffic

(Continued on page 33)

SOUTHERN RAILWAY

OLAVAKKOT DIVISION

TENDER NOTICE

Separate sealed tenders will be received by the Divisional Superintendent (Works), Olavakkot, upto 12 00 hours on 14 8 1961 for the following works :

Serial No.	NAME OF WORK	Approximate amount	Earnest money
		Rs.	Rs.
1	Kallayi —Proposed new station building in lieu of existing one	98,300	2,500
2	Proposed pitching of bank at mile B. 372/12-16 at Pallipuram	67,000	1,700
3	Construction of overhead R.C.C. tank 20,000 gallons capacity each at Calicut and Cannanore South and 10,000 gallons capacity each at West Hill, Charvattur and Cannanore	64,200	1,600
4	Proposed road overbridge at mile S. 64/22 (1 - 36' 0") in lieu of existing level crossing between Ernakulam Town and Ernakulam Junction	1,50,000	3,800
5	Collection and stacking 2" stone ballast at Nileswar station yard and training out—Approximate quantity 2,00,000 cft.	60,000	1,500
6	Collecting and stacking 1½" stone ballast at Walayar and Madukkarai station yards and training out—Approximate quantity 2,50,000 cft.	79,000	2,000
7	Collection of stone ballast 1½" for Ballasting between mileage E. 273/19 to E. 283/0 (9¼ miles)	1,27,000	3,200

Last date for issue of tender form ... 16 00 hours on 10 8 1961

Last date for payment of earnest money to the Divisional Paymaster, Olavakkot. 15 00 hours on 11 8 1961

Date of opening of tenders ... 15 00 hours on 14 8 1961

Further particulars and tender forms costing Rs. 10 for each of the above (not refundable) can be had from the Divisional Superintendent (Works), Olavakkot, on production of a cash receipt obtained from the Divisional Paymaster, Olavakkot or any Station Master on this railway paid towards the cost of tender form. Tender forms are not transferable.

Children's Corner

THE STORY OF SCAR FACE



ONCE, there was a young Red Indian brave, known as Red Eagle. He had his home, a tent made of animal skins called a wigwam, in a village near a lake. His only other near relation was a sister who took care of him and his home. She was called by the name of Bright Maiden.

Now, there was a strange thing about Red Eagle. No one had ever seen him. When he passed by, other people could hear his footsteps and even see the marks of his leather boots in the snow, but they had never seen Red Eagle, as he was invisible.

One day Bright Maiden decided it was time she found a suitable wife for her brother. He too had agreed to this and asked her to find the maiden. So his sister called all the young women of the village who were not yet married, and when they had all sat down in a circle, she said to them : " My brother wishes to take unto himself a wife. He is only a warrior, but is handsome and quite rich, but no one can see him who is not gentle and good. So if any maiden can one day see him, she will be the one to marry him and become his wife."

The young women were overjoyed to hear this and all hoped that they would some day become the wife of Red Eagle. So every evening as the sun set, some would go to Red Eagle's wigwam in the hope of seeing him. But no matter how long they sat and watched, they would only hear his footsteps, but none of them ever saw him.

In this same village there was an old man who had three daughters, all unmarried. The two older sisters were very unkind to the youngest, who was very much younger. Of the two, the eldest girl was more unkind and harsh to her youngest sister. She made the girl do all the work and gave her very little food to eat. Often when she was angry the eldest daughter would throw hot coal and ashes into the youngest girl's face. Because of this cruelty the girl's hair was burnt and her face and hands full of scars. This was why she was called Scar face.

Often when her father saw his youngest daughter with all her scars he would ask why she was like this, but the girl would not answer. It was always the eldest daughter who would say that she was disobedient, lazy, and would go too near the fire and so got burnt and marked. Never would the youngest girl say anything

to her father about her eldest sister's harshness and cruelty.

When the daughters of the old man heard that Red Eagle was looking for a wife they also decided to have a try. The eldest girl said to Scar face, " fetch me my shell beads and my moccasins for I am going to be the wife of Red Eagle." Little Scar face did as told to her and helped her sister dress and put on the moccasins.

In the evening the eldest sister went towards Bright Maiden's wigwam by the lake to wait for Red Eagle to come. She heard footsteps and the sound of a sledge being dragged along. Bright Maiden asked the girl, " Can you see my brother ? " The answer came promptly, " Yes, I can see him very well." Bright Maiden then said. " Then tell me of what his sledge string is made of ? " The other girl replied, " It is made of Moose skin." Bright Maiden said angrily, " it is not made of moose skin, and you cannot see my brother, so leave this place as fast as you can go, and don't ever come back, as you are a cheat and liar."

The next day Scar face's second sister said to her, " Fetch me my shell beads and my moccasins, for I shall become Red Eagle's wife." Little Scar face brought the beads and moccasins and helped her sister to put them on. The second sister then went off to Bright Maiden's wigwam. After waiting some time she too heard footsteps. Bright Maiden then asked. " Can you see my brother ? " The second sister replied, " Yes I can see him very well." Bright Maiden then enquired, " Of what is his sledge string made ? " The other girl replied, " It is made of deer skin."

At this, Bright Maiden said angrily, " No, it is not made of deer skin. You have been telling lies and trying to deceive me. You have not seen my brother, so get out quick, before I drive you off." The second sister ran and ran not stopping until she came to her own home.

The next day while the two older sisters talked of what had happened to them, Little Scar face worked very hard. Then she said to them, " Elder sisters, please lend me your shell beads and your moccasins, for I too would like to try and become the wife of Red Eagle."

The two older sisters laughed and mocked at Little Scar face. " What ", they said, " This ugly sister with burns and scars all over, dares try to become the wife of

SOUTHERN RAILWAY

OLAVAKKOT DIVISION

TENDER NOTICE

Separate sealed tenders will be received by the Divisional Superintendent (Works), Olavakkot, upto 12-00 hours on 22-8-1961 for the following works:—

Serial No.	NAME OF WORK	Approximate cost of work	Earnest money
		Rs.	Rs.
1	Collecting and stacking stone ballast 1½" size 200,000 cft., 1" size 20,000 cft. at the West Hill Station yard and training out	56,500	1,400
2	Collecting and stacking stone ballast 1½" size 200,000 cft., 1" size 20,000 cft. at the Payyanur Station yard and training out	56,500	1,400
3	Collecting and stacking stone ballast 1½" size 200,000 cft., 1" size 20,000 cft. at the Peroke Station yard and training out	56,500	1,400
4	Collecting and stacking stone ballast 1½" size 200,000 cft., 1" size 20,000 cft. at Quilandy Station yard and training out	56,500	1,400

Last date for the issue of tender form ... 16-00 hours on 19-8-1961

Last date for the payment of earnest money to the Divisional Paymaster, Olavakkot ... 15-00 hours on 21-8-1961

Last date of opening of tenders ... 15-00 hours on 22-8-1961

Further particulars and tender forms costing Rs. 10 each for each of the above (not refundable) can be had from the Divisional Superintendent (Works), Olavakkot, on production of a cash receipt obtained from the Divisional Paymaster, Olavakkot or any Station Master on this Railway paid towards the cost of tender form. Tender forms are not transferable.

July 1961

CHILDREN'S CORNER

33

Red Eagle?" So they told her they would not lend their beads and moccasins. But after a while, the second sister felt a little sorry for Scar face and gave her a string of small beads, but no moccasins. But this did not worry Scar face, as she found an old and stiff pair of moccasins and after soaking them in water managed to make them soft enough to wear.

She then set off on her way to Bright Maiden's wigwam and on the way the other young boys and girls who saw her said nasty things about her and called her ugly. But she took no notice of their unkind words and went on.

When she came to the wigwam Bright Maiden asked her to come in and sit down. After some time Little Scar face heard footsteps and Bright Maiden led her to the door and said, "Little Scar face, can you see my brother?" She replied timidly, "Yes, I can, but I

am afraid, for he is so wonderful." Bright Maiden now asked, "Of what is his sledge string made?"

Scar face answered, "Oh, how wonderful, the sledge string is the rainbow."

Red Eagle who was there but invisible heard this and said to his sister, "Elder sister, bathe Little Scar face's hair and eyes in the magic water." And when this was done, a wonderful thing happened. All the scars and burns and marks faded away from the little girl's face, and her hair came out long and black and silky. Her eyes now shone like bright and twinkling little stars.

And so Bright Maiden led the girl to the wife's seat in the wigwam, and that was how Little Scar face saw Red Eagle and became his wife. It was because in her heart she was gentle and kind, even to those who were cruel to her.

UNCLE TELLATALE.

THIRD FIVE-YEAR PLAN AND RAILWAYS

(Continued from page 29)

is borne by the broad gauge which carries nearly two-thirds of the total traffic. The Railway is situated at one end of the country and is far away from coalfields and for the industrial development of the area, large movements of coal are necessary.

Generally the flow of loaded wagons is from the north to the south carrying coal, iron and steel and several other products and in the reverse direction, the movement is mainly empties. Traffic from the north is received via the broad gauge junction points at Waltair, Bezwada and Raichur and the acceptance of the ever increasing number of loads via these junctions is one of the important problems to be tackled by the Railway.

The impact of this increased traffic was heavy on the Vijayawada-Madras section as two streams of traffic from the north emerge at Vijayawada and have to be carried onward to Madras.

During the Third Plan period, the railway is preparing to cope with the increased traffic coming from the north to the south and carry also the increased traffic (on its own divisions) such as Iron Ore traffic and various other general goods. Increased food production is necessitating increased foodgrain loading and transporting them and the Railway is preparing to rise to the occasion with the concerted efforts of all ranks of staff and with the co-operation of the public.



SOUTHERN RAILWAY

WORKS BRANCH — MADURAI DIVISION

TENDER NOTICE

Sealed Tenders will be received by the Divisional Superintendent, Works Branch, Southern Railway, Madurai, for the works noted below :

Serial No.	NAME OF WORK	Approximate amount payable for the work	Earnest money to be remitted by tenderer
		Rs.	Rs.
1	Madurai — Construction of Staff Quarters Type I (storeyed) 76 units, and Type II (storeyed) 12 units...	2,27,000	5,675
2	Palni — Construction of Staff Quarters Type I (Hourd terrace) 24 units and Type II — 8 units	86,000	2,150
3	Trichinopoly-Manamadura Section — Proposed Crossing Station between Kallal and Nattarasankottai	1,00,000	2,500
4	Trichinopoly-Manamadura Section — Proposed Crossing Station between Karaikkudi and Kallal	1,00,000	2,500

Last date for payment of earnest money .. 15-00 hours on 23-8-1961
 Last date for issue of tender forms .. 16-00 hours on 21-8-1961
 Last date for submission of tenders .. 16-00 hours on 28-8-1961
 Last date of opening of tenders .. 16-15 hours on 28-8-1961

Further particulars and tender forms (not transferable) costing Rs. 10 each for the works cited above paid to the Divisional Paymaster, Southern Railway, Madurai or to any other Station Master of the Southern Railway (not refundable) can be obtained from the Divisional Superintendent, Works Branch, Southern Railway, Madurai. Plans for the works can be seen in the office of the Divisional Superintendent, Works Branch, Southern Railway, Madurai, on all working days during office hours.



U. S. Ambassador John Kenneth Galbraith

THE LIBERAL HOUR

By John Kenneth Galbraith—Houghton Mifflin Company, Boston—The Riverside Press, Cambridge, Massachusetts.
 Price \$3-50

Even without a cue from the Jacket design, it is patent that this wonderfully telling book with a designed title—latch-key of Adlai Stevenson make is an Economist Doctor's real incisive probe into the lethal misconceptions of American Economics and History, worthy of exploration into similar attitudes in economics and history of other nations and countries of the world. The governance of the world today is not in the hands of an Invisible Personal God through the heirarchy of His Ruling Personnel but in the manœuvring machinations of active advertising expert economist jugglers with apotheosis-wands and theories of unemployed malcontents, discontents, dissidents, and miscreants of national economies, talking the language of international imbalances and capital gains, presumptive preemption of inferiority and standards of living, æsthetic response and economic motivations, paradoxical build-ups and overall investments on slum-downs, and planning with

Book Review

other-than-my-own monetary funds and fattening one's lambs on grain grown in the adjacent land for the sake of all the technological Cindrellas of the under-worlds.

... 'The Liberal Hour', as a term, 'is referred to by Adlai Stevenson as the moment just before presidential elections when even the most obsolete men become reconciled, if briefly and expediently, to the machine age. He thought that this pause in normal conservative occupation might be called 'the liberal hour'.' Mr. Galbraith caught up this handy catch-word to re-read history of the land of his domicile, U.S. and that of his home-country, Canada and to interpret his personal liberal outlook and Tarzanite views on world's economic muddles and pretences 'in these days of massive introspection—I would rather say, obstinate non-introspection—suffering the danger of the American's oddly 'terrible solemnity', not of the Church so much as of the massive one's-own-dollars and sterling of one's-own-soft-currency. Whatever the manipulations, monetary or fiscal, the strings of the puppet show of some sort of Fiduciary relationship between a country's subjects and its neighbours have to be pulled aright, or at least those between people and people giving a human-ness to life's doldrums. This book reveals the author of 'The Affluent Society' in a closer perspective with both moods of serious-mindedness and light-heartedness, a delightful irony of wit with no carp or cavi, a clarified frankness, a deep insight into human vanity and chromo-meticulous expression of thought and feelings over post-prandial gibberly of a Ford or his ensigns in right title, and interest.

The book under notice is in three parts under the major heads of 'Spacious Issues', 'How to Reread History', and 'The Nostalgic Farmer' in the respective order. The first concerns itself with contemporary questions like (1) Peaceful competition between America and Russia, and the strategy behind it, (2) man's competition with his electronic brain—the machine of his own making, and the ways of augmenting human resources by personal development in a way rather less than arranging the supply of machines (which is the present day economy—man not having retreated yet before the machine), (3) the stress on art in economics and the necessity for an æsthetic response from the market researcher in the process of the growth of industrialisation when the Engineer may have to be replaced by the Artist and (4) that irrepressible and perennial problem of inflation, which prominently figures in the pages of 'The Affluent Society' and which is comprised in "those imperatives of choice that a stern Providence does not allow even the most righteous man to avoid".

The second part is the real probe by Mr. Galbraith into the myths and misconceptions and misreadings of history from the Civil War to the Great Depression. This section runs through five chapters with 'The Moving Finger Sticks' leading and followed by 'The Care and Prevention of Disaster' close on its heels. The veritable phenomenon of build-ups, huge and small, by which a flesh and blood man is turned into a public image, is then interestingly detailed with a good deal of fun, sarcasm and wit. The fourth chapter of this section on 'The Nature of Social Nostalgia' is woven round the race of human nature between Simplicity, a clue to social nostalgia and the stench about glittering grounds like those in the Court of Louis XIV where no length of orangery would overcome it, as much as to say, hard realities of life with luxury on one side and hard labor on the other. In the battle between the two, the nature of social change asserts itself under conditions of special difficulty and institutions suiting the hour spring up or fail amidst a thousand and odd emergency measures adopted with no thought of human frailty. Mr. Galbraith exposes the indecisiveness in action while crying hoarse over the principle and goal of social nostalgia by those in positions of responsibility, likewise the way of advocates of a freeprice system, uninhibited competition, renaissance of the states, gold standard, international capital market, etc., and their proponents who would be appalled if they succeed (pp. 136-40). By far the most trenchant exposure is the fifth and last chapter of the second Part on the 'Ford Myth'. The very caption, 'Was Ford a Fraud' is exciting—the very tearing-to-pieces of that pioneer entrepreneur of automobile industry in relation to the campaigning and actual competition against The General Motors and Chrysler is worth ten Tanglewood Tales or a dozen Vanity Fairs.

The Third Part of three chapters takes the absorbing readers to a very dashing and exciting finish in the race for Peace and Plenty, Service and Sacrament, democratic pretensions and Royalty's Wholesome Influence. Particularly as one peruses the chapter on 'pleasures and uses of bankruptcy' and the 'Farming of abandoned Farms' What an amount of hilarious comedy in joyous airs one finds in the fare is beyond any expression. After all the serious head-scratchings and heart-searchings about institutions of economic betterment, one finds the rendezvous with the wholesome influence of a Duke of Windsor in whom ideals and realities coalesce, and theory and practice reconcile in the Liberal Hour of a human liberalising atmosphere of Reality.

SUDAMA.

BOMBAY EXPLOSION

John Ennis—Jaico Publishing House,
121, Mahatma Gandhi Road, Bombay-1

Price in India Rs. 2

Call it apathy, call it lack of sympathy, call it anything you like; but the human mind cannot linger long on any disaster however devastating. They are forgotten in a day; the bannerlines splashed by the newspapers today dwindle down to inconspicuous corners tomorrow. But the author has chosen as the subject for this book the havoc caused by an explosion whose echoes have died out long ago. But again, he has picked on an incident which did not hit the headlines. He knows too well that disasters are not uncommon in its varied shapes in this sorry world, that man is almost numb to these, that they cannot shock him or hold his interest for long. He picked on this one because of its uniqueness. Perhaps one of the greatest explosions of its kind this unfortunate incident was cloaked in mystery, kept top notch hush-hush because then the greatest war known to mankind was being fought and essentially even an insignificant 'bang' from anywhere, even more so from one of the greatest ports in the East had to be kept under Security surveillance. Now that the war has gone into the History text books of our schools it is safe to write about it giving all the details and unlike the brief newspaper reports this narration is not merely matter of fact but of human interest and provides good reading.

It was on Friday the 14th of April, 1944—at six minutes past Four to be exact—that the explosion rocked the city of Bombay. Perhaps it was the most nerve shattering the city had ever known. Even though Bombay was considered by common consent as 'white' area the citizens thought the inevitable had happened—war had gripped India. They took it for an air raid or a bombardment by the battleships. But it was not any of these. The tremor was caused by the explosion in the second hold of s.s. Fort Stikine, anchored at Victoria dock.

Fort Stikine was deployed by the ministry of war for the dangerous mission of carrying through hostile waters an unusual mixture of cargo Explosives, Ammo, Gold bars, bales of raw cotton, drums of lubricating oil and sulphur to mention some. She left England with other vessels under naval escort. But due to the dangerous nature of her cargo Fort Stikine was obliged to keep her distance from the other ships lest, should the worst happen, she should be a source of danger to her sisters. She escaped unscathed an air attack enroute

near Algiers and anchored in Bombay safely. Security measures could not be strictly observed in those days of uncertainties and though against regulations she was allowed to be berthed in the docks along with ten other ships despite the dangerous nature of her cargo, thus setting the scene for the disaster.

The ship is followed right from Brikenhead, England, to Bombay. The author has taken great pains to collect all available information and present them in simple readable style. He gives full description of the make of the ship and presents the sincere men on board in such a way as to make them endearing. A short but informative history of the city of Bombay is also thrown in.

The vivid description of the explosion was possible by patient study and interview of the people who were close enough but survived to tell the story. The explosion came in two waves at an interval of 34 minutes. The second, in number four hold, setting off high explosives, incendiary bombs shooting up death-dealing debris 3,000 feet into the sky. Metal, wood and blazing cotton bales fountained out falling over an area more than a mile across, causing havoc to man and material on the way. Three hundred acres of Bombay Docks was rendered inoperative, twelve ships reduced to twisted scrap. Oil drums hurtled through air leaving a blazing trail..... The gold bars disintegrated!

The fight against the fire, the help extended to the wounded and the dying, the nightmare of the blazing docks is so well narrated and illustrated that it is hard to believe that the incident happened years ago and that it had been possible to keep it so effectively out of the papers.

THE RANEE OF JHANSI

D. V. Tahmankar—Jaico Publishing Co.,
121, Mahatma Gandhi Road, Bombay-1

Price in India Rs. 2

Biographies are not usually interesting to all. For apart from the literary point of view it can provide interesting reading to only those who admire the biographee. The biographee here needs no introduction. She is as popular today as she was more than hundred years ago. Thanks to the motion picture industry even those unfortunates who cannot read are able to know this great heroine.

Mr. Tahmankar does not try to present a mere biography. He sets out to do a task which needed doing for a long time. To clear the name of this true daughter of India of the blemishes that had been attributed to her because of the one-sided accounts of the massacre at Jhansi. It is gratifying to note that he has given such an irrefutable account of her life that all doubts as to her having had any part in the Jhansi incident has been clearly wiped out.

In the process Mr. Tahmankar traces the history of the Indian War of Independence in 1857. More than any other leader of the War Lakshmibai had some vision of the future Free India. She did not originate the 1857 Mutiny but she helped transform the idea into reality and turned the half military half feudal revolt, so far as was historically possible, into India's war for Independence. As Sri Aurobindo said 'A great worker and creator is not to be judged only by the great work he himself did but also by the greater work he made possible'. She was the woman of her age, obsessed by the aim to regain sovereignty over her state which had been forced under British rule. 'To fight against the English' she said 'has now become my dharma'. Though she belonged to an age when the Indian women had not yet been emancipated, she dared the slashing criticisms of her country and came forward to lead her fight for freeing her state and her people. She has been rightly called India's 'Joan of Arc' and India's Boadicea, who fought against Imperial tyranny. If Hugh Rose had not been in command of the British forces perhaps the Ranees would have had their wish come true. If Dalhousie had not been the Governor General of India there would have been no war for the Ranees to fight. But they were there and the fight was tough on both sides. The Ranees fell like true soldiers, fighting to the last. Perhaps the only Indian woman to die fighting for her country.

Presenting the different versions of the same incident by different people without fabrication the author leads the reader to the true facts. To present them he had delved into volumes of available records on the subject, with patience, and with missionary zeal. With the result that unlike the usual biographies you do not put it down for a breather. On the contrary you do not put it down at all till you come to the very end.

This book helps us remember how dearly paid for is the freedom we now enjoy.

SOUTHERN RAILWAY

OLAVAKKOT DIVISION

TENDER NOTICE

Separate sealed tenders will be received by the Divisional Superintendent (Works), Olavakkot, upto 12-00 hours on 18-8-1961 for the following works:—

Serial No.	NAME OF WORK	Approximate cash value of work	Earnest money
		Rs.	Rs.
1	Shoranur - Construction of Staff Quarters, Type I - 17 units	60,000	1,500
2	Shoranur - Construction of Staff Quarters, Type I - 18 units	63,500	1,600
3	Olavakkot - Construction of Staff Quarters, Type I - 14 units	51,000	1,300
4	Olavakkot - Construction of Staff Quarters, Type IV - 4 units, Type II - 11 units and Type I - 32 units	2,35,000	5,900
5	Approach roads, compound walls, mortuary, cattle shed, garage, watering and drainage arrangements in connection with the construction of a new Hospital with 60 beds at Olavakkot	54,000	1,400
6	Bridge No. 542 at mile B. 313/8.9 - Proposed rebuilding as 3 x 30' 0" RCC "T" beams	1,80,000	4,500

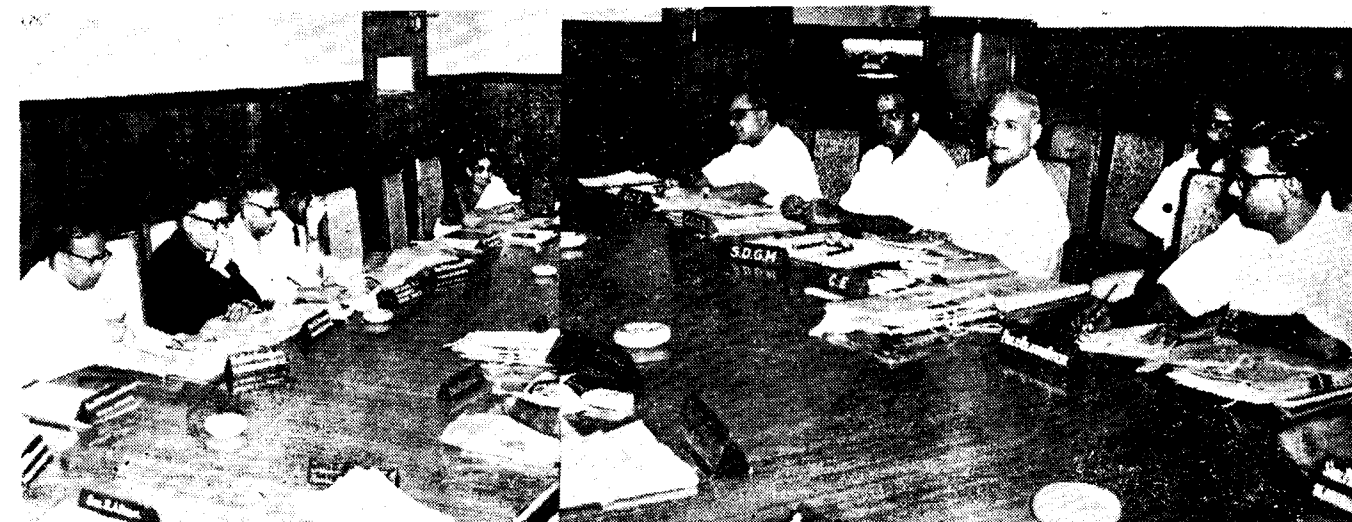
Last date for issue of tender form ... 16-00 hours on 16-8-1961

Last date for payment of earnest money to the Divisional Paymaster, Olavakkot ... 15-00 hours on 17-8-1961

Last date of opening of tenders ... 15-00 hours on 18-8-1961

Further particulars and tender forms costing Rs. 10 for each of the above (not refundable) can be had from the Divisional Superintendent (Works), Olavakkot, on production of a cash receipt obtained from the Divisional Paymaster, Olavakkot or any Station Master on this Railway paid towards the cost of the tender form. Tender forms are not transferable.

PASSENGER AMENITY COMMITTEE

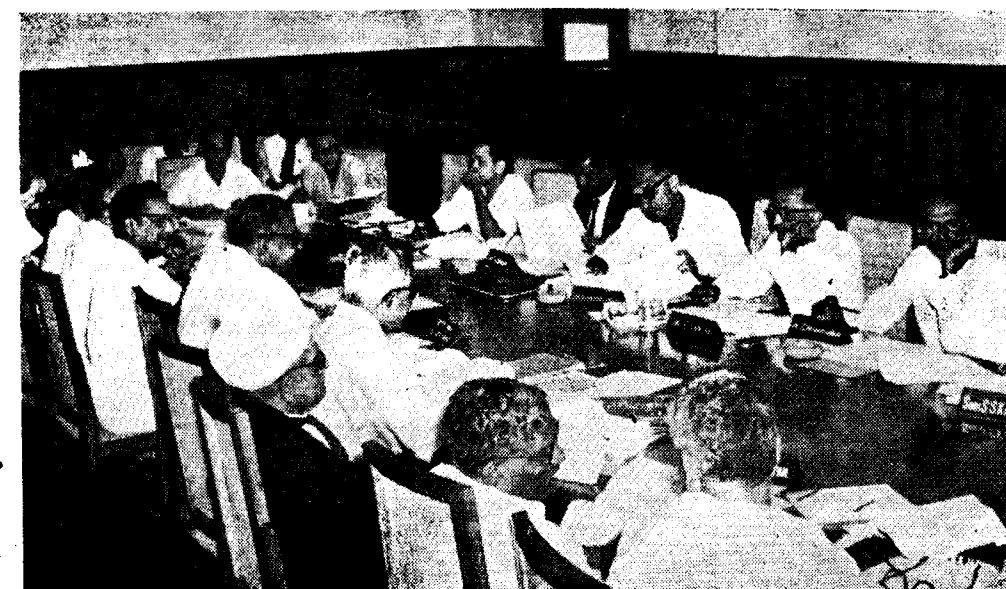


The Passenger Amenity Committee Meeting in progress

The Passenger Amenity Committee of the Southern Railway met at Madras on the 12th July under the Chairmanship of Sri D. B. Patel, Senior Deputy General Manager.

The Chairman explained to the Committee that Rs. 2.21 crores was spent for various passenger amenity works on the Southern Railway during the Second Plan period. The Committee discussed in detail the various passenger amenity works proposed by the DRUCCs such as provision and extension of waiting halls, construction of flush-out lavatories, cloak room, electrification of stations, provision of drinking water facilities and waiting halls for merchants and drew up a list of works to be included in 1962-63 works programme allotting priorities for the various works.

The Time Table Committee Meeting in Sessions



TIME TABLE COMMITTEE

The Eleventh Meeting of the Southern Railway Zonal Time Table Committee was held at Madras on 26th and 27th June to consider proposals for the revision of train services to come into force from 1st October 1961. Sri P. K. M. Menon, Chief Operating Superintendent, who presided over the meeting informed the Committee that the conversion of the Gudivada—Bhimavaram Section of the Vijayawada Division was expected to be completed by about the middle of August. The Committee was also informed that No. 23 Madras—Bangalore Express would be speeded up further with effect from July 1961.

SOUTHERN RAILWAY

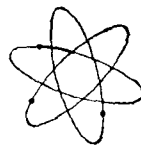
TENDER NOTICE

The Divisional Superintendent (Works), Southern Railway, Tiruchchirappalli, invites separate sealed tenders in connection with the following works:

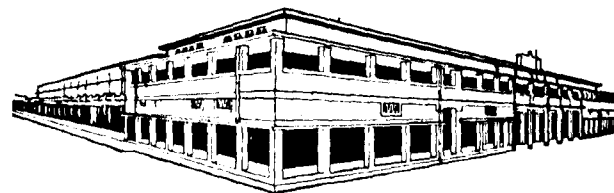
Serial No.	NAME OF WORK	Approximate cash value	Earnest money
1	Tiruturaipundi New combined running bungalow to accommodate 35 beds in lieu of existing one	Rs. 1,15,000	Rs. 3,625
2	Tiruchchirappalli Junction Construction of a new Health Unit Grade I in place of existing one	Rs. 84,000	2,400

Last date for the issue of Tender forms	15 00 hours on 5 9 1961
Last date for remittance of earnest money to the Divisional Paymaster, Southern Railway, Tiruchchirappalli	12 00 hours on 6 9 1961
Last date for the receipt of Tenders	16 00 hours on 7 9 1961
Date of opening of Tenders	11 00 hours on 8 9 1961

Tender forms (not transferable) can be obtained from the office of the Divisional Superintendent (Works), Tiruchchirappalli, on production of a receipt for Rs. 10 paid to the Divisional Paymaster, Southern Railway, Tiruchchirappalli or to any Station Master on this Railway towards the cost of Tender form for each Tender. Further particulars can be seen in the Tender form. No refund of Rs. 10 paid towards the cost of the Tender forms will be made under any circumstances.



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that delivers
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SUBURBAN RAILWAY USERS' CONSULTATIVE COMMITTEE

The 16th Meeting of the Suburban Railway Users' Consultative Committee of the Southern Railway was held at Madras on 17-7-1961. Sri D. B. Patel, Senior Deputy General Manager, presided. Various proposals for amenities at stations, retiming of certain trains, extension of a few locals upto Trivellore, etc., were all discussed. The Committee urged for a special train to be run in future from Madras to Conjeevaram via Chingleput on the day previous to the Garudotsavam Festival at Conjeevaram and it was agreed to examine the suggestion. The Committee agreed to the revision of the timings of train No. TM. 10 Trivellore-Madras Passenger to leave Trivellore at 10-00 and RT-3. Rayapuram-Trivellore local to leave Rayapuram at 10-45 hours.

The provision of a shelter on the middle platform of Perambur was approved and included for the 62-63 works programme.

OUT-AGENCY AT BANTVAL

An Out-Agency has been provided at Bantval with Mangalore as the serving station, from 15-6-1961, for dealing with parcels and goods traffic with certain exceptions. This brings the rail transport service to the door of the mercantile community at Bantval. For dealing with traffic at the Out-Agency an additional charge is levied for the road transport involved to and from the rail-head.

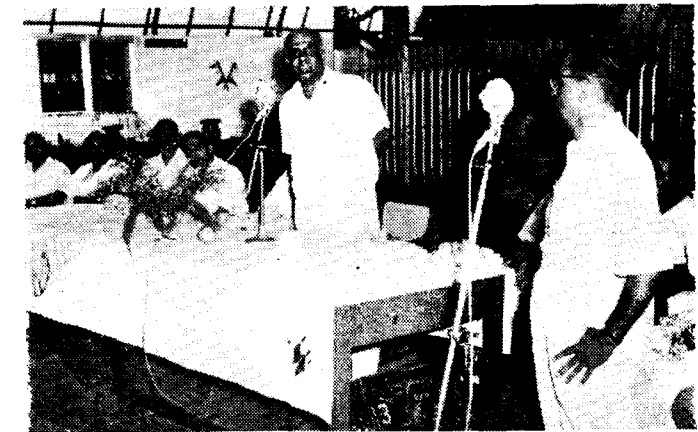
It is the policy of the Administration to provide Out-Agencies at as many centres as possible, especially in towns the population of which is over 10,000 and which are over 5 miles away from the nearest rail head. Wherever possible the Out-Agency will be open for booking of passengers also in addition to parcels and goods.

On the Southern Railway, there are at present 84 Out-Agencies of which 24 are open for dealing with passenger traffic also.

GHAMUNDI EXPRESS

The long felt need of the public to have a connection for the Mysore-Bangalore Chamundi Express with the Bangalore-Madras Express and the Bangalore-Secunderabad Passenger trains, was fulfilled by a suitable revision of train timings which came into force from 10-7-1961. This will enable passengers to leave Mysore in the morning and arrive at Madras or Guntakal as the case may be the same evening.

INCENTIVE SCHEME



On 10th July 1961, at a pleasant function presided over by Sri Srikantiah, Dy. Chief Mechanical Engineer, Works, Southern Railway, 'Bonus packets' were distributed to the employees of the Roller Bearing Section of the Wheel & Tyre Shop, Loco Works, Perambur. Sri Sreekantiah assured the workers that the Incentive Scheme has for its object the increase in production and not the retrenchment of workers.

VIVEKANANDA SCOUT GROUP TONEKELA CAMP

Cubs, Scouts and Rovers of the Vivekananda Group, Madras, camped at Tonekela near Avadi from 10-6-1961 to 11-6-1961.

The programme included First Aid, Pioneering, Signalling Compass, Star Gazing, etc., all second class standard for Rovers and Scouts. For Cubs subjects on second star were gone through. The Cubs enjoyed the various games played in the open air, jungle plays, story telling and play acting. The Scouts and Rovers also played a variety of games in the open. Games in observation and sense training were other important items. The Campers also used the swimming pool at Tonekela to the best advantage. The Camp Fire was declared open by Group Leader Scouts. Group songs, round songs, action songs, play acting, yells and other Scouty and entertaining programmes were gone through. A Kathakalakshepam was rendered by Chi Raghu the ex-Cub of the Group and son of Sri S. Krishna Rao.

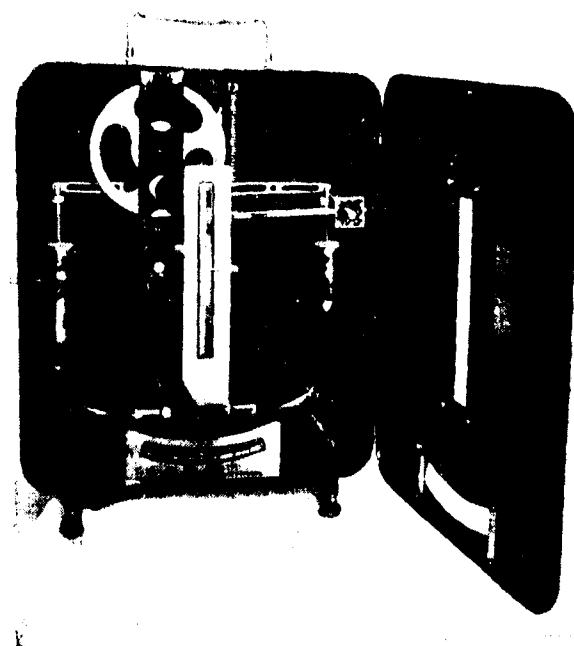
At the closing ceremony Sri Krishna Rao, DS/E, appealed to the Campers to contribute their mite for the cause of the nation by serving the Railway Administration sincerely and faithfully in their own spheres.



OSCILLAMETER—IMPROVEMENT IN RIDING QUALITIES OF COACHING STOCK

The comfort of the travelling passenger has been the deep concern of the Administration and efforts are constantly being made to improve the riding qualities of the coaches and the track which contribute towards it. The Southern Railway has manufactured an instrument which indicates the riding qualities of the coach on the actual run and affords the staff an opportunity to make necessary adjustment in the spring gear and other equipments provided in the coach to better the smooth running as also the track maintenance. The instrument is generally known as Oscillameter. It has been made of a simplified mechanism, compact, portable and light so that it could be carried easily for trial on coaches.

The manufacture of these instruments has been undertaken in the Locomotive Workshops at Perambur and it will not be long before each of the eight Divisions on the Railway are provided with sufficient number of these oscillameters to enable them being used on the various sections to check the riding quality. This is the first time this type of work has been undertaken in this workshop.



The Railway officials will make use of this delicate instrument in the near future during their inspections and will ensure better comfort for the travelling public by getting the defects noticed in the riding of the coaches on the run attended to.

"BHARATIYA RAIL"

Railway Board's Hindi Publication

'Bharatiya Rail', the Hindi edition of 'Indian Railways', Railway Board's magazine, completed one year of useful service with its July, 1961 issue. With effect from its August 1961 issue, the annual subscription for this publication is being reduced to Rs. 2 for Railwaymen drawing a consolidated salary of Rs. 100 or below.

Railwaymen desirous of obtaining "Bharatiya Rail" on this concessional rate will have to produce the necessary certificate from their superiors.

EDITOR,
'Indian Railways',
P.B. 467,
New Delhi.



Commercial Committee Meeting in progress at Bangalore. Sri Lal, Additional Member (Commercial) presided



Visit of Sri H. D. Singh, G.M., S. Rly., to Karnatak Passengers and Traffic Relief Association at Hubli recently

Sri H. D. Singh, G.M., addressing Association. Sri C. J. Kamrani, Hony. Secretary, Sri T. R. Neswi, M.P., Sri H. F. Kattimani, M.L.C., and Sri G. N. Nair, DS/UBL are also seen

Sri H. F. Kattimani, M.L.C., President of the Association welcoming the G.M., G.M. and Sri P. K. Madhava Menon, COPS, S. Rly., are seen in the picture





16th Meeting of the DRUCC/TPJ in Sessions



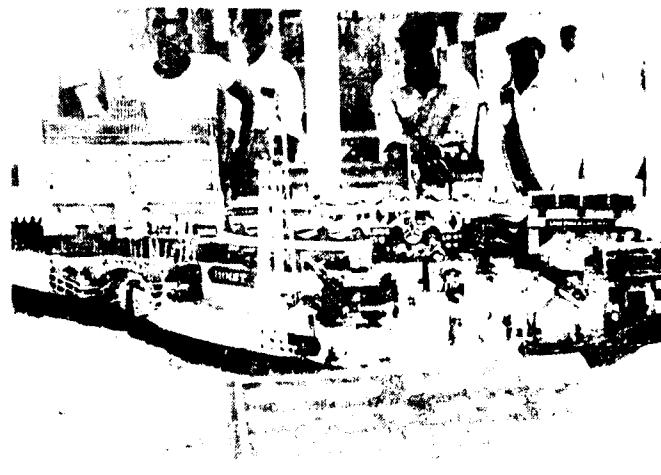
Kashmir Visit by Railway Staff. Sri Munuswamy, S.L.W.I./RPM, S. Rly. (Extreme left), Sri M. S. Vijayaraghavan, C.M.O.'s Office, S. Rly. (fourth from left) are seen in the picture



Sri S. Narasimhan, Proprietor of M/s. Hindusthan Publicity Bureau and Southern Railway's Advertisement Canvasser celebrated his 60th Birthday recently



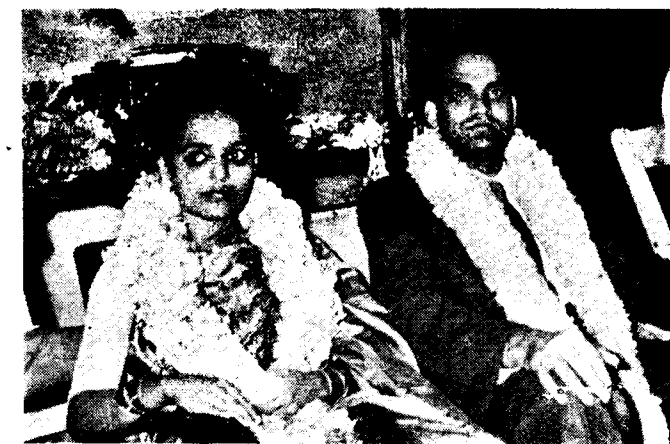
Farewell party to Sri P. Balasundaram Chetty, Sub-Head, CCS., Rates Branch, Hd. Qrs. Office, Madras, who proceeded on leave preparatory to retirement



Group photo taken on the eve of transfer of the President Mr. Joseph Payapally of the Railway Institute, Mangalore recently



Group photo taken on the occasion of the Drama "Henpecked Husbands" staged at NGT in connection with the Railway Week Celebrations. Sri J. De Monte, DCOS/NGT, is seated in the centre



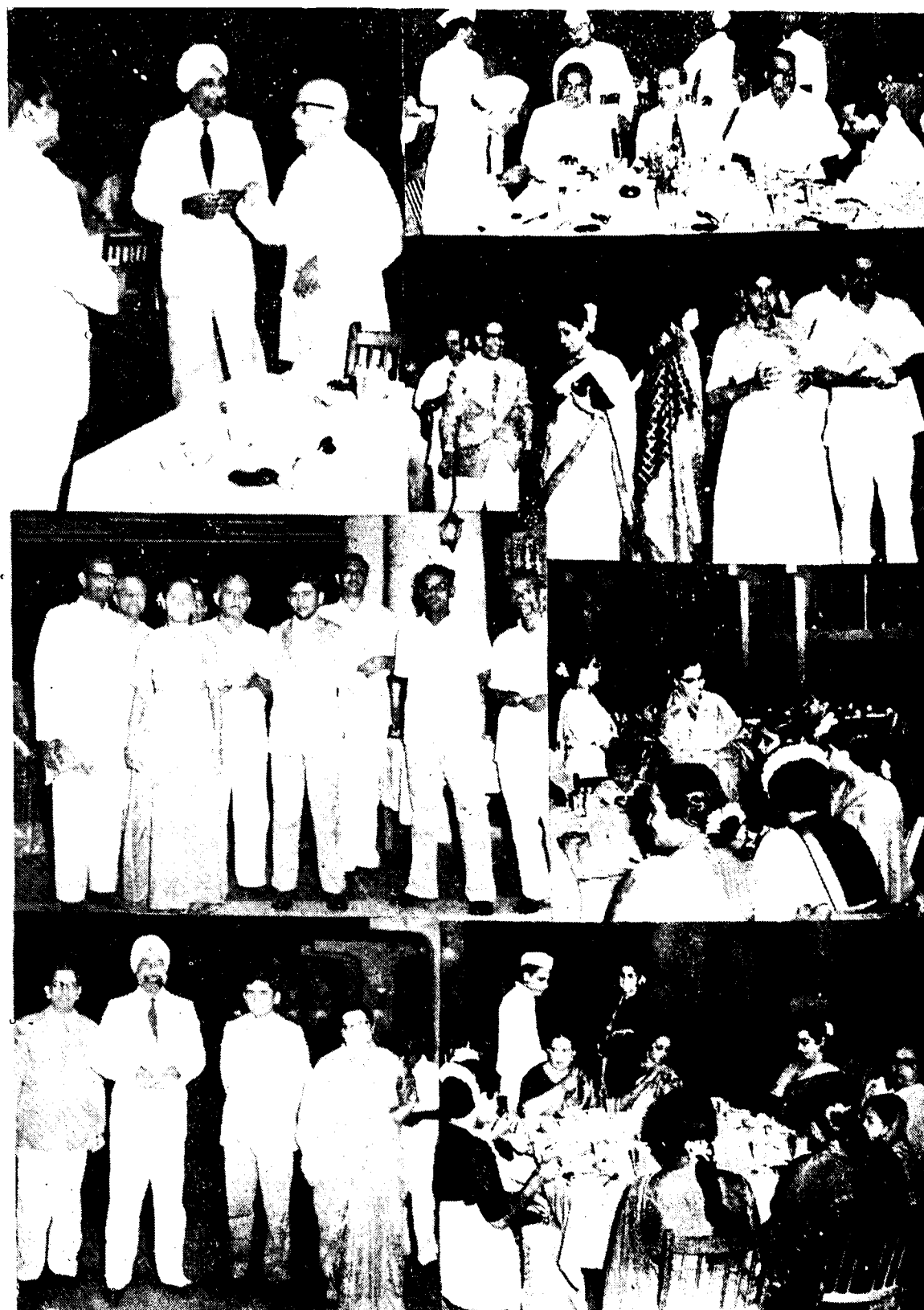
Chi. K. Varadarajan, M.A., Ph. D., son of Sri K. Soundarajan, Asst. Traffic Supdt., Southern Railway, Madras Central, and Sow. K. Pattu, daughter of Sri P. Rajagopalan, Retired Judge, Madras, were recently married at Madras



Unveiling Portraits of National Leaders at Railway Hospital Podanur on 30-7-1961

In connection with the presentation of half size portraits of Mahathma Gandhi, President Rajendra Prasad and Prime Minister Jawharlal Nehru by Sri P. Lakshmana Iyer, Licensee, VRR/Podanur, a small function was arranged at the Hospital premises at 15-00 Hrs., on 30-7-1961. Dr. A. Venkataraman, Divisional Medical Officer, Podanur, unveiled the portraits.

The function terminated with a vote of thanks by Dr. K. T. Sankararaman, Asst. Surgeon in-charge, Podanur Railway Hospital.



In connection with the Upanayanam of Master Arvind, son of the CPUO, there was an AT HOME at Woodlands, Mylapore

1. Sri H. D. Singh, G.M., S. Rly., with Sri V. T. Krishnamachari
2. 2nd & 4th from left C.E.E. and SDGM
3. G.M. with CPUO, Master Arvind and Mrs. Srinivasan
4. G.M., C.C.S., C.E., COPS, C.M.O. at Tea
5. Smt. Rugmini Menon, Guides Commissioner, Sri V. K. Sthanunathan
6. & 7. A Section of Ladies. Mrs. V. K. Thiruvengadachari, Mrs. P. K. Madhava Menon and Mrs. J. B. Rao are seen in the picture.

The Malayan Railway Economics Commission signed its report in New Delhi on August 1, 1961. The Commission consists of Sri K. Santhanam, former Deputy Minister for Railways, Sri R. E. Desa, Additional Member, Works and Prof. L. A. Natesan, former Economic Adviser to the Railway Board.



Sri Jagjivan Ram, Union Minister of Railways seen with H. E. Mr. John Kenneth Galbraith, American Ambassador in India, when the latter called on him in New Delhi recently.

Opening of new Tourist Platform at V. T. Bombay

Sri Homi J. H. Taleyarkhan, Minister for Tourism and Health, Govt. of Maharashtra, cutting the tape to declare open the new Tourist Platform.
A general view of the Tourist Platform (No. 15) at V. T. Bombay.





U. S. Ambassador John Kenneth Galbraith, during his brief stay in Madras paid a courtesy call on Mr. K. Kamraj, Chief Minister, Madras State at the Secretariat.

SOUTHERN RAILWAY

Tender for supply of Wooden Sleepers. Track and Special Size

Separate sealed tenders will be received by the CHIEF ENGINEER, SOUTHERN RAILWAY, MADRAS-3, upto 3 p.m. on 25-8-1961 for the supply of Wooden Sleepers (Track and Specials) within the ceiling prices notified in the tender schedule.

Tenders should be submitted in the prescribed forms obtainable from the Chief Engineer, Southern Railway, Madras, on production of a receipt of Rs. 11-37 from the Chief Cashier, Southern Railway, Madras or from any Station Master on the Southern Railway, towards the cost of one set of tender forms (one for track sleepers and one for specials) and one specification literature for wooden sleepers published by the Indian Railways. Those who are already in possession of this specification literature for wooden sleepers published by the Indian Railways, need pay the cost of one set of tender forms only, i.e., Rs. 10. The tender form is not transferable and the cost thereof not refundable under any circumstances.

Earnest money deposit required is Rs. 1,000 (Rupees one thousand only) for each Tender.

Tender forms will be issued upto 12-00 hours on 21-8-1961.

Tenders offering sleepers from the produce of Kerala State only will be considered. Offers for supply based on the produce of forests in Madras and Mysore State should be routed through the Chief Conservator of Forests of the respective States.

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

During his three-day visit to Madras, U. S. Ambassador John Kenneth Galbraith addressed the Madras University in the Senate Hall. Picture shows Vice-Chancellor Dr. Lakshmanaswami Mudaliar accompanying the Ambassador. Behind them are Mrs. Galbraith, Mr. V. T. Krishnamachari, and Mrs. Simons, wife of the American Consul-General in Madras.



Ambassador spoke on "Economic Development in Perspective"



"Beauty in Nature"

Photo by R. Venkatesulu, Peon, GM(P) Scouts Office, N.G.O., Madras-3



SOUTHERN RAILWAY

OLAVAKKOT DIVISION

TENDER NOTICE

Scaled tenders will be received by the Divisional Superintendent (Works), Olavakkot, to reach him not later than 12 hours on 13 9 1961 for the following :—

NAME OF WORK	Earnest money
Collection and training out of ballast in Zone 'S' and 'T' (Olavakkot, Shoranur and Angadipuram, Trichur and Alwaye P. W. Sections) for the period ending 30 6 1962	Rs. 1,000
Last date for the issue of tender form	16 hours on 11 9 1961
Last date for the payment of earnest money to the Divisional Paymaster, Olavakkot	15 hours on 12 9 1961
Date and time of opening	15 hours on 13 9 1961

Further particulars and tender forms costing Rs. 5 (Rupees Five) only (not refundable) can be had from the Divisional Superintendent (Works), Olavakkot, on production of a cash receipt obtained from the Divisional Paymaster, Olavakkot or any Station Master on this Railway paid towards the cost of the tender form. Tender forms are not transferable.

SOUTHERN RAILWAY

OLAVAKKOT DIVISION

TENDER NOTICE

Separate sealed tenders will be received by the Divisional Superintendent (Works), Olavakkot, upto 12-00 hours on 8 9-1961 for the following works :

Serial No.	NAME OF WORK	Approximate cash value of work	Earnest money
		Rs.	Rs.
1	Olavakkot—Construction of the first floor of the new Divisional Office	2,30,000	7,000
2	Idappalli—Provision of a new holding line	50,000	1,250

Last date for the issue of tender form 16 00 hours on 6 9 1961

Last date for the payment of earnest money to the Divisional Paymaster, Olavakkot 15-00 hours on 7 9-1961

Date of opening 14-00 hours on 8-9-1961

Further particulars and tender forms costing Rs. 10 each of the above work (not refundable) can be had from the Divisional Superintendent (Works), Olavakkot, on production of a cash receipt obtained from the Divisional Paymaster, Olavakkot or any Station Master on this Railway paid towards the cost of the tender form. Tender forms are not transferable.

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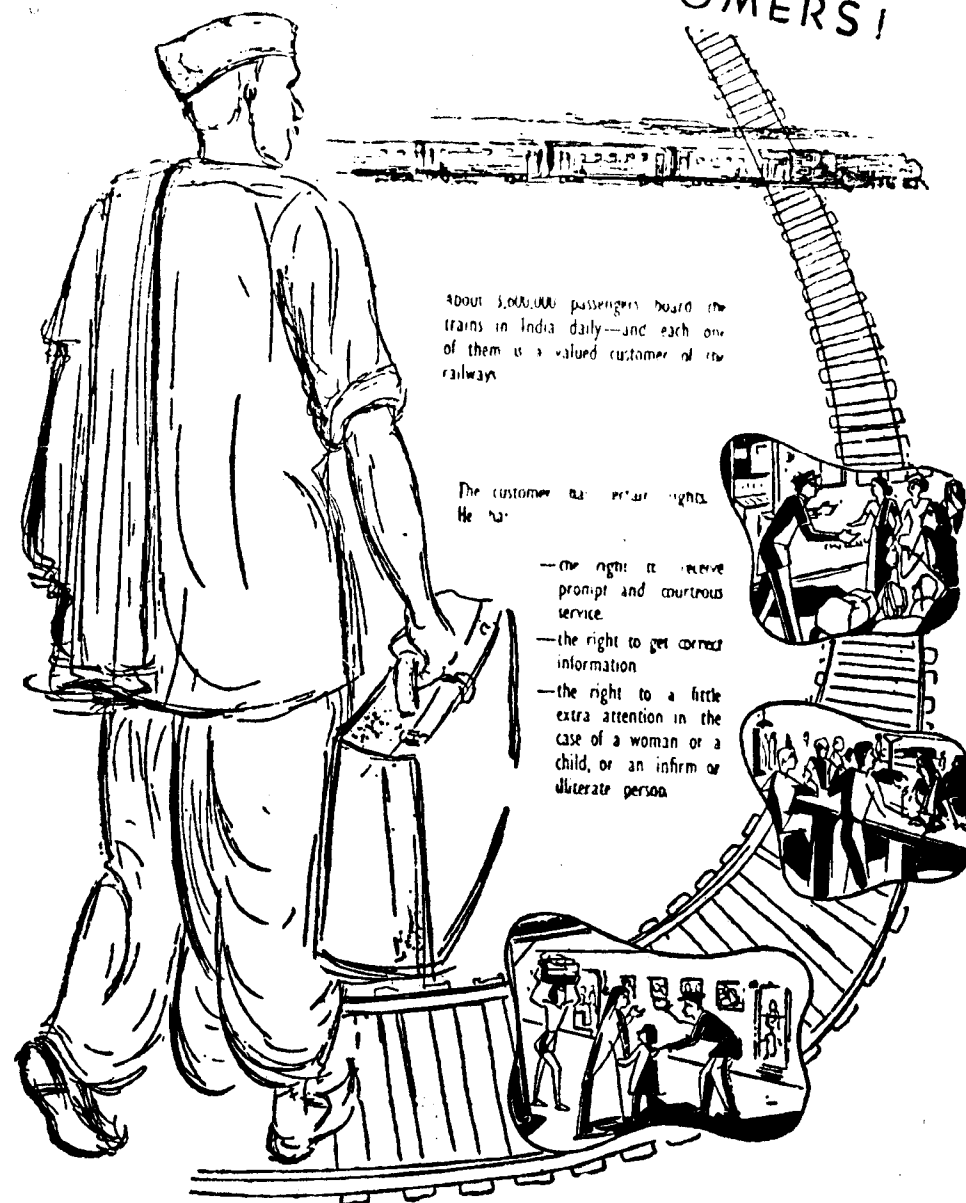
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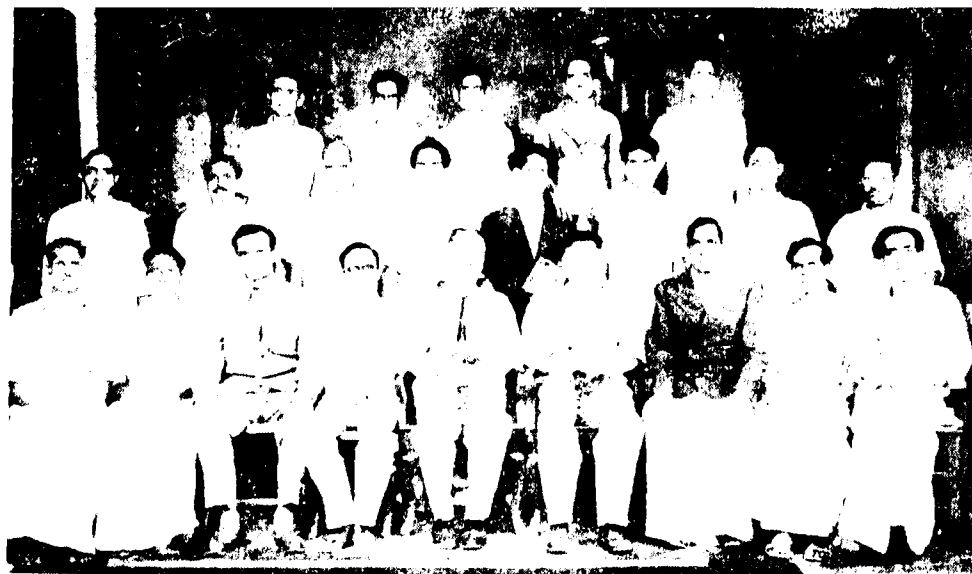
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Group photo taken on the eve of retirement of Sri A. W. Rozario, GA/ISO and President of the Staff Canteen/ISO

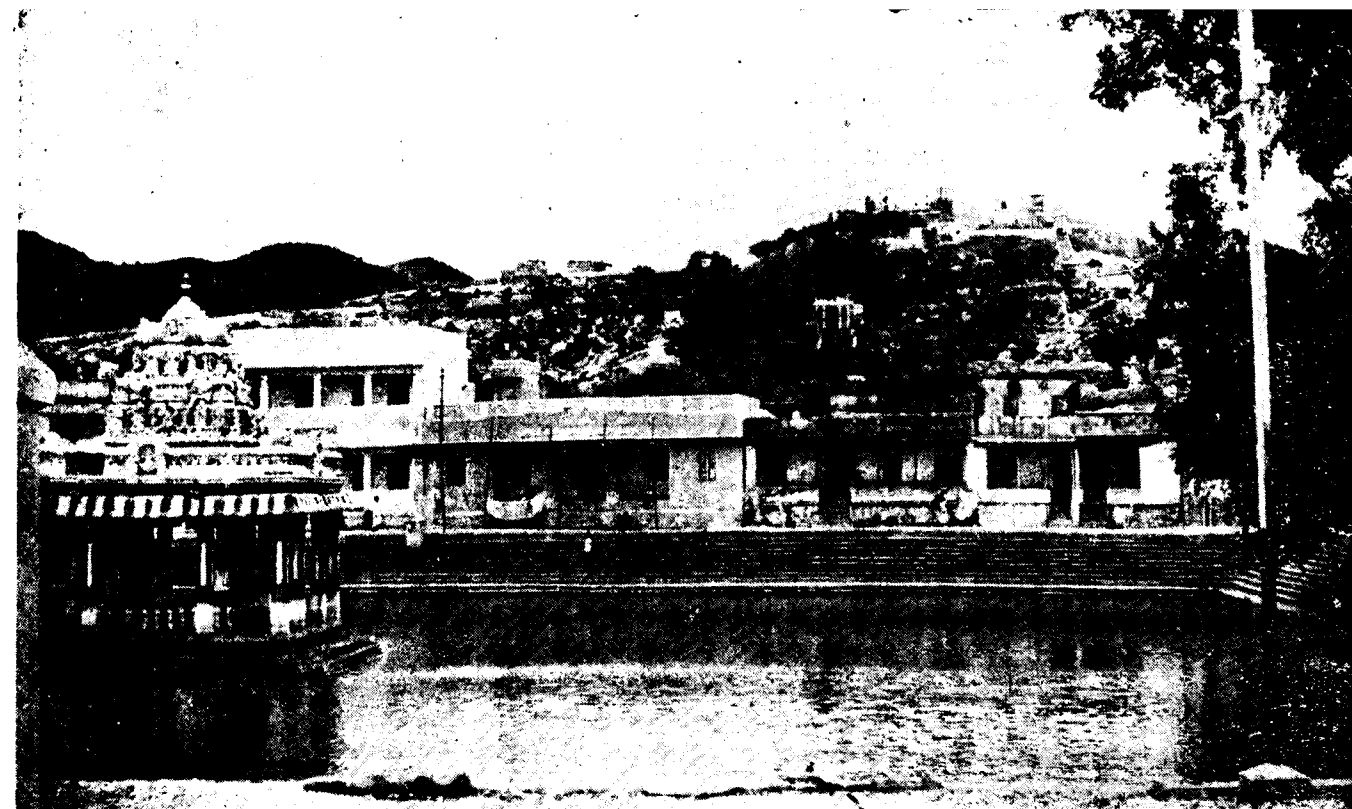


"Pg" Conference at Vienna

A 4-day conference of licensees of the famous "Pg" patent in 10 European countries and in India was held recently at Vienna under the Chairmanship of Mr. Eric Sundberg, Technical Director, Messrs. A. B. Tudor, Sweden, owners of the "Pg" patent.

In this picture are : Mr. G. Tiemann of Accumulatorenwerk, Koln, W. Germany, Manager, Standard Batteries Ltd., Bombay and Mr. Herald, Befrits, Director, Messrs. A. B. Tudor, Sweden.

Conference in Progress



Tiruttani Temple and Tank

SOUTHERN RAILWAY

TENDER NOTICE

SEALED TENDERS in the prescribed form will be received by the General Manager (Works), Southern Railway, Madras-3, upto 16-00 hours on Monday the 13th November 1961 for the work "Strengthening 12 Nos. 300' Span Steel Trusses of Railway Bridge across River Krishna, near Vijayawada Station by Prestressing and Conventional methods".

Tender Forms can be obtained from the General Manager (Works), Southern Railway, Madras-3, upto 15-00 hours on 7th November 1961 on production of a receipt for Rs. 30 (Rupees Thirty only) per set, paid to the Chief Cashier, of the Southern Railway, or to any Station Master, or to any Divisional Paymaster on the Southern Railway.

The approximate cost of the work is Rs. 30,00,000 (Rupees Thirty Lakhs) and the amount of Earnest Money payable along with the quotation is Rs. 20,000 (Twenty Thousand only).

Tenders will be opened in the office of the General Manager (Works), Southern Railway, Madras-3, at 12-00 hours on Tuesday the 14th November 1961.