

South railnews



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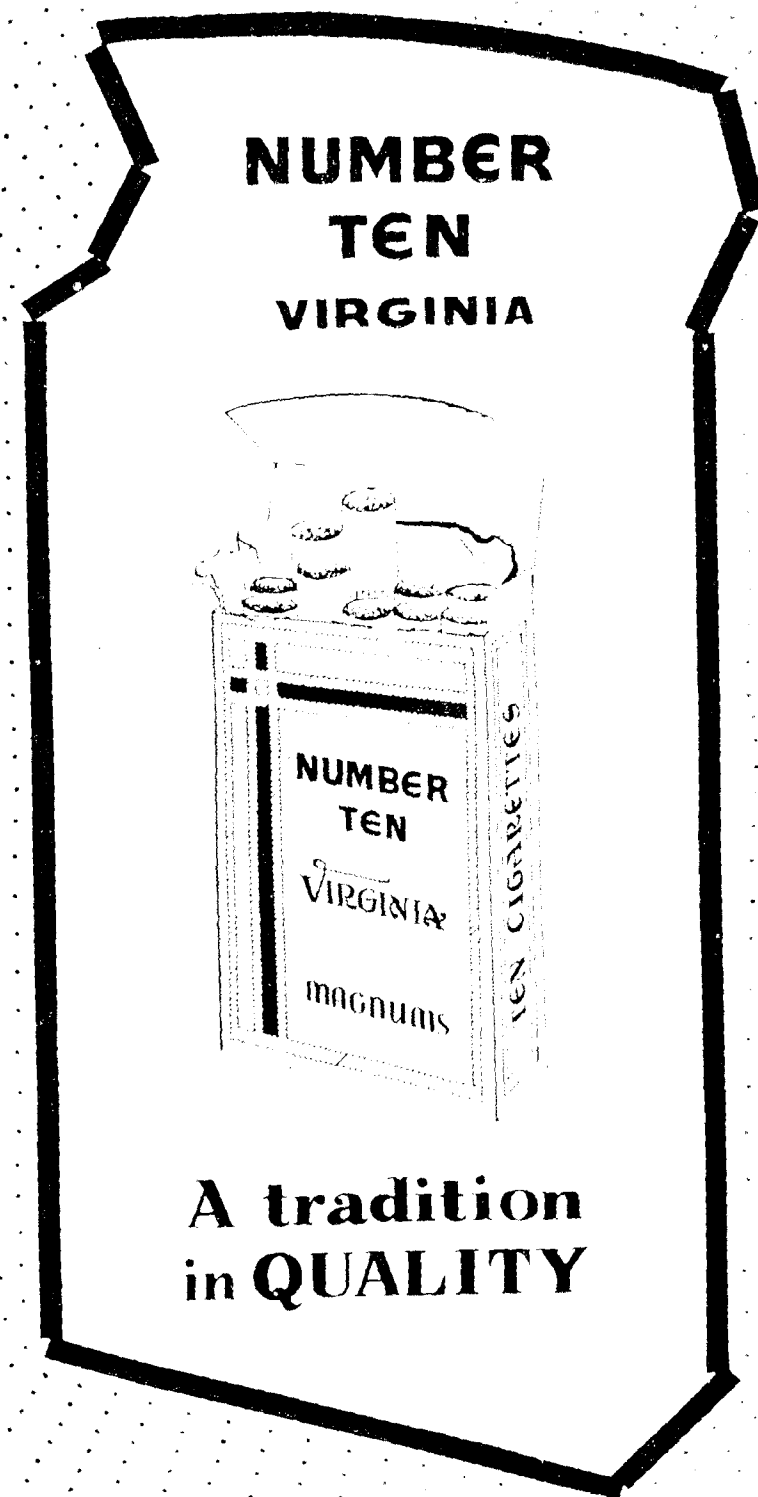
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Southrailnews

7



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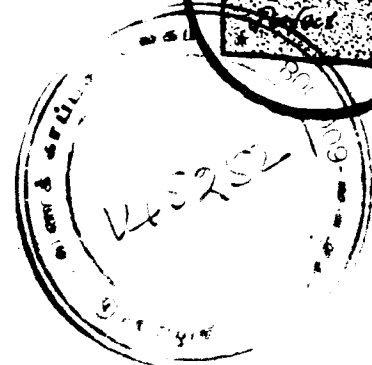
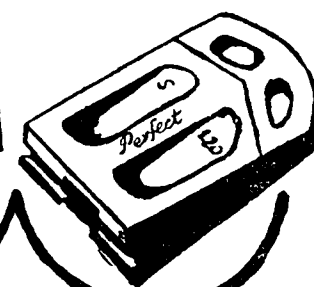
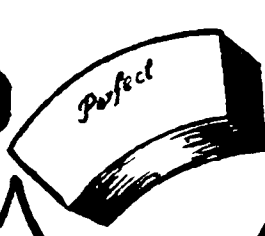
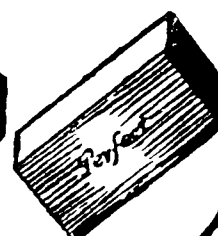
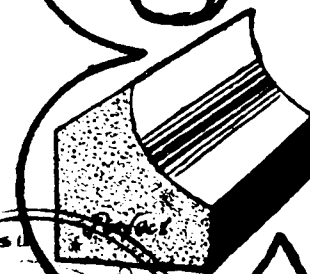
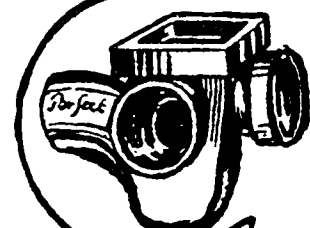
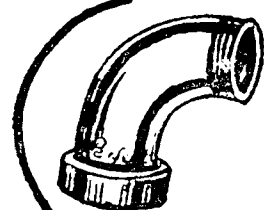
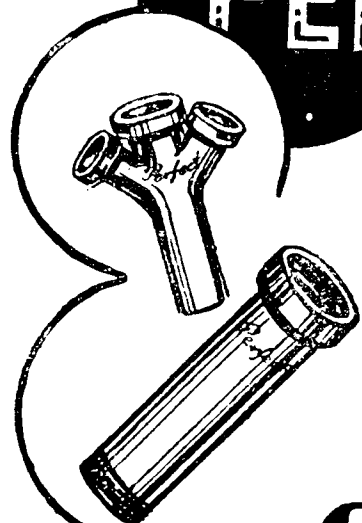
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COVER PAGE



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Symbolical of the Railway Week Cultural Programme

SOUTHRAILNEWS

(Published by the Southern Railway)

VOL. VIII

EDITORIAL NOTICE

NO. I

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.

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

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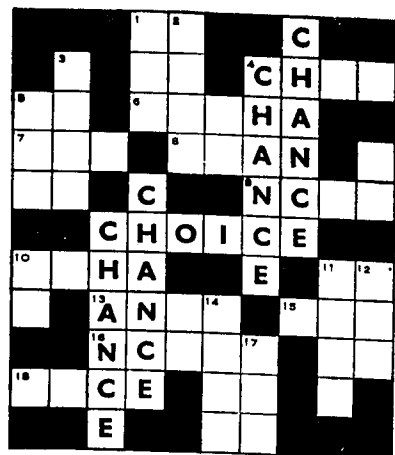
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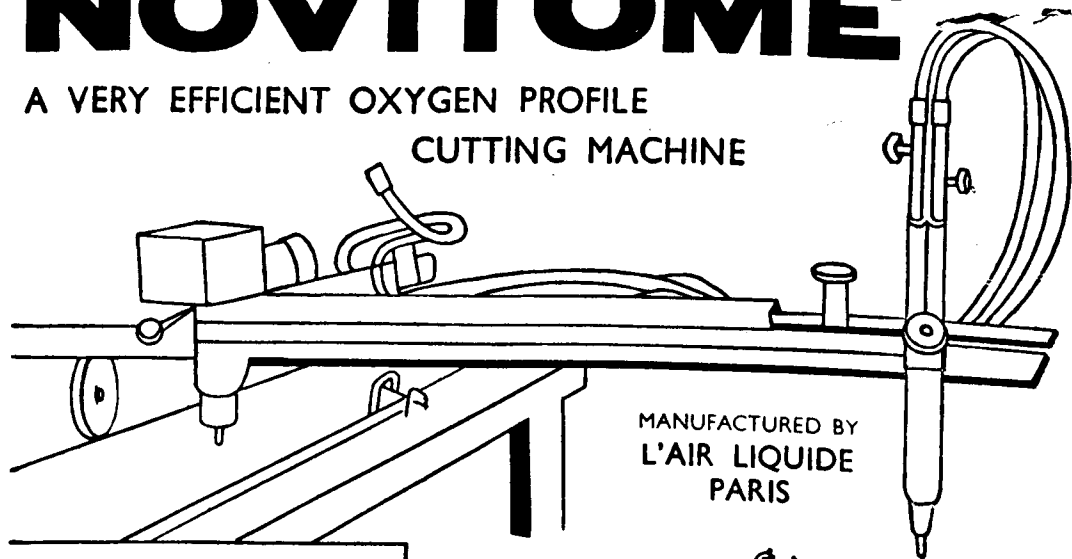


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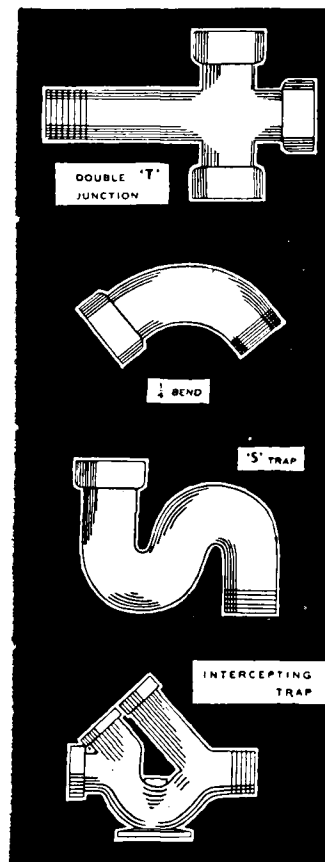
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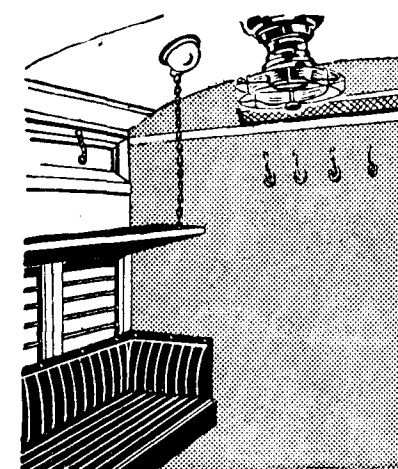
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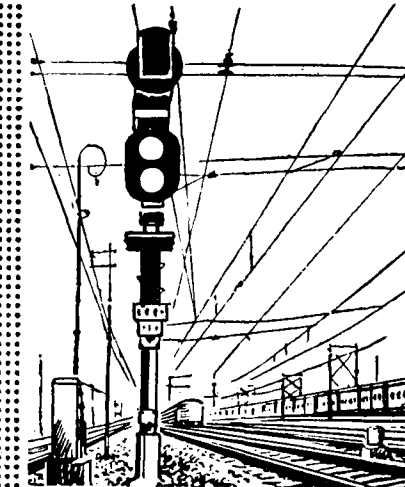
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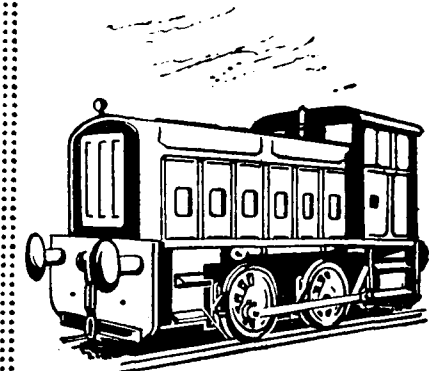
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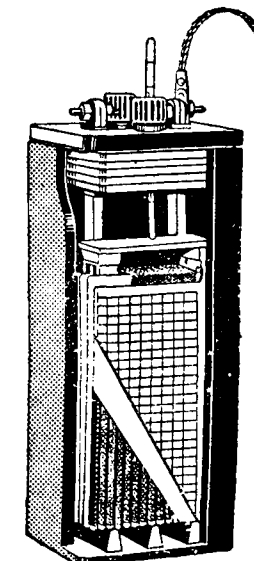
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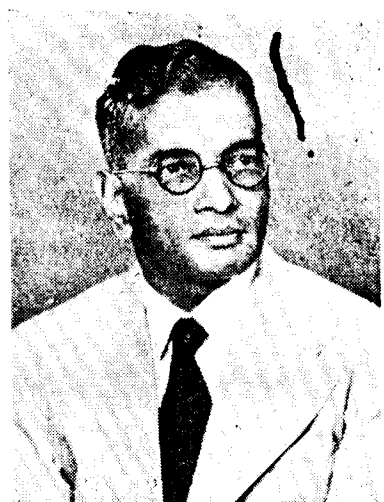


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General Manager, S. Rly.
1953 - 1958



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The present General Manager
of the Southern Railway

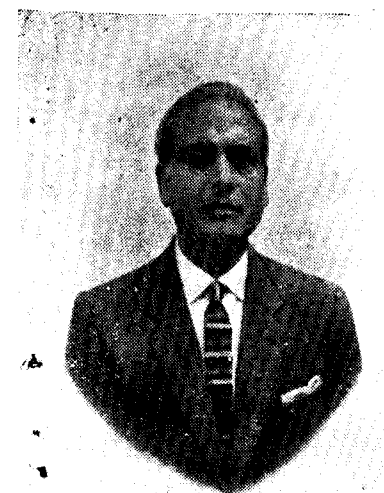
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General Manager, S. Rly.
1951 - 1953



SRI A. C. MUKERJI
General Manager, S. Rly.
1958 - 1961 (February 21)



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Senior Dy. General Manager



SRI R. N. CHAUDHARIE
Chief Mechanical Engineer



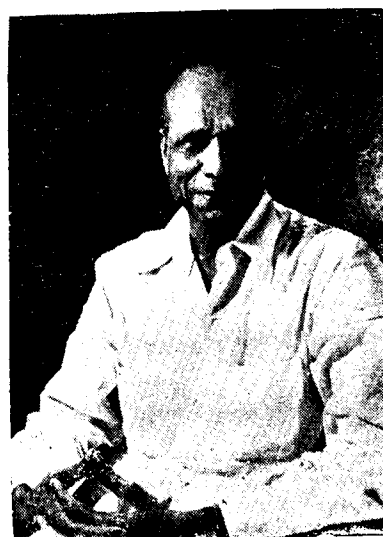
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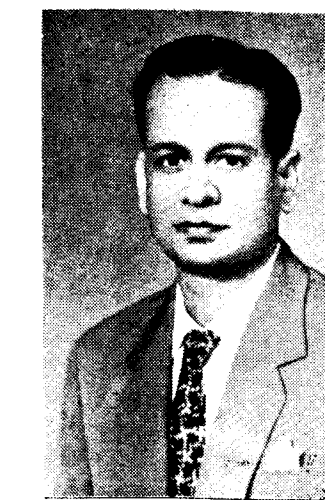
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MESSAGE FROM THE
HON'BLE MINISTER FOR RAILWAYS

NEW DELHI

3rd March 1961

I am glad to know that the 7th Annual Number of the "Southrailnews" will appear in April this year. "Southrailnews", as the official organ of the Southern Railway, has been doing good work in diffusing authentic and useful information about the Railways, particularly, the Southern Railway. I hope it will continue to be useful to the railwaymen as also to other readers.

I wish the Special Number all success.

Jagjivan Ram

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MESSAGE FROM THE
HON'BLE MINISTER OF LABOUR AND EMPLOYMENT
AND PLANNING

NEW DELHI

I am glad to learn that the Seventh Annual Number of the "Southrailnews" is being brought out in April 1961. This will synchronise with the commencement of the new phase of our economic planning, the Third Five-Year Plan. The experience of the First two Five-Year Plans has underlined the importance of transportation in economic planning. A fresh and still heavier responsibility will now be cast on our transportation system—the railways in particular, who are our biggest national undertaking—to meet the growing transport requirements of economy. I hope Southrailnews will play its due role in enlightening the people and the railway workers regarding the role of the railways under the Plan.

G. L. Nanda

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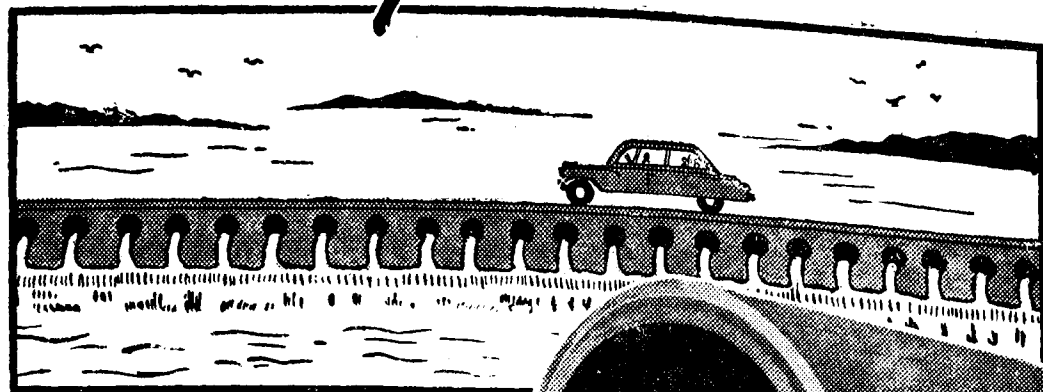
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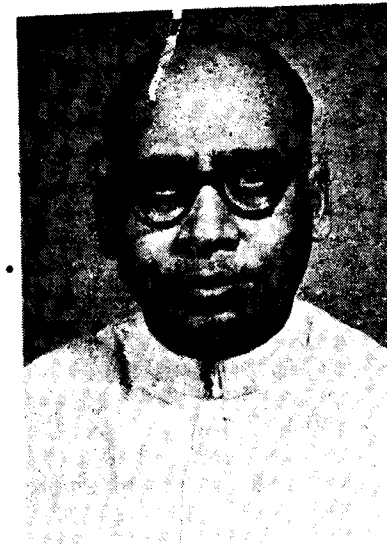
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MESSAGE FROM THE
DEPUTY MINISTER FOR RAILWAYS

NEW DELHI

4th March 1961

The "Southrailnews" has been serving a very useful and important role during the past seven years of its existence and the articles published therein have maintained a high standard of value.

I congratulate the Editor and his Staff and wish them and the journal every success in the future.

S. V. Ramaswamy



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MESSAGE FROM THE
GOVERNOR OF KERALA

RAJ BHAVAN
TRIVANDRUM

I am glad that the "Southrailnews" is being published from time to time and that you now propose to bring out the 7th annual number. It is an interesting railway journal for the benefit of the passengers, the public and the country. I wish the same every success.

V. V. Giri

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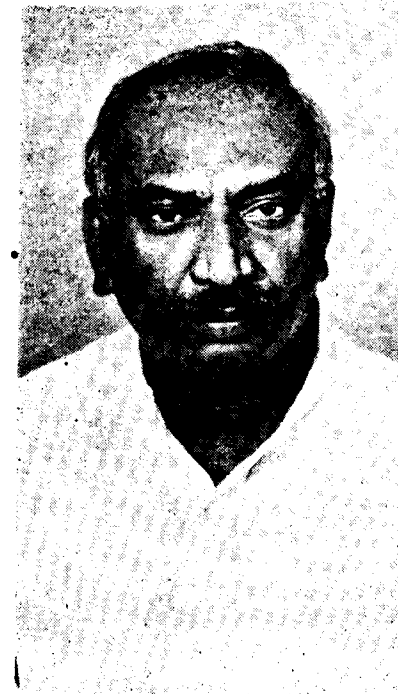
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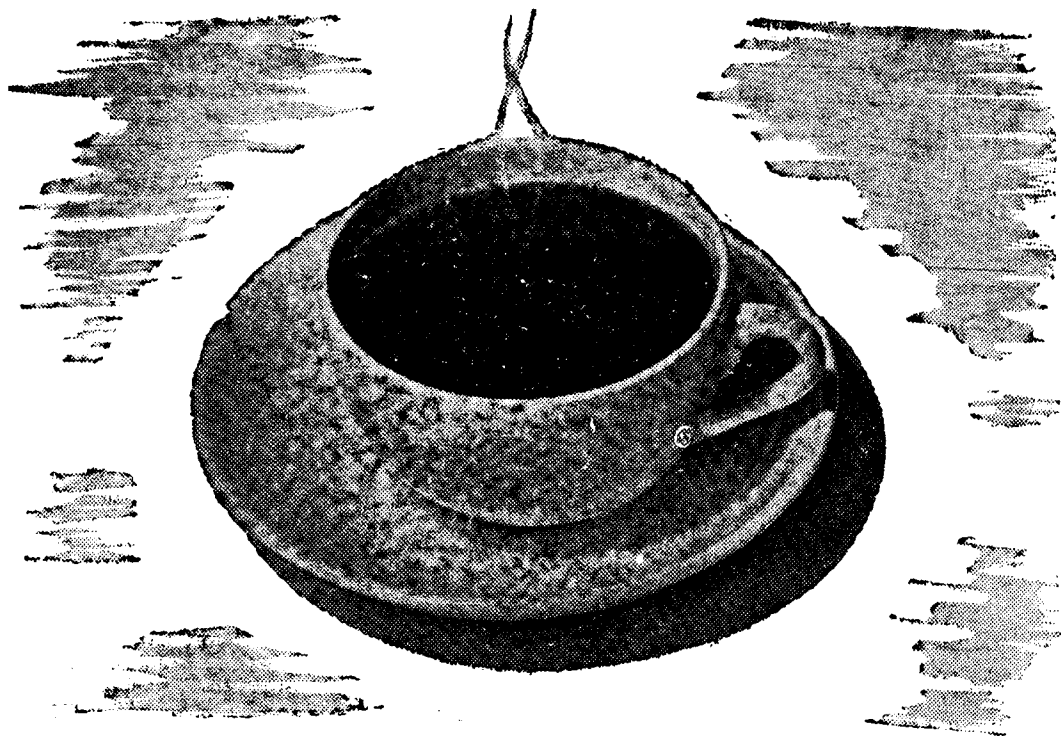
MESSAGE FROM THE
 CHIEF MINISTER OF MADRAS

FORT ST. GEORGE
 MADRAS

6th March 1961

There are two objects behind publicity for good work done. One is to explain to people the amenities provided for them. The other is to make the workers realise that they are servants of the people and that efficient service rendered by them will always be appreciated. If Southrailnews could, through its publicity, serve as the link between the Railway staff and the people, it will have achieved its objective.

K. Kamraj



**Drink Coffee
and
be merry**

COFFEE BOARD



BANGALORE



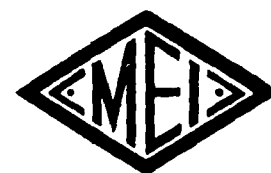
MESSAGE FROM THE
CHAIRMAN, RAILWAY BOARD

NEW DELHI

I am glad to learn that SOUTHRAILNEWS is shortly bringing out its seventh Annual Number. Railway magazines serve a very useful purpose in bringing about closer understanding and appreciation of the problems faced by the management and workers alike. Informative articles on the working of the Railway and other features covering important events and the good work done by the staff add to the popularity of this magazine.

I wish SOUTHRAILNEWS all success.

Harnail Singh



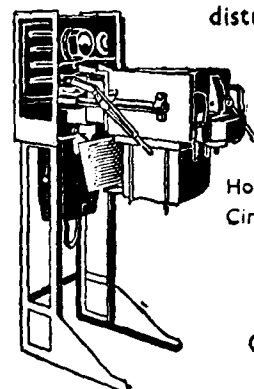
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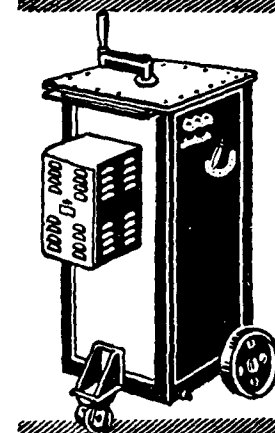
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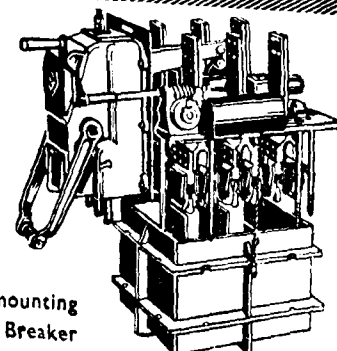


Horizontal Drawout
Circuit Breakers

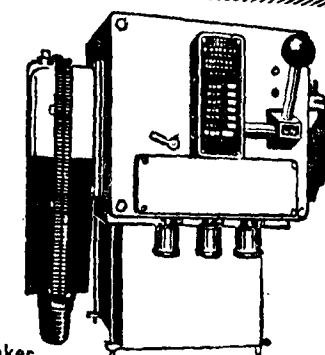


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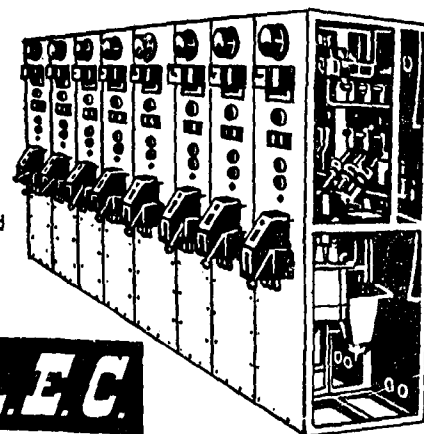
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MESSAGE FROM THE
GENERAL MANAGER, SOUTHERN RAILWAY

MADRAS

With the issue of April Number 1961, "Southrailnews" will enter the eighth year of its publication. This issue is being published during the "Railway Week" from 10th to 16th of April, 1961 to mark the 108th anniversary of the inauguration of the first Railway line in India.

The magazine is dedicated to promote esprit de corps among railwaymen and for cementing the goodwill, friendliness and comradeship established between Railways and their users. The operational work on the railways is steadily becoming heavy and intensive, and at times it is not possible to give as much satisfaction to the rail users as we will like to. Railway needs public understanding, sympathy, tolerance and goodwill. By disseminating relevant and useful information, the magazine has been striving to solicit the goodwill, sympathy and understanding of rail users on the one hand and preparing the rail workers on the other to shoulder further and heavy responsibilities that arise in the wake of various plan frames.

On the threshold of the 8th year of publication of the Southrailnews, I congratulate all those who have been associated with the running of the magazine. I also offer them my best wishes for an equally bright and useful future.

H. D. Singh

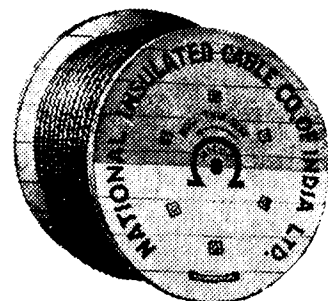
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For Railways and Tramways

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About Ourselves

ON the threshold of our 8th year of publication, we look back with pride on a year of useful service both to Railwaymen and Railway users. We are grateful to our readers, contributors and advertisers, for making the successful publication of three Special Numbers (Sixth Annual Number—April 1960, Independence Day Number—August 1960, and Gandhi Jayanthi Number—October 1960) possible.

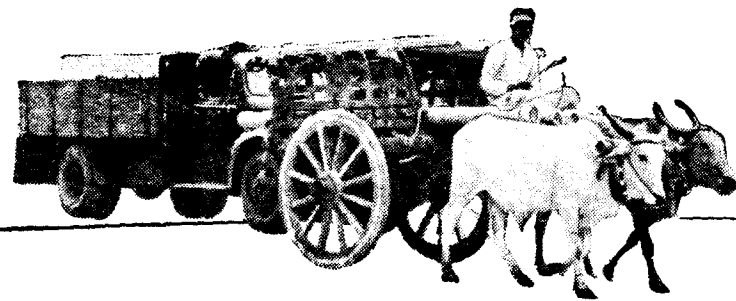
This issue is specially important as starting with this Number the "Southrailnews" will appear in Demy Quarto. This change-over may cause some inconvenience to our Advertisers but we are confident that they will extend their full co-operation to bring about the change. A slight increase in Advertisement rates could not be avoided and we are grateful to our patrons who have willingly accepted the revised rates. The subscription rates however, have not been enhanced.

As our readers are aware, competitions were held recently in Short Story, Photographs, Cartoons and Designs for the front cover. The prize winning short stories and photos have been reproduced in this issue. The Cartoons and designs received were not quite upto expectations. However, two prizes have been awarded for the designs and these will be reproduced later. We also thank Messrs. N. Seshachalam, Secretary, Railway Rates Tribunal, C. V. B. Menon, Claims Prevention Officer, and V. K. Sthanunathan, Public Relations Officer, who were kind enough to act as judges for the competitions.

We are grateful to all those who have been kind enough to send messages of good wishes for the Annual. We also thank M/s. Ananda Vikatan, Madras, M/s. Kalki, Madras, The Directorate of Advertising and Visual Publicity, Government of India, New Delhi, Tirumala-Tirupati Devasthanams, Public Relations Department, Government of Kerala, Trivandrum, Regional Tourist Office, Government of India, Madras, Press Information Bureau, Government of India, New Delhi and the Department of Publicity and information, Government of Mysore, Bangalore, for allowing us to reproduce some of their blocks and photographs.

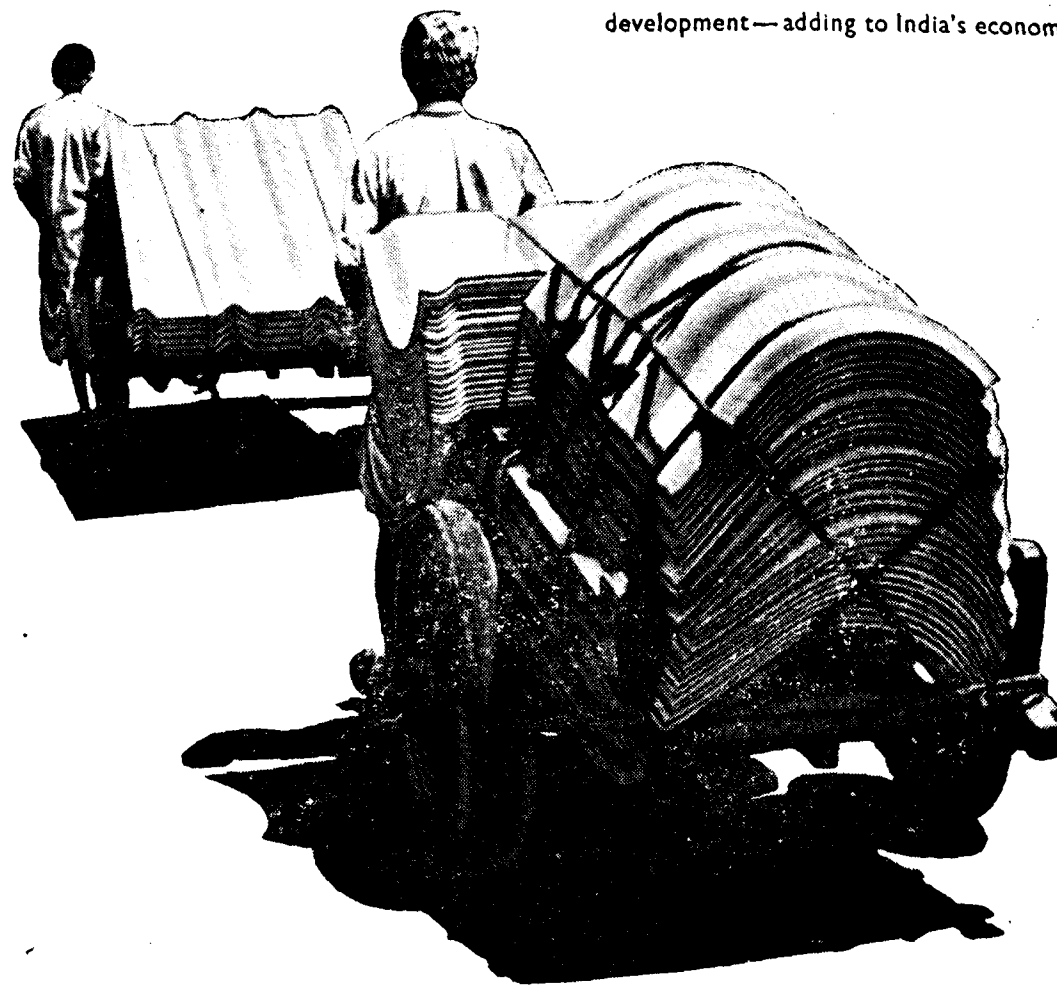
We would like to thank once again our advertisers, readers and contributors and all those who have helped us in the successful publication of this Magazine.

During the 8th year of publication, we hope to cover new fields. We have launched in the financial year 1961-62. It is going to be a momentous year for Railway transport. The important matters which loom large are the achievement of Third Five-Year Plan targets and the personal attitude of every railwayman and the collective attitude of all railwaymen to the task before Railways.



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RAILWAY WEEK

THE development of Railways down the years is an enthralling story of trials and tribulations and battles against objections to construction of railways. It is to George Stephenson that the honour should go for making the first locomotive engine a success.

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 eggs. 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 railway 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. Boilers would burst and blow passengers to atoms. It denounced the mania as destructive of the country in a thousand particulars—the whole face of the kingdom will in their efforts to gain ground do incalculable mischief. These were the arguments advanced by the opponents of the Railways. The Railway pioneers had to fight against such objections and succeed.

In India, on the 16th April 1853, the first railway train ran over a stretch of 21 miles from Bombay to Thana. The formal inauguration ceremony was performed on the 16th April 1853, when 14 railway carriages carrying over 400 guests left Bori Bunder at 3-30 p.m. amidst the loud applause of a vast multitude and to the salute of 21 guns. The day was observed as a public holiday by all Government offices and banks. The party reached Thana at about 4-45 p.m. where refreshments were served. The guests returned to Bombay at 7 p.m. on 17th April 1853.

The Railway Administrations throughout the country started celebrating the "Railway Week" from 1956 April. 1956 marked the 103rd anniversary of the opening of the first railway line in India. 1961 marks the 108th anniversary of the opening of the Indian Railways.

Inter alia, the "Railway Week" programme every year includes broadcast talks by Senior Railway Officials, screening of documentary films on railway subjects and Five-Year Plans and on Social Education. Simultaneously, drives are launched during the Railway Week aiming at greater punctuality in train performance, greater courtesy to the public and higher standards on cleanliness and sanitation. The Railways also organise children's sports, cultural programmes at Railway Institutes and Schools, debates and essay competitions, lectures by Senior Railway Officials and prize distribution for various items like "best-kept station", "best-maintained track" and "useful suggestions and inventions". Over a million railwaymen and their families will observe the "Railway Week".

The Railway Week is something of great significance not only to railwaymen but also to the railway users and public. The Railways of India employ the largest number of workers and are the biggest national capital asset and the principal means of travel for over 400 million people in the country. In celebrating the "Railway Week", we are thinking of our duties and learning to extend a helpful hand to all those who travel by rail.

During the "Railway Week", the railwaymen try to get-together and seek public co-operation. If the Railways are to fulfil their role effectively in the nation's economy, they can achieve this objective only with the largest measure of co-operation from the rail-using public. The "Railway Week" not only provides an occasion for a general fraternization among India's one million railwaymen, but also will provide an opportunity to focus public attention on the problems which confront the Railways and the manner in which public co-operation can lighten their burdens in the discharge of their duty to the community.

EUGENE BLACK TRACES THE ORIGIN AND GROWTH OF WORLD BANK ASSISTANCE TO POWER PROJECTS AND RAILWAYS IN HIS BOOK ON DIPLOMACY OF ECONOMIC DEVELOPMENT

The Bank opened its door nearly a year after the end of the war on a world still in crisis. With the adoption of the Marshall Plan by U.S. in April 1948, the Bank was able to turn from the emergency of reconstruction to its long-term tasks—assistance in the economic development of its member countries.

To strengthen basic services and so to set free new productive energies has been the main objective of the Bank's development lending from the outset. The Bank has lent more development loans to develop electric power than for any other purpose; but it has lent nearly as much for Highways, Railways, Ports and other means of transportation. Taken together power and transportation account for 2/3 of the Bank's development lending.

The Bank has never confined its attention to the accomplishment of particular projects. Nor could the Bank look only to the results of individual projects for the repayment of its loan; that would depend on its loan; that would depend on the last analysis on the whole economy and especially on the availability of foreign resource.

The Bank's international character in reputation for objectivity and its effectiveness in finance led it to logically but unexpectedly into the field of international mediation. One was in Suez, U.A.R. Secondly Indus waters dispute.

The Bank in consonance with its policy of constructive assistance to underdeveloped countries has seen

its way to assist Railways to expand so as to meet adequately the increased requirements of transport.

In mid 1960 the Bank has been one of the many participants in the fifteen eventful years of efforts to raise standards of living in the underdeveloped countries of the world.

As for the total United States Aid to India upto January 1961 given was :—

1st Five-Year Plan	519 million or Rs. 247 crores
	dollars.
2nd Five-Year Plan	1,861 " or Rs. 886 "
3rd Five-Year Plan	(upto Jan. 1961) 1,385 " or Rs. 659 "
	3,765 " or Rs. 1,792 "

As for the American assistance to Indian Railways by way of loans and grants to date are :—

DLF (Development Loan Fund)	125 million dollars (Loan)
World Bank	328 million dollars (Loan)
U.S. (T.C.M.)	74.5 million dollars (Loan)
	(25.4 million dollars as grant 49.1 million dollars as loan).

Few international organisations have maintained so lively an atmosphere or one so favourable to the purposes for which they were established as the World Bank.

Southern Railway Second Plan and its role in the Economy of the South

H. D. SINGH

The Southern Railway faces the Third Plan with a fair measure of satisfaction and confidence in regard to the progress under the first two Plans.

The First Plan entailed an outlay of Rs. 67.6 crores, while the outlay provided for the Second Five-Year Plan was much higher, viz., Rs. 134.5 crores including Rs. 28 crores for rolling stock and Rs. 7.4 crores for workshop plant and machinery.

The main problem of the Southern Railway, as on other Railways, has been to cope with the enormous increase in traffic generated since 1950. The Railway's plans have been tailored to suit the requirements of underdeveloped expansion in the industrial, agricultural and other spheres in the country and carry the increased traffic generated by the two Five-Year Plans. Due to the general increase in traffic, there are certain changes in the pattern of movements which are being met by the Southern Railway.

The Southern Railway, with a mileage of 6,161 miles, is spread across the Deccan peninsula, serving the States of Andhra Pradesh, Karnataka, Mysore and parts of Andhra Pradesh and Maharashtra. The two major ports of Madras and Bombay are connected by the railway lines. The area served by the Southern Railway is a rich agricultural ground, with a wide variety of food crops. The food crops are transported in the railway river system. Large parts of the area are the States of Kerala, Andhra Pradesh and the States of Mysore and Karnataka. These areas are in a large measure self-sufficient in food grains and it has been a matter of great satisfaction to the Southern Railway.

Chandistan, Saharanpur, Hyderabad and Bangalore. Curing is done with coal obtained from the collieries in Bengal, Bihar and Central India. Groundnut is generally crushed in mills near the growing centres and the oil is moved to Madras for shipment or to the Vanspati factories. The cake is moved to the southern parts of Madras for use as cattle feed or manure. The Cotton is ginned locally and the seeds are moved to South Madras or Kerala as cattle fodder. Availability of cotton has largely influenced the growth of textile industry in many places of the Southern Railway.

There are also several sugar factories at different stations. Sugarcane is grown near about 1000 acres and moved by the railway mainly to the North. The gery is loaded from stations like Kanchi, Pondicherry to stations in the North.

The non-availability of coal has to some extent hampered the progress of industries in the South. However, where labour has been cheap and coal is easily available, some industries have sprung up. Cement factories at Madurai, Talayuthu, Dalmiapuram, Kottai, Bagalkot, Bugganapalle, Vijayawada and other places. The materials to the cement factories are produced from these factories form an important part of traffic. There are several Chemicals factories, Glass factories, Paper Mills, and Industries. Mention should be made of Iron and Steel Works. These industries to be brought from North India. The finished products are despatched to the North and the traffic has been steadily increasing. The production of cement alone which is 12 lakh tons.

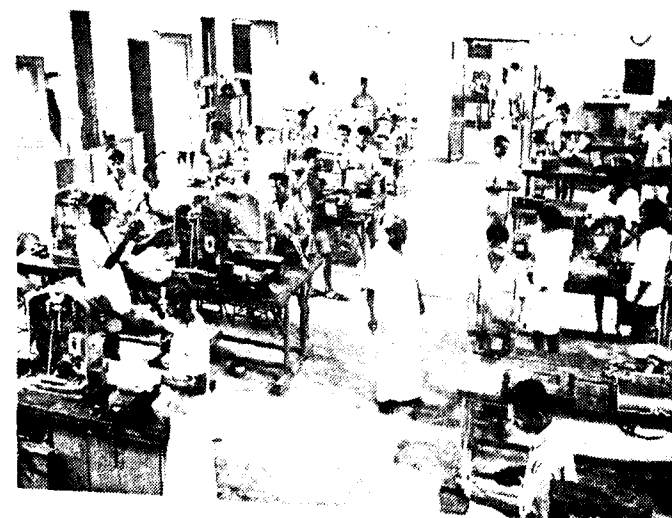
substitute for coal is being examined and depending on this, proposals are in hand to establish other minor industries and Steel and Aluminium Plants. When Lignite mining goes into full swing, large quantities of traffic are expected to and from this area which will have to be carried by this Railway.

Salt is manufactured in certain pockets on the coast line. The railway stations serving the important salt manufacturing centres are Singarayakonda and Nellore in the East Coast, Agasthyampalle and Adirampattam in the South-East Coast, and Tuticorin in the South-West Coast. The salt produced in these centres is required to be carried to the consuming centres in the interior and some salt even moves upto certain stations in Northern India.

South India has unfortunately no collieries and all the coal required for the industries and for the thermal plants have to be got from the collieries in Bengal and Bihar or from the Singareni collieries. The coal movement by the North-East line from Bengal and Bihar collieries and from the Central India collieries via Vijayawada forms one of the important items of the goods traffic movements. Most of the traffic in Iron and Steel also moves from North to South to stations on the Southern Railway and this makes the density of traffic in the southern direction high. Large quantities of traffic also move from the Bombay area to the south via Raichur. With the comparatively fewer industries producing goods to be moved in the northern direction and to Bombay area, the Railway faces the problem of an unbalanced traffic movement.

On the Southern Railway, the busiest arterial sections are from Waltair to Madras, Madras to Jalarpet, Jalarpet to Erode and Raichur to Arkonam. Of these the North-East line from Waltair to Madras is the main artery for the movement of traffic from north to south. The demand for intake of wagons at Waltair has steadily been on the increase and coupled with it the demand for loading in the Krishna and Godavari deltas have also been increasing. The intake from the Central Railway at Vijayawada has also increased. The Second Five-Year Plan on the Southern Railway was, therefore, designed primarily to increase the movement capacity to carry the increased traffic from contiguous railways via Waltair, via Vijayawada and via Raichur and also the traffic generated on account of the increased industrial and agricultural activity in the areas served by the Railway itself.

Line Capacity Works.—Large-scale measures for increasing the line capacity have, therefore, been undertaken. Doublings and regradings were necessary on



A section of the Signal and Tele-communication Workshop, Podanur

the North-East line from Waltair to Gudur. Other line capacity works like the extension of loops, provision of additional loops, new crossing stations and additional yard facilities were taken up during the Plan period. At 24 stations on the Vijayawada—Waltair section, loops were extended to hold 70 vehicles.

The Gudur—Renigunta metre gauge line was converted to broad gauge early in the Second Plan to a length of 52 miles in 1957. As a result of this, some of the loads from Gudur to Arkonam are being diverted via Renigunta. This in turn together with the increased intake from Raichur threw a heavy burden on the section from Renigunta to Arkonam for which purpose doubling to the extent of 23 miles between Renigunta and Arkonam was planned in the Second Plan.

Beyond Arkonam, with increased traffic converging from Renigunta side and from Madras side, the intensity of traffic on the Arkonam—Jalarpet and Jalarpet—Erode sections was expected to be very heavy and for this purpose, partial doublings and regradings have been undertaken between Arkonam and Jalarpet and between Jalarpet and Erode.

A total of 244 miles had been programmed for doubling during the Second Plan and of this, while 144 miles will be opened for traffic by 31st March 1961, another 55 miles will be opened by the middle of 1961. The works on the remaining sections are also on hand and in good progress.

In connection with these doublings, a total of about 1,000 new bridges had to be built, some of which are very major ones and difficult ones with deep well-foundations going upto 50 and 60 feet below bed level.

In view of the scarcity for steel in the early part of the Second Plan particularly in respect of wide plates required for girders, pre-stressed concrete girder construction was adopted on a fairly large scale in the construction and 40, 60 and 64 feet spans have been adopted in pre-stressed concrete. They are all getting completed and the last one is expected to be opened by June 1961.

Considerable amount of rice traffic moves from the Krishna delta, a major portion of which is served by the metre gauge lines Vijayawada—Masulipatam and Gudivada—Bhimavaram. The greater part of rice traffic from this area goes to broad gauge stations and it is transhipped at Tadepalli. Conversion of this section from metre gauge to broad gauge was, therefore, programmed in the Second Five-Year Plan and is now in progress. When these conversions are completed, the line Nidadavolu—Bhimavaram—Gudivada—Vijayawada will also serve as an alternate broad gauge route for the Nidadavolu—Vijayawada section.

Provision of an additional broad gauge line from Tadepalli to Guntur and connecting it via Vejjenda to the main line at Tsundur, a station next to Tenali, has also been sanctioned and is now in progress. This work will be completed in the Third Plan period and there will then be an alternate broad gauge line from Nidadavolu to Tsundur in lieu of doubling of the section.

Vijayawada Yard Remodelling.—A very important work for easing the movement of traffic on the North-East line is the remodelling of the Vijayawada Yard. Owing to the increased intake at Waltair and from the Central Railway at Vijayawada, the work in Vijayawada Yard has increased very considerably. The Second Plan, therefore, provided for major improvements to this Yard including provision of a Hump Yard for marshalling towards Madras side and a by-pass line connecting Waltair—Vijayawada and Vijayawada—Delhi lines. These works have been completed. While in 1956—57 Vijayawada station had been dealing with 29,000 wagons a month on an average, in 1959—60 this Yard has been dealing with 37,858 wagons per month.

The present metre gauge platforms in Vijayawada will be converted into broad gauge platforms and this will result in providing increased reception and despatch facilities for passenger trains in the Vijayawada Yard which will be a great convenience to the public.

In addition to these conversions, certain lengths on the North-East line between Waltair and Rajahmundry have been regraded to remove the steel gradients

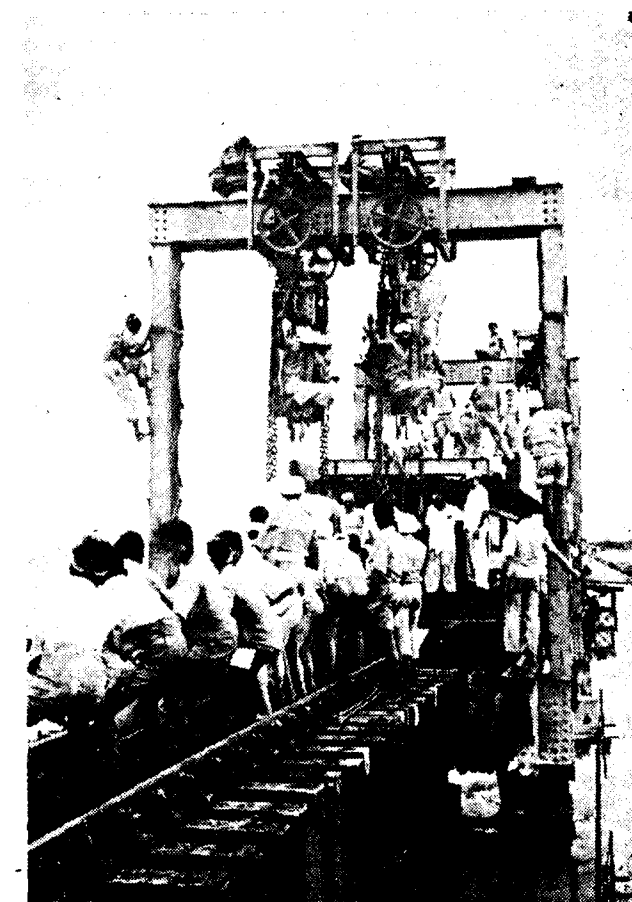
thereby enabling longer and heavier trains to be worked. This work has been completed on 31st December 1960.

On the Jalarpet—Podanur section, the loops at 15 stations were proposed to be extended and the entire work is expected to be completed during the Second Plan period.

Owing to these special steps taken to improve the transportation capacity, the intake of loads via Waltair, via Vijayawada and via Raichur has been increasing steadily from year to year as will be seen from the following figures :—

		Daily average receipts Wagons		
		Broad Gauge		
	Via WAT	Via BZA	Via RC	
1955—56	...	228	193	152
1956—57	...	248	236	178
1957—58	...	256	252	179
1958—59	...	250	253	172
1959—60	...	282	294	199
January 1961	...	380	371	230

Replacing Steel Girders with Pre-stressed Concrete Girders on the Pamban Bridge



Ore Traffic.—One important item of traffic which has obtained considerable importance during the recent years is the traffic in Iron and Manganese Ores. A fillip has been given to the mining of Iron and Manganese Ores because of demand for export overseas. The mines of South India lie around Hospet, Chitradurg, Banasandra, and Dandeli in Mysore State and Jaggaipet near Vijayawada in Andhra Pradesh. The ore is exported mainly from Madras Port, Vizagapatam, Cocanada, Masulipatam, Karwar and Cuddalore. To enable the movement of increasing quantities of Ore from Hospet—Guntakal section to Madras and other various Ports, line capacity works at 44 stations in the Guntakal Division have been undertaken. These are in very good progress and most of the works are expected to be completed during the Second Plan period. 1.2 million tons of iron ore were loaded during 1959—60, compared to 6 million tons in 1955—56 and 1 million tons in 1951—52.

To cope with the increased traffic from the north as well as the originating traffic on the Railway, it became urgently necessary to take up remodelling of the following major yards also as the capacity of these yards was inadequate to deal with the level of traffic moving and expected to move in the near future.

Broad Gauge.—Rajahmundry, Jalarpet and Guntakal.

Metre Gauge.—Yeswantpur, Virudhunagar and Chingleput.

Strengthening of Bridges.—It has been necessary to run locomotives of heavier axle-loads and to increase the permissible speed over sections. This has necessitated the strengthening of a number of bridges on several sections and this has also received special attention

Remodelling Madras Central Station :
Railway Deputy Minister inspecting the progress



during the Second Plan. Re-girdering of some major bridges on the Gadag—Sholapur and Pakala—Dharmavaram sections was taken up during the Second Plan period. During the Second Plan period, it is expected that 103 forty feet span bridges 19 sixty feet, 20 hundred feet and 17 hundred and fifty feet girders will be completed during the plan period. Re-building of several existing bridges on condition basis or for provision of wider water way was also taken up during the Second Plan period and 11 major bridges would be completed by the end of the period. Mention should also be made of the re-girdering work on the Pamban Viaduct where the 40 feet steel girders are being replaced with pre-stressed concrete girders. The bridge consists of 145 spans of 40 feet and a Scherzer lift span of 214 feet. The steel girders are getting badly corroded on account of the saline atmosphere and these are, therefore, being replaced by pre-stressed concrete girders. In the Third Five-Year Plan strengthening of Krishna Bridge No. 3 near Vijayawada and re-girdering and strengthening of other major bridges are contemplated.

Track renewals.—The track renewal programme also received attention during the plan period and over 340 miles of broad gauge and over 490 miles of metre gauge tracks are expected to be completed during the plan period.

Signalling and Tele-communications.—Improving and modernisation of signalling to ensure not only greater safety but speedier operations of trains received special attention. During the Second Plan 72 non-interlocked stations have been interlocked and the standards of signalling have been raised at 32 stations. 11 non-control sections have been provided with section control. 7 new teleprinter circuits have been brought into use to facilitate quick clearance of Railway messages. A major signalling and tele-communication workshop has been set up at Podanur with an annual out-turn of equipment worth Rupees Twenty-five Lakhs. This is the second major signal workshop in India and this manufactures essential signalling and interlocking gear and also makes the Railway self-sufficient in regard to its repair and overhaul programme of signalling and tele-communication apparatus. A training school has also been opened as an annexe to the workshops to train up artisan staff. Further expansion of this workshop is proposed during the Third Plan and it is expected that the workshop will be able to manufacture certain essential components of power signalling.

Special attention was also paid to the improvement of the workshops. Improvements are thus being made to the Mechanical Workshops at Perambur and Hubli,

the engineering workshops at Arkonam, the car shed at Tambaram, the new diesel car shed at Tiruchchirapalli and the loco sheds at Jalarpet, Shoranur, Gooty, Guntakal, Yeswantpur, Arkonam, Mysore and Nandalur.

Transshipment facilities.—This Railway has the problem of break of gauge transshipment. The traffic moving from broad gauge to metre and vice versa has to move freely at the tranship points and therefore existing facilities have been enlarged at the important tranship sheds of Arkonam, Guntakal, Bangalore and Tadepalli. A 22% increase in the transshipment output in 1959—60 over 1955—56 has been achieved at these points. Chute method has been adopted to tranship iron ore and coal by gravity at Tadepalli and this has resulted in considerable saving in man hours and increased transshipment capacity.

With a view to obviating tranship delays and offering the trade a comparatively quicker means of transport, the system of guaranteed Quick Transit Service was introduced on this Railway from 1st April 1956 for goods traffic both in wagon loads and smalls. At present, this Railway is operating 111 such services.

To reduce the incidence of handling damages and chances of misdespatch of 'smalls' consignments, a container service has been introduced for parcels traffic as an experimental measure.

The requirements of special items of traffic and improved techniques have also been receiving the attention of the Railways. Thus during 1960, two refrigerator vans have been put on a Bi-weekly service between Calicut and Madras for carrying fish traffic from West Coast to Madras and these are well patronised.

Collection and delivery services which give a door-to-door service to the public have also been extended to a number of stations.

Enormous increase in traffic.—The various works carried out during the Five-Year Plan have enabled the Railway to carry ever increasing traffic from year to year. Given below are particulars of goods traffic carried during 1955—56, the last year of the First Five-Year Plan and 1959—60, the fourth year of the Second Five-Year Plan :—

	Tons	Index	Tons miles	Index
	Millions		Millions	
1955—56 ...	15.84	100	3987	100
1959—60 ...	20.91	132	5081	127.44

It will be seen that the Railways carried in 1959—60, 32 per cent more of goods traffic than that carried at the end of the First Five-Year Plan. It is estimated that

in 1960—61 the Railway would carry 21.61 million tons of traffic, i.e., 36.43% more than that at the end of the First Five-Year Plan.

New Railway Lines.—An important Project completed during the early years of the Second Plan was the 96½ miles long Quilon—Ernakulam M.G. length. The through linking of Cochin Harbour and Ernakulam with the rest of Kerala will act as a fillip to commerce and trade in this area and fulfil a long felt need for an arterial link for the supply of oil, foodstuffs and produce of numerous plantations and open up an era of industrial prosperity.

During the Third Five-Year Plan, the Railways will have to carry even more traffic and this would also mean taking over even large number of wagons at the interchange points at Waltair, Vijayawada and Raichur. The target proposed for the Third Plan period is 600 wagons per day intake at Waltair and 600 wagons per day at Vijayawada. For this purpose, the remaining patches between Tenali and Gudur are being doubled as well as the patches between Arkonam and Jalarpet. At the end of the Third Plan there will be continuous doubling from Tsundur to Madras and from Jalarpet to Podanur and from Arkonam to Jalarpet. On the West Coast line too, certain difficult portions are being doubled in order to eliminate bottlenecks. The conversion of the Bhimavaram—Gudivada section into broad gauge, laying of the broad gauge line from Tadepalli to Guntur together with a chord line between Tsundur and Vejjendla and increasing the capacity of the Krishna and Godavari Bridges are some of the more important items which will be completed in the Third Five-Year Plan.

Amenities to Passengers.—Mention should be made of the facilities and amenities that are being provided for passengers traffic also on the Southern Railway. During the Second Five-Year Plan, daily Janata trains were introduced between Delhi and Madras and the frequency of the Janata Express between Madras and Bombay has been increased to 3 times a week. Tri-weekly Air-conditioned Express trains were also introduced between Madras and Delhi. Every year considerable amounts have been provided for giving additional amenities and facilities at the various stations for improving the comforts of passengers. Sleeping accommodation for III class passengers was provided in the first instance for a limited number of passengers on a few trains. With the increased availability of new coaches, sleeping accommodation is now offered without any extra payment on 12 pairs of trains and sleeper coaches on payment of surcharge is provided on 2 pairs of trains.

This facility will be extended. An attempt is being made to reduce the overall running time of passenger and express trains and it is proposed to reduce substantially the overall running time of the Grand Trunk Express between Madras and Delhi and other trains like the Calcutta Mail, Bombay Express, the Cochin Express, Malabar Express, etc.

Remodelling of Madras Central.—To improve the facilities for dealing with passenger traffic at Madras Central Station, remodelling of the Madras Central Station is provided for in the Plan. The main features of the remodelling scheme are: Provision of 4 additional platforms, thus, making 11 platforms available; extension of the existing platforms to hold 15-bogie trains and provision of covering overall platforms; additional accommodation to deal with parcels; shifting of the Coaching Yard to Basin Bridge to make more space available at Madras Central; provision of quadruple lines between Madras Central and Basin Bridge instead of only two lines as at present. The work is being taken up in phases. Most of these items are nearing completion. Power signalling and route relay interlocking is also provided for in the remodelling scheme.

Suburban Traffic.—The suburban traffic in the Madras area has also been increasing at a rapid rate. The number of passengers carried on the electrified suburban sections alone increased from 29.2 millions in 1955—56 to 44.6 millions in 1959—60. The Plan provided for increasing the facilities to deal with the suburban traffic also. Six 4-coach electric multiple units have been added to the fleet of suburban coaches during the Second Plan period. Proposals have been made to procure 19 additional four coach EM Units to meet the suburban traffic on the electrified section during the Third Plan. It is also proposed to extend electrification from Tambaram to Villupuram on 25 K.V. AC single phase 50 cycles system of traction. This work is expected to be completed during the Third Plan period when it will be possible to handle heavier trains at greater speeds and more economically than with steam traction over this section.

Staff Amenities.—The Railway apart from being the biggest industrial undertaking in the area is also the biggest employer, having a staff strength of nearly 1.63 lakhs. The welfare of staff and their families has always been the special concern of the Administration. Several works have been carried out for providing amenities to the staff. 4,386 quarters are expected to be completed during the Second Five-Year Plan period. Major hospitals have been constructed or are in good progress

at Divisional Headquarters at Hubli, Mysore, Olavakkot and Guntakal. Besides, a major expansion of the hospital at Perambur was also done to provide for an additional number of 118 beds. Several Dispensaries and Health Units have also been opened at various stations. Chest Clinics, Maternity and Child Welfare centres and Dental Clinics were opened at all Divisional Headquarters. Provision has also been made for reserving 207 beds for Railway employees and their families at various Tuberculosis Sanatoria in addition to 67 beds in Railway Hospitals.

3 Holiday Homes have been established at Courtalam, Mysore and Yercaud. A convalescent home for the employees has been set up at Coonoor. Handicraft centres have been opened at 17 stations where members of railwaymen's families learn crafts like knitting, sewing, etc. Scholarships for technical education of children or dependents of staff are awarded from the Staff Benefit Fund. During the year 1959—60, 359 scholarships inclusive of renewals amounting to over 1.2 lakhs of rupees were awarded.

Railway transport has a vital role to play in the economic development of the Southern States and the necessary planning is being done so that the Southern Railway shall continue to play its part worthily.

It is Cooling
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and makes
the Complexion
Lovelier

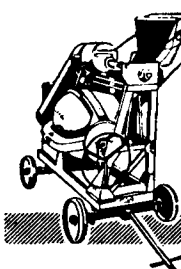


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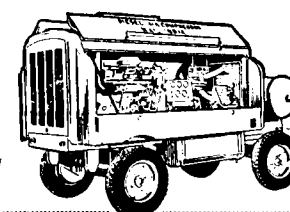
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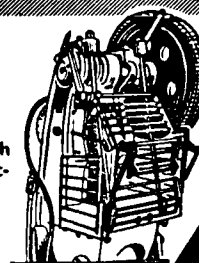
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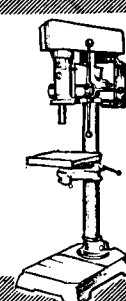
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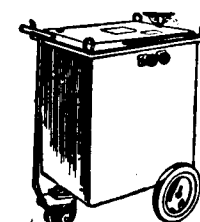


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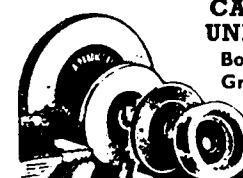


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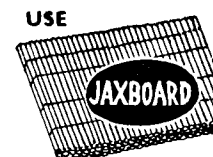
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It was bleak and cold, the first day of November. The Suburban train rattled its way, stopping at all the stations, picking up muffled passengers, warm-coated Executives, shivering clerks, turbaned rustics, all bound for the great Metropolis. The lone, simply-clad gentleman in the second class compartment looked at his watch which said it lacked twenty minutes to ten, then gazed with a bored, somnolent expression at the landscape through the glass window. The mournful wail of the coal burner, the muffled slipping of the wheels on the dew-wet rails, the chill-grey, misty scenes of a slowly awakening day manifested to a much earlier time, but it was a quarter to ten of an ordinary working day and Mr. Benton, a chief clerk of the Divisional Railway Office, sighed with boredom as the train braked to a stop at Crescent Halt, three stations from his destination, the City.

An Orientally-dressed, somewhat fanciful looking man in a gorgeously yellow turban entrained and took the cushioned seat opposite Mr. Benton. He smiled in a mysteriously friendly manner and scrutinized the



THE 1st OF NEVER

(Sydney J. ELLIS)

Railwayman's features. Mr. Benton tried to remain calm but the mystic, penetrating gaze of the Orient got under his skin and he casually remarked, "Isn't it dreadfully chill and dull?"

The unperturbed stranger replied "Oh yes! indeed it is. But then this is the first day of the eleventh month, awesome, unpredictable month of violence. Er..... by the way are you a Railwayman?"

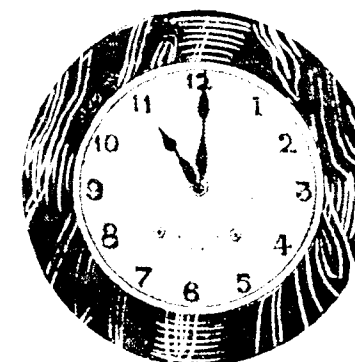
Mr. Benton was quite taken aback but managed to mumble "Yes. Are you a fortune-teller?" and rather sarcastically added "I guess you read palms and faces." The stranger's face broke momentarily into a thousand creases as he smiled with shallow mirth and said "Obviously, obviously, my dear Mr. Benton. Oh please don't look surprised; in my profession I'm compelled to know things at a glance. Were you born in November Mr. Benton? Yes? I thought so. I am called Padman Sastri. I know you firmly doubt all fortune-tellers, that you actually scoff, at us, but will you please allow me to



read your palm? Come now Mr. Benton, your unique features inspire me. I am really curious to read the million volumes in your palm."

Mr. Benton reluctantly permitted the stranger to peruse his palm and after two minutes, Padman Sastri exclaimed, "Incredible, incredible." Mr. Benton was sufficiently interested by this time to ask, "What is it Mr. Sastri? Am I getting a promotion? Or can

[This story has been awarded the First Prize in the STORY COMPETITION —Ed.]



it be a Lakh in the Current Crossword Puzzle? My wife going to have twins?" His bantering however, stopped abruptly as he saw the startled expression on the Palmist's face. But again, the next moment he said, "Don't look so grave Mr. Sastri. Whatever my palm says, I must frankly confess, I don't care."

"If you really don't care Mr. Benton, then I may callously say you are destined to die a violent death at the eleventh hour of the eleventh day of the eleventh month. This is November the first. You have exactly ten days and an hour left."

"Poof" exclaimed Mr. Benton "Of all the hocus-pocus bunkum. Thank you Mr. Sastri. I am beholden to you." He got up and curtsied elaborately. The fortune-teller gave him a dark look which changed to a pitying one; and as the train stopped gradually and the curious pair became conscious of the thousand familiar noises of the Junction, they arose hurriedly and without even a parting word, alighted and went their separate ways.

At ten minutes to ten, Mr. Benton entered the towering, imposing buildings of the Divisional Office and as he settled himself to the routine work, he soon forgot the whole affair. Evil portents, fortune-telling, grave prodigies and Padman Sastri can blaze with the devil, he thought, and pooh-poohed the strange, ominous predictions. At lunch-time, however, he remembered the whole thing and facetiously related it to his colleagues who jostled him light-heartedly with many gibes like "Only ten days left Benton, you better opt for Provident Fund." One clerk, however, looked grave and enquired, "Did you say this chap called himself Sastri? Padman Sastri? If I were you Benton, I wouldn't laugh so much, because this chap's a genius. In fact he has made a name

for himself in Europe and the Americas." Nevertheless Benton continued to be gay and sportive.

In the afternoon, somehow the never-ending chores of the office, the numerous papers and files vexed him and Benton always of a pleasant and jovial disposition found himself easily irritated. Engrossed in his work, he tried to forget the whole thing, but the portents of the strange meeting persistently flaunted his mind, crept into his thoughts and stayed there with marked insistence. The hours crept by aggravatingly and as the clock struck five, Benton hurriedly put away his files and sauntered out. The steaming, flavoured tea in the Office Canteen failed to soothe his nerves and he was only too glad to be left alone in his compartment of the home-going shuttle train. Alone with his thoughts he grew melancholy. Irritably, arousing himself he cursed audibly "Oh! darn that swine Sastri. What rotten luck to bump into him first thing this morning. Why I'm actually beginning to believe his words."

The usual joyful cries of his little son and daughter greeted him at home. But alas! he had for the first time in his life forgotten to buy them the usual sweetmeats. His wife and children in the warmth of their love and affection, soon made all the hideous thoughts of the fortune-teller sink into oblivion and he laughed merrily with them. As night came on, thoughts of the impending Eleventh crept into his mind again and dimmed the pleasures of Home and family. His wife noticing the slight change in him, the perpetual frown that settled on his countenance asked, "What is it dear? Is something ailing you Bob?" He evaded her concerned queries with a mumbled excuse of a slight headache and went to bed. Slumber eluded him for hours, but ultimately through sheer exhaustion, he slept.

By next morning, the seeds of doubt, worry and fear had sprouted into living, growing plants and Benton was just a bundle of nerves. Try as he might, he could not curb his feelings. The rather large print of the Calendar said it was November 1st. Mechanically he tore off another leaf then nervously fingered the remaining bound leaves. Just **Nine** of those leaves summed up the remaining span of his life. He felt cheated, deprived, but resolved not to worry too much, to stop thinking. But thoughts refused to stay out, rushed in a tumultuous flood and crowded his brain, tormenting, tormenting, ever tormenting. The inauspicious Eleventh became an obsession with him and he started counting the hours.

The next few days hurrying to work, hurrying home, wearily, mechanically ploughing through his work, his tortured brain rose to fever-pitch with the incessant

thought of a violent death. The hours seemed to drag, and yet to hurry; the clock in the office, at home, seemed to stall and yet race. **Benton was genuinely worried.** His colleagues found him absent-minded, lagging behind in his work, cheerless and even annoying, but never in their wildest dreams did they guess that the buoyant, carefree, happy-go-lucky Benton was worried by the ominous fortune-telling of an Oriental Palmist. •

On November 8th, Benton awoke to a sunshiny bright morning. He had taken three days leave and lazily stretched his limbs under the satin-soft folds of his quilt. Oh! the sheer bliss and contentment of sleeping late in bed. Suddenly he was wide awake, the calendar attracting his attention. Three days to live or to die! His impending doom, his dour destiny always hit him a forceful blow every morning and the incurable, numbing pain remained the whole day, so that he forgot everything else in the dread of his twisted fate.

In the past week, his brooding had eclipsed his home. He had quarrelled with his wife; and his seven-year-old daughter Jean and four-year-old son Gary had been astonished at his short temper, his aloofness. The dear little hearts had timidly attached themselves to their mother. In reality, with just three days left, Benton's heart was smitten and torn into a million fragments. He loved his wife and children dearly and Oh! so much more now, but the sight of their bewildered faces moved him to emotional tears and the stress of not sharing the secret of his destiny with them almost drove him to insanity. •

Benton now decided to enjoy himself for the last three days. "If I am to live," he mused, "I may as well be happy about it and drink life to the lees." He systematically set about tending his insurance and legal affairs, making out his last will and testament, briefly willing all his earthly goods to his wife. He took his family to see their friends, to the Zoo, to the movies and for the next two days, strove to forget the Eleventh. But time was passing and Benton knew the dreaded day would surely dawn.

With the dawn of November 10th, a cold, incessant rain started and continued the whole morning. The rain-drops beat out a monotonous tattoo on the roof and Benton sighed wearily as he scrambled out of bed. The old mirror reflected a likeness of him, entirely strange. He had aged conspicuously in the last week, grown hollow-eyed, gaunt. One day left, he wretchedly thought. Twenty-four hours. The full significance of this impressed itself upon his mind with a sudden sick dread. To his unsmiling, harrassed reflection, he whispered, "I am an ordinary man, quiet, hard-working,

a moderately successful man, still young, happily married, with a good wife and a couple of endearing kids, a nice home. Why, must this happen to me?" The day-to-day happiness of his life before the advent of November seemed a distant dream; the strange meeting was a nightmare, except that no nightmare could leave a man so scared.

• He shaved, groomed himself, and breakfasted sparingly. His anxious wife, as usual vainly tried to coax him into eating more. The clock chimed out nine deliberate strokes and Benton started violently. "What is it dear? Please tell me" his wife implored. But he managed a half-hearted, sickly grim and mumbled "It's nothing really. I just remembered something."

Actually, a certain awareness of the Eleventh had been aroused in him. He shut himself in his room and paced up and down like a caged tiger and wrangled his distorted brain. Violence, Violence, Violence. Death, Death, Death. The words blazed in his brain emblazoned across his mind, erupted again and again and sent his senses reeling. His nerves had frayed into delicate gossamer and when his wife accidentally dropped a cup in the next room, he screamed at the sound of tinkling china. His wife rushing into his room, found him clutching his desk in a dazed frightened stupor. It took a full five minutes before he recovered enough to allay his wife's anxiety, to reassure her fears.

"Oh No! please don't send for a doctor, dear" he gasped, "I'm really quite alright. Just a bit nervous and tired."

She left him reluctantly, hiding her tears. Indeed she was puzzled by his eccentric behaviour in the last week, but try as she might she could not fathom his fears.

Left alone, Benton sat down quietly and buried his head in his arms. The clock ticked on, steadily, relentlessly, the minutes glided by and yet everything seemed to be at a standstill. Suddenly the weird stillness was shattered by the clock striking Eleven. There it was again. **Eleven.** Just 24 hours left and bang! Will it be with a bang? Sudden violence and death? Will it be mercifully instantaneous? Will it be while crossing the busy roads of the seething Metropolis? His fevered brain rose to an unprecedented pitch and his little room, so sentimentally beloved in his heart with its thousand memories of comfort and solace seemed too small, hot, stifling. Moments later, his bewildered wife saw him rushing from the house in the torrential rain and sighed resignedly.

Benton hurried to the station and just managed to board a train going towards the City. The familiar Ticket Examiner wished him a casual "Good Morning

Mr. Benton" but he was too pre-occupied with his thoughts to answer, just staring at the landscape rushing past. At the Junction, he was passively jostled by the crowds through the exit and mechanically his feet took him to City Square, the busiest part of the City, crawling with a thousand motor vehicles, swarming like a beehive with the rush of cars, buses, trams, motor cycles, a veritable network of traffic to puzzle the ablest of Traffic policemen.

He crossed the road unconsciously; the tooting of cars, the roar of noisy trams and omnibuses did not bother him. He was indeed defying death, flirting with it. An excited policeman shouted at him and furiously blew his whistle but Benton jaywalked like a robot without a purpose, while automobiles crazily sped by, detouring dangerously to avoid hitting him. The Trunk Road was an eternal river, the traffic an endless tide and Benton dazedly saw the pedestrians on the other pavement waving frantically, gesticulating to him.

He saw the tailboard of a lumbering lorry flash silver and tinsel in the sunlight. He did not see the flush, new convertible that silently glided from the other side. Too late. He only heard the screech of brakes, saw the car skid wildly. Something hit him violently.....

In room number seventeen of the Hastings Memorial Hospital, Benton regained consciousness slowly. His colour was bad, his cheeks smudged with exhaustion and a slight stubble of beard covered his chin. One trouser leg of his suit was torn and a leg bandaged. His head was partly swathed in bandages but he could see the ash-grey light of early winter filter through the tall windows of the Hospital. His gaze focussed gradually and wandered over the blue-tinted walls and finally came to rest on the serene smiling face of his wife. It all came back to him then and he asked timidly, "Dearest, what day is it?"

"This is the Twelfth dear. You've had a slight accident, but fortunately you escaped with a bruised head and a fractured leg. Don't worry you're going to be well again."

The look on Benton's face was one of relief, surprise, joy, all in one.

"Then the Eleventh?" he stammered.

"This is the Twelfth dearest, you slept right through the Eleventh. By the way the morning post brought an official-looking envelope yesterday. I took the liberty of opening it. It was from the General Manager's Office and it stated that you had been selected as an Office Superintendent. I am so happy Bob."

"I'm happy too," he murmured, and beneath his breath, "Oh! I'm so happy I never saw the **Eleventh.**"

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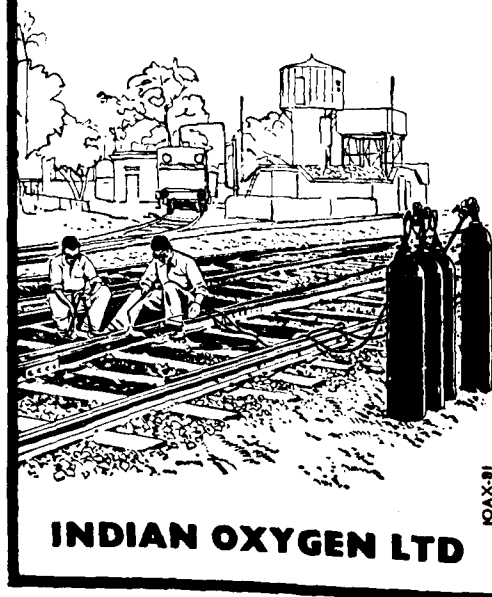
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Moral values of Literature

LIVING VOICES

V. T. NEELAKANTAN

THE significance of any branch of human activity such as Science, Philosophy, Art or Literature, mainly depends upon the values we attach to it. Literature, Art and Philosophy are the highest type of human activities and it is an error to judge them according to the scale of material values. It is unfortunate that in modern times men of letters have ignored the moral and the spiritual aspects of literature and are considering literature only from the materialistic view-point. In his essay, moral values of literature, Radhakrishnan deprecates the fact that the modern attitude towards literature has been a thoroughly wrong one.

Literature in the contemporary world has fallen down. In a Society where men have become machines and society a racket, great and soul-stirring literature cannot exist. There is no gainsaying that in modern times also we have men of genius like H. G. Wells and Bernard Shaw. Our literature is forceful and penetrating. It has improved our knowledge and sharpened our sensibilities, but in its total appeal it is not profound and great. It does not afford that great enchantment of invisible mystery and a clue to the meaning of life which ought to be the purpose of true literature. To put it in short our modern literature is predominantly intellectual and not spiritual.

Radhakrishnan is of opinion that the chief reason for this fallen state of affairs is the fact that we have drifted away from the great values which were attached to literature in the past times. He asserts that literature fundamentally differs from Science and therefore it should not be submitted to the scientific modes of thinking. A scientific invention could be replaced. If America had not invented the Atom Bomb some other country would have done it. As a matter of fact two more countries, Russia and Britain, claim to have invented Atom Bombs since the time America has invented it. If Columbus had not discovered America or Vascodagama had not rounded the cape of Good Hope, we cannot say that America or India would not have been discovered even to this day. But it is not possible to speak in the same strain about literature also. The glory of Shakespeare or the greatness of Kalidasa are very great human achievements that were possible only by Shakespeare and Kalidasa. We cannot say that somebody else would have undertaken to write

like Shakespeare and Kalidasa if they had not been born.

Since literature is a different activity from science, it must not be judged from the same values as are employed when judging a scientific achievement. Unlike science, literature appeals not to reason but to the spiritual perception in man. It does not prove, discuss or argue. It is a very noble type of incantation, a spell which overcomes the reader's heart by gladdening and giving a thrill of great delight to him. The ancient rhetoricians of India were perfectly right when they said the purpose of literature was to give rise to absolute bliss. Creating absolute bliss in the individual is tantamount to ennobling and elevating man's personality. According to such an understanding of literature there would be no difference between literature and ethics. The Indian rhetoricians maintained that realisation of beauty was the realisation of God. They did not make a distinction between truth and beauty.

Literature is not a photographic record of the various happenings of life and the phenomena of nature. Neither it is (Reasoning) nor a rational explanation of the problems of life. Thus art does picture, not the dull and drab realities of life but what an artist feels by the faculty of his genius and the intuition of his perception. The highest type of literature is thus that kind of writing which appeals to the moral and spiritual emotions of man.

When it has been said that art is not what the artist sees, but what he feels, it goes without saying that a real artist must himself rise to a higher plane of spirit if he means to appeal to the higher spirit in others. A great artist should therefore be free from the mean passions and vexations of the workaday life. Only from him who has detached himself from the pettiness of thought, who has risen to a higher level of thinking, one can expect great writing. The old Sanskrit saying "None but the sage can create poetry" bears a very great truth. Thus in its real implications literature is the highest and most profound of human activities that appeal to the great in man. In other words great art strives to transform man from the state of the beast and elevate him to that of a god. A poet is a sage or a "Tapasvin" as Radhakrishnan describes him. His is an eternal penance to sustain the great values and truths of life. Such is the real meaning of literature and Radhakrishnan wants us to understand the really great values which are to be attached to literature.

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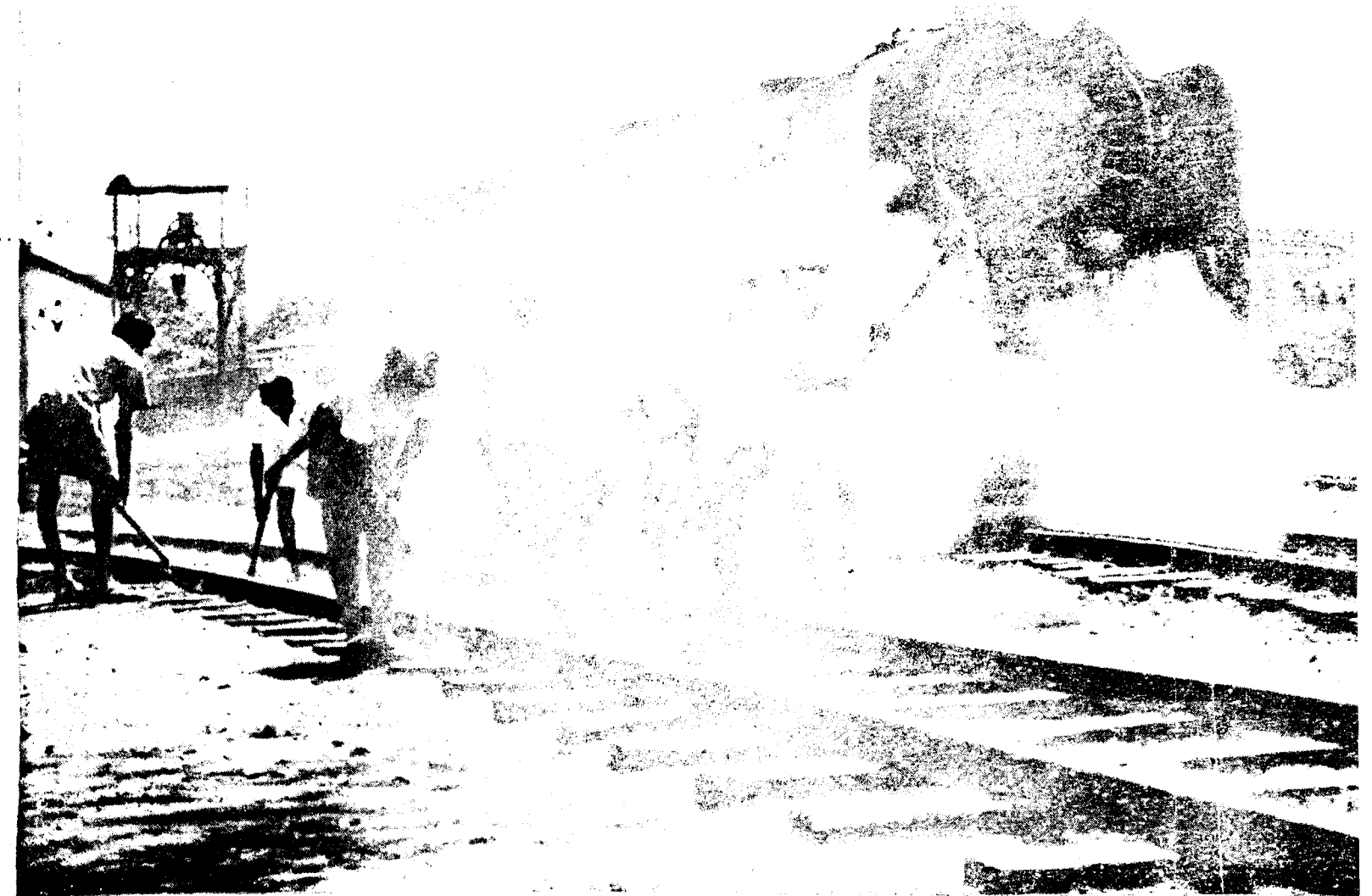
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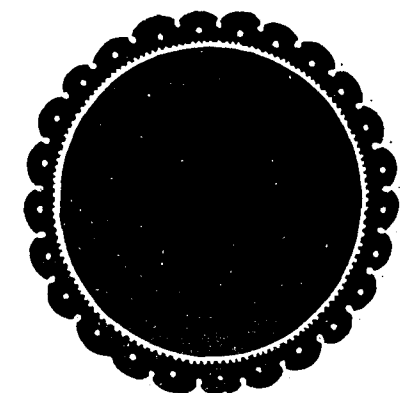
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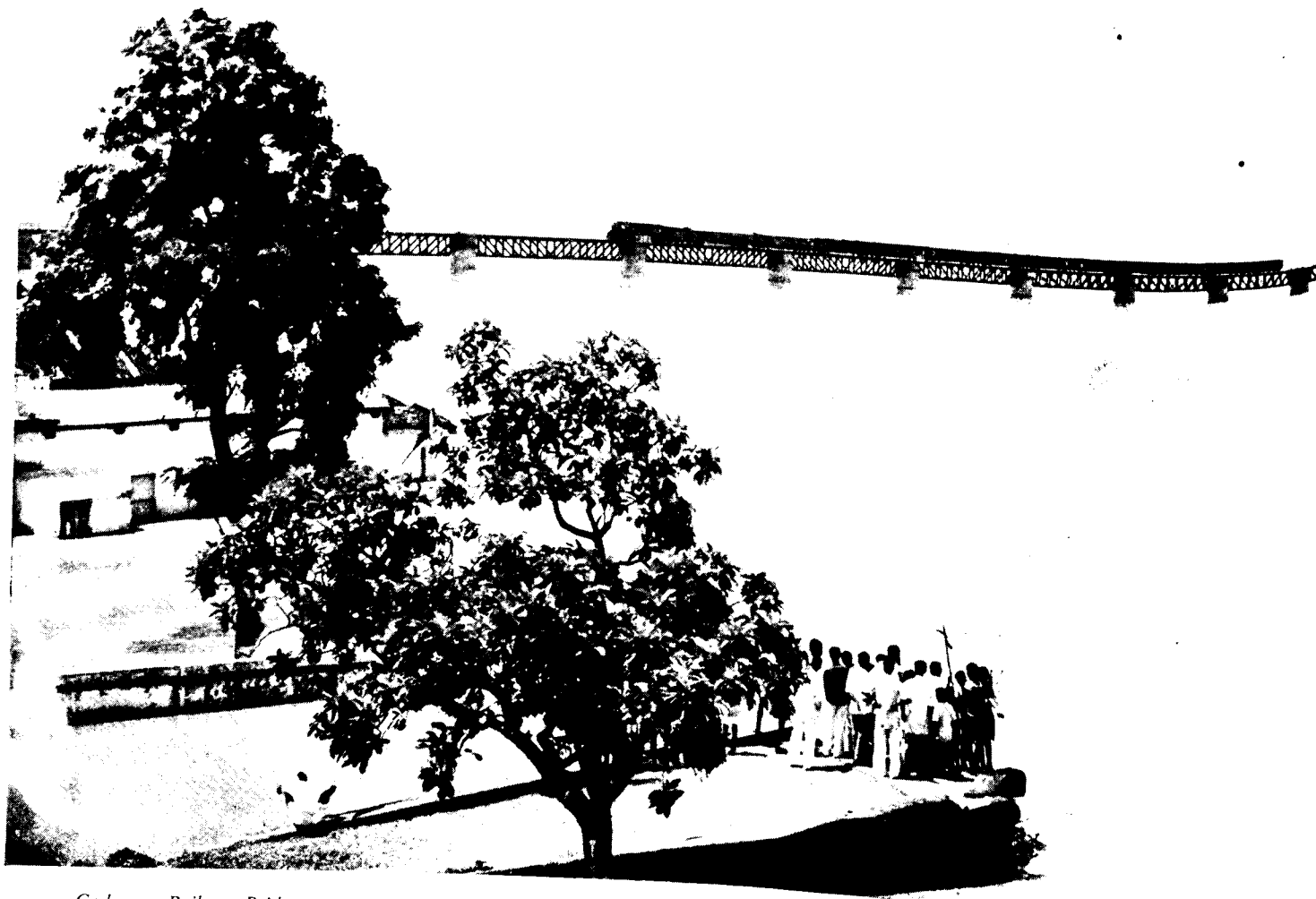


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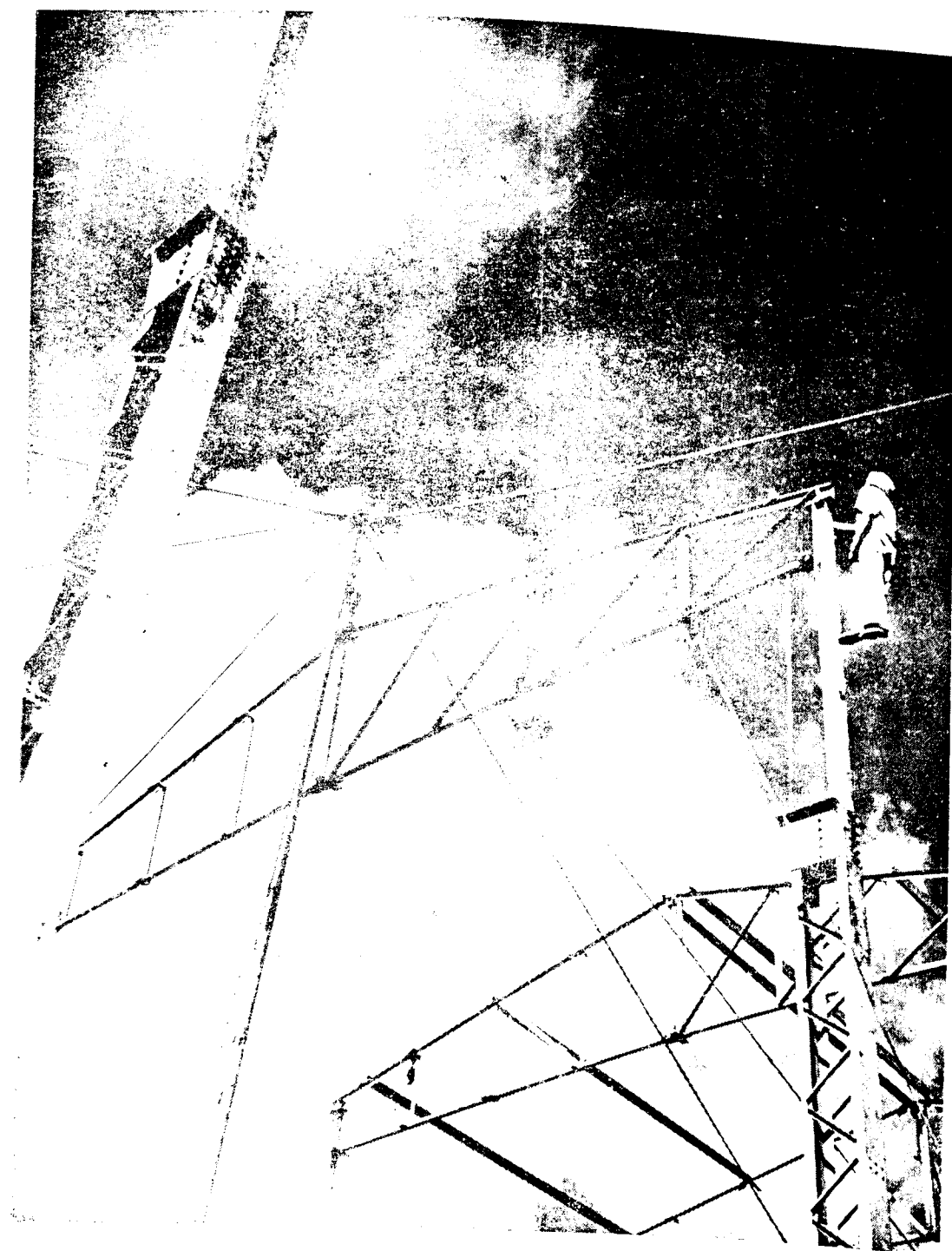
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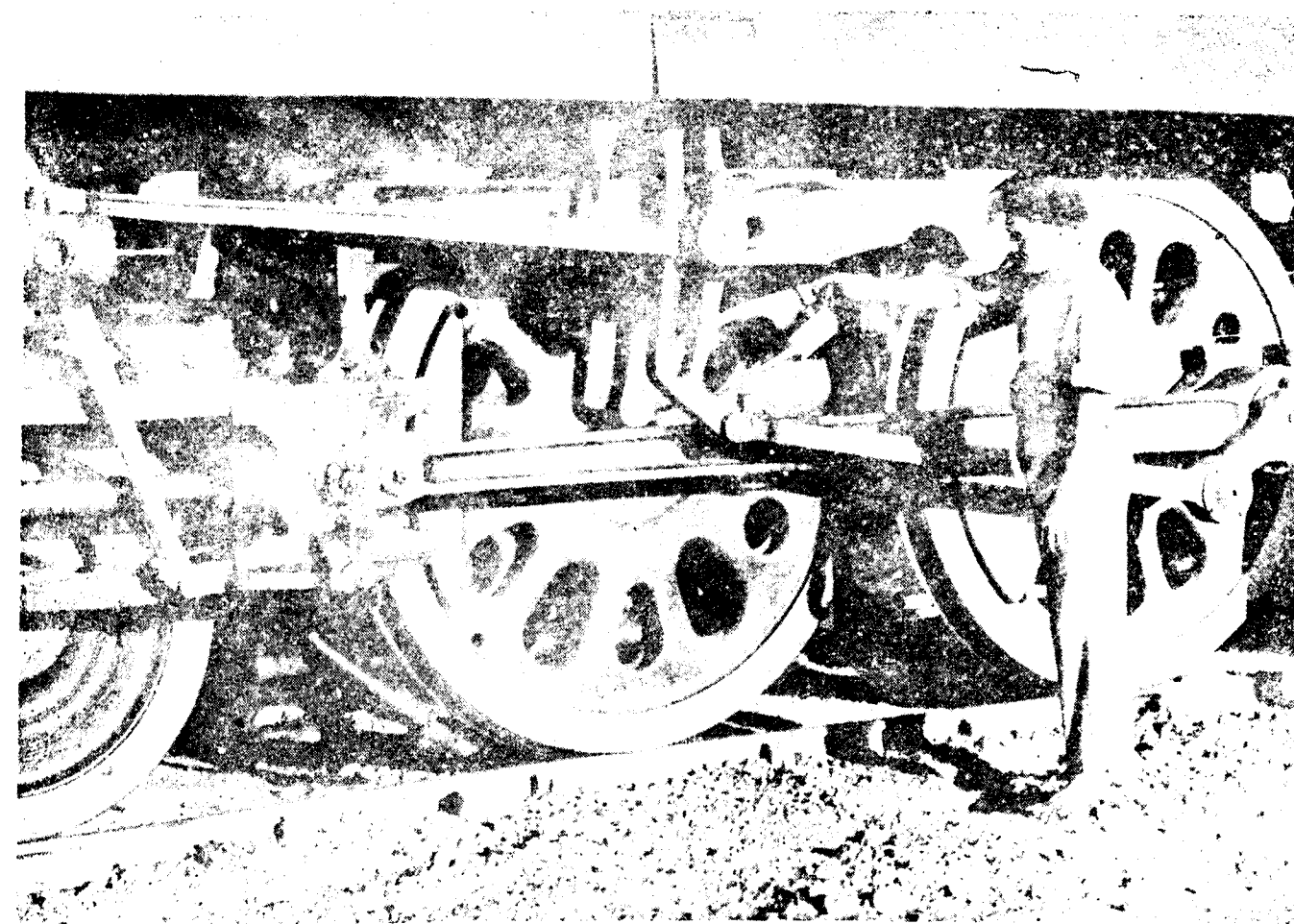
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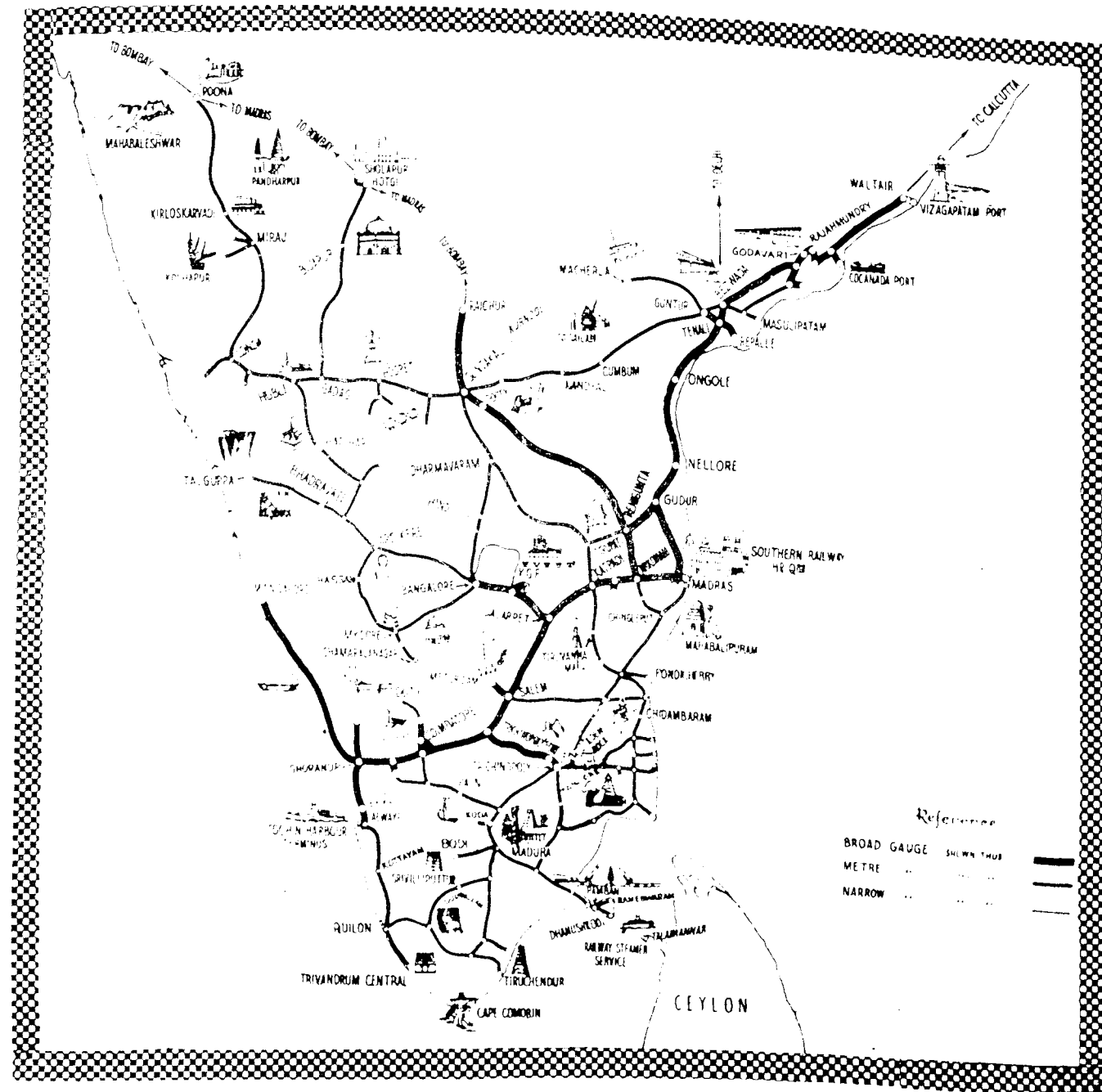
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For Their Daily Bread

(Photo : T. R. Mani Rao)

PICTORIAL MAP OF SOUTHERN RAILWAY



Humour In 'White Collar'

Smt. I. WILSON

PEOPLE think that office staff live dull, dreary lives because most part of their lives are spent among Government files; no doubt this makes them rather dull, but still many of them have not lost their sense of humour. The common man's idea of humour is perhaps a series of hilarious comic situations or smutty jokes but there are many ridiculous situations which cause uproarious laughter even in the office.

Government officials do provide occasions for fun almost unconsciously. For instance one of the lower rank officials applied to his officer for leave on the following pathetic grounds :—

"Dear Sir,

I request you to grant me a month's leave from to-day, as the hand that rocked the cradle in my house has kicked the bucket—" these officials are blissfully unaware of the humour they occasion.

The new officer, after a few days of assuming charge was sick of hearing the words "Sir" being thrown at him after every two words, so he called his secretary and said, "Look here my good man, I don't want you to say 'yes sir' a thousand times a day. It is enough to say 'yes' and that sparingly and have the thing done." The secretary nodded his head and said "Yes Sir, very good Sir, I will tell the others Sir." !!!

The most highly placed among the office staff cannot boast to possess much knowledge of society outside their own. For instance in the new scheme we have the "Railwayman's Week" which ends in a get-together-party, to which the most senior officials of each department is invited. One of our Personnel Branch record sorters was excited over this rare invitation and said to me, "Look madam, I have been invited to the get-together-party this year and see how kind the General Manager is. Knowing that I am a strict vegetarian he has agreed to provide Rasam, Sambar, Vadai and Payasam and then he proudly pointed out to the letters 'R.S.V.P.' at the left hand corner of the invitation !".

One day we were all gathered to-gether on the station waiting for 418 (which was running 25 minutes late) to arrive, when an angry traveller said to one of the clerks "What's the use of having a time-table if your trains don't run to it?" The clerk mildly replied "Now, now, you are excited; how could you tell that the train was running late if you don't have a time-table?".

Walking into an officer's room with a file one day, I saw his assistant at the phone; from the one sided conversation I was able to gather that he was able to do one of the higher-ups a favour and the great one was thanking him lavishly. The poor assistant was so pleased that he kept saying "Don't mention it Sir, it is a great pleasure Sir, no, no, Sir, the honour was mine Sir." But what was most laughable was that he kept prancing about, making salaams and bowing while at the tip of his finger was a great big blot of chunam, and finally when the conversation came to an end the fat man gave the most military-like salute before putting the phone down, while I sat weak in my chair after laughing till my sides ached. I wonder if the poor man realized that he was not on T.V. and that the officer at the other end knew nothing of all the grand salaams he made !

Red Tape is one of the most exasperating things you have to cut through before you are able to get things done in the office. On one occasion the question of an item of expenditure on insecticides arose. This had given rise to such a prolonged correspondence back and forth that the frantic Matron of the Hospital wrote to the medical inspector and said, "Following telephone information from your office that you were unable to issue carbon-disulphide for the use in this hospital for ant control, request was made to Quarter Master. We were informed by Quarter Master that they could only issue such preparation if the ant was in the building. If it was outside the building the issuance of preparation was to come from the Engineering Section. It is difficult to determine the intentions of the ants we are after. Some live inside, it seems and wander outside for food, while some ostensibly living outside, forage inside for food. It is a difficult problem to determine

which ant come from without and is an Engineering ant, and which ant comes from within and is a Quarter Master ant. Some of our ants appear to be going in circles and others apparently are wandering at random. Such ant tactics are very confusing and could result in a Quarter Master ant being exterminated by Engineering poison or an Engineering ant by a Quarter Master poison which could be contrary to Regulations and would probably lead to extensive investigations and lengthy letters of explanation. In view of the fact that Quarter Master poison has been found to kill an ant

just as dead as Engineering poison and vice versa, request is made that your office draw identical poisons for the issues of this office, from both Engineering and Quarter Master and mix the same so that there will be no way of knowing which poison killed the ant ! ! ! !"

Who can say that Government servants have no sense of humour? How could a poor clerk, glued to his desk all day, enjoy life, if he did not see the humour in the whole situation!



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G. P. WARRIER

BUILDING up of industries and general rise in the economic level is most reflected in the demands on transportation, as has been evident during the Second Plan period. The demands on rail transportation has been indeed very heavy. Fortunately, this was thought off and planned very well in advance, as may be seen from the following paragraphs.

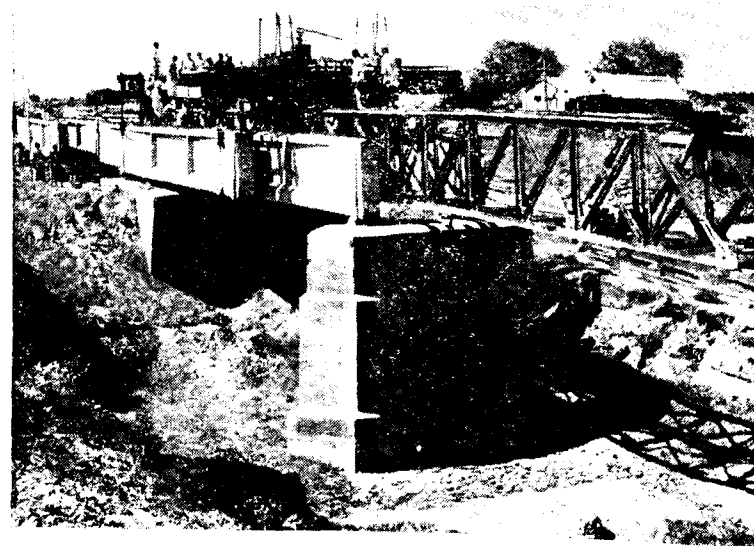
On the Southern Railway, the busiest arterial sections of the Railway are from Waltair to Madras, Madras to Jalarpet, Jalarpet to Erode and Raichur to Arkonam. Of these, the North-East line from Waltair to Madras is the main artery for the movement of the traffic from north to south. The demand for intake of wagons at Waltair has steadily been on the increase and coupled with it, the demand for loading in the Krishna and Godavari deltas have also been increasing. The intake from the Central Railway at Bezwada had also to be increased, with the result that large scale measures like doubling and regrading were necessary on the North-East line from Waltair to Gudur for the movement of traffic. Gudur—Renigunta metre gauge line had already been converted to broad gauge early in the Second Plan and as a result of this, diversion of some of the loads from Gudur to Arkonam, via Renigunta was envisaged. This, in turn, together with the increased intake from Raichur threw a heavy burden on the section from Renigunta to Arkonam for which purpose, doubling to the extent of 23 miles between Renigunta to Arkonam was also planned in the Second Plan.

Beyond Arkonam, with the two streams of traffic converging from Renigunta side and from Madras side, the intensity of traffic on the Arkonam—Jalarpet and on the Jalarpet—Erode section was expected to be heavy and for this purpose, doublings and regradings have been undertaken between Arkonam—Jalarpet and Jalarpet—Erode also.

The laying of a double line entails almost the same work as that of a new line especially when the present line is fully saturated with traffic and cannot be made use of for movement of construction materials for the new line. In fact, nowadays, with the heavy and continuous movement on the existing line, the laying of the double line with suitable connections at stations and junctions and signalling arrangements has become more complica-

ted than that of laying a new line. On a new line construction, one is out in the blue and work can go on uninterrupted until the junction point with parent line, where arrangements have to be done in consultation with the traffic. For the laying of a double line, on the other hand, at each and every stage, the needs of the present traffic at each and every station have to be kept in mind and several stages have to be worked out before the arrangements can be completed. The need for careful planning is all the more apparent since not the least delay or interruption for traffic on the existing line can be allowed. Speed restrictions are also avoided to the utmost by keeping the line away where major bridges are to be constructed, so that the existing bridge foundations are not affected. Still, in certain places, speed restrictions do become necessary, but this is kept down to the utmost. It will, therefore, be evident that all these new works for increasing line capacity for carrying more traffic has to some extent to reflect on the present-day timings of train services. While every effort is being made to cut down the effect of these new works, still in the interest of eventual improvements, some restrictions have to be imposed here and there in connection with the works.

While laying a new double line, care is also taken to ease the existing gradients, this being achieved on certain sections even by laying diversionary lines. For example, the section between Pudi to Ponpadi on the Arkonam—Renigunta Section is a very restrictive one with a ruling gradient of 1 in 70. Several hillocks intertwined in this reach and this has caused the laying of the original line to such a restrictive gradient of 1 in 70. Now, while doubling, diversions are laid, avoiding these steep gradients and adopting a ruling gradient of 1 in 200. This naturally means going considerably out into the open detouring hillocks and coming back to the stations so that the stations may not be missed. This process of developing sufficient length between 2 stations so as to have a ruling gradient of 1 in 200 in place of 1 in 70 has been quite a complicated process in several sections, particularly between Puttur and Pudi. However, with great care, these works have been planned and then executed so that the maximum advantage will be got from the money invested, not only by providing new



Arrangements being made for the launching of pre-stressed concrete girders.

double line, but also by easing the gradient, enabling longer trains to be formed without banking.

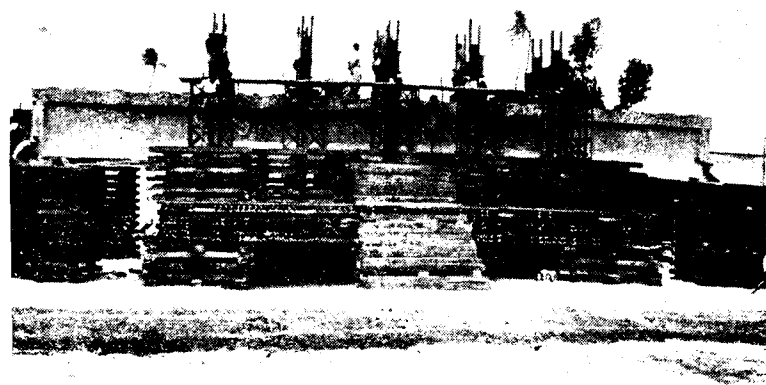
On the Southern Railway, during the Second Plan period, the following targets have been achieved :—

New Lines opened	...	59.00	Miles
New Conversions opened	...	51.75	"
New doublings opened upto 31-3-61.	...	144.00	"
Further doubling that will be opened by middle of 1961	...	55.00	"
Regradings completed	...	12.98	"

Work on the remaining sections will be in progress. On these sections, very heavy banks and deep cuttings are involved with a great quantity of hard rock to be blasted and lakhs of Cft. of earthworks to be moved.

In connection with these doublings, a total of about 1,000 new bridges have to be built, some of which

Details of staging for testing purposes.



are very major ones and difficult ones with deep well foundations, going upto 50 and 60 feet below bed level, where divers have to work under water to get the well seated on firm soil. The total extent of work involved in connection with these doublings can be seen from the following statement :—

Total quantity of earthwork	...	5,116	Lakhs C.ft.
Total quantity of cutting in hard rock	...	273	"
Total number of new bridges	...	1,397	Nos.
Total well sinking	...	24,000	Ft.
Total quantity of masonry in bridges	...	126	Lakhs C.ft.
Total quantity of steel girders	...	2,420	Tons.
Total number of pre-stressed concrete girder spans	...	206	Nos.
Total land acquisition required	...	3,400	Acres.

In view of the scarcity for steel in the early part of the Second Plan, particularly in respect of wide plates required for girders, pre-stressed concrete girder construction was adopted on a fairly large scale on the construction and 40, 60 and 64 feet spans have been adopted in pre-stressed concrete. They are all getting completed and the last one is expected to be opened

Pre-stressed girders with the arrangements for testing.



April 1961

ENGINEERING WORKS

55

by June, 1961. Particulars of a few of the long pre-stressed concrete bridges are given below :—

	Length
1. Bridge across Poiney river between Tiruvalam and Katpadi—28 × 65'-0"	1,954'-0"
2. Bridge across Pallar river between Ulavappadu and Surareddipalayam 33 × 44'-0"	1,480'-0"

In addition to the heavy bridging, deep cuttings and embankments are also involved.

A word has to be said about the land acquisition involved in these doublings. The Provincial Governments have been extremely co-operative and but for the assistance given by the Revenue Officials and State Governments in getting us land to commence our work even before the passing of the awards, the Railway would not have been able to complete all these works.

CONVERSIONS

Some of the rich rice growing areas in the Krishna delta are at present served only by the metre gauge. These sections are from Gudivada to Bhimavaram and Bezwada to Masulipatam. The growing needs of the rice traffic in this area made it necessary to improve the transportation and, therefore, the conversions of these two sections into broad gauge has been sanctioned. In addition to improving the demands of the local traffic, this conversion will also provide an alternative route for the portion on the North-East line between Nidadavolu and Bezwada. Simultaneously with this conversion, an additional broad gauge line is also being laid between Guntur and Tadepalli so that the heavy passenger traffic between Guntur and Masulipatam can be catered to by the Broad Gauge trains. This area being in the rich rice bowl of Andhra, the provision of this broad gauge facility will be a great asset to the people. This will also considerably help in improving the Bezwada Yard where already considerable improvement has been made by the provision of a hump yard by means of which marshalling has become quite easy. As a result of this conversion, the present metre gauge platforms will get converted into broad gauge platforms and this will result in providing increased reception and despatch facilities for passenger trains in the Bezwada Yard. This in turn will be a great convenience for the public.

Gudivada—Bhimavaram and Bezwada—Masulipatam Conversions : (Total Length : 92.50 Miles).—The conversion work on these two sections is very heavy due

to the large number of bridges, some of them with deep well foundations. The work is in very good progress and it is expected that Gudivada—Bhimavaram conversion will be completed by the middle of 1961 and Bezwada—Masulipatam by middle of 1962. The laying of the broad gauge line from Guntur to Tadepalli together with a chord line between Tsundur and Vejendla is also in progress. When these works are completed, which will be early in the Third Plan, it will provide alternative routes for the existing North-East line between Nidadavolu and Tenali and therefore, considerably ease the traffic position.

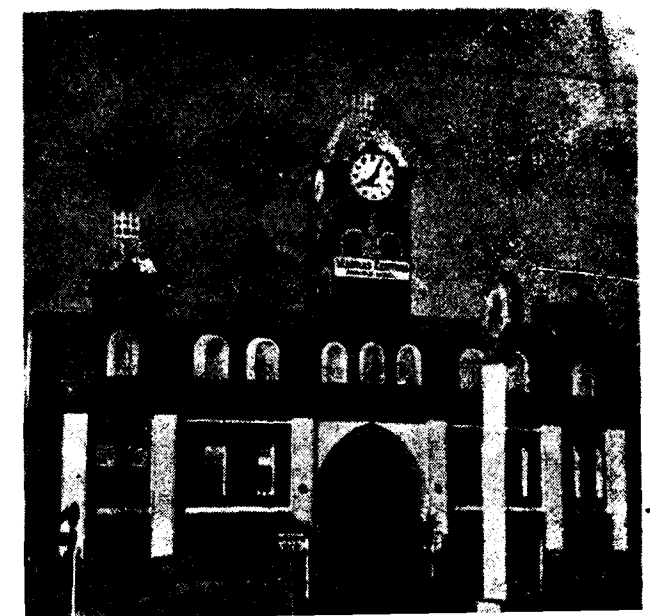
REGRAIDINGS

In addition to these conversions, certain lengths on the North-East Line in Waltair and Rajahmundry have been regraded to remove the stiff gradients, thereby enabling working longer and heavier trains. This work has been completed on 31st December, 1960.

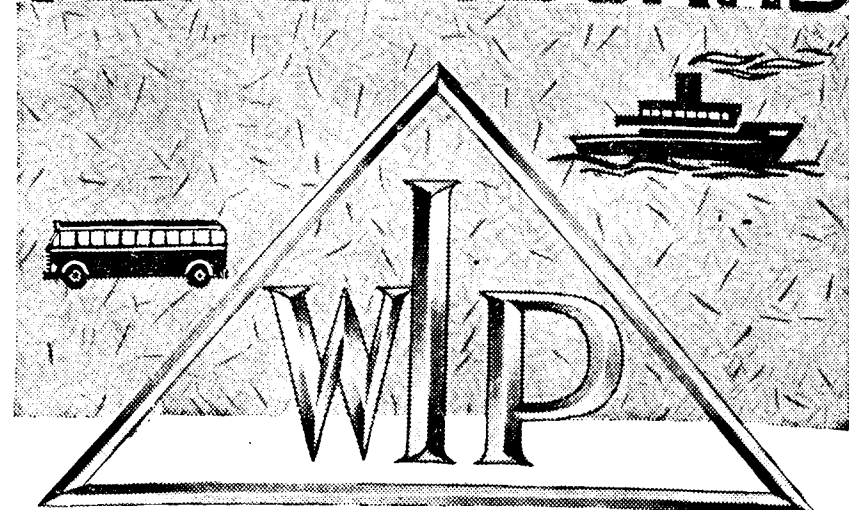
THIRD FIVE-YEAR PLAN

Broad proposals have been drawn out for the Third Plan and the target is that the intake at Waltair must be 600 wagons and the intake at Bezwada—500 wagons. For this purpose, the remaining patches between Tenali and Gudur are being doubled and so also the patches between Arkonam and Jalarpet. On the West Coast line too, certain difficult portions which are proving to be bottle-necks just now, are being doubled. On the whole, we have a heavy programme during the Third Plan too, and the organisation is working at full tempo to cope up with this heavy programme.

Front view of the Southern Railway Stall at the All-India Industrial & Commercial Exhibition, Madras



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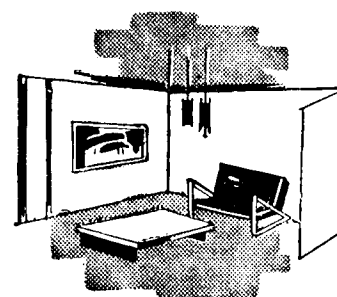
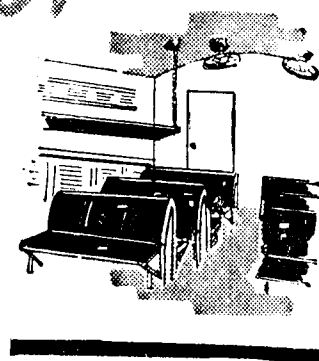
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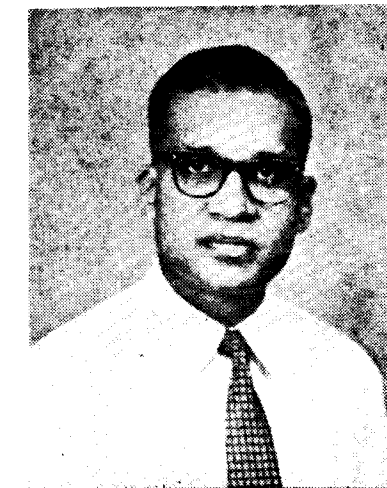
SOUTHERN RAIL NEWS COMPETITIONS, 1961 JUDGES



SRI K. SRINIVASAN
Public Relations Officer (C. A.) &
Editor, Southrailnews



SRI V. K. STHANUNATHAN
Public Relations Officer



SRI N. SESHACHALAM
Secretary, Railway Rates Tribunal



SRI C. V. B. MENON
Dist. Comm. Supdt.
(Claims Prevention)

PHOTO COMPETITION

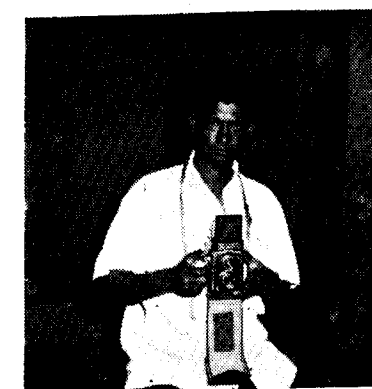
First Prize

Second Prize

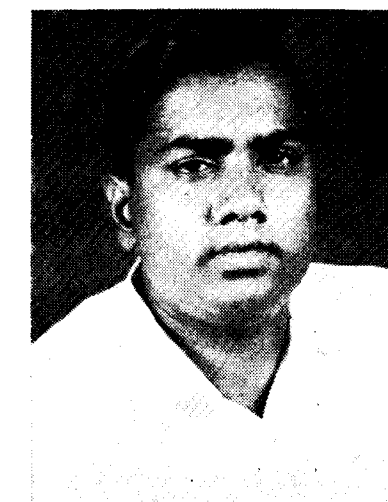
Consolation Prizes



SRI C. S. ALEEM



SRI P. RAMANATHAN



SRI T. R. MANI RAO



SRI V. L. NARAIN

STORY COMPETITION

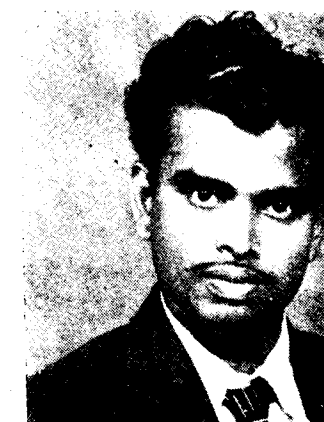
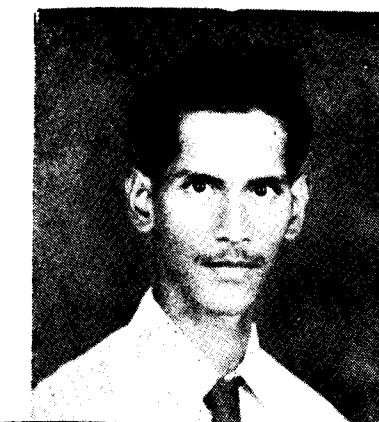
First Prize
SRI SYDNEY J. ELLIS

Second Prize
SRI R. RAMANUJAN

COVER PAGE DESIGN COMPETITION

First Prize
SRI MOOKANDI

Second Prize
SRI R. K. SANKARANARAYANAN



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We are proud to reproduce here a few photographs of the cherished treasures of the South.

—EDITOR

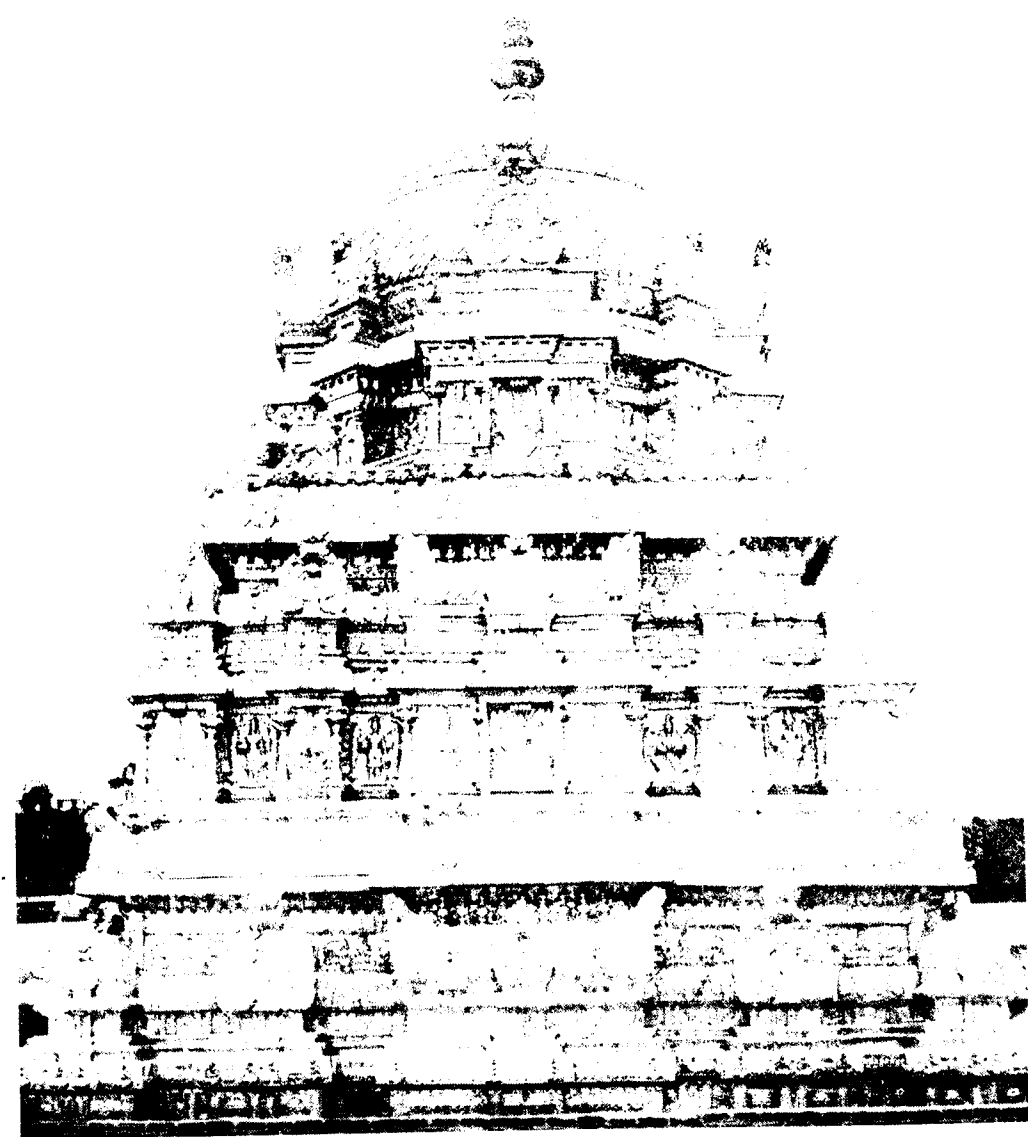
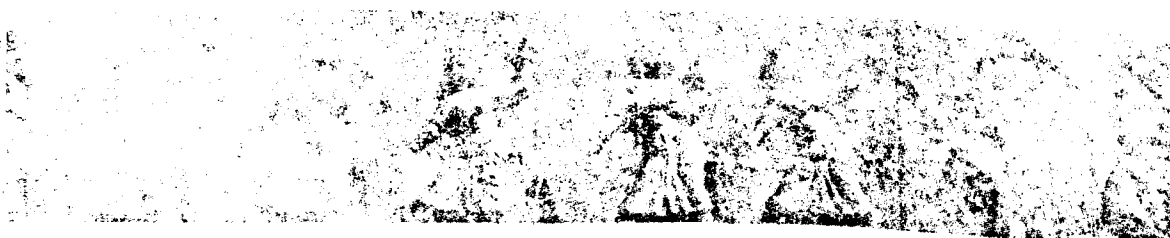


South India The Land of Temples

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a land of spiritual life and culture, a land
of art and architecture, a land of every
kind of art and every kind of religion
of the great Indian past.

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photographs of the beautiful temples of South

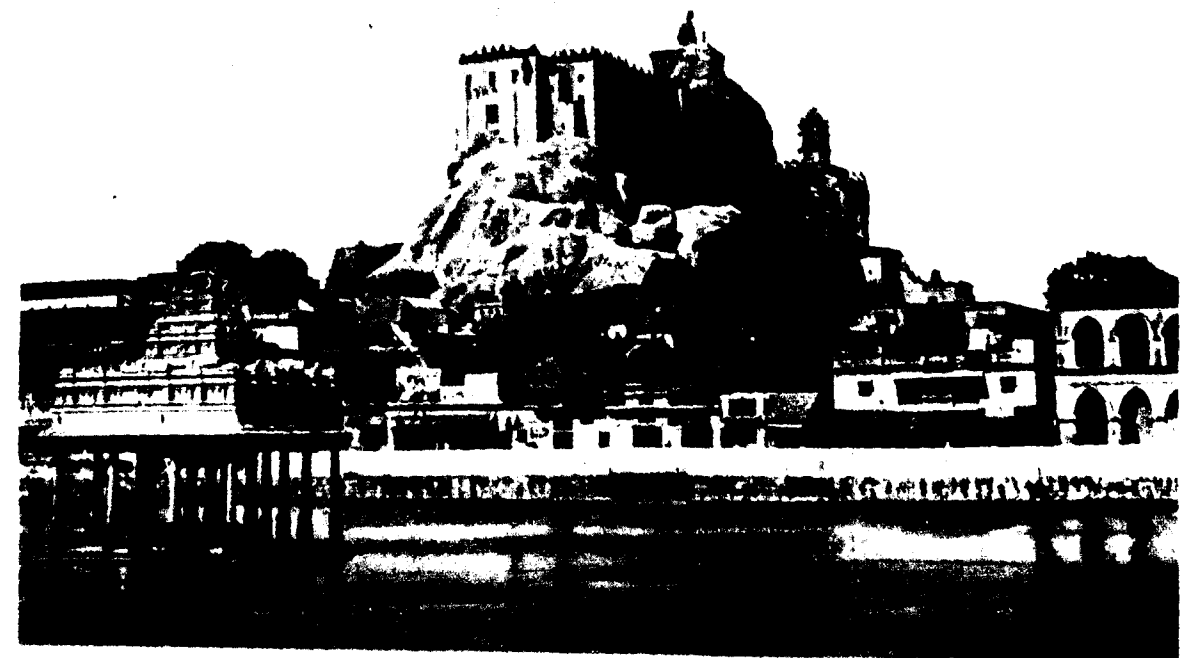
India.



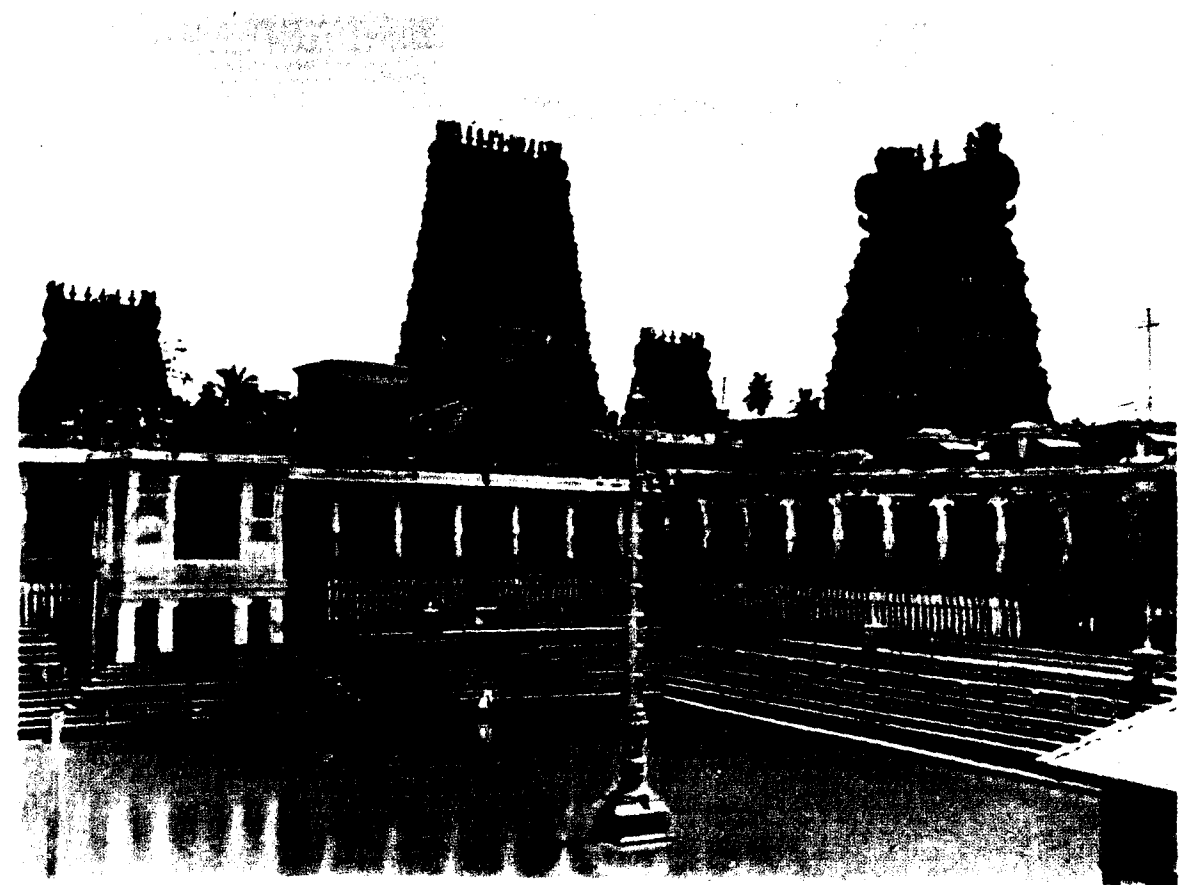
Renovated Gold Gopuram of Tirupati Temple



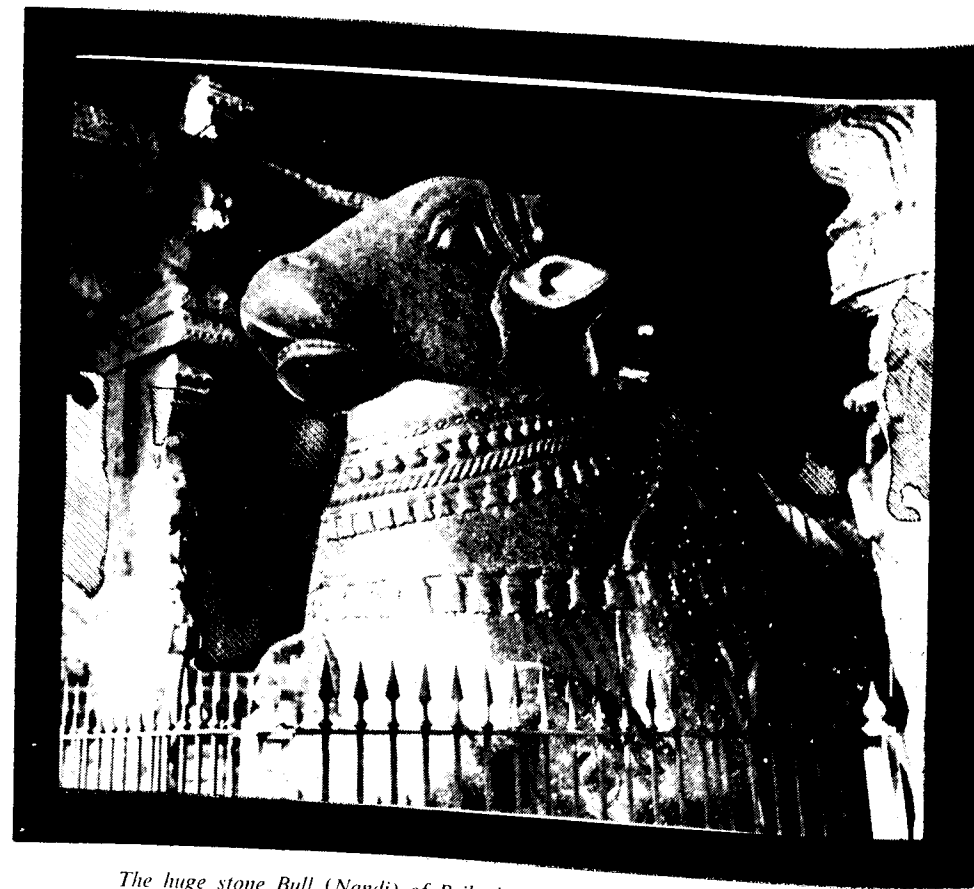
*RAJA NARTHAGI—a rare gem in South Indian Stone
Sculpture of the Nayak period in the Temple at
Krishnapuram near Tinnevely*



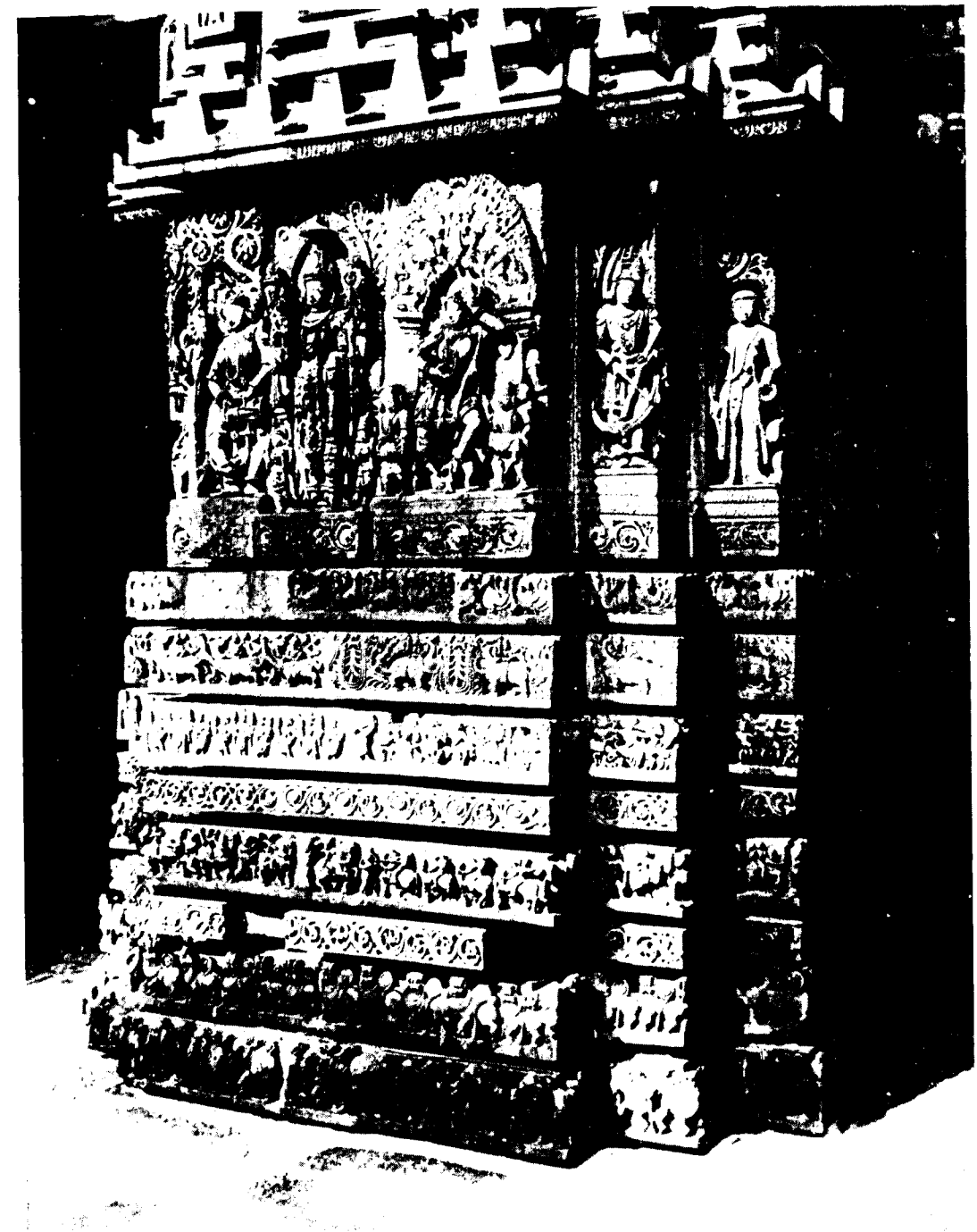
*The famous Rock Temple at Tiruchchirappalli dedicated to Siva, built by the Pallava Kings in the
11th Century A.D. on a huge rock (273 feet high)*



The Madhura Temple dedicated to God Siva and Meenakshi — “the fish-eyed Goddess”



The huge stone Bull (Nandi) of Brihadeswarar Temple at Tanjore, measuring 19½ feet in length, 8½ feet in breadth and over 12 feet in height

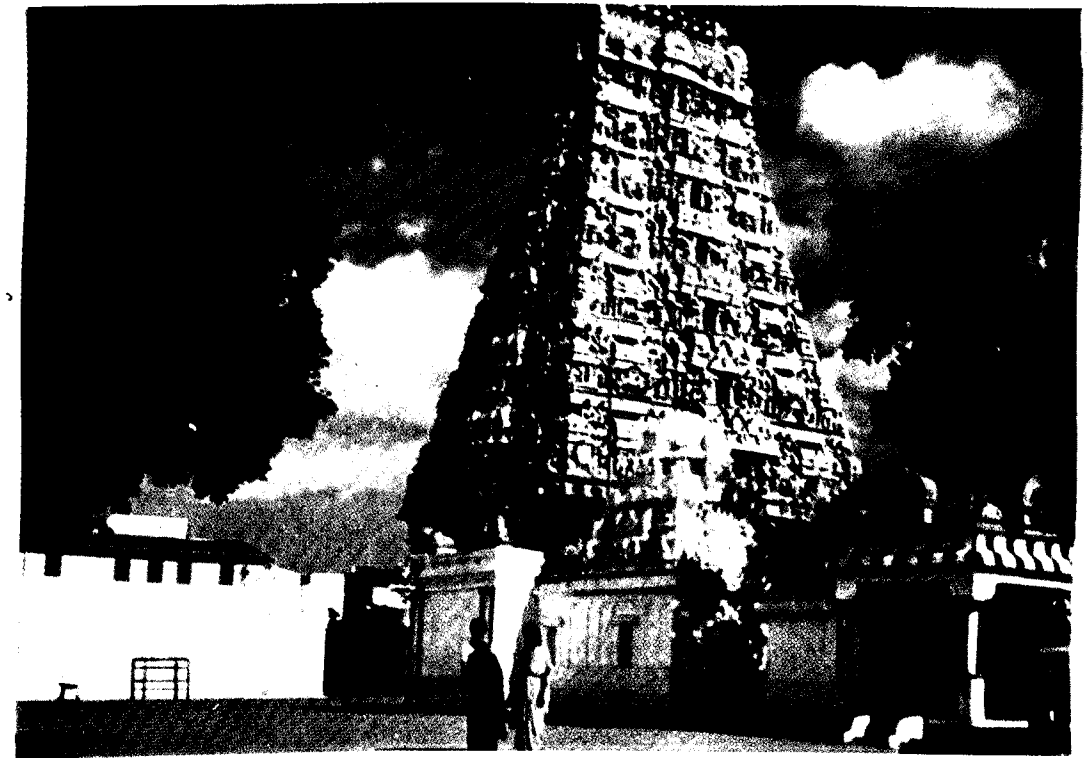


The Cranganore Temple



Pandava Rathas—Mahabalipuram (Monolithic Temple)

Kailasanatha Temple—Conjeevaram the City of Temples

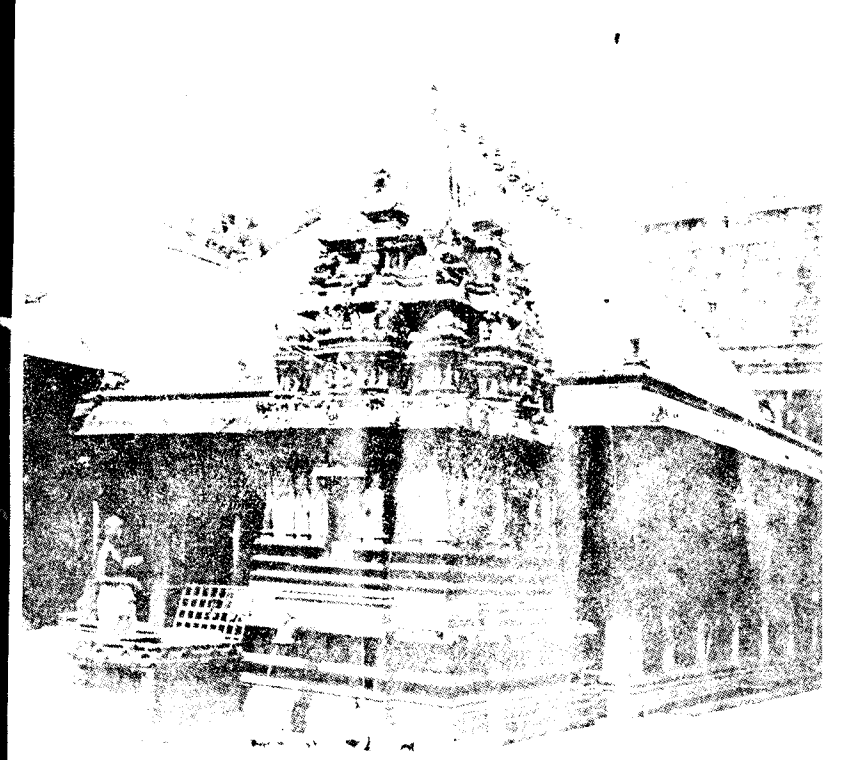


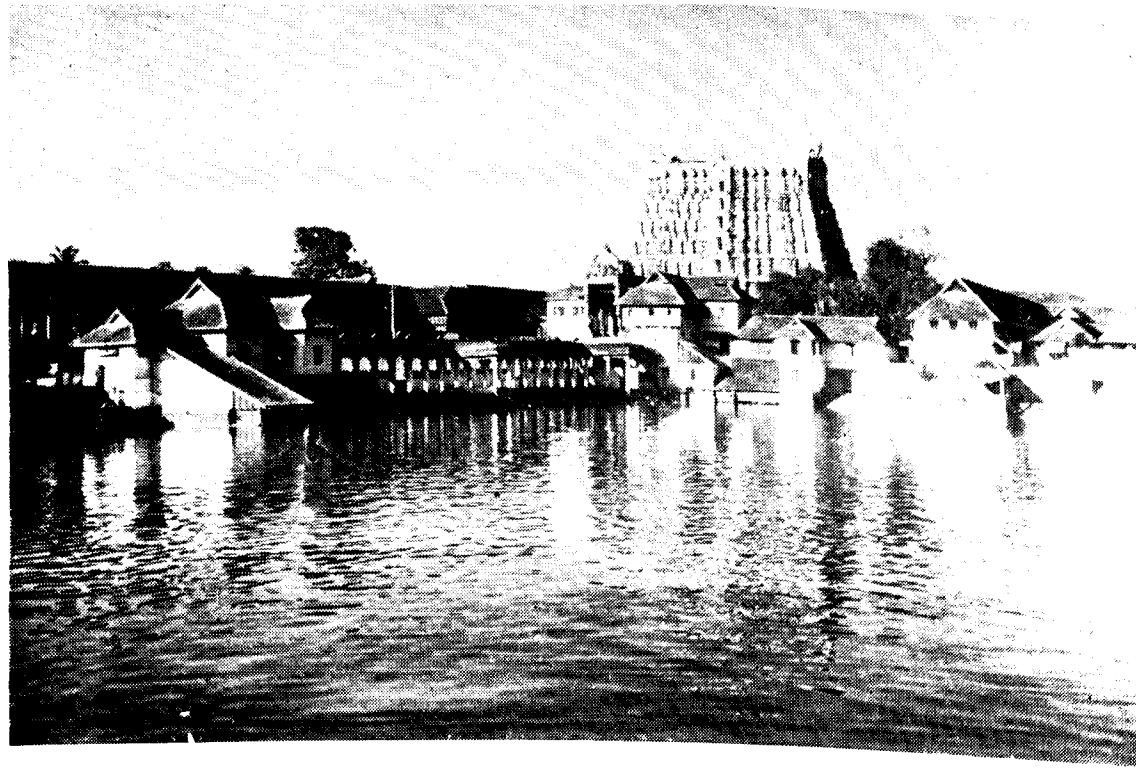
Kapaleeswarar Temple, Madras

Bracket figure at Belur



The Sanctum Sanctorum of Chidambaram





Padmanabhaswamy Temple at Trivandrum



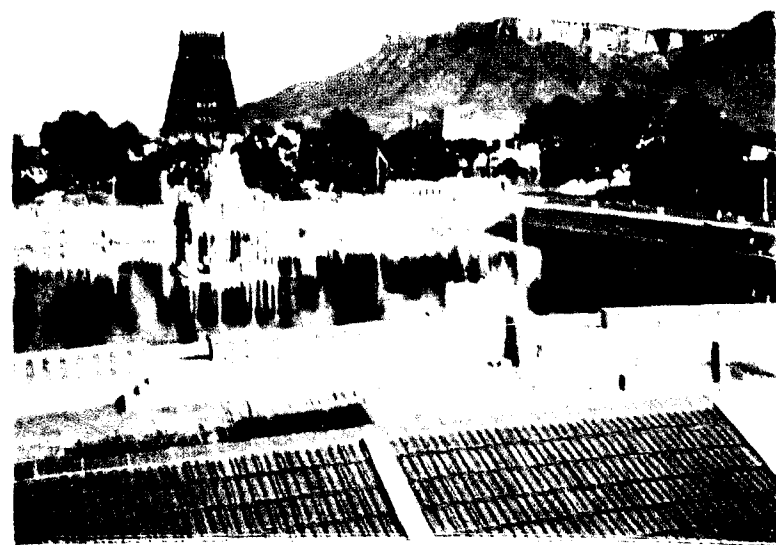
Stone Horse Court, Srirangam



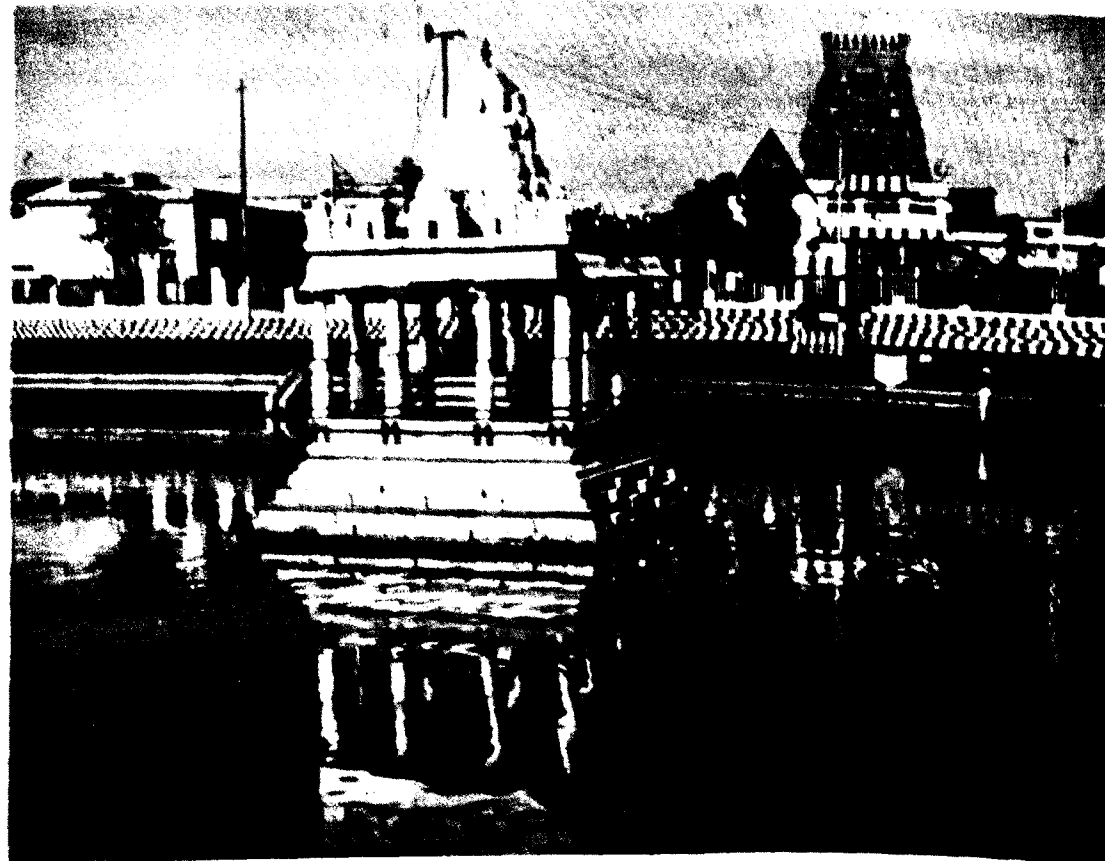
The Corridor of Rameswaram Temple



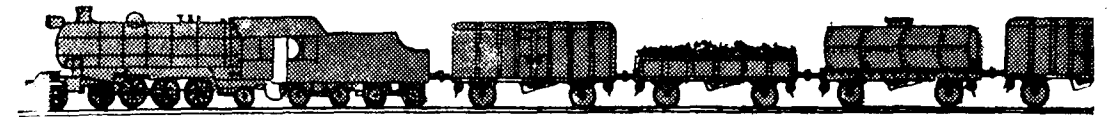
The colossal statue of Gomateswara at Sravanabelagola



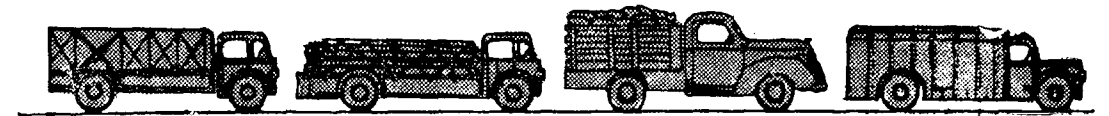
The Hill Temple at Tirupati



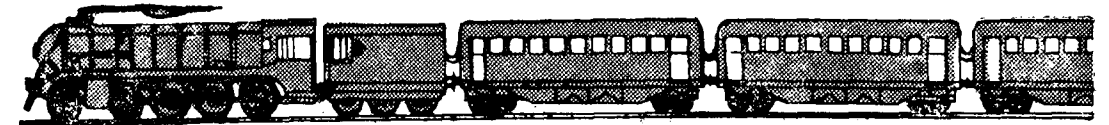
Sri Parthasarathy Temple, Madras



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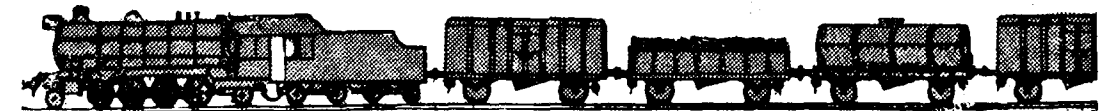
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New Delhi—Carnac Bridge		5 "
New Delhi—Ahmedabad		6 "
Belanganj—Carnac Bridge		6 "
Ahmedabad—Carnac Bridge		4 "
Indore—Carnac Bridge		5 "
Surat—Carnac Bridge		3 "
Ahmedabad—New Delhi		6 "
Metre Gauge		
Ajmer—Jaipur		2 days
Jaipur—Ajmer		2 "

Further details about Quick Transit charges, etc., for the goods to be booked from Carnac Bridge may be had from the Goods Superintendent, Carnac Bridge.

WESTERN RAILWAY

Marriage Gift

R. RAMANUJAN

It was a winter night by the middle of January, when the marriage season had just begun. At Egmore Railway station, there was bustle more than usual. The Dhanushkodi bound Boat Mail was about to start, awaiting the whistle of the guard and waving of his flag, when a maid and her mother with a babe in her arms with heavy luggage rushed into the platform. They went to the entrance of a III class compartment to get in ; but the passengers inside all in one voice cried "This compartment is crowded. The next compartment is thin—the middle compartment is thin—the last compartment is thin. Please go and get into any of them." They went to the next compartment to get in, but heard the same slogan uttered by the passengers inside and were refused to be admitted inside. They then went to some other compartments also, only to receive the same treatment. None of the compartments into which the mother and daughter wanted to get, was too crowded to admit two passengers in. Such was the sympathy of the passengers with the maid and her mother.

Peeping through his III class compartment, a passenger noticed the plight of the two passengers. He called them to his compartment, opened the door and asked them to get in. He helped them to put their luggage inside. While rushing into the carriage in a hurly-burly, the mother of the maid dropped her babe from her arms and it fell under the carriage close to the railway line. The guard blew the whistle and waved his flag and the train was about to move. On the spur of the moment, the passenger who helped the woman and her daughter to get in, got down and removed the child from under the carriage and saved it. Vacating his seat, he asked them to sit down. "We are very grateful to you, Sir," said the maid and her mother to him "for the help you have rendered us in accommodating us in this compartment and especially we are much indebted to you for your saving our babe from the jaws of death. It is an unforgettable thing. A great sacrifice you have made at the risk of your own life." "No mention please", said the saviour.

In his compartment, the saviour observed that luggages of passengers were kept pell-mell, even on the seats and under their feet, causing uneven distribution

of seats. Some passengers were lying on the seats at the expense of others who had not even sufficient room to stand. At his request, the luggages were all kept in an orderly manner on the planks above intended for the purpose. How comfortable the passengers felt when they got sufficient room to sit ! They all thanked the man. He also switched off the electric fans which were unnecessarily working in the chill weather, which no body thought of doing. The man who did all these things, was none but a Railway employee by name Mr. Panchapagesan known as Mr. Panchu.

It was midnight when the train stopped at Cuddalore Junction. All the passengers in Mr. Panchu's compartment were fast asleep except him. Generally, he would not sleep during journey in the night. He used to think deeply of affairs connected with public life, in the calm hours. He possessed a detective mind. He was carefully watching in his compartment a certain passenger whose movements created suspicion in his mind. He observed him to detrain at the station with a small suit-case holding it in such a way that a portion on the top side was hidden by him ; but Mr. Panchu cleverly managed to see the name "S. LALITHA " written on the space hidden by the passenger, when the latter changed the suit-case from one hand to another incidentally, after he got down from the carriage. It then came to Mr. Panchu like a flash that he saw a suit-case of the same size bearing the same name held by the maid, while she entrained at Egmore station. He also remembered that her mother was calling her by that name. Immediately, he got down from the carriage, caught the passenger, gave him a blow and seized the box from him. The thief was stunned and he was handed over to the police. Mr. Panchu handed over the suit-case to the maid and her mother telling them about the theft, who were then awake and were alarmed to find their suit-case missing. They said to Mr. Panchu "We thank you once again, Sir. You have done a very good service acting as a detective." "No mention please", said Mr. Panchu. "I have done only my duty".

Mr. Panchu said to the maid Miss Lalitha "I would like to give you some advice, madam, being an elderly man, if you are to follow it. "What is it please ?"

asked Miss Lalitha. She said "you are obliging, intelligent and shrewd. I will certainly take your advice." Mr. Panchu said "Do you not know that the Southern Railway is observing P. L. M. Week every year?" "What is that P. L. M., Sir" said the maid "please explain to me". Mr. Panchu said "When a package is booked from one station to another, it should be ensured by the sender that the package is securely PACKED, clearly LABELLED and correctly MARKED, so that it may reach the destination safe and be delivered to the consignee in good condition, as otherwise, it would result in damage to or loss of the package and the Railway has to incur great loss by paying compensation to the parties concerned. To avoid such things, the Railway is instilling into the minds of the public, the great importance of giving their wares P. L. M. care, i.e., secure PACKING, clear LABELLING and correct MARKING. Likewise, a passenger should exercise P. L. M. care in respect of his/her railway journey. "What is that P. L. M. care, Sir, for a passenger to observe?" asked Miss Lalitha. Mr. Panchu replied, "P. L. M. is PUNCTUALITY—LIGHTNESS—MINDFULNESS or PUNCTUALITY—LUGGAGE—MONEY. i.e., a passenger should be very particular about punctuality in coming to the station to board the train, ensure lightness of luggage to facilitate comfortable travel and be mindful of his money, luggage and other belongings. The Railway intends to observe P. L. M. Week for pas-

sengers from this year instilling into their minds the great importance of this P. L. M."

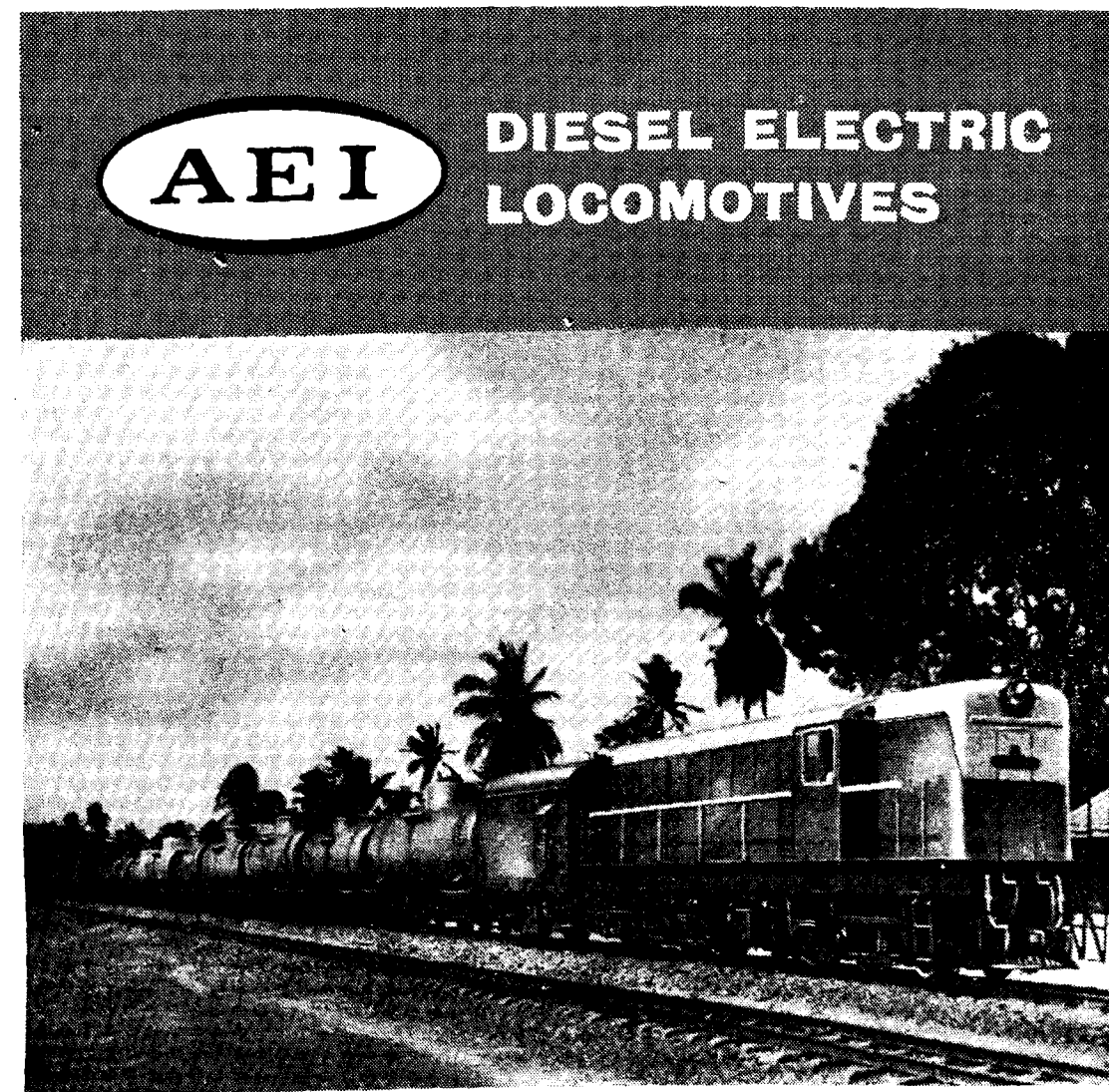
"You see madam, by your negligence of this P.L.M. care, i.e., by coming to the train in the nick of time, taking heavy luggage with you and not being mindful of your suit-case (one of your belongings) you found it very difficult to board the train, your suit-case was stolen and above all, the baby ran the risk of being crushed to death under the train." Miss Lalitha said "I thank you very much for your valuable advice. You speak very wisely. You are a very careful man. I will always be P.L.M. minded during my railway journey, hereafter."

Mr. Panchu detrained at Kumbakonam station his destination, taking leave of Miss Lalitha and her mother. "We thank you once again, Sir" said they to him "for all the help you have rendered us. Kindly give us your address, so that you may always be in our memory." Mr. Panchu gave them a visiting card in which his full address was given.

Two days later, Mr. Vembu Iyer, the father of Miss Lalitha called at the house of Mr. Seshu Iyer his friend and father of Mr. Panchu and was given a warm reception and they conversed as follows :—

Mr. Seshu Iyer : "Hullo! dear Vembu, it is very long since we met after our retirement from Railway service. I am glad to see you now. How do you do?"

[This story was awarded the Second Prize in the Story Competition.]



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AIC-244

What is the object of your special visit to Tiruvadamarudur, my village ?”

Mr. Vembu Iyer : “Dear Seshu, I am much worried about my daughter's marriage. I have not so far succeeded in my attempt to secure a suitable bridegroom for her for the last three years. I want to celebrate the marriage in a simple manner. I cannot offer any decent dowry.”

Mr. Seshu Iyer : “Why a simple marriage ? You retired from Railway service with about Rs. 20,000 having opted for Provident Fund benefits instead of pension benefits. Can you not celebrate the marriage decently ?”

Mr. Vembu Iyer : “It is true that I retired with a decent sum. Having some landed property to fall back upon, I thought I could live decently ; but the thing is, being greedy of high rate of interest, I lent Rs. 5,000 to some persons who promised to pay such rate of interest. I also invested Rs. 10,000 on some business, expecting a good return for the same. The debtors paid me interest very regularly for about six months at the outset ; but for the past two years, I could not get even a naya Paisa from them towards interest. I have now great fear about my principal amount itself, as I understand that the debtors have become much involved and would soon become insolvent. Further, the business on which I invested money has not thrived. It has proved a failure. In the circumstances, I am unable to make both ends meet, though my family consists of my wife, a daughter and a boy. My sister who is rich without issues, is helping me to some extent. I have done a foolish thing in not having opted for pension like you, which would have got me Rs. 150 p.m.”

Mr. Seshu Iyer : “Why do you brood over the past ? I already advised you to opt for pension. During our service, we always depended upon the paysheet on the first of every month to draw our salaries for our family expenses. Having spent most of our life in office, we do not know much about the outside world and have little experience in transactions like money-lending, investments, etc., to have a good return for the investments. That is why, I opted for pension which I get at the rate of Rs. 150 p.m. and I live very happily in my village with my family which consists of my wife, a daughter and two boys. I got only Rs. 13,000 from the Railway (without the bonus portion of the Provident Fund). I celebrated the marriage of my daughter, spending about Rs. 6,000 and have invested the balance safely in the Railway Co-operative Credit Society on fixed deposit.

“During service, we had to take our meal as early as 8 a.m. in a hurry and we could not do full justice

to our meal. The result was, that much money was spent by way of tiffin followed by frequent doses of coffee. Now, I take my meal at about 11-0 or 12-0 a.m. at ease and thereby, I do not find much craving for tiffin or coffee as on office days, as I have no strain now, because I am not worried with office work. While in office, I had been incurring an expenditure of about Rs. 10 by way of donations, presents for Deepavali, Pongal, etc. Now, no body approaches me for the same as my income has been reduced. Further, the expenses for washing of clothes by washerman have considerably been reduced by more than Rs. 5 p.m. as we need not now appear in as decent clothes as we wore during office days. I was spending about Rs. 4 p.m. for purchase of newspapers daily. Now I have stopped it. I read newspapers in a free reading-room. You will therefore observe that by my change over to this new mode of life as a pensioner, there is a reduction of more than Rs. 30 p.m. all told, which may be termed as an increase in earnings. You should know one rupee in retired life is worth twice its value. Any body after retirement, whatever property he/she possesses, has to a certain extent to reduce his/her expenses, especially unnecessary expenses, as far as possible. In the majority of cases, pension benefits are more advantageous than Provident Fund benefits. There are of course exceptional cases, in which the latter are more advantageous than the former. At least a morsel of food is guaranteed to a pensioner and his family throughout his life.

“Just as a consignor takes P.L.M. care of his articles by secure packing, clear labelling and correct marking, I have left myself to the care of P.L.M. i.e., to the care of PENSION LESSENING MISERIES. P.L.M. care applicable to a Railway servant means :

PENSION LESSENS MISERIES or PENSIONER LIVES MERRILY.”

Mr. Vembu Iyer : “But your son had not been careful of P.L.M. (Pass-Luggage-Money) during his journey by Boat Mail the other day from Madras to Kumbakonam. My daughter, a fellow passenger in that train to whom your son Chi. Panju had rendered great help, had found this hand bag left in the compartment, when she detrained at Tanjavur. Finding it to be his from the contents in it, she had taken it with her. She has asked me to hand over it to him, as she got his address, while he detrained at Kumbakonam. The bag contains his Season Pass available between Kumbakonam and Tiruvadamarudur. It also contains a money-purse with a five rupees note. Please take this.”

Mr. Seshu Iyer : “I thank you for the bag brought by you. My son told me all about the incidents that took place during his journey. He was very anxious to know full details about the unknown maid. Thanks to his bag that went a long way to bring the details. We have well understood the minds of Chi. Panchu and Sow. Lalitha. We have also our P.L.M. care, i.e., PANCHU — LALITHA — MARRIAGE. Let us unite PANCHU and LALITHA by MARRIAGE. The bell of the Vinayagar temple is ringing. It is a good omen. We need not see the agreement between their horoscopes. Let us proceed on “Manapporuttam ! (mental satisfaction). I want no dowry. What do you say ?”

Vembu Iyer : “Well, Seshu, I quite agree to your proposal with great pleasure. How magnanimous

you are being the father of a bridegroom ! Here is the suit-case which your son had restored from the thief in the train. It contains a gold necklace, a pair of diamond ear-rings and some silk clothes. Please accept this as the marriage gift, which is but simple.”

Seshu Iyer : “Thank you, I should not deny it, as you offer it out of affection.”

Let us not stand any more between the married couple.

Dear readers, do you know who blessed the couple ? It is P.L.M., i.e., PARVATHI — LAKSHMI — MAHASARASWATHI that blessed them. I have also dedicated my story to them, hoping that they would crown my attempt with success. You see what great significance the code ‘P.L.M.’ used by the Railway, has behind it.



SOUTHERN RAILWAY

TENDER NOTICE No. 37

The Divisional Superintendent, Southern Railway, Vijayawada, invites sealed tenders for the following works to reach him not later than 12-00 hours on 26-4-1961 :—

Serial No.	NAME OF WORK	Approximate cost of work	Earnest money to be paid
		Rs.	Rs.
1	Supply of 2" ring granite stone ballast alongside the railway line from Mile 259/0-2 to 264/3 on Madras-Vijayawada section ...	70,000	2,100
2	Supply of 1½" ring granite stone ballast alongside the railway line from Mile 247/6 to 253/0 for making up ballast deficiency on Madras-Vijayawada section ...	60,000	1,800
3	Tadepalle—improvements to water supply ...	13,678	410
4	Nidadavolu—provision of flushout arrangements to platform latrine ...	8,789	264
5	Samalkot—proposed stand-by oil engine pump and pump shed ...	13,429	403
6	Yellamanchili—provision of Pucca watering arrangements as stand-by to that of Tuni or Anakapalli or both—Vijayawada Division ...	8,979	269

- Note :
1. Last date for the sale of tender forms 15-00 hours on 24-4-1961.
 2. Last date of receipt of earnest money by the Chief Cashier, Southern Railway, Madras or Divisional Paymaster, Southern Railway, Vijayawada, 12-00 hours on 25-4-1961.
 3. The tender forms can be obtained from the Divisional Superintendent, Works Branch, Vijayawada, on production of a receipt for Rs. 10 paid to the Chief Cashier, Southern Railway, Madras or Divisional Paymaster, Southern Railway, Vijayawada, or to any Station Master on Southern Railway towards the cost of the tender form for each work.
 4. In no circumstances will the amount paid for the tender forms be refunded. Further particulars can be obtained from the Divisional Superintendent, Works Branch, Southern Railway, Vijayawada.

'Help us to Help you'

"Cleanliness is next to Godliness", according to an old adage. Clean surroundings radiate joy. More than that they help in controlling diseases. On Railway Platforms, in Waiting Rooms and in Carriages, etc., where people gather, it is of paramount importance to maintain proper hygienic conditions, to preserve the health of the passengers. You can help Railways in this fight against diseases by:

Extending your co-operation for keeping the surroundings clean and by availing of the services of Sanitary Staff provided at stations whenever required.

**(Issued by Northern Railway on behalf on
Indian Railways)**

Public Relations and Advertising are inter-dependent

K. S.

PUBLIC Relations is considered responsible for the study, development, fostering and promotion of such public relations policies and activities as may be assigned to it from time to time. Think of what could be accomplished if more than a million people on Railways used every opportunity to speak favourably about their railway to the people they meet when on and also off duty.

To have all the "Publics" with which you come in contact directly or indirectly, know you readily, and think well of you—that should be the goal of your programme. Building such productive relationships involves telling your Railway's story, simply and truthfully, through all available channels. It is a continuous job of keeping the public informed of what your organisation is doing, with emphasis, of the services it renders to the public.

The Public Relations workers should modestly stay in the background. It is easy for him to be in the limelight. Many times his work seems to demand that he occupy the centre of the stage. But he should not make the serious error of putting himself forward.

The work of publicity can be discussed under four broad headings. First is films, a new medium that uses a combination of photography and the spoken voice; next comes advertising and publications, which include every form of printed matter; and finally exhibits, a form of visual presentation in three dimensions that is nowadays being used with increasing success.

The projected picture has the advantage of centring the entire attention of an audience on the subject presented whether it be a photograph picture with recording, or personal explanation makes the dual appeal to eye and ear.

The use of slides, the film strips and motion pictures has the additional advantage of accurate and consistent presentation. Such visual-aids are of help to the public relations worker in presenting facts to varied audiences over widely scattered points.

The importance of the creative side of Public Relations can hardly be exaggerated. In the case of other kinds of works on the Railway, success and failure are palpable. A worker in Transportation or Commercial undertaking can know the results of his work promptly.

In train working, one has to be careful because safety is involved. Speaking of the physical feat, in the case for instance of throwing of case knives one has either to succeed or he will cut his fingers. In Public Relations it takes time to know success or failure. The techniques by which your ideas and words reach the public you select are grouped together under the terms publicity and advertising. Publicity may take the form of news released to press syndicates, newspapers, radio or trade publications. It may be feature material for magazines or radio programmes. It may be telling about your cause or product in pamphlets, brochures, direct mail or other type of printed material, or in full length books, if your subject is extensive enough for book treatment. The spoken word may spread your ideas through the talk of friends with other friends, or through meetings and speeches.

World War II brought some new developments in its wake. Advertising appropriation for new experiments in Public Relations advertisements was resorted to. Advertisers took space specially to tell about their line of products and that they stopped when the War ended. The new situation with which they were confronted arose out of public reaction and public opinion on managements and concerns. They began to recognise advertising as a powerful tool for the selling of ideas as well as products and services. Therefore Public Relations advertising was resorted to. No doubt this would have come out slowly without its use in the War but the Second World War gave it impetus and prominence.

Public Relations advertising can dispel the idea that management or business exists only to make exorbitant profits or exploit the worker or that it is a part of an organisation to control workers only. When the products or services are advertised, boasting may be necessary. It may be alright to say that our service is fine or our amenities good (in telling the public about the Railways) but it is not good for purposes of advertising the Railways and the principle for which it stands. This is one fundamental difference between product advertising and public relations advertising.

What should be the subject matter for advertising. Facts of interest about the Railway, its policies, management, employees in simple language and appealing to the

self-interest of the reader. The whole series of advertisements can easily be written on any one of these subjects either as 'plain copy' or with illustrations. While making out a copy, it must mention the truth with no evasive statements. It should be written in terms of personal interest of individuals in the audience to be addressed. It must be made interesting if necessary by illustrations, pictures and other graphic material. Subject matter should be told in human interest terms. If it is dull or is arranged so that it looks dull, the reader will only skip through and hit on the pots. It should read as if you talk to a friend who asks you questions and you set out to give him an answer. It is preferable that high sounding phrases, that are hard to grasp, and common place expressions are ignored. At the same time care should be taken not to be boastful. A point or a few cardinal points should be made out simply and directly. The captions should be brief, catchy and informative and the copy should not be too long. Nothing should be said which is bitter, combative and depressing. There should be a feeling of pleasance.

It may also be pointed out that use of pictures such as the honest railway workman with a smile or a quick-transit wagon rushing through may not be out of place.

As for the amount of space it depends upon the subject. Experts in advertising and Public Relations have discovered a broad and relatively new function for paid time and space. The technique of communication that can create an impulse to pay for the service should be converted into an impulse to buy an idea. High grade experts after surveys have found that the idea of advertising not only receives the higher readership than product advertising and has more beneficial effect on employee morale in the concerns involved but it even produces definite sales returns as good or better than some straight product advertising, advertisement being used for the dual purpose of selling goods and creating goodwill and ideals in more advanced countries.

Public Relations advertising which explains the character and policies of the management with a view to winning the respect and confidence of its employees, the public and its neighbours should be designed to serve in the fullest measure possible, the purpose of creating understanding on a wide variety of publics, employees, customers, dealers, neighbours, etc.

Regarding who should prepare Public Relations advertising is widely debated. But this much is sure. No Public Relations advertising should be designed without the close co-operation and intimate attention of management itself. On the other hand, among the management executives, there are only a few well-

equipped to prepare final copies. Text of advertisement should be prepared in collaboration with the organisation or with experienced professional who can interpret policy convincingly in terms of human interest. This might be the Public Relations man who is experienced in advertising. Whoever reads the copy and finalises the advertisement, must be a man who knows the fundamentals of Public Relations as well as advertising.

Aside from the more obvious uses of Public Relations advertising several special reasons emphasize the importance of the medium. One of these is timing. Paid advertising not only permits you to say precisely what you want to say to the specific audience you want to reach but it gives opportunity to reach those audiences before adverse public attitudes and erroneous assumptions have developed.

An University is organised thought, organised for practical as well as theoretic aims as in many an American Society one finds that the university graduates best represent the organised public spirit and civic zeal of the community. Universities exist largely for the purpose of classifying and testing not only ideas but schemes looking to the moral and social welfare of mankind.

Whatever strengthens them and extends their influence, benefits a nation. They are its intellectual life blood. Bryce in a letter to Mr. James Fore Rhodes.

"To know what you must do yourself and what you can let others do for you is one of the secrets of efficiency." Lady Oxford.

"Truth will ever be unpalatable to those who are determined not to relinquish error, but can never give offence to the honest and well meaning; for the plain dealing remonstrances of a friend differ as widely from the rancour of an enemy as the friendly probe of a physician from the dagger of an assassin." —E. W. Montague.

"Nor can that endure which has not its foundation upon Love. For love alone diminishes not, but shines with its own light, makes an end of discord, softens the fires of hate, restores peace to the world, brings together the sundered, redresses wrongs, aids all and injures none. And whoso involves its aid shall find peace and safety and have no future of ill." —Lord Halifax.

Ritual and Belief of Todas

PRASAD

ALL religions consist of a mental attitude regarding the supernatural. The most wide spread manifestation of this attitude is in the shape of rituals and beliefs. Ritual consists in the observance of certain actions designed to establish liaison between the performing individual and the supernatural power or powers. Beliefs in the existence of spiritual beings are commonly described as religions. Every society of human beings has a definite body of beliefs correlated with distinct observances and ritual practices. So religion is characterised by a belief in the supernatural beings and a formal code of approach towards them. Man in his life time, deals with different problems of life and tries his best to solve them but even then there is always a margin of uncertainty, when he propitiates the supernatural powers.

Todas live on the Blue Mountains—the Nilgiris—for the past many centuries and claim to be the original inhabitants of the hills and masters of the soil. According to their traditions, God dropped a fine pearl on a hill from which emerged their God "Teikirzi," who violently beat the earth with a cane. This action produced considerable dust from which arose a Toda and a "buffalo."

Todas form one of the classic examples of pastoral life. They do not engage in agriculture nor in any prominent handicraft. All their economic activity is centred round their buffaloes. The buffaloes or their milk, play the prominent part in the socio-religious and ritual life of the tribe. The daily life of the Toda men is mainly devoted to the maintenance and care of their buffaloes and dairies.

The Todas religion is an aggregate of some beliefs and practices of these people. These beliefs are generally based on the conception that certain ancestral or disembodied souls, the nature spirits and Deities having conducive and destructive powers influence their lives and fortunes. The supernatural spirits according to their belief, are generally invisible though occasionally they become visible when they wish to do so. The spirits are generally identified by their mysterious activities akin to human emotions and wishes, though moral attributes are never invested to their activities. These spirits are generally involved to help them to solve some insuperable difficulties of daily life. The

Gods hold councils and consult with one another just as do the Todas. They are believed to inhabit the summits of the hills but they are not seen by mortals. According to their belief, before the Todas were created, the Gods lived on the Nilgiri hills alone and there followed a period during which the Gods and men inhabited the hills together and the Gods ruled the men.



TODA GODS.—The typical Toda God is a being who is distinctly anthropomorphic and is called "Teau." In the legends, he lives much the same kind of life as the mortal Todas, having his dairies and buffaloes. So the sacred dairies and sacred buffaloes are regarded as being in some measure, the property of the Gods and the dairymen are looked upon as their priests. A dairyman, who looks after the sacred dairies and milk the sacred buffaloes, has to go under training for some time. He has to keep fast and cannot marry in the training time. The sacred milk is considered

to possess power and is made drinkable by taking out its butter.

The earliest God of Todas is 'Pithi' who was born near the sacred dairy of 'Auto' in a cave, which had



the same shape as the ordinary 'Toda hut.' 'Pithi' had got a son called 'ON'. 'ON' is also believed to have created buffaloes. Behind His buffaloes, there came out of the earth—a 'man' holding the tail of the last buffalo and this was the first Toda. Then 'ON' took one of the man's ribs from the right side of the body and made a woman. These two gave birth to the whole Toda community.

There are also other Gods like 'Teipakh' or 'Tirshti,' 'Auto,' 'Kulinkar,' 'Nortirzi,' 'Kuzkarv,' 'Puzi,' etc., but 'ON' is the supreme God. Nearly every God has his own hill.

In the village dairies, no prayer is offered in the morning but in a few cases, it was observed that morning prayer is offered. In every dairy, in the evening, the prayer is recited two times, first on lighting the lamps and second when shutting the buffaloes in their enclosures for night. The prayer is especially related to

the lamp lighting. In dairy organisation, different names are given to different dairies. The different degrees of sanctity are attached to different dairies. The difference of degrees is associated with difference in the rules regulating the use of milk.

Process of milking a buffalo.—Whenever a dairyman goes out to milk for the first time, he puts some butter-milk in the milking vessel. This is done in every dairy and the butter-milk so added is called 'Pep.' The milk of every day has got mixed with it some of the butter-milk from the milking of the day before and in this way the continuity is kept up in the dairy operation. A characteristic feature of Toda dairy procedure is the coagulation of the milk before it is churned. This coagulation occurs in a few hours without the addition of rennet or other special coagulating agent, the milk drawn in the morning being nearly always solid at the time of the afternoon churning. This rapidness is assisted by the added 'pep.'

Divination.—Diviners are also found among Todas. They have got special power which they get by propitiating a particular deity. This sort of power is inherited from one generation to another. Each diviner has got his different deity. They are consulted at the time when any misfortune befall upon a Toda.



The Public man may argue that his private life is between him and his Maker but he must be careful to keep it so. He is asking too much of his fellow beings when he expects them to condone conduct which has become openly scandalous.

A magnanimous soul is always awake. The whole globe of the earth is but a nutshell in comparison with its enjoyment. The Sun is its lamp, the sea is its fishpond, the stars its jewels.

—Traherne.

Life in the Desert Walks

A. V. SUBRAMANIAN

HERE were many arid desert tracts in ancient Tamil Nad. Prosperous plains turn into pitiless desert if the fickle monsoon fails. In fact all the four types of land described in the Sangam poetry, viz., hill slopes, wooded pastures, plains and the coastal tracts can turn into desert, if the rains fail. The deserts are treeless wastes where the sun shines with pitiless heat. There is little plant or animal life; only the red dog and the vulture flourish in such inhospitable country. There are no crops to rear, no cattle to keep. Hence the few people who live here eke out a precarious existence by dacoity and murder. Everything in the desert is harsh, ugly, bare, pitiless.

But spirited young men found it necessary to cross such inhospitable regions so that they might amass wealth, for has it not been said that it is the duty of a householder to provide himself with money through which he can succour the affected? But this involves separation from the young wife and her feelings are much accentuated by the knowledge that he will have to pass through the inhospitable desert in the course of his journey. He too is not over-keen to leave her behind; but how can the delicately nurtured girl face the rigours of a journey through a desert? So he leaves her behind and starts on his journey. Till he reached the fringe of the desert, the journey was most pleasant and his spirits were high and he began to feel that after all he could have taken her with him. But now it was desert country and the trees became fewer and fewer and in the dry heat every effort was painful and every movement an affliction. Very soon he began to suffer from such thirst as comes only in the desert. He searched in vain for water. After a great deal of disappointment he espied a small water hole and eagerly ran towards it. It had been dug out by a hunting dog and there was little enough water in it. But eagerly he took a handful of the precious fluid and gulped it down. The water stank to the high heavens—it was more a decoction of all the refuse of the desert—only then did the young man realise his wisdom of having left her at home; she simply could not have stomached the water.

But the lady at home has little to feel happy about. The pangs of separation are too hard for her to bear. When she laments, the unsympathetic village is inclined to poke fun at her expense considering that her grief is all much exaggerated. She tells her friend. "The villagers have no idea of what awaits my husband during

the journey through the desert. Water is always scarce and the few water holes that contain water are so small as to remind one of an ant-hill. The whole area is rocky and in the long afternoon the rocks get heated up even like a frying pan put on the oven. And on these rocks stand the huntsmen of the desert armed with bows that speed the remorseless arrow in its track. How am I to feel at peace when I know all the rigours of the desert walks?"

A young man in his ambition to amass wealth in a distant land left his wife behind without even taking leave of her for fear that she might prevail upon him to give up his project. She feels miserable, but though the young man tarries long in the distant country she appears to her friend still to have hopes of his return. The friend in her curiosity pressed her to say on what she pinned her hopes. She replied thus, "The heat afflicts every living thing in the desert. The female elephant is unable to bear it and wants water badly. But there is not a water hole for miles around. The male, however, has a happy idea. Even the desert trees have life-giving sap running inside them. The male searches out a living tree and tears up its barks and triumphantly brings the heartwood to his mate. Thus most of the trees in the desert have lost their barks; this somehow accentuates the harshness of the desert. And on one such denuded tree the pigeons sit calling plaintively the distant doves. My husband is sure to remember my plight, when he hears the plaintive notes of the love-lorn pigeons and return home to me."

A young man had been struck with the ambition to amass wealth and had undertaken a hazardous journey through desert tracts and had returned home laden with riches. But youth is never satisfied and he begins to nurture plans for a second adventure. But the discomforts and the heartaches that attended the first adventure all come back to his mind now. In the desert the heat had long dried up most of the trees. As he walked on he came to a particularly depressing spot where there was a denuded neem tree gaunt and stately in its leafless splendour. On the tree was perched a pregnant eagle and under the tree were at play the children of the desert hunters. The paltry habitations of these hunters could be seen in the distance, harsh and bare even like the hearts of their tenants. As the day wore on he began to think with great anguish in his heart, "Why has it fallen to my lot that I should leave my

happy home behind and venture out into these inhospitable regions? Even now my handsome wife would be lighting all the lamps and the home would instantly be filled with joyful light. What folly to have left such a happy home behind!" Such was the impact of the terrors of the desert that he voted to stay with the loved one.

The poems that sing of desert walks are cast in a mood of love in separation. They make some of the greatest poetry in Sangam literature. Just as Kapilar excelled in painting pictures of mountain life, a great king by name Perunkadungo has sung of the terrors of the desert and the warmth of love between man and woman. He was a great king who has been praised in immortal poetry by a Sangam poet. But he lives for ever more in the poems he himself has sung about life in the deserts. The field of his poetry is not confined to the deserts; he sings of the populous cities from which the ambitious young man sally forth in search of wealth leaving the love-lorn wife behind. He also sings of young lovers braving the rigours of desert walks in their elopement. Among the many poems by him is the one that sings of a young man who was persuaded not to leave his wife behind though the journey might set him up in luxury and comfort for the rest of his natural existence. Coming to know of the resolve of the man to leave his wife behind that he might amass wealth in foreign climes, her friend addresses him thus, "Your wife loves you with a tender love. In the morning when you fail to wake up even for a little while after the usual hour, she would worry inordinately over the possible reasons for the delay. You say now that you want to go forth to distant countries leaving her at home. What sort of a country will you meet with on the way? You may be crossing desert tracts where the corpses of wayfarers killed by the hunters lie heaped to your right and left. You would feel thirsty beyond measure in the heat of the sun and you seek out a water hole in the desert. But Lo! around the tiny water hole stands a herd of elephants; they too are struck with the thirst of the desert! But when they put out their trunks into the water hole, the water scalds them—such is the heat! The elephants get panicky and run helter-skelter. Life is short and none knows when the end may come. Instead of sporting with your young wife when you are still youthful, why do you subject yourself to the rigours of the desert? Think of the evanescence of youth and of life itself and remain home where youthful beauty awaits your delectation!"

A boy and a girl struck by the shafts of cupid fell head-long in love. But their parents refused them their

permission to get married. So one day the young lovers eloped. The mother of the girl though benumbed for the moment by the loss, resolved to seek them out and started out on her search. But the lovers were flying on the wings of love and she could not overtake them. She, however, saw some brahmins coming from the opposite direction and she accosted them, "Oh, saintly men, did you see my daughter and son-in-law who have eloped? You are men of truth and piety and I am most anxious to know whether you met them on the way." The pious men realised the mental state in which the mother was and decided to give her sound practical advice. They addressed her thus, "We did see a young girl of noble mien going with a most suitable young man even as you described. But, why do you grieve, Oh, worthy lady! The sandal tree grows on the mountain slopes; but it achieves the purpose for which it is created only on the body of the men who use it. The mountain cannot grieve over the loss of the tree. The pearls are conceived in the womb of the sea, but they adorn the neck of the handsome wearer, nor can the sea claim the use of the pearls or grieve over the fact that they have been taken away. The melody that is sent forth from the strings of the lute lends pleasure to those that hear it. The lute is carved for the creation of music, it cannot enjoy the sweetness of its melody.

"In truth did she live in your womb and is flesh of your flesh and blood of your blood. But a girl achieves the purpose for which she is created only when she is married to a worthy man. Her femininity will be only wasted if out of blind affection you plan to keep her with yourself. Your daughter has linked her lot to a noble young man and you have nothing to feel aggrieved about. What you should have contrived for her, she has contrived for herself. Go back, therefore, home in peace. Oh worthy mother of a happy girl!"

It is not true that emergencies always bring able men to the top. That depends partly upon the proper schemes for promotion and partly upon the capacity for judging men possessed by those with whom the power of promotion lies: and yet nothing makes so much difference to the efficiency of a country as the thinking power and efficiency of the twenty men at the top. One Bonaparte is, for administrative purposes, more than equal to one hundred fairly capable heads of departments.

Bryce.

THE ART OF PAPIER MACHE

E. S. MAHALINGAM

THE massive and the impressive pagodas of the Southern part of India, the graceful images projecting at the various corners and at the tops of these edifices have attracted many visitors and have provided a feast to the eyes of the tourist. Though the artisans who make these images belong to the category of masons, they are a community by themselves known as "Sthapathis" who have inherited the art from their forefathers.

In a corner of the famous Tanjore art gallery, is one from the line of these "Sthapathis" by name Rajan. In addition to the art his father taught him, he has learnt the art of Papier Mache. In his small workshop, he is busy creating masterpieces in paper, replicas of leaders, gods, goddesses and some caricatures. The illustrations show some among the lot.

The art of creating beautiful dolls out of paper is known "Papier Mache" work and this art has thrived in South India since centuries. The huge life size dolls paraded during festivals, some of the projecting dancing

figures in the huge chariots decorated during our festivals are part of that traditional handicraft.

Though it is simple, the execution requires a skill of the hand and the mind. Only a handful of artisans are adept in this art today.

The papier mache objects are made out by either applying paper pulp or by pasting paper in many layers on a skeleton mould. The coating is done in two halves, the front and the back separately and when dry removed from the skeleton and fitted together to make the framework of the final object. The sawdust mixed in glue is skillfully applied over the framework and a last coat of paper is pasted. The final painting is the most difficult job and to finish the objects, one must be a good artist. Since Rajan is a born artist and sculptor, there is a surprising reality and charm in the exhibits created by him. It is not an exaggeration. Many people who have visited the art gallery have mistaken these dumb idols to be real.



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Indian Railways-1961

V. K. SHANUNATHAN

ON April 16th this year, we will be celebrating the 108th anniversary of the laying of the Railways in India. An average person has come to take the Railways for granted almost like the hills, the rivers, the lakes, the forests and other similar permanent factors in his normal existence. To think of life without Railways, conjures up the picture of a very primitive state of existence. It is hard to believe that Railways, as we know them, did not exist in any part of the world before 1825. In India itself the first Railway was constructed on the 16th of April 1853 over a stretch of 21 miles from Bombay to Thana. This event made history. The formal Inauguration ceremony was performed on 16th April 1853 when 14 Railway carriages carrying about 400 guests left Bori Bunder at 3-30 p.m. amidst the loud applause of a vast multitude and to the salute of 21 guns.

At present we have over 35,000 route miles of railway track, the fourth largest railway system in the world. The entire Railway system barring a few hundred miles of narrow gauge track owned by the Companies, is owned and administered by the Central Government. It is our biggest nationalised industry with a capital of over Rs. 1,500 crores. The gross revenue of Indian Railways alone for the year 1960-61 is of 458 crores compared to the total revenue of the Central Government of Rs. 920 crores.

Though our route mileage at the end of the financial year 1959-60 stood at 35,245 miles and ours is the fourth largest railway system in the world, for a huge country like ours, the railway lines are not adequate. Our average route mileage is only 27 per 1,000 square miles. Compared to the route mileages of some of the other advanced countries of the world, this is not enough :

Japan ...	...	87	per 1,000 square miles.
France ...	...	120	" "
United Kingdom	...	204	" "
U.S.A. ...	...	74	" "

There cannot be an iota of doubt that railway transport is an extremely vital link in the economic development of the country and the success of our developmental plans will depend to a very large extent on the adequacy of rail facilities. Increased production in the agricultural and industrial spheres will necessitate increased movements of raw materials and manufactured

goods from the rural to the urban areas. From the fields to the production centres and from the factories to the consuming points, rail transport plays a dominant part in revitalising the country's economy.

Railway expansion has to keep reasonable pace with the economic development in the country so that transport facilities so indispensable for long distance movements of goods traffic are available over as wide an area as possible.

Though many more railway lines are required to develop the interior areas of the country, it is not possible to take up the construction of many more lines on account of the heavy cost of construction. The present cost of construction for broad gauge is of the order of about 8 lakhs per mile and on the metre gauge, it is of the order of 5 lakhs per mile. If there are engineering difficulties and bridges, tunnels, etc., to be constructed, the cost will be very much more. That is why during the Second Five-Year Plan, construction of about 850 miles of new lines mainly required in connection with the Steel and Coal industries were taken up. In the Third Plan also, the construction of new lines will have to be severely limited though there are pressing demands for the construction of several new lines.

We have mainly two systems of gauges—the broad gauge 5'-6" and the metre gauge 3'-3½". There are a few hundred miles of narrow gauge of 2'-6" and 2'. The existence of these different gauges have led to problems of transshipment. It would have been very much easier if the gauge was uniform throughout the country but this is a matter of historical development.

The strength of the track depends on good formation, good ballasting, good spacing of sleepers and the strength of the rails. On the broad gauge, we have mainly 90 lbs. rails on the main line (i.e., weight per yard of rail) and on branches 75 lbs. and 85 lbs. rails. On the metre gauge we have 50 lbs. and 60 lbs. rails. The rail length varies from 30' to 42'. We are at present trying to weld rails to have better running. Usually, five rails upto a length of 210' are welded. The strength of the track will decide the type of engines that can run over the sections. The strength of the track, the gradients, the curvature, etc., will decide the actual permissible speed of the trains. The maximum permissible speed on the broad gauge is 60 miles per hour and

on the metre gauge 45 miles per hour. The speed permissible on the narrow gauge is much less. On the broad gauge electrified sections, the maximum permissible speed of 65 miles per hour is allowed. On the broad gauge, with 90 lbs. rails a maximum axle load of 22.5 tons is permitted and on the metre gauge with 60 lbs. a 13 tons axle load and on the narrow gauge with 40 lbs. 8.5 tons axle loads are permitted. On particular sections, the speed will have to be restricted if there is a gradient or a curve. The type of signals available at stations will determine the speed while entering stations.

Most of the locomotives on Indian Railways are steam locomotives. Steam locomotives themselves have an interesting and fascinating history and research and experience over several decades have contributed to making the steam locomotives more efficient in speed as well as in the capacity to haul heavy loads. Broadly speaking, there are two kinds of locomotives, one for hauling goods trains and one for hauling passenger trains. In the case of goods engines what we want is a high tractive effort while for passenger trains, speed is also important. Usually, passenger engines have less tractive effort but can give better speed while goods trains will have larger tractive effort though lesser speed. At present, we are having mainly W. G. class of engines for working goods trains on the broad gauge, WPs for passenger trains and YPs and YGs on the metre gauge. The WG can haul on plain terrain a load of about 1,800 tons. The YG can haul 1,000 tons on plain terrain.

Previously, most of these locomotives had to be imported. After independence, it was thought necessary that we should become self-sufficient in locomotives and not depend on imports. The Chittaranjan Locomotive Works was, therefore, constructed, thanks to the foresight of the Government in 1950. It has, so far, manufactured by the end of March 1960, 1,006 locomotives, the annual target being 168 locomotives. With this tempo of manufacture, it is hoped not only to attain self-sufficiency but that we will be in a position very soon to export locomotives at competitive prices to some of the South-East Asian countries. The Tata Locomotive Engineering Co., Ltd., manufactures metre gauge locomotives and has capacity for manufacturing over 100 metre gauge locomotives only.

Apart from improvements to steam locomotives, the tendency of Railways in advanced countries in the world is to replace steam locomotives by Electric locomotives or Diesel or Diesel electric locomotives. Diesel locomotives can haul much bigger loads. Thus, for example, some of the advanced countries in the world

have got the following proportion of electric or diesel locomotives :

Country	Steam	Electric	Diesel or Diesel Electric
France ...	6,100	1,064	869
Germany ...	10,624	524	188
Switzerland ...	232	826	32
U.K. ...	17,960	71	456
Canada ...	2,855	44	1,472
U.S.A. ...	4,343	682	25,738
India ...	8,554	72	75
Japan ...	4,966	633	20

While conditions in our country might be different, we are also trying to take advantage of these new developments. At the end of March 1961, 181 diesel locomotives were in operation on different services on Indian Railways. With the help of these diesel locomotives, it has been possible to increase the load of trains to 3,200 tons against the load of 1,800 tons hauled by steam locomotives previously. Expansion of dieselisation would, however, be influenced by the development of indigenous manufacture of locomotives and the availability of diesel oil from indigenous sources in the country.

Electric locomotives have very many advantages over steam locomotives. They can haul bigger loads, can run faster and acceleration and deceleration is much quicker. Electrification of sections are being taken up on Indian Railways also on a programmed basis. We have already electrified sections on the Central and Western Railways near the Bombay area, in Madras on the suburban section and electrification has been completed on the Calcutta—Burdhwan section of the Eastern Railway. We have schemes for electrification upto Asansol and Mughulsarai on the Eastern Railway and upto Villupuram on the Southern Railway. This is in keeping with the tendency in many other countries of the world where extensive electrification schemes are in progress. With the rapidly increasing production of electric power from Hydro-electric Thermal Power Stations and in the not too distant future, from Atomic-Nuclear power plants, it can be expected that in due course, greater mileages of track will be electrified in all countries of the world.

In India too, the heavy electrical plant at Bhopal will enable indigenous manufacture of electric locomotives. Already there are plans to assemble electric locomotives in the country.

On both double and single line sections, trains are worked on the Absolute Block System. On double line sections, the lock and block system is in vogue while on single line sections, token or tablet instruments are used. The last stop signal is interlocked with the line clear indication on the instruments. Where this interlocking does not exist at present, it is being provided on a programmed basis. Two-aspect lower quadrant semaphore arm signals are generally provided at stations. On certain sections, multiple aspect upper quadrant double-wire signalling is provided. Colour light signals and power frames are in existence at important stations around Bombay, Calcutta and Madras. Automatic signalling is also provided for suburban sections. Marshalling Yards at Naihati on the Eastern Railway and Tondiarpet on the Southern Railway are provided with power-worked points. Naihati Yard is also equipped with wagon retarders.

There is a heavy programme of signalling improvements in the Railway's plans. The plans include signalling improvements and safety works, interlocking a large number of non-interlocked sections, raising standard of signalling at a number of stations, power signalling of important yards and automatic-signalling in certain suburban sections. The safety works also include track circuiting of important yards, interlocking of level-crossings, etc.

During the last 14 years after independence, very sustained attention is being devoted to the provision of more and more amenities for passengers and other railway users at stations and in trains. Very large sums of money are spent every year for the provision of such amenities. Some of the important amenities that have been provided at stations are : provision of adequate waiting hall accommodation, covered shelters and platforms ; provision of electric lights and fans in waiting halls and on platforms, provision of high-level platforms with proper surfacing, supply of cool drinking water, good sanitary arrangements, etc. Some of these amenities are taken for granted now but one has to compare with the conditions obtaining prior to 1947 to appreciate the improvements that have been made.

Various improvements are being made in the coaches for the comfort and convenience of passengers like provision of fans in III Class, better seating arrangements, provision of sleeper coaches, etc. New features of passenger transport such as Janata or people's trains consisting wholly of III Class coaches have been introduced on the trunk routes in addition to the normal trains which carry all classes of passengers. The Janata

trains run as fast as Mail trains and meet the long felt requirements of through third class passengers. Air-conditioned Express trains have also been introduced where even III Class passengers get the benefit of Air-conditioned travel on the payment of a small surcharge. The amenities provided in these trains are unique for the fare charged and these trains have therefore been very popular. Railways are also trying to provide clean wholesome food at comparatively cheap rates to passengers and departmental catering has been resorted to by Railways in order to improve the quality of service.

It is only proper and right that Railway users should be associated with the provision of various amenities and facilities at stations. We have, therefore, a scheme of Consultative Committees at different levels where railway users are associated with the provision of facilities and amenities on Railways. At the apex, we have the National Railway Users' Consultative Council presided over by the Hon'ble Minister for Railways ; at the Zonal level, there is a Zonal Railway Users Consultative Committee presided over by the General Manager ; and at the Divisional level, Divisional Railway Users Consultative Committees. Besides these, there are Time Table Committees, the Passenger Amenity Committee for the whole Railway, Suburban Railway Users Consultative Committee, Bookstall Advisory Committee, Catering Supervisory Committees and the Station Consultative Committees. These render useful assistance to railway administrations in dealing with matters affecting the interests of railway users.

Railways are now trying to provide various ancillary services to the public like collection and delivery services, City booking offices, etc. To provide facilities to people in the interior away from railway stations, Out-Agencies are being provided. As mentioned earlier, financial resources are not available to meet the entire demand for expansion of railway facilities with the result that large portions of the countryside continue to remain unlinked with the Railways. A partial solution of the problem is the opening of more and more Out-Agencies. The Out-Agencies can offer indirect railway facilities by providing not only suitable collection and delivery centres for traffic but also the ancillary transport required between such centres and the rail-heads. Hill stations and other places to which a railway link cannot be constructed except at considerable expense are thus afforded facilities for booking and receipt of traffic as at railway stations. The present policy is to have as many Out-Agencies as possible so that this will be a real facility to the people of interior areas.

One of the most important fields in which the railways have made considerable progress is self-sufficiency in equipment. Production of broad gauge steam locomotives commenced at the new State-owned factory at Chittaranjan in the First Five-Year Plan, which was the first major step in the achievement of self-sufficiency. It is proposed to stabilise the capacity of Chittaranjan at about 200 locomotives a year which will meet the long-term requirements and additions. The Tata Locomotive and Engineering Company manufactures locomotives for metre gauge and no steam locomotives are now being imported.

With the increasing and inescapable demand for diesel and electric locomotives, it is necessary to build up indigenous manufacture of these locomotives also. Chittaranjan is expected to manufacture the mechanical components of electric locomotives while the electrical gear is expected to be manufactured by the State-owned Heavy Electrical Project at Bhopal. Indigenous manufacture of diesel locomotives is also proposed to be arranged in the country, and it is expected that by the end of the Third Plan, diesel and electric locomotives will be almost completely manufactured in the country.

Manufacture of goods wagons is also being done in the country; capacity is being developed to manufacture wagons to the order of over 36,000 wagons per year. No further imports of goods wagons are envisaged. Passenger coaches are also being manufactured in the country partly by the State-owned Integral Coach Factory at Perambur and partly by the Hindustan Aircraft, Bangalore, and certain private firms. Railway Workshops also undertake building of wooden bodies for passenger coaches. The new steel plant at Durgapur will provide capacity for the manufacture of about 45,000 wheel sets which together with the capacity of the Tata Iron & Steel Company will meet the Railways' requirements.

Manufacture of rails is, at present, confined to the two old steel plants. Bhilai will specialise in rails and together with the existing supplies will eventually eliminate imports. Vigorous steps are being taken for the development of indigenous capacity for signalling equipment which will include as many mechanical and electrical signalling items as possible. Mention should be made in this connection of the Podanur Signalling & Tele-communication Workshops on the Southern Railway.

The percentage of purchase of indigenous goods to the total purchases made by the Railways was 82.5 per

cent in 1959-60. Out of Stores worth over 197 crores of rupees, only stores worth 34.5 crores were imported which indicates the extent of self-sufficiency that the country has attained. The following tables gives particulars of stores purchased from 1950-51.

Stores Purchased on Government Railways
(In crores of Rupees)

Year.	Indigenous	Imported	Total	% of Indigenous manufacture
1950-51 ...	63.22	18.37	81.59	77
1951-52 ...	68.34	29.32	97.66	70
1952-53 ...	64.15	28.00	92.15	70
1953-54 ...	64.43	25.60	90.03	72
1954-55 ...	83.65	24.03	1,07.68	78
1955-56 ...	93.65	32.63	1,26.28	74
1956-57 ...	1,25.82	45.55	1,71.37	73
1957-58 ...	1,58.48	63.35	2,21.83	71
1958-59 ...	1,67.93	86.15	2,54.08	66
1959-60 ...	1,62.87	34.54	1,97.41	82

The Railways are fully confident of accomplishing the even bigger tasks awaiting them during the Third Five-Year Plan. In the last year of the First Plan, the Railways carried a total of 115 million tons of goods traffic. In 1960-61, they hope to carry about 154 million tons, an increase of nearly 34% and at the end of the Third Five-Year Plan the target fixed is 240 million tons which means that the total goods capacity built over a period of 103 years has to be raised by over 100% in just 10 years covering the Second and Third Plan periods. In the discharge of this big responsibility, the Railways look to the public for support and encouragement and their task will be made easier by public co-operation in various directions which I am sure will be forthcoming in abundant measure.

"It is to keep a man awake, to keep him alive to his own soul and its fixed design of righteousness, that the better part of moral and religious education is directed: not only that of words and doctors, but the sharp ferule of calamity under which we are all God's scholars till we die."
—R. L. Stevenson.

A VISIT TO KARWAR

R. T. SHAHANI

IF you want to get away from the beaten track, why not try Karwar for a change? I agree the journey is somewhat long and tedious but I am sure that if you have ventured once—and reached your destination—you will have no reason to regret it.

Karwar is readily accessible via the Metre Gauge route of the Southern Railway by rail upto either Belgaum or Hubli whence the Mysore State Transport takes charge of you and you traverse a road mileage of about 150 and 104 miles respectively upto Karwar. The other way is to go by sea from Bombay to Karwar directly through one of Scindia Steamships' boats which I understand ply weekly and are considered very comfortable by those who have tried them. Or again, you can fly from Bombay to Belgaum and then motor down to Karwar. Over the roadways, a limited number of taxis are available on hire, only the rates are somewhat high. A taxi from Hubli to Karwar for example, may cost you about Rs. 75. If you are in a party or a family of three or four persons, it is worth it. If you are alone, definitely not. The State Transport takes you for the same distance for Rs. 4-8-0.

Of course, things could be slightly better. For example, the so-called "double fast" bus which is the best value for money has only one official halt—in practice, at least three—is supposed to leave at 5 a.m., but actually leaves about 45 minutes late as a rule, and is 'regularly irregular' as my friend from the South complained, and does the run in four and a half hours. The odd part of it is that the bus starts from the station, the passengers' luggage is loaded there, you are then taken to the bus station, where the luggage is taken down, weighed, reloaded, and then the fare and luggage tickets issued, etc. Naturally, time is lost but then no one seemed in a hurry and hardly anyone complained except my bus friend and I who said that rationalisation was possible and should be done, but then someone said: "Ah! now you two are talking like American Tourists! You should be thankful we are being taken for such a nice long ride for such a petty amount." Other bus services are called Passenger, Mail and Express and they are quite slow, the Passenger one being at the lowest rung of the ladder.

All this notwithstanding, the journey to Karwar is interesting and keeps you amused most of the time. The highlight of the journey is the Arbail Ghat which you negotiate about midway for about seven miles

which affords typical mountain and forest scenery. Thereafter, the scene improves and you negotiate a number of hills and curves. The approach to Karwar itself is thrilling and as you have your first glimpse of the Blue Lagoon and the Cemetery Beach—names which you pick up later!—you realise at once that you are in a different world altogether, a world of balmy breezes, of the azure deep sea on the one side and steep, curvaceous, voluptuous wooded hills on the other, with a few roads going snakily from one end of the town to another. Karwar is one of those towns which it is so simple to learn geographically; even a baby will find it difficult to get lost in it!

Karwar is a natural port which could be developed much more than it has been done hitherto. It has a sheltered anchorage and the natural jutting ridge which takes a big sweep across the sea affords natural protection while the light-house on the Oyster Rock adjacent to it keeps nightly vigil on incoming boats. Detailed plans, I was told, were now afoot to improve the port and the entire sea front which is exquisitely pretty at present was likely to be acquired for future developments which would be economically necessary but aesthetically disastrous to the natural beauty of the place which has almost remained untouched hitherto! I said 'almost' because the iron ore export to foreign countries, principally Japan, Italy and the iron-curtain ones like Yugoslavia, Roumania and Hungary, from the adjacent port of Belexery and Karwar itself, have already brought about a nuisance value.

The one and only good hotel—the Grand—founded in 1891, stands on the sea front and while you have your morning eggs and toast and coffee, you have a full view not only of the deep blue sea in front of you but also of the perennial stream of lorries which bring brown iron-ore from Hospet and Bellary districts, dump it on the ground round the clock, in front of the Hotel, then load it in the barges whenever the foreign ships come. Even at night, there is an awful lot of racket for unloading the iron-ore from the trucks going on and the calm existence at the hotel becomes marred considerably by the brown dust which settles on your erstwhile writing and dining table daily which in turn makes it impossible for the hotel authorities to keep up the pace of cleanliness. Can you blame them?

That apart, for a small hotel, with limited clientele, mostly businessmen connected with shipping of cargo, or the weekly exit to an from Goa, very few persons

come to stay there, nevertheless, a heroic task is being done by the present young proprietor of the hotel. During the four long tedious monsoon months, the whole place becomes a watery morgue. It pours incessantly, I understand and since shipping ceases, life at the hotel comes almost to a stand still !

What about the tourist traffic to Karwar ? You can count it on your finger tips for no one comes there. It reminds me of the little English girl who was both awed and fascinated by Fatehpur Sikri but then she could not help asking in hushed tones : ' But, Mummy, does no one live here ? ' I asked : ' but does no one come here ? ' The replies were dismal and desultory. It was particularly interesting for me for I had just returned from a trip to Pandu in distant Assam, where I was asked : ' what has brought you here of all the places ? ' and when I reached Karwar, I was told : ' why have you come to Karwar ? No one ever comes here ! ' One of our present State Ministers had a similar experience when he first went there and rightly waxed eloquent over the typical beauty of the place. English artists and aesthetes may have splashed all the colours on their canvasses gazing at the setting sun of Karwar. Tagore may have composed his poetry there but the average person in India does not know anything about the place, except of course, rather vaguely, rather nebulously. Any picture postcard ? No. Any photographs ? No. Any literature on the history, geography, culture, arts of the place ? Well hardly any but of course, everyone points a finger to at least one authority who has made a study of the place, who would know everything. Luckily we meet Dr. S. Silva and we are duly rewarded, for he tells us a lot about the background, both historical and cultural. He has already published a few papers and pamphlets on the subject and he will soon be bringing out his book on the peoples of North Canara which I am sure would be a fascinating study of a hitherto not so well-known chapter of sociology.

A word about the historical background of the place. The name Karwar itself would appear to be a corruption of the old name of Kadwad Village which extended then from Baitkol, the sheltered bay to Kone Resthouse. The place was hitherto known as Sadashivgar. The first municipality formed in 1862 was known by that name. An English factory was formed at Kadwad as early as 1662 by Mr. Robert Master who came in ' Sea Flower. ' Very early, the English appear to have understood the potentialities of this place as an outlet for trade from the flourishing hinterland which consisted of such important places like

Hubli, Belgaum and Dharwar. At one stage, there was a serious threat from the Dutch also. Shivaji is understood to have built a temple to Bhavani in Sadashivgar and in 1675, the place is reported to have been burnt by the generals of Shivaji. Then came Haidar Ali (1763-1792) who negotiated with the Germans as a counterblast to the English. Later, Tipu nearly devastated the place. From 1799 onwards, the British took up Karwar in earnest and this portion of territory went to the then Bombay Presidency.

By 1857, the British Collectors had evolved big ideas about the development of this place which they found had a safe natural harbour with a deeper anchorage than Bombay itself. There was a dream to divert all the cotton trade of the Deccan via this ' Nava Mumbai ' as it came to be called. But there came a crucial change in policy in 1872 when a major decision was taken to develop Marmagoa in preference to Karwar which dashed all local hopes for then followed the building of the railway line from Londa to Marmagoa, leaving Karwar in the lurch. Even today, the present inhabitants are quite bitter about that event and bemoan the fact that Karwar is not connected by rail so far !

Anything to see ? There are a few local ' musts, ' among them mention may be made of the fascinating light-house about six miles away which is situated on the so-called Oyster Rock which we did by a small fishing boat. Life in the light-house becomes an ordeal which only the brave can suffer for you get completely cut off from the main land once the fury of the monsoons is let loose and no communication is possible except by a wireless set which too can break down. The inmates have to store up all eatables, medicines, etc., for even medical aid is impossible during this trying part of the year !

Then comes Kodibag, an interesting timber centre situated on the banks of the Kali river, about three miles from the city where a 20-minute ferry plies you across to the other side where you have the Sadashivgar Fort and the buses for Goa are waiting to carry you across. For Goa, the entry is easiest via Karwar, then by road, for the border is just about six miles therefrom and Goa and Panjim not far off ! It is here that the Kali merges itself into the ocean and presents a picturesque spectacle.

There are a number of beaches in Karwar, the main ones being the Blue Lagoon which can be developed to beat any of the best beaches in the world, the Cemetery Beach which is not so safe for bathing, the Ladies' Beach which is both isolated and inaccessible except

by boat, which is used mostly by the foreigners who come by boat and which faces the distant light-house and finally the Main Beach which is adjacent to the town itself, which is used as a rendezvous for evening gossip and get-together but not for bathing. Here is a place where gorgeous beaches much superior to Juhu and Versova are just wasted for hardly anyone ever bathes in the sea. It is just one of those things which is not done !

There are a number of places in the vicinity of Karwar which are interesting and which should be seen. Honavar is one, Belekery is another, both are ports which are now being handled by the State Trading Corporation ; Kumta is another picturesque place which could be seen with advantage. The pride of place must of course go to the Jog or the Gersoppa Falls which are world famous and which are easily accessible by fast express buses.

There are two clubs, the Mitra Samaj and the Officers' Club which are keeping up a lot of interesting activities in Karwar and making it possible for the small community of Officers, their families and the members of the general public to have such amenities as tennis, badminton, billiards, table-tennis, cards, etc. Between the two clubs, almost all games are adequately provided for. The membership is small at the Officers' Club and the normal daily attendance equally negligible but then, one cannot do anything better. There is a brave and a very successful attempt to keep the tennis court both alive and cheerful and considerable zest and impetus were being evinced at the time of my visit.

The ladies are shy and somewhat conspicuous by their absence. Very few join in the club games and for the first few days, we saw hardly anyone at all. The right atmosphere is not there. It has to be created. Perhaps, some day, in the near future, there will be a greater social intercourse. Even at the annual Municipal party held on the Republic Day, which I had the privilege of attending ; very few men could make a brave attempt even to go near a lady and such of the few ladies who had ventured forth, found themselves severely segregated. Here is another type of apartheid on the sex front, a kind of ' cordon sanitaire ' which few could cross. I hope this is a passing phase !

And so as you leave Karwar, two conflicting emotions assail you. You think at first, give Karwar to the Americans for five years and you may get a Miami Beach in return, complete with up-to-date air-conditioned hotels, bars, casinos, pleasure parks, with a surfeit of bathing, surf-riding, dancing, etc. No item of pleasure

could then be spared and instead of having a few miserable bulbs along a poorly lit sea front, you were bound to have a fairy land effect along all the beaches to say nothing of the hill tops which unlike other hill-stations, are mostly bare of any building activity. Remember : there is not even pipe water amenity at Karwar at present and lights go off promptly at one, soon after midnight but all this can be changed. Of course, it will mean a lot of investment in money.

And then on second thought comes the question : Will Karwar remain the same or will it change its personality altogether ? The natural beauty of the sweeping beach, the virgin hill tops, the isolated and solitary glory of the light-house on the Oyster Rock, all these things may go and instead you may get another Karwar which may well be beyond recognition, which the people themselves may not want.

The development of the port notwithstanding, I have a feeling that Karwar is not likely to change much in the near future which in a way is a pity for unless adequate publicity is done, very few people in India will know about this little cameo of beauty. And that indeed is a great loss, for aesthetic beauty should be shared by the greatest number of people.

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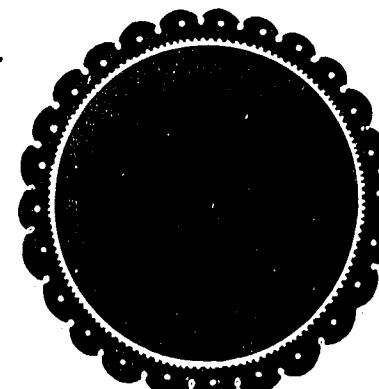
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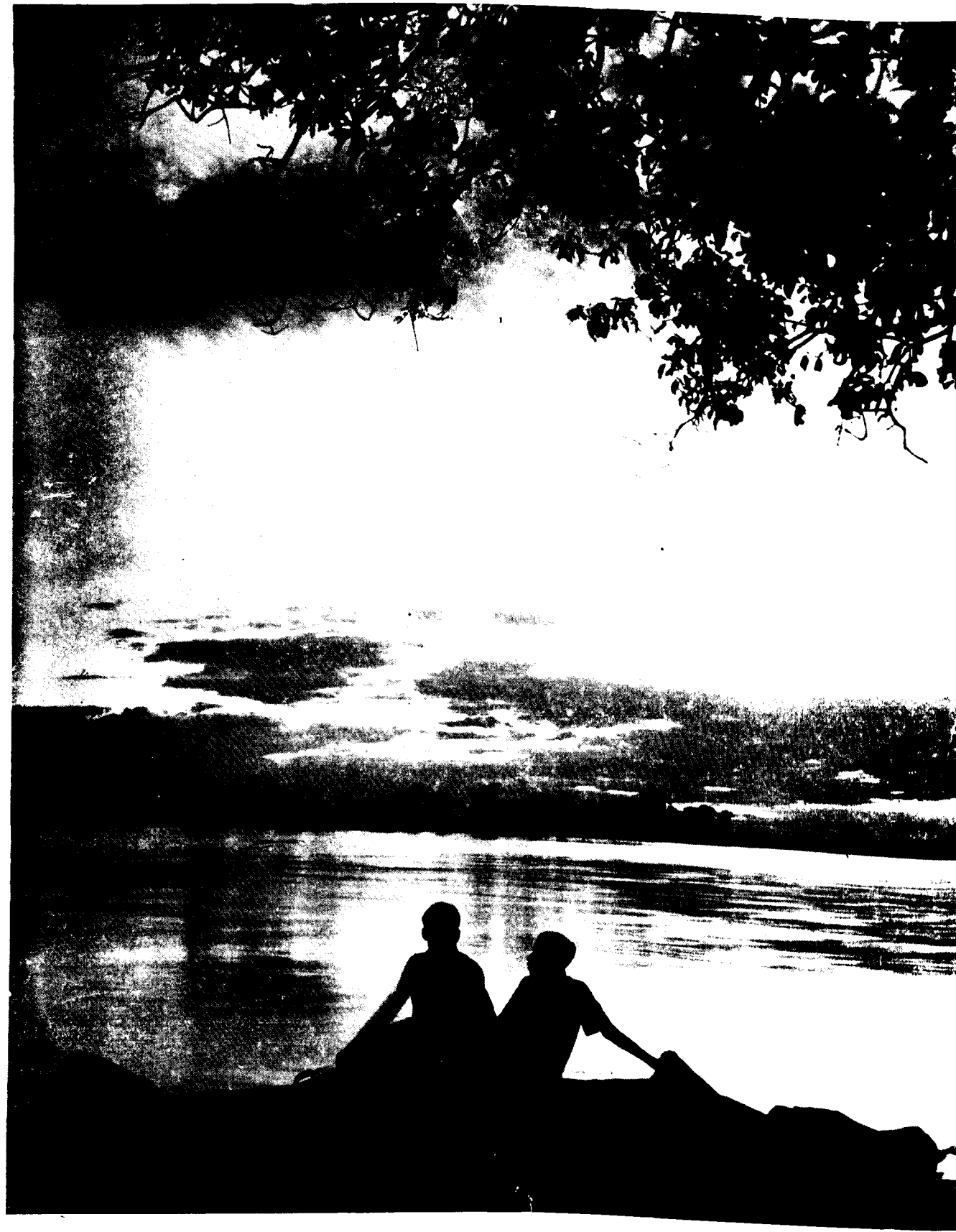
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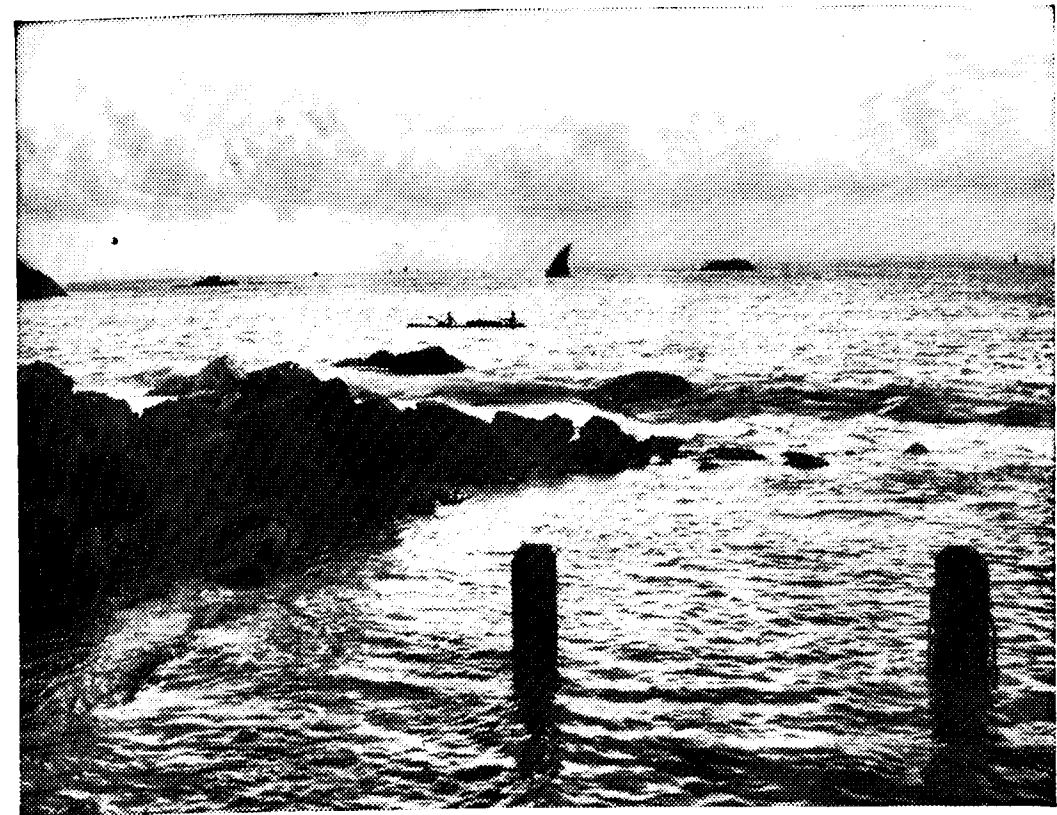


When Winter Comes





On the River Banks



Sunset at Kanyakumari



A Beach Scene at Trivandrum



The Monsoon Arrives

(Photo : R. Lakshmi)



Skyscraper

(Photo : R. Lakshmi)



Texture of Winter

Planning Begins at Home

Smt. RUGMINI MENON

EVERYBODY seems to be talking about plans these days and newspapers are full of them. Therefore, I do not see any reason why we housewives should not plan our days in the house.

Why should we plan our days? Well, sometimes we get so rushed and then we wonder why we have to do such a lot. If at this stage we were to analyse the whole thing, it will dawn on us that we had not really planned the day ahead. In spite of the most careful planning, sometimes unexpected things crop up. But my point is, that if we plan the day generally, we should be able to fit in the unexpected things somewhere without much difficulty.

I know that every woman will agree with me when I say that the management of children and household affairs is just as important as any other top job. In fact it is quite essential, if the breadwinner of the family is to have peace and happiness, when he gets home after a day's hard work.

Now, let us seriously get down to the business of our days. To save ourselves considerable waste of time, it is, I think, a good plan for a housewife to rise early. An hour wasted in the morning, has to be run after, the whole day. It would be a very wise idea to have fixed times for the main meals and also to insist on the family sticking to these times. If we are not firm about these small things, meal times become elastic and prove to be a source of trouble for the servants and ourselves. Then sometimes we find members of the family casually strolling in for the meals one by one. Here is the proper time for us to point out that we are not running a restaurant. We have to be strict in our own interests, otherwise we will be rushed in the preparation of the next meal. This mad rush will definitely leave us feeling and looking like limp dish rags. A meal served in time will save the family from bolting the food with one eye on the clock and it will go a long way in preventing frayed tempers.

Talking of meals brings us to the subject of buying provisions and groceries. We would have planned to make a certain dish and it could be terribly irritating to find that we have not got all the required ingredients

at hand. Then we send some one rushing off to the market to get what is wanted and quite often we pay extra. We are really paying for our thoughtlessness. So now what is the remedy for this? Let us take stock of our larder the previous day and get all our requirements then.

Then comes the question of entertainments. It is the ambition of every housewife to prepare really delicious dishes when there are guests. And of course we want to give them a very pleasant time. But to achieve all this, we have to plan beforehand. Sometimes we wait till the last minute to do everything and then everything seems to go against us. At the end of it all, we are so exhausted we wonder why we ever embarked on this mad idea of calling a few people to a meal. The guests also depart feeling rather relieved that the whole thing is over. If on the other hand we had planned the menu and got everything ready well in advance, it is a sure bet that the guests will enjoy the meal and our company and we ourselves will have the satisfaction of having achieved something. Since we are being practical, it would be nice to reflect on the actual preparation of the meal. If we were to get the masalas ground, cut up vegetables or meat and keep all other little items ready before actually lighting the stove, we could definitely save on fuel and cooking time. All this planning ahead, applies more to those of us who have not got adequate domestic help.

Children present constant problems. It is not at all uncommon for them to come up with requests ranging from pencils and rubbers to frocks and shoes. Of course, the request is invariably half an hour before school time and usually accompanied by tears. Let us be candid! It is very very trying to have these persistent little mites trailing along behind us, right when we are in the middle of the breakfast preparations. But if our main schedule is all pre-planned, we could oblige the children somehow. Otherwise the poor dears will get it hot at the school.

Then we come to the all important, ever present problem of making both ends meet, otherwise known as the deficit budget. With the cost of living soaring up sky high, we must first of all decide how much we

can afford to spend every month. Then we have to divide the expenditure into various heads. Food, Clothing, Rent, Fuel and Education are probably the most important items. Then of course the luxury items. And let us not forget to allow a margin for fluctuations this side or that side. Previous budget resolutions get blown sky high when tempting bits of lace, silk and glassware are spread out in front of us. This happens to all of us. The other great pitfall to be avoided is taking anything on credit. We just go on buying merrily and when the bill comes at the end of the month, a stiff shot of brandy will be required to revive the Head of the Family. Otherwise he has hysterics. When presenting a budget to the Head of the Family, we have to ask for a little extra. By the time he audits it and trims it down, it will be what we wanted it to be. Otherwise we might have to give up a few rupees from the actual budget. This would be terrible. Let us keep this to ourselves shall we? Oh dear! we forgot to put by something every month, did not we? Well we must even if it is only Re. 1 a month.

In the midst of all this planning let us not forget ourselves. While planning the day, we must keep a

little time for writing letters, keeping accounts and doing a little needlework. And there must be a time of the day when we can really relax and rest. This rest is very necessary for a housewife and mother whose duties are ceaseless. If we are to be fresh, healthy and happy our bodies and our minds need rest and relaxation.

Sometimes it so happens that we undertake to do social work. Social work calls for a lot of energy and sacrifice. When it starts interfering with our home life, it is time to call it a day. Our homes, our children and our husbands are much more precious than any social work in the world. A well planned day and an orderly home go a long way to contribute happiness to a man's life. No man, however tolerant he might be, likes to see his wife rushing round looking tired and harassed. Let us not add to the strain of the day by denying him peace and contentment in the house.

Let us therefore sit down and plan our preoccupations over a period of time. No busy person can get on in life successfully without doing so. And we the housewives are busy, are not we?

KATHAKALI—the language of gestures



WHO has not at sometime said to himself, or heard others say, "I wish I had this or that"? Even children often wish for things they have not got, and perhaps for something they can never even hope to get.

Of course, it is not wrong to have these longings and to wish for something, but sometimes a strange thing happens. What we wish for seems to happen, and when this does come to pass, instead of bringing joy and happiness, it brings sorrow and misery. So let us now hear the story of a poor man who wished he was very rich and what happened to him.

Once upon a time there was a poor man who found that all rich people seemed to be happy and poor people were unhappy with not even enough to eat. So one day he decided he must get very rich like those wealthy people he would see now and again. But how to get rich? He was so poor that his clothes were almost in rags, and he did not even get two meals a day. He had never been to school, and could only work with his hands and body, and he knew he could never get much money by hard labour like digging or cutting grass and so on.

But he kept thinking about getting rich, and from thinking he kept wishing that he had lots of money. Yet he could not find a way. Then one day he was told by some of his friends that if he could have a spirit as a servant, that spirit would do anything he wanted, and as he was a spirit, he could even make things out of what appeared to be nothing.

But he now asked himself the question, Where could he get a spirit to work for him? He went round asking the people he met about it, but none were clever enough to tell him how he could find the spirit he wanted so much. So he wandered and wandered, until one day he came to a forest, and there he found a sage, who was both wise and holy.

CHILDREN'S CORNER

At first he was afraid to go near the wise old man, but even before he approached the wise man seemed to read his thoughts. So he called out to the poor man and asked, "What is it you want so much that you are wandering far from home?" The poor man replied, "Wise sir, I want a spirit to work as my servant. How can I get one?" The wise man said, "Friend, it is far, far better that you do your own work, and do not ask for a spirit." But the poor man was determined to have his spirit and pleaded with the sage. "Please, sir, tell me how I can get hold of a spirit to work for me. I must have one, else I shall be unhappy all my life."



The sage did not like the poor man to want a spirit so much, and knew that it was very foolish. But perhaps, it was the best thing for the poor man to have his spirit, so that he could learn what it was to be wise



A New Art



Taming of the Wild

and what foolish. So he gave the poor man a charm and told him to say a particular magic word, and at once his servant spirit would come before him to do his commands. "But," warned the sage, "I must tell you one thing which is most important. Spirits are terrible beings and you must keep giving them work all the time. The spirit must never be idle as otherwise the only work he will have is to kill his master. Now go and be very, very careful."

The poor man was happy he had the charm and could now command the spirit, but he soon forgot the warning of the wise man. With the charm he rushed off towards his home. On the way he saw a beautiful piece of open land. Instantly he took out the charm and said the magic word. Suddenly, he heard a voice saying, "I am your spirit and your servant. What work have you for me to do. But before you say anything, let me warn you that the moment you have no work for me, that moment will be your last, for I will kill you."

The poor man was a little frightened at this warning, but quickly forgot about it and thought there would be plenty of work for his spirit; so he said, "See this lovely piece of land. Build me a beautiful palace on this spot". The words had hardly been spoken when he looked and saw a glittering palace spring up right in front of him. Wonderful, he thought. His spirit could really work fast. So the next command was, "Bring me a large bag of gold coins". Once again, the words had just left his lips when the bag of coins was placed at his feet by the spirit servant.

Well, the next command would have to be something very much more difficult. So he said to the spirit servant, "See that large forest beyond, full of trees. Well, cut down every tree and build a city". In the wink of an eye it was all done. Every tree had been cut down and in place of the forest there was a beautiful city complete with houses and streets and people.

The poor man had now paused to think about the next command, and the spirit reminded him; "Come on, be quick and give me something more to do, or I will eat you up". The poor man who was now rich with a bag of gold coins, and a beautiful palace, did not know what more to ask his spirit to do. He had

On the beach

all he wanted and was now becoming really afraid. So he quickly rushed off to the old forest sage to find out from him what he should do to save himself from being killed by the spirit servant. He told the sage all that had happened and now he had nothing more for the spirit to do. Just then the spirit again spoke. "Quick, Quick. Tell me what I am to do. I cannot be idle much longer, and if you have nothing more for me to do, I must eat you".

The poor man was now in a terror for his life. After all, what was a big palace and riches if he had no life. The old sage saw the terror in the poor man's face and felt sorry for him and said that he would command the spirit now and so save his life.

Nearby was a dog with a curly tail. He told the poor man to quickly cut off the tail with his knife and give it to the spirit. He did this quickly and the sage now said, "Say after me quickly these words, Spirit straighten out this tail for me". The poor man repeated the command and the spirit took the tail and pulled it straight. But as soon as he let go the curl came back. Once more the spirit pulled the tail straight. But again when he let go the curl came back. So, as much as the spirit tried he could not straighten out the curl from the dog's tail, and he was left to do this work for days and days. The spirit became very tired doing this work of straightening out a curl that would never become straight, and he knew he would have to give it up. He now asked the poor man to release him from this never-ending work and he promised he would go away and never bother the poor man again. The poor man was overjoyed to hear this and immediately told the spirit servant that there was no more need for him to straighten out the curl from the dog's tail. The spirit then departed and was never known to worry the poor man again.

When the poor man returned from the forest to his home, he found on his way that there was no more beautiful palace, or bag of gold coins, or beautiful city for it seemed that the spirit had taken all these away with him. Or was it just a dream? However the poor man did not care, as he found that he was much happier as he was, because he still had his life, and the sage was right.

UNCLE TELLATALE.

(Photo : S. Renganathan)

POETS' CORNER

Gleanings from our Beginnings

V. E. THIRUVENGADIAH

*But for you dear Richard Trevithick,
We shalln't be moving from places so quick
As we do these days by your ingenuity
Yes, what great bliss to the humanity!*

*That day when you showed the steam potency
You were sneered and charged with delinquency
Today the man craves conquest of moon,
An El Dorado by risks many a one.*

*The power of steam hidden in Nature's book
Snatched wistfully with intent look
That emanated to the world, a bewilderment
A cheap transport to our wonderment.*

*On your basic thoughts others so piled theirs
That Railways are moulded in luring glares
Surmounting great hurdles and obstructions
In the method of its perfect constructions.*

*From poor beginnings to better we march
With longing looks in the best approach
Of problems confronting and insoluble
Oh Trevithick, your gift to us is invaluable.*

*Many heroes explored and did for man
With umpteen aids with an aim to fan
The flame of love and trustworthiness
But alas! some ends end too ignominious.*

*Great Newtons, Einsteins and Wrights, Curies
Still many pioneers did yeoman service
In giving subtle science to people at large
Yet, the palm is to Loco that strives to enlarge,*

*The horizon of Commerce by cheap transport
The latitude and longitude of human purport
The more one gives a serious thought
The more it allures, our fortunate lot.*

*Of man's inventions, the locomotion
Stands too supreme in approbation
That deals intimately with many textures
In raising our economic, social structures.*

*The Railways appear to an average man
As though for granted by Nature's plan.
A thought for a moment to ignore Rail's help
Will sure bury him in the primitive gulp.*

*The modern system of Railways comprise
A longer list of paraphernalia device
Than any of the industries controlled by State
In 'Socialistic Pattern' with ideas great.*

*Trenches, tunnels, conduits, culverts
The spacious 'yards' with loops, converts,
The towering impressive grand Rail-stations
The steam, diesel, electric locomotions,*

*Giant bridges, viaducts and escarpments
Are sure the engineers' rare achievements.
The imposing workshop constructions
Compel our continued admirations.*

*The sheds, semaphores and coaches of kinds,
The motors, wagons and steamers, coal mines,
The telephone, wireless, Radar equipments,
The hotel, hospital and Press establishments,*

*Still more of such make up great Railways
Which contact the public in a Million ways
For comfortable convenient and safe travel
A responsible organisation of today's marvel.*

*In London, Euston and Saint Pancras
The charming classical Charring Cross
All highly decorative of splendid art
Of Grecian, Gothic, Arabesque, impart.*

*Stations of New York and San Francisco
Philadelphia, Washington and Chicago
Bear the good boast and prestige of man
In the maze of passages subterranean*

*Leading to broad, distant opening streets.
With colossal concourse bubbling in greets
With restaurants, arcades, cinema theatres
With lifts, stairways and escalators*

*Representing a multipurpose utility
The stations do invite in all serenity.
The magnificent grandeur that Milan bears
Covering an area of over hundred acres.*

*Is matchless on earth and largest in size,
Of these (to Trevithick) who could apprise?
In India too a number of Rail-stations
Are outstanding in artistic design fashions.*

*From a poor wooden structure at Por Bunder
Emerged on the Jubilee Day in all grandeur
The Victoria Terminus in Eighteen Eighty Seven
Deriving the name from our sovereign queen.*

*Sri F. W. Stevens the famous architect
Designed it reminiscent of Westminster art
With ornamented arches in style Saracenic
Combined with stone art that seems Gothic.*

Sri Gobind Vallabh Pant

(An acrostic)

Sudama



Strong and sturdy, soft and mellow
Royal path he chalk'd in yellow ;
In pots of blood he ting'd his brief,
Govind nam'd, he sing'd his grief.

Onward bound, e'er forward bent,
Verily, wedded to blending scent
In deeds of glory on freedom's mole ;
Nature starr'd him for statue's goal.

Daring, bold and trumping right,
Vest'd rights, he scoff'd at sight ;
Ample scope in amperes found,
Laugh'd he out as he leash'd his pound.

Lean'd he ne'er to right nor left,
As centre beam his toss was deft ;
Brisk and bright, he tagg'd his task,
Haply blunt, he donn'd his mask.

Prizes won, no trophies lost,
All for Hind, his lot was cast ;
Nascent mirth to friend and foe
Thaw'd he e'er as buck and doe.

MEDICAL PAGE

PEPTIC ULCER

Dr. P. R. BALAKRISHNAN, M.B.B.S., M.S.

THE most common illness which we come across in railway patients is "pain in the upper abdomen". Though the patients complain of vague discomfort and pain, many organs have to be suspected in this condition. Mostly the upper abdomen contains stomach in the middle, the liver on the right and spleen on the left. All these organs remain below the diaphragm which separates the abdomen from the chest. This vague abdominal pain in the tropical countries like ours is suspected to be an amoebic infection of the liver which we call amoebic hepatitis, or peptic ulcer (ulcer in the stomach).

There are many causes for peptic ulcer and few of the commonest conditions which predisposes to these ulcers are probably due to diet and deficiency of vitamins though there are many other predisposing factors like Acid factor, Vascular factor, etc. A comparison of the foods taken in those parts of India where ulcer is rare with those where ulcer is common has revealed that in the latter there is a marked deficiency of Vitamin A. This lack of vitamin may play a prominent part in ulcer causation and is emphasised by the fact that while in those districts ulcer incidence is common, it is rare in the Army where a well balanced diet is given. It is clear that the district has nothing to do with the causation of the ulcer, but mainly the food, and if in that particular district the ulcer is common, it is evident that the residents of that district are lacking in vitamins in the food they take.

There is no doubt that alcoholic excess, heavy smoking and the taking of highly spiced foods are associated with the causation of peptic ulcers in the stomach and first part of the duodenum. Though we may think that the whole of the stomach is ulcerated, it is not so. There peptic ulcers are usually single although more than one may be present. It is of importance that perforation may occur at the same time from two separate ulcers. In size they vary very much from the minute duodenal ulcer to the long standing gastric

ulcer which may be 7 to 8 cm. across. The old ulcers lead to scars and destroy the side of the stomach, and this may be so marked as to obliterate the lumen of the stomach leading to obstruction requiring surgical interference.

In patients above 50 years of age, the pain occurring in the stomach which repeatedly becomes worse leading to weakness and loss of appetite, we have to think of Cancer of the stomach which is a very serious condition requiring immediate attention.

The usual symptom of peptic ulceration is pain coming on soon after or during the meal and in duodenal ulcers it comes several hours later and frequently wakes the patient during the nights. Peptic ulcers may lead to very severe bleeding symptoms and also perforation. In this article I would like to bring forth to many of the patients that the treatment of peptic ulcer is mostly medical treatment, viz., drugs and diet. Drugs play a smaller part compared to the dieting of patients. The diet should be at regular intervals and with plenty of vitamins, milk, butter-milk, butter and fruits. The most important is that the patient should be kept in a state of comfort and encouragement free from worries. When complications set in like bleeding or obstruction, there is no other go but resort to operation. With our modern technique in surgery and with the pre and post-operative treatment and investigations—bacteriological and radiological, there is nothing to fear regarding the result of the operation. The percentage of casualties in these operations is very very small.

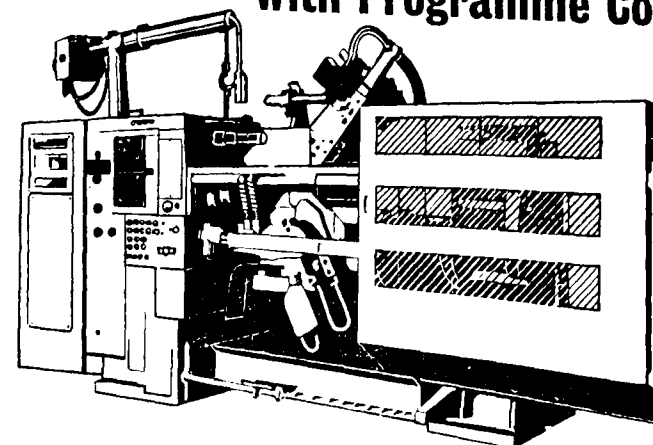
In conclusion I would stress the importance of well-balanced diet with plenty of greens, vegetables, milk, buttermilk and vitamins and keeping his mind and body in comfort. Untimely meals and meals containing no nutritive value are mostly the causes of peptic ulceration. Prevention is better than cure, but there is nothing to be worried about even if a person gets peptic ulcer since the treatment we get now is on sound lines and the rate of success is almost cent per cent.



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TIRUMALA-TIRUPATI DEVASTHANAMS ADMINISTRATION REPORT FOR FASLI 1369

(1-7-1959 to 30-6-1960)

For the majority of the Hindus, a visit to the Holy Tirumalai Hills is the heart's desire, while anything spoken or written of the presiding deity of the temple, Lord Venkateswara, is attentively heard or read. The first visit to the temple by the devotee eventually turns out to be the beginning of a series of subsequent visits to the shrine. The Administration Report of the Tirumala-Tirupati Devasthanams for Fasli 1369 unfolds some of the reasons that creates the desire for a further visit, in the mind of the devotee.

The report shows the activities and statement of accounts of not merely a single temple but the efforts of a family of temples the head of which is Lord Venkateswara of the Tirumalai temple. To take only the number of passengers by the Devasthanam Transport Service—this figure excludes a large number who go to and come back from the hills on foot and some others—1,423,322 adults and 135,399 children have visited the temple. Based on these figures it will not be much wrong to assume that about 5,000 people visit the temple on an average per day. During the year under review the receipts of the Sri Venkateswara Temple on the hills were Rs. 55,17,482 while the charges were Rs. 4,98,777 and the receipts of the other temples commencing with Sri Govindaraja Temple and ending with the Sri Padmavathi Ammavaru temple totalled Rs. 83,950 with charges for Rs. 1,53,316. Indeed, all deities in the pantheon of gods stay under the protective hands of the supreme Venkateswara!

The statement of accounts show that the finances of the Devasthanams are quite sound. The comparative figures show that the receipts are progressively increasing year after year; what was Rs. 24.43 lakhs in Fasli 1365 has risen to Rs. 56.01 lakhs in Fasli 1369. The principal asset that transcends time space and causation cannot of course be evaluated.

The phenomenal increase can be easily traced inside the figures, to the increasing amenities the Devasthanams have so liberally been providing. The transport services which is treated in the Report as a remunerative enterprise is really Amenity No. 1 and its efficiency is reflected by the profits earned. The Canteens up the hill and down the hill again treated as a remunerative enterprise is Amenity No. 2 whose claim for appreciation is pressed by the profits earned. In-

Book Review

crease in residential accommodation, a large portion of which is given free to the devotees, free medical aid, protected water supply and sanitary arrangements are only some of the amenities provided to the devotees.

The funds left over after so liberally providing for the pilgrims is devoted to commendable social services and nation building activities. A modern University has sprung up in Tirupati Town at the foot of the hills. High Schools and Elementary Schools are run. An Orphanage which trains and turns out poor and destitute orphans as self-reliant and useful citizens is run by the Devasthanams. An Oriental College imparts knowledge in oriental literature and philosophy.

The report shows that the Devasthanams are engaged in activities that make man useful and happy and the god who created man could bless no worthier cause.

The Southern Railway should derive pleasure from the fact that it plays its due part to transport pilgrims from all corners of the country to this abode of God.

The Devasthanam authorities, the Executive Officer and all officers and staff working under him deserve praise for their performance during the year which should enable them to keep pace with the progress of future years with confidence.

—V. SANKARAN

INDIA'S NEW HORIZONS—PUBLISHED BY THE U.S.I.S. INDIA, NEW DELHI

One is all the richer for a rereading of those lines of Tennyson being observations of Lysses "Yet all experience is an arch where thro' gleams that untravell'd world whose margin fades. For ever and ever when I move" and to apply them to a nation's life like that of India whose new horizons widen and widen in camaraderie with one like America's ever widening outlook on international brotherhood. The publication under notice is a proof of a fraternal aid, being an exclusive pictorial study of the attempt at economic development and upgrading of underdeveloped countries of the wide world getting shortened, by American generosity. The study takes note of different facets of progressive development and prospect in the social, economic and scientific phases of human endeavour for ensuring a better life, better happiness and better cultural kinship between two big continental nations. It brags no boost however.

—SUDAMA

"SPAN" No. 4 (February 1961) and No. 5 (March 1961)—Published by the American Embassy, New Delhi—Each copy 50 nP. Annual subscription Rs. 4

If one might whistle an air with the muse and whiff a tune like

"Spick and span, a brandnew SPAN
Fluting carols, swims like a Swan"

none that clings to the world need fight shy of the Bacomian dictum "The World's bubble, the life of man."

"Less than a span" for the wise Francis Bacon knew in his times how to measure 'a span' relative to a 'bubble'. I would rather not be defeatist in man's life nor wish to prick 'the bubble' of the world lest it (the world) burst. I would prefer too 'to laugh and be merry' with the Masefield, the Poet laureate when I wish to remember those lines of his.

"Laugh and be Merry remember, better the world with a song" Better the world with a blow in the teeth of a wrong Laugh, for the time is brief, a thread the length of a Span Laugh and be proud to belong to the old proud pageant of man".

Really a pleasure to peruse the 48 pages of each issue under review and to belong to the proud pageant of man presented with a high gusts through this latest journalistic venture of the American Embassy Man's Pageantry environs Mammonian glory and America's dollars now exchange for so many facets of man's endeavour to become happy, through iceland buzzing camps, gleamy gliders, roaming researches, blazing industries, harnessed wild rivers, good samaritan hopes, etc., besides rummages into old archives of the pilgrim Fathers halls of learning for moderns in the continents of the world and opening up vistas if Cultural cul-de-sacs for specialised thinking and export knowledge. This journal is one might say, a single Span bridge between West and East and bids fair to become not only a welcome amenity but a literary luxury of today to turn out to be a veritable necessity in international journalism.

Of no mean propaganda value. If richness of social fare for developing underdeveloped nations these two members vie with each other no less or no more than through the pleasing colours exclusive photo-gravure, and renaissance of ancient art like the Rajputain one in juxtaposition with Lincoln Sculpture and Statuary and 20th century American painting. If India is presented with a Dean Rusk or a Gulbraith, America is served with a Jawaharlal and an Indira Gandhi. The readers are happy and hilarious with the joyous nonsense of one or the other and in no way less with the exotic or quixotic ways of Arts artful cunning.

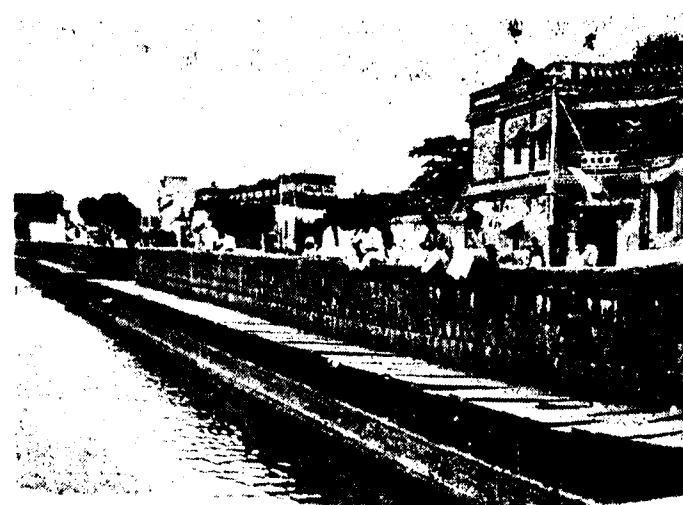
Democracy is, if I may venture to suggest, now on its wings to hover over planets and to discover itself on terra-firma. We congratulate the able sponsors of this monthly token of fraternity between America and India and wish it long life and cheer for there is no malice in the run with Lincoln's right hand grip case in bronze on Nehru's table as with Roshan Vishniac in his microscopic vice-le-modus operandi in life.

—SUDAMA



In the heart of the lake with the Pachai Malai Hills in the back-ground

Tiruthapureswarar Pushkarini, Tiraiyur



INDIAN TECHNICIANS STUDY U.K. STEEL FOUNDRY TECHNIQUES

Five technicians from India who will occupy top positions in a steel foundry to be built at Chittaranjan, West Bengal, have started their training with one of Britain's leading steel firms—F. H. Lloyd & Co., Ltd., of Wednesbury, Staffordshire.

They are Sri T. C. Chadda, of Chittaranjan, who will be foundry manager; Sri M. M. Lal, of Delhi, production and methods engineer; Sri R. K. Dutta, of Midnapore, moulding chargeman; Sri J. Gadgil, of Poona, methods Superintendent and Sri A. Satyendra, of Bangalore, methods foreman.

During the next two years, 30 men from India will be trained by F. H. Lloyd for managerial posts at the new steel foundry, which, when completed in September 1962, will employ between 700 and 800 workers. Lloyds, whose plant covers 36 acres, employ 1,860 people and produce 22,000 tons of steel castings a year.

Training is being given at Lloyds as, under the contract, the firm is acting as consultants to the Indian Railway Board on the design of the new foundry, the erection of the buildings, the installation of the plant and equipment, and the recruitment of staff down to supervisory levels.

When completed, the foundry will provide castings for locomotive construction. At present Mr. C. B. Carter of Lloyds is supervising the erection of the foundry. A six-man team from the firm will offer advice during the first five years of production. Then our technicians will be wholly responsible for the running of the plant.

Before the first party of trainees reached Wednesbury, the firm's Managing Director and Chairman, Mr. F. N. Lloyd, told the Works Committee: "I hope and know that you will do all you can to make our visitors feel at home and help them to get all the experience they need to establish their own steel foundry in India. On this foundry will depend the building of all the locomotives for Indian Railways."

BRITISH RAILWAYS TRY OUT ELECTRONIC SIGNAL SYSTEM

Electronic signal interlocking systems are being tried out by British Railways as part of the modernisation scheme now coming into force. They will replace mechanical systems, and the first is to be installed at the Henley-on-Thames (Western Region) signal box. A contract for the installation has been placed with Mullard Equipment Ltd., of London, after the company had

demonstrated to railway engineers a working model of a double junction completely controlled by the new electronic system.

The technique has the advantage of employing solid state electronic circuitry throughout, resulting in a system eliminating the use of moving parts, which it is hoped will greatly reduce long-term maintenance costs. The model works on the conventional "entrance-exit switch and push button" system, and track and point indication is provided.

BIG LIFT FOR RAILWAY POINTSMAN

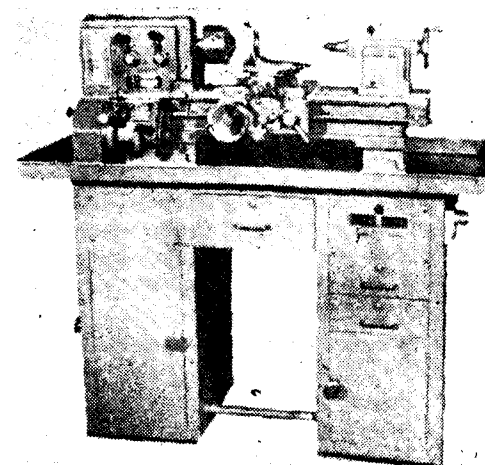
Employees of the South-Eastern Railway received with approbation the big news of the promotion of Pointsman Sri P. C. Gourkhede, who has been offered the post of a Traffic Apprentice, in recognition of his singular academic success.

Sri Gourkhede, set an example to thousands of his colleagues by passing the M.A. examination from the Nagpur University recently. Sri S. N. Wadhwa, the Railway's General Manager, received Sri Gourkhede in his office recently and congratulated him on his brilliant achievement.

Sri Gourkhede's father was also a Pointsman. Financial stringency restricted Gourkhede's early school career and after studying up to Class V, he worked successively as a cowboy, ploughboy and labourer to help his family. In 1945 he secured a job on this Railway as a Pointsman in grade Rs. 13—17 which was later changed to Rs. 35—50.

He started his student career afresh in 1946 and after a glorious struggle against heavy odds passed the School Final, Intermediate, B.A. and M.A. examinations





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April 1961

NOTES AND COMMENTS

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in 1952, 1954, 1957 and 1960 respectively. Sri Gourkhe's yearning for education is still as intense as ever and he has joined the University Law College Nagpur.

As a Traffic Apprentice he will have to undergo training for three years after which he will be posted as a Relieving Transportation Assistant in the grade Rs. 250-380 (A.S.). During this training period he will draw Rs. 100 per month as against his present pay of Rs. 48. As regards his future advancement, the "sky is the limit."

CONCESSIONS TO FOREIGN TOURISTS

During "Welcome to India—Visit the Orient Year 1961" the following rail travel concessions will be made available to foreign tourists during 1961 on production of necessary certificate from the Director/Assistant Director/Manager, Government of India, Tourist Office.

Air-conditioned class.—Issue of tickets, for air-conditioned class at 25% below the basic fare, instead of 15% as at present. The total fare due will be arrived at after allowing 25% concession on the basic fare and then adding to it the passenger fare tax at the appropriate percentage as per rules in force on the total distance.

Combined tickets for air-conditioned and first class.—Issue of combined tickets available by air-conditioned class, and first class where air-conditioned accommodation is not available, from the starting station itself for the entire itinerary. A concession of 25% will be allowed on the basic fare for air-conditioned class only.

"Travel As You Like" tickets.—Issue of "Travel As You Like" tickets available for 30 days in air-conditioned class of accommodation and in first class where air-conditioned accommodation is not available at a lump sum of Rs. 495. Half the fares, viz., Rs. 247.50 will be charged for children over 3 and under 12 years.

The tickets will be available over the entire Indian Railways. The tickets will be valid for 30 days from the date of commencement of the journey. Normal rules regarding advance booking will apply. Travel Agents will be permitted to issue the tickets in accordance with the agreements executed by them with the Railways.

CONCESSIONAL, HILL STATION RETURN TICKETS

With effect from 1st April 1961, and upto and inclusive of 31st October 1961, Concessional Hill Station Return Tickets at one and half single journey fares for

First, Second and Third classes (Mail, Express or Ordinary fares as the case may be, being charged for second and third classes) will be issued to the following stations from all stations on this Railway for which the chargeable distance is 240 kilometres or more, available for three months from the midnight of the date of issue or from the date of commencement of outward journey, in respect of tickets issued in advance.

1. Pathankot
2. Simla
3. Selan
4. Dharcapore (Punjab)
5. Dehra Dun
6. Kathgodam
7. Darjeeling
8. Kurseong
9. Shillong
10. Abu Road
11. Pipariya
12. Ootacamund
13. Coonoor
14. Kodaikanal Out-Agency (served by Kodaikanal Road).
15. Kotagiri Out-Agency (served by Mettupalaiyam)
16. Mussoorie Out-Agency (served by Dehra Dun)
17. Nainital Out-Agency (served by Kathgodam)

Advance booking on these tickets is permissible in the same way as for ordinary single journey tickets, but in no case, should the outward journey be commenced before the midnight of 31st March 1961, or after the midnight of 31st October 1961.

These Return Tickets to Kodaikanal Out-Agency will be issued at one and a half single journey fares upto Kodaikanal Road Railway Station plus two single journey fares over the Road portion of the journey, between the serving station and the Out-Agency.

In the case of Return tickets to Kotagiri Out-Agency one and half single journey fares will be charged upto Mettupalaiyam Railway Station and two single journey fares will be charged over the Road portion of the journey between Mettupalaiyam and Kotagiri Out-Agency.

Holders of these Return Tickets are not permitted to break journey on the outward trip or to terminate their journey short of destination on the outward journey.

Further information regarding the conditions, etc., can be had from the Chief Commercial Superintendents or Station Masters concerned.



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the land of Buddha's enlightenment—Bihar,
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April 1961

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RAILWAY EQUIPMENT SHOW-ROOM ON WHEELS

In view of the acute foreign exchange position obtaining in the country and the need to conserve foreign exchange as much as possible and the need to attain self-sufficiency in the Equipment needed for the Railways, Indian Railways have been making a constant drive towards self-sufficiency. Despite the remarkable progress made in this direction Railways are still forced to import items for which manufacturing capacity is not available in the country or the available capacity is not sufficient.

To assess available Engineering capacity for the manufacture of Railway Equipment, to suggest methods for utilizing idle capacity and to discuss and solve the major difficulties faced by Manufacturers of Railway Equipment with regard to raw materials, specifications, drawings, etc., Regional Railway Equipment Advisory Committees have been set up in Delhi, Calcutta, Bombay and Madras.

To bring to the doors of manufacturers samples of Railway Equipment which are in short supply or which are at present imported, a mobile Showroom has been touring the country. The Show-room is manned by technical representatives from various Departments



of the Railways, who explain to interested industrialists the various details of the items exhibited.

The Show-room started its tour over the Southern Railway on 25th February and was in Madras from 9th to 16th March. Sri V. K. Sthanunathan, Public Relations Officer, took a party of Pressmen round the show-room on the 9th.

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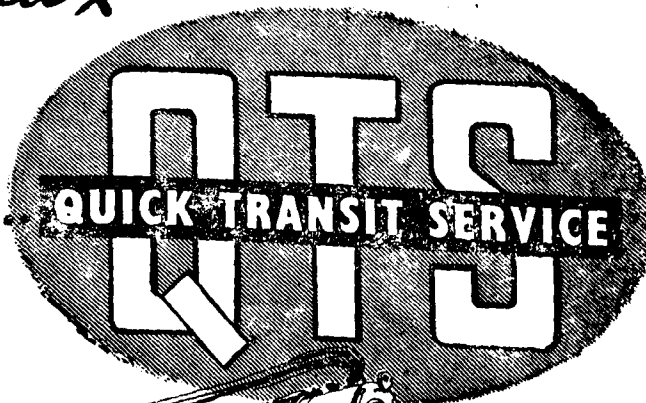
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Members of the Technical Mission of the World Bank called on the Railway Minister, Sri Jagjivan Ram at Rail Bhavan on the 15th March

AT HOME AND ABROAD



Ambassador Bunker paid a farewell call on Governor Shri Sri Prakasa at Raj Bhavan, Bombay, on 21st March



Mr. N. S. S. Arokiaswamy of the Madras State Electricity Board receiving a certificate of Training from Mr. Grant Bloodgood, Asst. Commissioner and Chief Engineer, Bureau of Reclamation, Denver, U.S.A.

Ambassador Bunker and Mrs. Bunker were guests of honour at a reception given by Consul General Dr. Thomas W. Simons and Mrs. Simons. Also seen in the photo are Mrs. ar Subramaniam, Finance Minister, Madras

Mrs. Eugenie Anderson, former U.S. Ambassador to Denmark, addressing the Madras Branch of the Indian Council of World Affairs on 9th February



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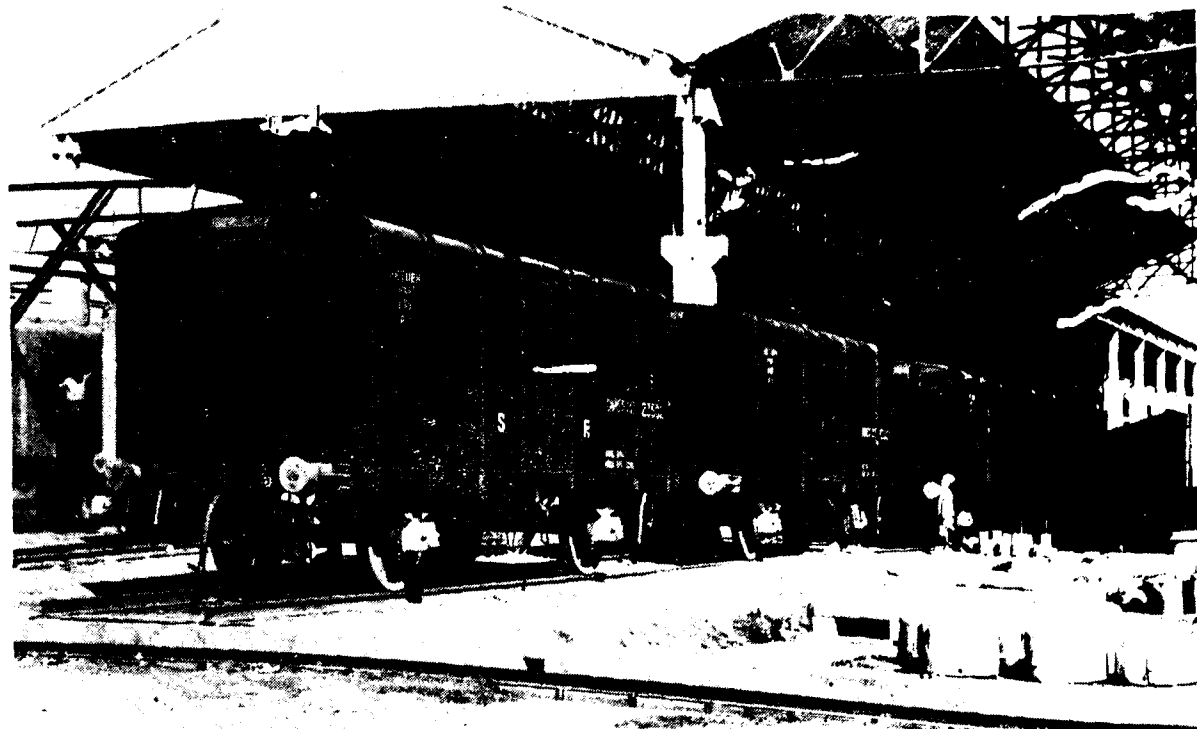
Sri H. D. Singh, General Manager, S. Railway, holds a meeting with the Heads of Departments



AT THE HEADQUARTERS

Sri H. D. Singh meets the Press. (15th March)





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SRI H. D. SINGH, GENERAL MANAGER, INSPECTS VIJAYAWADA BY-PASS

The General Manager inspected recently the Vijayawada By-pass now under construction. He was accompanied by Sri G. P. Warriar, Engineer-in-Chief, and Sri T. S. Parthasarathy, Divisional Superintendent, Bezwada.

The By-pass, part of the conversion scheme, will provide direct entry into the Bezwada Yard for goods trains from Gudivada without touching the Passenger Yard at Bezwada.



SOUTHERN RAILWAY BHARAT SCOUTS AND GUIDES, VIJAYAWADA DISTRICT

The Fifth Annual District Rally was held on 25th February at the Southern Railway Divisional Sports Ground, Vijayawada.

Sri J. S. D. David, Divisional Operating Superintendent, inspected the Units and hoisted the flag.



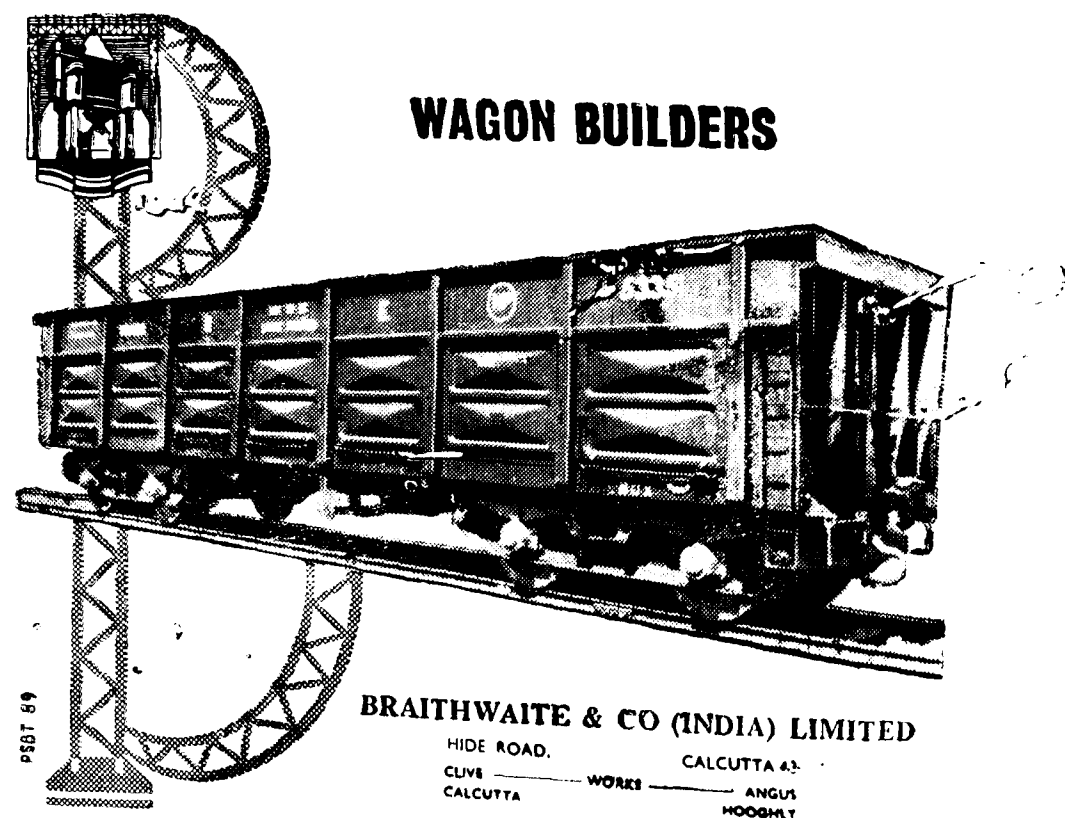
The Grand Rally commenced at 5 p.m. Sri T. S. Parthasarathy, Divisional Superintendent and President of the District Association inspected the Units and took the Salute. Srimati M. M. Nathaniel distributed the prizes to the winners in the inter group competition.



Regirdering of bridge between Undi and Akividu on the Gudivada—Bhimavaram section in progress.



Smt. Banerjee, wife of the Executive Engineer, Conversion, Gudivada, declaring the bridge open after the work was completed on 21st February.



SOUTHERN RAILWAY

TENDER NOTIFICATION No. 2

The Divisional Superintendent (Works), Southern Railway, Hubli, invites separate sealed tenders for the following work :-

NAME OF WORK	Amount of earnest money	Cost of tender form	Last date of issue of tender form	Last date of acceptance of tender
Collecting and stocking alongside the Railway Line as directed by the Engineer in charge 1½" and 2" sizes of stone ballast in Londa, Miraj, Bhilavadi, Karad, Wathar and Ghorpuri Permanent Way sections ...	Rs. 1,000	Rs. 5	17-4-1961	at 15 00 hours on 21-4-1961

The cost of tender form should be remitted at any Railway Station on the Southern Railway and the receipt granted therefor should be enclosed along with the application for the tender form to the Divisional Superintendent (Works), Southern Railway, Hubli.

The earnest money should be deposited with the Divisional Pay Master, Southern Railway, Hubli, not later than 13-00 hours on 20-4-1961.

Tenders received upto 15-00 hours on 21-4-1961 will be opened at 16 00 hours on the same day.

DIVISIONAL SUPERINTENDENT,
Hubli.

RAILWAYMEN EARN BONUS

Incentive Scheme, a system of payment by results was introduced in some of the Workshops on the Southern Railway recently. At the Loco Works, Perambur, where the Scheme was introduced on 28th January (in the Repair Shops) the bonus earned by the men were distributed to them at a pleasant function held on 4th March. Sri M. Nagaraja Rao, Loco Works Manager, presided over the function. Addressing those present the Loco Works Manager said that the Scheme aims at increasing production and at the same time adding to the pay packets of employees. Sri T. V. Anandan, General Secretary of the Southern Railway Employees' Sangh and Sri Appavoo, Fitter, who has the longest service in the Erecting Shop distributed the Bonus Cubes to the employees.

At the Carriage Works, Perambur, the bonus was distributed to the men of the Wheel & Tyre Shops on 4th March. Sri K. K. Prabhakaran, Carriage Works Manager, presided over the function, which was well attended by Officers and Staff of the Mechanical and Accounts Branches. Sri T. V. Anandan distributed the bonus to the workers.

SOUTHERN RAILWAY STATE BHARAT SCOUTS AND GUIDES SIXTH ANNUAL STATE RALLY COMPETITIONS

The Southern Railway State Bharat Scouts and Guides conducted their Sixth Annual State Rally and Competitions at the Railway Institute (East), Perambur, Madras, on the 17th and 18th March 1961.

An Exhibition of Scout-craft and Guide-craft was declared open by Smt. K. Madhava Menon; the exhibits displayed by the units and Districts were very much appreciated by the visitors.

The Social Gathering and Dinner was attended by supporters of the Movement. Nearly 1,500 members participated in the route march, led by the Railway Protection Force Band. There was also a Conference of Commissioners and Secretaries and practical demonstration of Troop, Pack, Flock and Company Meets were conducted besides sessions on organisation, uniform, visits by Commissioners, etc.

Sri H. D. Singh, General Manager, presided over the function held in the evening on the 18th attended by nearly 1,800 Scouts and Guides, and a large gathering of Railwaymen and Public. The General Manager was taken round the Competitors Arena, Exhibition and Pioneering projects put up by the Rovers. On arrival at the Parade Grounds, Grand Salute was given by the Railway Protection Force Band. Sri H. D. Singh then

unfurled the flag, reviewed the units and took the salute at the March Past.

Dr. P. A. Menon, State Chief Commissioner and Chief Medical Officer welcomed the Chief Guest and others.

Sri H. D. Singh expressed his joy at seeing so many improvisations which the Scouts and Guides had put up, where with the mere use of bamboos and strings they had made all implements of modern conveniences in living. He said he hoped that in the years to come, more and more of the youngsters would become interested in Scouting to have still larger followers.

Smt. H. D. Singh distributed the prizes, trophies and certificates to the Winners and Runners in the Inter-District and Inter-Railway Competitions. Trichinopoly District came first and Central District, second, in the Inter-District Competitions. Southern Railway came first in the Inter-Railway Rover Competitions. The function came to a close with a vote of thanks proposed by Smt. Rugmini Menon, State Commissioner (Guides).

CAMPING COACHES

Railways are doing their best to provide maximum amenities for passengers. Camping coaches have been provided at Conjeevaram, Palni and Tiruchendur recently. Tickets for the occupation of these coaches can be purchased from the respective Station Masters. Those who desire to reserve accommodation on these coaches may remit the money to the Station Masters concerned. Normally compartments in these coaches can be occupied for a maximum period of 72 hours only. However if there is no demand from other passengers the compartments can be occupied for further periods of 24 hours at a time. Attendants of passengers are not allowed the use of these coaches.

The coach at Conjeevaram has only one compartment with three beds while that at Palni has three compartments with two beds in each and the one at Tiruchendur has two compartments with two beds in each. The charge for occupying these coaches is Rupees Two per compartment for every 24 hours or part thereof.

LIBRARY FOR RECREATION CLUB, KOTTAYAM

A new library attached to the Recreation Club, Kottayam, was opened recently by Sri K. M. Sundaram, Divisional Engineer, Madurai, Sri G. J. Balraj, Assistant Personnel Officer, Madurai, who presided paid tributes to the staff for organising the Recreation Club with facilities for outdoor and indoor games.

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The Staff put on boards a Malayalam drama, 'Nashtakachavadam' and a Tamil drama 'Yar Kutravali' on the occasion.

SEVENTH STANDARD FOR RAILWAY SCHOOL, MADURAI

The Seventh Standard of the Railway Mixed Primary School, Madurai, was inaugurated by Sri P. V. Rajagopal, Divisional Superintendent, Madurai, recently. Sri M. C. Madappa, Correspondent and Divisional Personnel Officer, Madurai, gave a brief account of the activities of the school in the past.

Sweets were distributed to the children present on the occasion.

KNITTING AND EMBROIDERY CENTRE FOR PODANUR

Sri T. Komaleswaran, Divisional Superintendent, Olavakkot, opened a Knitting and Embroidery Centre at the Railway Colony, Podanur, recently. The function was well attended by officers and staff. Sri R. M. Maduranayagam, Assistant Labour Welfare Inspector, Signal and Tele-communication Workshops, Podanur, proposed a vote of thanks.



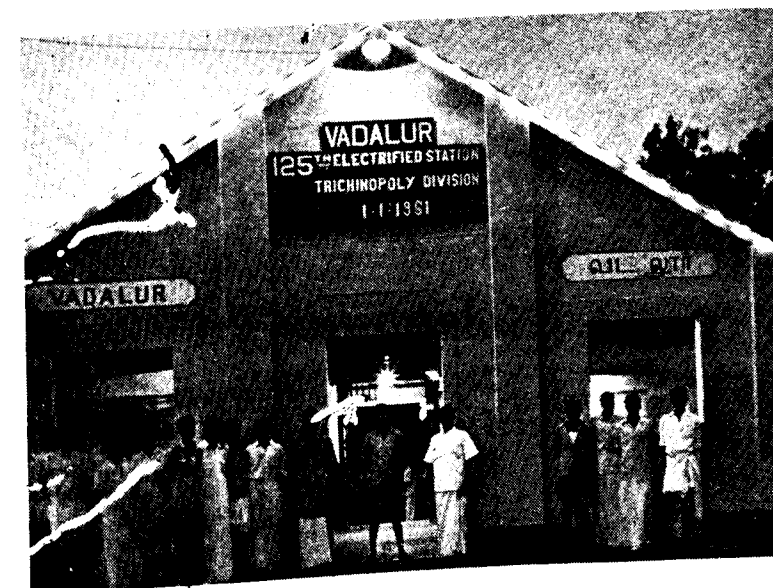
TAMIL VALARCHI MANRAM", PERAMBUR

The Pongal Festival was celebrated at Perambur New Hall, by Tamil Valarchi Manram. Sri B. Vasudevan, Assistant Controller of Stores, presided. Sri G. M. Doraiswamy, President of the Manram, welcomed the gathering.

Sri S. R. R. Pandian and party enacted a one act play "Vizhalukkiraitha Neer."

The function came to an end with a vote of thanks proposed by Sri K. M. Kothanda Doss, General Secretary of the Manram.

A view of the recently electrified Vadalur Station



Sri Raghavan Nair, Clerk, Railway Press, Royapuram, who retired from service recently



A glorious past, a striving present and a future bright with hope—this is India's destiny. As the sands run out and run out again, there is a new India emerging.

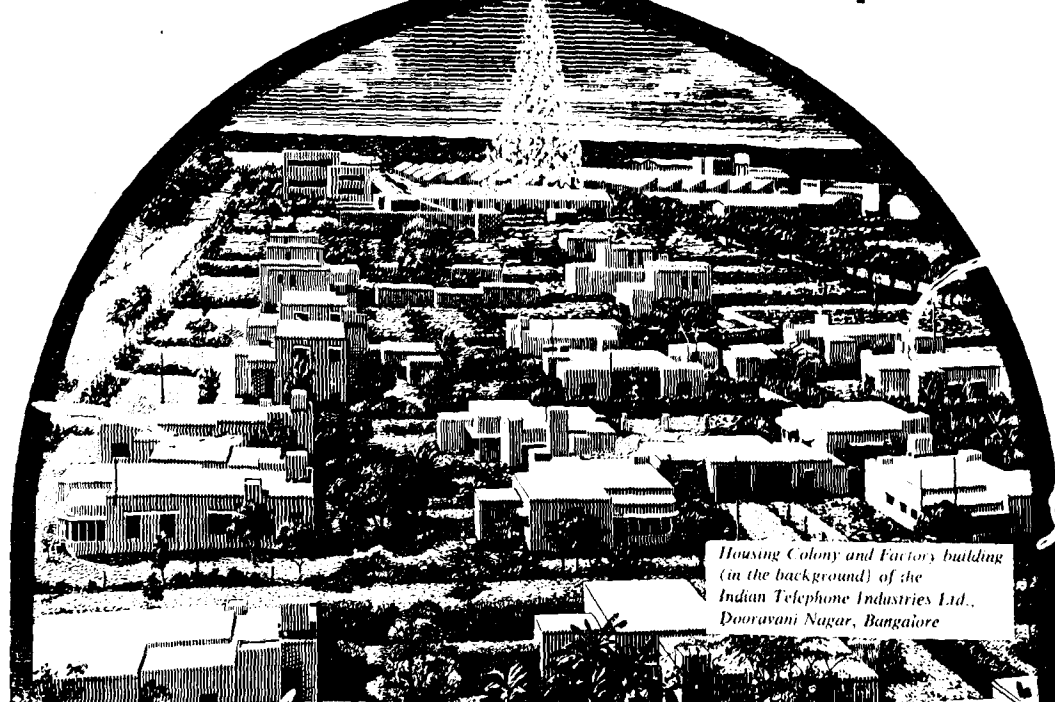
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The changing landscape



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maa ACC 401A

XXVI NATIONAL HOCKEY CHAMPIONSHIP

The Railways won the Rangaswami Cup, defeating Punjab by a solitary goal in the replayed final of the XXVI National Hockey Championship on 15th March, on the Police Grounds, Begumpet, Secunderabad.

After the teams had failed to score before full time, ten minutes extra time was played and Shivram inside-right, collecting an excellent pass from outside-left Hameed scored the only goal in the 6th minute and brought victory to the Railways. National Champions for three years in succession from 1957 to 1959, the Railways had yielded to the Services last year. This is the fifth time Railways have won the cup since its inception in 1928. The Standard of the game was high. Both the teams played a neat and fast game which was full of thrills.

Getting the better of the bully-off, Punjab centre-forward Harbindar Singh sent a pass to outside Madan Mohan Singh who made the first sharp raid on the Railways' goal. The Railway skipper Balkishen Singh stopped the rushing winger and cleared the dangerous ball towards the centre. The Punjab forwards attacked the Railways' goal again in the third minute. Inside-left Udhm of Punjab intercepting the ball in the Railways' half, beat Antic and dashed inside the 'D'. Right-back Alexander was on him. The Umpire awarded a penalty corner against the Railways. But it proved abortive. Harbinder, again pierced the Railways' defence in the next minute. Balkishen alone was left to be dealt with but he intercepted him in time.

The Railways first serious attack in the Punjab goal came in the tenth minute when outside-right Jabbar, accepting a pass in his own half, ran down the corridor and reached very near the goal post but the alert Punjab custodian deflected the ball out of play and the resultant long-corner took by outside-left Hameed was cleared by two Punjab defenders.

Shivram, Erman and Piara Singh, the Railways' attacking trio then made a raid on the Punjab goal in the twenty-first minute and broke through the strong defence. Shivram was about to take the hit when the Punjab right-half intercepted and cleared. A short-corner was awarded against Punjab but to no substantial gain.

In the twenty-eighth minute when the Railways' custodian was slightly out, a forceful hit at goal by Harbinder was cleared from the goal line by right-back Alexander.

With only a few minutes to go, Udhm Singh who secured the ball off a free hit and got past the defenders, with only the goal-keeper to beat made a rising shot which sailed over the goal.

Nothing happened in the first five minutes of extra time and the teams changed over at the end of five minutes. Piara Singh intercepted a free hit taken by Prithipal Singh and put Hameed in possession. The Railways' outside-left dashed along the line and sent a good cross pass. Shivram darted in and in a flash scooped the ball into the goal.

Mr. Bhim Sen Sachar, Governor, gave away the Rangaswami Cup to Balkishen Singh, Captain of the Railway team.

In the first meeting the previous day, the Railways took the lead in the 25th minute of the second half through outside-left Hameed. He accepted a pass from Erman and after tackling Bhatia, who was on him, scooped the ball into the goal from close and Punjab's centre-forward, Harbinder Singh scored the equaliser barely a minute before the end. With only a minutes left for close of play, the Railways advanced into the Punjab ring with their defenders well up the field. Then Punjab's centre-forward Harbinder Singh, obtaining the ball in midfield set up a cracking pace and outstripping the defenders, who were almost near the centre line, hit past the on-rushing Railway goal-keeper, Michael Nair to give his side another chance to have a crack at the cup.

The Railways entered the final, defeating Uttar Pradesh by one goal to nil. Outside-left, Hameed scored the match-winner in the fifteenth minute of the first half. The Railways who had lost to Uttar Pradesh in the semi-final last year thus avenged their defeat. The first attack from the Railways came in the fifteenth minute which ultimately proved to be the decider. Outside-right, Jabbar, chased a ball and Hari Shankar, U. P.'s left-half thinking that Jabbar would not be able to prevent it from going out did not make a serious attempt to clear it. Jabbar stopped the ball and sent in a brilliant pass and outside-left Hameed rushed in to the 'D' and scooped the ball past the U. P.'s custodian.

CENTRAL WIN RAILWAY KABBADI TROPHY

In the Inter-Railway Kabbadi tournament concluded at Sholapur on 24th March, Central Railway 'A' won the trophy.

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Mascot Hotel Buildings
Trivandrum

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Tourist Officer

Tourist Department
Trivandrum

April 1961

SPORT

133

The second, third and fourth prizes were won by Central 'B', North-East Frontier and Southern Railway respectively. In the tournament, inaugurated on 19th March by Mr. E. A. D Costa, Chief Engineer, Central Railway, eight teams participated.

WESTERN RAILWAY WRESTLING CHAMPIONSHIP

In the Inter-Railway Wrestling Championship held at Delhi, Western Railway, retained the championship. They scored a comfortable victory over Eastern with 32 points to their credit while Eastern got 19 points to come second.

Central Railway who were the runners-up last year came third with 15 points. Eighty Wrestlers participated in the tournament which was conducted from 17th to 19th March. The Union Railway Minister, Sri Jagjiwan Ram, gave away the trophies.

INTER-RAILWAY CRICKET

Northern Railway won the Inter-Railway Cricket Championship by defeating Eastern (holders) by three

wickets. By this victory Northern avenged their last years defeat when Eastern won in the final by 16 runs.

On the first day Eastern scored 240 runs for 4 wickets but on the second day the remaining batsmen were out for the addition of only 52 runs. Northern in their first innings scored 154 runs and were 134 runs behind. The third day was full of thrills and excitement when Eastern collapsed for a meagre total of 98 runs against William Gosh and Madan Mehra.

Set to make 237 in just over 7½ hours, Northern Railway who were 59 for 2 on the third day lost half their side with only 150 on the board. They lost two more wickets for the addition of another 19 runs. Off spinner P. Batacharjee took three quick wickets. At the fall of the seventh wicket William Gosh joined his skipper Nimbalkar. Together these two lead their side to victory. Gosh contributed an unbeaten 36 which included 3 fours and one six; off an inswinger from D. S. Mukerjee over the deep fine leg and Nimbalkar scored an unbeaten 44. The unfinished partnership added 71 runs in 55 minutes. Vijay Mehra was the top scorer in the Northern Railways second innings with 79.

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BASKET BALL

Southern Railway, the State Champions, defeated the Madras Rubber Factory by 72 points to 51 in the final of the C. C. Abraham Memorial Tournament on the Y. M. C. A. College grounds on the 18th March. Sri E. P. Rayappa, President of the Madras Basket Ball Association, presided and distributed the trophies.

Sri S. D. Chopde, Principal, Y. M. C. A. College, welcomed the gathering and Sri G. Thomas proposed a vote of thanks.

In the semi-finals Southern Railway defeated the Madras Nationals by 76 points to 51.

INTEGRITY SHOULD BE PLACED ON A HIGH PEDESTAL

Railway is our greatest National asset. Indian Railways, as a whole, are said to be one of the largest single commercial organisations in the world. If an employee will accept illegal gratification, he will also give facilities to some customers, which are not authorised. If some members of the public are unduly favoured, it is difficult to do justice to all the customers of the Railway. This is neither in the interest of the railway nor in the interest of the public.

It is necessary that every citizen, including every Government employee, should have a reputation, which is free from taint of suspicion. Mahatma Gandhi advised us to cleanse our hearts of pettiness, meanness and deceit. If one aspires for unfair gains, he will interfere with the sacredness of service and become corrupt. Those who serve the railway are serving the public. If an employee is intent on illegal gratification he is likely to impair the efficiency of the railway. Service below self was one of Gandhiji's principles. If one seeks personal gains in the course of doing his duties, the public motive will be impaired and impurity and corruption will result. This is not in the national interest.

Prime Minister Sri Jawaharlal Nehru has stressed these ideals to be observed by all citizens. It is necessary for railwaymen as well to follow what our leaders have said. If the public offer illegal gratification to the railway staff, it will aid and abet malpractices, which is not in the National interest. The co-operation of railway staff and the public is requested for eradicating corruption wherever it exists.

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SOUTHERN RAILWAY**GENERAL REVISION OF TRAIN SERVICES FROM 1st APRIL 1961**

The more important changes proposed to be given effect to in train services from 1st April 1961 are given below :—

I.—TRAINS INTRODUCED :

Train No.	DESCRIPTION	Station	Dep. H. M.	Station	Arr. H. M.
509	Salem—Erode Passenger	Salem Jn.	06 45	Erode Jn.	08 50
510	Erode—Salem Passenger	Erode Jn.	10 15	Salem Jn.	12 25

II.—TRAINS EXTENDED :

The running of the following trains will be extended on the sections shown against them :

Train No.	DESCRIPTION	Station	Dep. H. M.	Station	Arr. H. M.
27	Coimbatore—Shoranur Link Express	Jalarpet Jn.	17 30	Coimbatore Jn.	23 25
28	Shoranur—Coimbatore Link Express	Coimbatore Jn.	06 45	Jalarpet Jn.	13 00

III.—TRAINS CANCELLED :

The running of the following trains will be cancelled on the sections shown against them :

Train No.	DESCRIPTION	Station	Dep. H. M.	Station	Arr. H. M.
55	Jalarpet—Cannanore Passenger	Jalarpet Jn.	17 05	Coimbatore Jn.	02 30
56	Cannanore—Jalarpet Passenger	Coimbatore Jn.	01 01	Jalarpet Jn.	10 45

IV.—CHANGES IN TIMINGS :

The revised timings of through trains running also over other Zonal Railways and the more important changes of other Mail, Express and important Passenger trains are indicated below :

Train No.	DESCRIPTION	Station	Dep. H. M.	Station	Arr. H. M.
BROAD GAUGE					
1	Madras—Mangalore Mail	Madras Central	18 15	Mangalore	15 45
2	Mangalore—Madras Mail	Mangalore	09 30	Madras Central	07 45
3	Howrah—Madras Mail	Howrah	16 15	Madras Central	05 30
4	Madras—Howrah Mail	Madras Central	21 15	Howrah	11 30
5	Madras—Mettupalaiyam-Nilagiri Express	Mettupalaiyam	20 00	Mettupalaiyam	08 45
6	Mettupalaiyam—Madras-Nilagiri Express	Mettupalaiyam	17 30	Madras Central	07 00
7	Madras—Bangalore Mail	Madras Central	21 30	Bangalore City	06 35
8	Bangalore—Madras Mail	Bangalore City	21 20	Madras Central	05 45
9	Bombay—Madras Mail	Bombay V.T.	22 30	Madras Central	06 30
10	Madras—Bombay Mail	Madras Central	21 00	Bombay V.T.	05 30
11	Bombay—Madras Express	Bombay V.T.	14 45	Madras Central	17 10
12	Madras—Bombay Express	Madras Central	09 45	Bombay V.T.	12 55
13	Bombay—Madras Tri-weekly Janata Express	Bombay V.T.	10 05	Madras Central	15 30
14	Madras—Bombay Tri-weekly Janata Express	Madras Central	13 15	Bombay V.T.	19 40

Train No.	DESCRIPTION	Station	Dep.	Station	Arr.
			a. m.		a. m.
BROAD GAUGE—(contd.)					
15	Madras—New Delhi Grand Trunk Express	Madras Central	12 00	New Delhi	07 15
16	New Delhi—Madras Grand Trunk Express	New Delhi	18 45	Madras Central	12 30
17	Madras—Delhi Janata Express	Madras Central	22 00	Delhi	21 55
18	Delhi—Madras Janata Express	Delhi	10 15	Madras Central	10 45
19	Madras—Cochin Express	Madras Central	19 15	Cochin Harbour Terminus	12 00
20	Cochin—Madras Express	Cochin Harbour Terminus	15 00	Madras Central	08 15
22	New Delhi—Madras Air-conditioned Express	New Delhi	17 00	Madras Central	10 00
23	Madras—Bangalore Express	Madras Central	12 30	Bangalore City	20 45
24	Bangalore—Madras Express	Bangalore City	10 30	Madras Central	18 20
27	Jalarpet—Shoranur Link Express	Jalarpet	17 30	Shoranur Jn.	02 00
28	Shoranur—Jalarpet Link Express	Shoranur Jn.	03 45	Jalarpet Jn.	13 00
METRE GAUGE					
101	Madras—Dhanushkodi Boat Mail	Madras Egmore	19 30	Dhanushkodi	15 25
102	Dhanushkodi—Madras Boat Mail	Dhanushkodi	12 45	Madras Egmore	07 30
103	Madras—Tuticorin Express	Madras Egmore	21 15	Tuticorin	15 10
104	Tuticorin—Madras Express	Tuticorin	12 05	Madras Egmore	06 15
106	Trivandrum—Madras Express	Trivandrum Central	08 00	Madras Egmore	07 00
120	Tirunelveli—Madras Express	Tirunelveli Jn.	15 40	Madras Egmore	08 20
108	Dhanushkodi—Madras Passenger	Dhanushkodi	17 00	Madras Egmore	15 30
202	Poona—Bangalore Mail	Hubli	22 30	Hubli	12 40
		Hubli	15 50	Bangalore City	06 05
201	Bangalore—Poona Mail	Bangalore City	22 30	Hubli	12 45
		Hubli	15 30	Poona	06 10
204	Poona—Bangalore Express	Poona	13 50	Bangalore City	17 05
203	Bangalore—Poona Express	Bangalore City	09 45	Poona	12 50
206	Poona—Belgaum Express	Poona	20 35	Belgaum	07 05
205	Belgaum—Poona Express	Belgaum	18 15	Poona	05 15
212	Bangalore—Mysore Express	Bangalore City	15 50	Mysore	10 30
224	Hubli—Mysore Passenger/Mail	Hubli	10 10	Bangalore City	05 30
		Bangalore City	07 15	Mysore	10 45
223	Mysore—Hubli Mail/Passenger	Mysore	16 50	Bangalore City	20 35
		Bangalore City	22 00	Hubli	18 05

V.—THROUGH AND SECTIONAL CARRIAGE SERVICES:

Type of carriage	Section between stations	Trains by which hauled
1. The following through/sectional carriages will be cancelled:		
(a) Third class coach	Bijapur—Bangalore City	233/222/85 & 86/221/234.
(b) " " "	Madras Egmore—Madurai	107/111 & 112/108.
(c) Composite coach (Second & Third).	Madras Egmore—Katpadi	109/252 & 251/110.
(d) Composite coach (First, Second and Third) and Third class coach.	Madras Egmore—Dhanushkodi	103/101 & 102/104.
(e) Composite coach (First, Second and Third) and Third class coach.	Madras Egmore—Tuticorin	101/103 & 104/102.
(f) Third class coach	Renigunta—Trivandrum Central	251/109 & 110/252.
(g) Third class coach	Coimbatore—Shencottah	165/119/163 & 164/120/166.
(h) Third class coach	Dindigul—Olavakkot	162/792.
(i) Third class coach	Renigunta—Waltair	441/71 & 72/444.

Type of carriage	Section between stations	Trains by which hauled
2. The following through/sectional carriages will be introduced:		
(a) Third class coach	Madras Egmore—Madurai	107/121/119 & 120/122/108.
(b) Third class coach	Renigunta—Hyderabad	441/17/338 & 471/18/444.
(c) Composite coach (First, Second and Third) and Third class coach with accommodation for luggage and brake.	Madras Central—Mangalore	23/27/29 & 30/28/24.
(d) Composite coach (First and Third) and Third class coach.	Madras Central—Cochin Harbour Terminus	23/27/30 & 29/28/24.
(e) Two Third class coaches and one Third class coach with accommodation for luggage and brake.	Jalarpet—Erode	27 & 28.
3. The following changes in through/sectional carriages will be made:		
(a) One Third class coach	Madras Central—Hyderabad	17/338 & 471/18. Instead of two Third class coaches by Nos. 17/45 & 46/18.
(b) Composite coach (First and Third).	Madras Central—Vijayawada	4 & 3. Instead of one composite coach (First and Third) between Madras Central and Guntur by Nos. 4/401 & 410/3.
(c) Composite coach (First and Third).	Madras Egmore—Cuddalore N.T./Cuddalore Jn.	109/167/866 & 865/168/110. Instead of 115/167/866 & 865/168/116.
(d) Composite coach (First and Third) and bogie third with accommodation for luggage and brake.	Tiruchchirappalli—Cochin Harbour Terminus	591/27/30 & 29/28/68. Instead of composite coach (First and Third) one Third class coach and one bogie third with accommodation for luggage and brake by Nos. 67/27/30 & 29/28/68.
(e) Composite coach (First and Third).	Tiruchchirappalli—Mangalore	591/27/29 & 30/28/68. Instead of one composite coach (First and Second) one Third class coach and Third class coach with accommodation for luggage and brake.
(f) Third class coach	Madras Central—Olavakkot	1 & 2. Instead of composite coach (First and Third).
(g) Two Third class coaches	Bangalore City—Guntakal	86 & 85. Instead of one Third class coach.
(h) Two Third class coaches	Tiruchchirappalli—Villupuram	134 & 133. Instead of one composite coach (First, Second and Third) and one Third class coach.

VI.—PICKING UP OF NEW TIMINGS:

Trains will pick up the revised timings on the midnight of the 31st March/1st April 1961, or as soon as possible thereafter.

VII.—OTHER DETAILS AND TIMINGS AT INTERMEDIATE STATIONS:

For other details, changes in the timings of other trains and timings at intermediate stations, reference may be made to Time Tables available for sale at stations or to Sheet Time Tables exhibited at stations.

Chief Operating Superintendent.

SOUTHERN RAILWAY
GUNTAKAL DIVISION

Tender Notice No. 49

The Divisional Engineer, Southern Railway, Guntakal, invites separate sealed tenders for the following works upto 15 hours on 24th April 1961 : -

Serial No.	Name of work	Approximate value Rs.	Earnest money Rs.
1	Supply of hard stone ballast from Mile 203/20 to 191/18 between Bellary and Kudatini Stations	98,500	2,160
2	Raichur Provision of a new Running Room to accommodate 45 beds	67,900	1,700
3	Supply of hard stone ballast from Mile 191/18 to 183/17 between Kudatini and Tornagalli Stations	59,000	1,475
4	Adoni--Proposed Goods Shed	20,500	520
Last date for issue of tender forms		12-00 hours on 22-4-1961.	
Last date for deposit of earnest money with the Divisional Accounts Officer, S. Railway, Guntakal		16-00 hours on 22-4-1961.	
Date of opening of tenders		15-30 hours on 24-4-1961.	

Further particulars and tender forms can be had from the office of the Divisional Engineer, Southern Railway, Guntakal, on production of a receipt for a sum of Rs. 10 towards the cost of tender form in respect of each of the above works paid to the Divisional Accounts Officer, Southern Railway, Guntakal or any Station Master on the Southern Railway. Tender forms are not transferable.

SOUTHERN RAILWAY

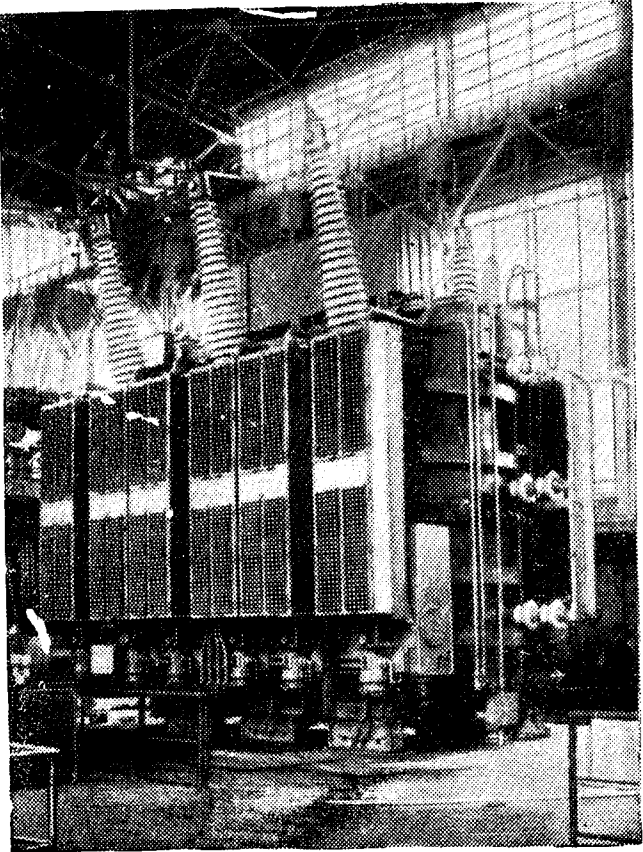
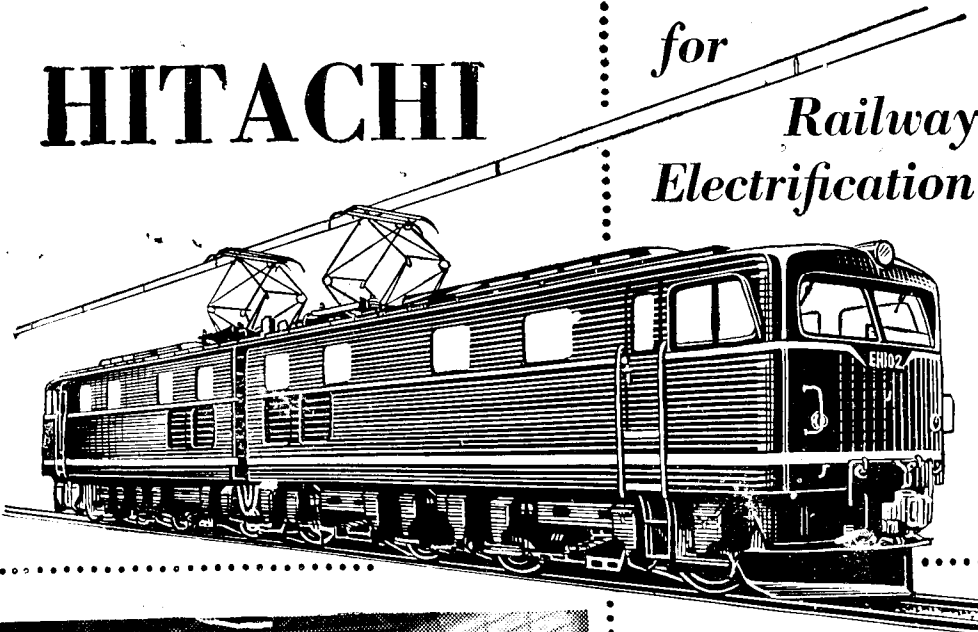
TENDER NOTICE

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

NAME OF WORK	Approximate cash value Rs.	Earnest money Rs.
Proposed underground drainage arrangements to Kallukuli Colony area at Tiruchchirappalli	2,40,000	6,000
Last date for the issue of Tender Forms		15-00 hours on 1-5-1961
Last date for remittance of earnest money to the Divisional Paymaster, Tiruchchirappalli		12-00 hours on 2-5-1961
Last date for the receipt of Tenders		16-00 hours on 3-5-1961
Date of opening of Tenders		11-00 hours on 4-5-1961

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.

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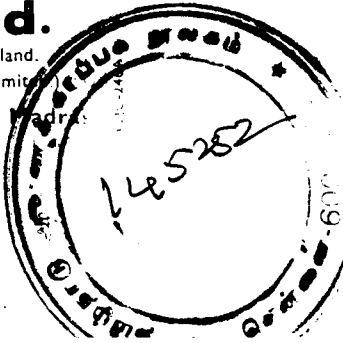
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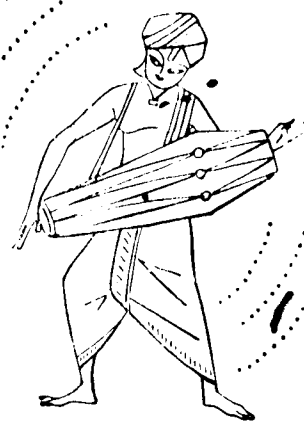


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SOUTHERN RAILWAY

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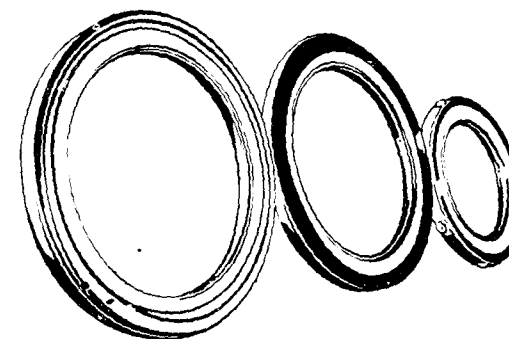
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SOUTHERN RAILWAY
TENDER NOTICE

The Divisional Superintendent, Southern Railway, Madras Division, Royapuram, Madras-13, invites sealed tenders for the following to reach him not later than 15-00 hours on 29-4-1961. Tenders will be opened at 15-15 hours on the same day.

NAME OF WORK	Cost of tender form	Earnest money to be paid
	Rs.	Rs.
Purchase of Cinder Ashes from plots at ARKONAM Station	5	5,000

Tender forms will be available for sale from 24-4-1961 to 28-4-1961 at the Office of the Divisional Superintendent (Works), Royapuram, Madras-13, during working hours, the cost of tender form which is not refundable can be paid to the Divisional Paymaster, Southern Railway, Royapuram, Madras-13.

The last date for the receipt of earnest money is 12-00 hours on 29-4-1961.

Other particulars can be had at the Office of the Divisional Superintendent (Works), Southern Railway, Royapuram, Madras-13.

SOUTHERN RAILWAY

TENDERS are invited for undertaking the work of handling fuel at Jalarpet Loco Shed for the period from 10-6-1961 to 31-3-1962.

The tenders in sealed covers should reach the Divisional Superintendent (Mechanical), Southern Railway, Royapuram, Madras-13, before 3 P.M. on Monday, the 8th of May 1961 in the prescribed tender forms obtainable from him on payment of Rs. 3 (Rupees three only) per set (not refundable under any circumstances), from 10th April 1961.

Money Orders for tender forms will not be accepted after 3 P.M. on Monday the 1st May 1961. Tender forms can, however, be obtained in person from the Divisional Superintendent (Mechanical) on payment of cash upto 12 noon on Friday, the 5th of May 1961.

Intending tenderers should remit a sum of Rs. 2,000 in cash towards the tender deposit to Divisional Paymaster, Southern Railway, Royapuram, Madras-13, on or before 3 P.M. on Friday, the 5th of May 1961.

Scaled tenders will be opened in the presence of such of the tenderers or their authorised representatives who may present at 3-30 P.M. on Monday, the 8th of May 1961.

DIVISIONAL SUPERINTENDENT.

SOUTHERN RAILWAY
TENDER NOTICE

The Divisional Superintendent, Southern Railway, Madras Division, Royapuram, Madras-13, invites sealed tenders for the following to reach him not later than 13-00 hours on 27-4-1961 :—

NAME OF WORK	Cost of tender form	Earnest money to be paid
	Rs.	Rs.
Purchase of Cinder Ashes from plots at Jalarpet	5	5,000

The tender form will be available for sale from 24-4-1961 to 27-4-1961 at the Office of the Divisional Superintendent (Works), Madras-13, during working hours, the cost of tender form which is not refundable to be paid, to the Divisional Paymaster, Southern Railway, Royapuram, Madras-13.

The last date for the receipt of earnest money is 12-00 hours on 27-4-1961 and date of opening of tenders at 15-00 hours on 27-4-1961.

Other particulars can be had at the Office of the Divisional Superintendent (Works), Southern Railway, Royapuram, Madras-13.

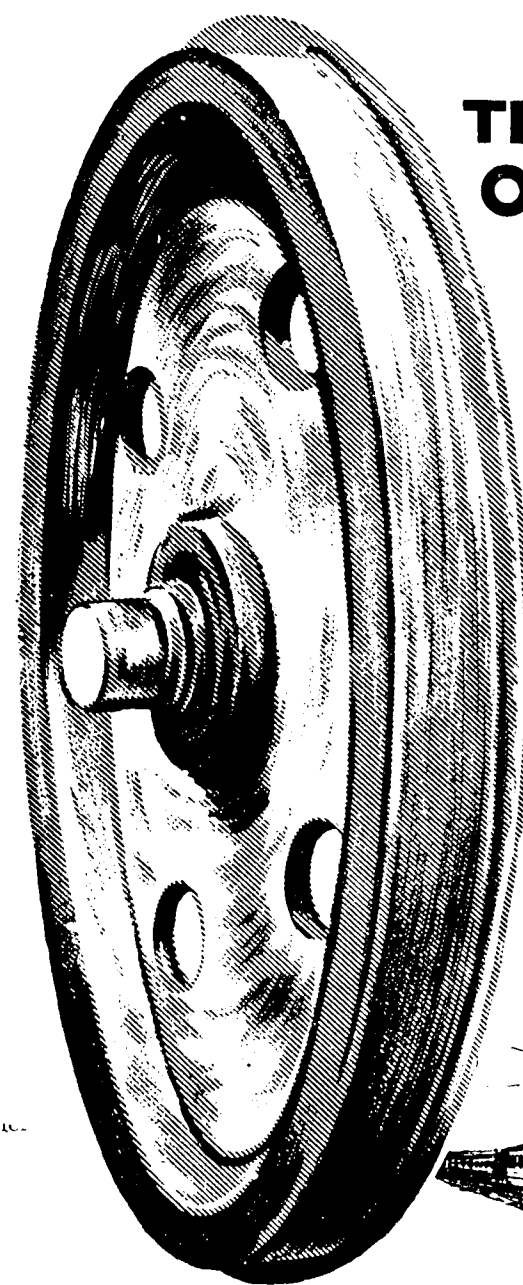
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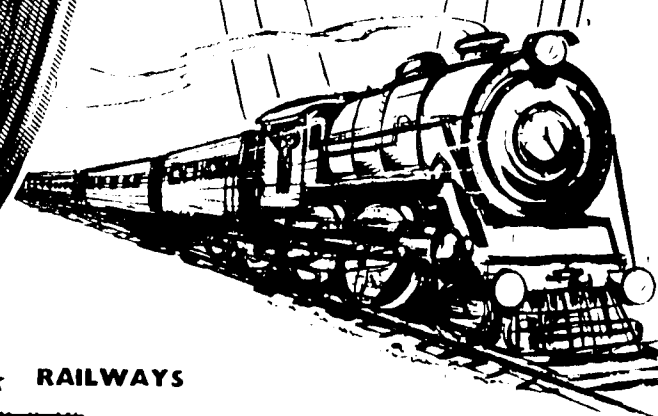
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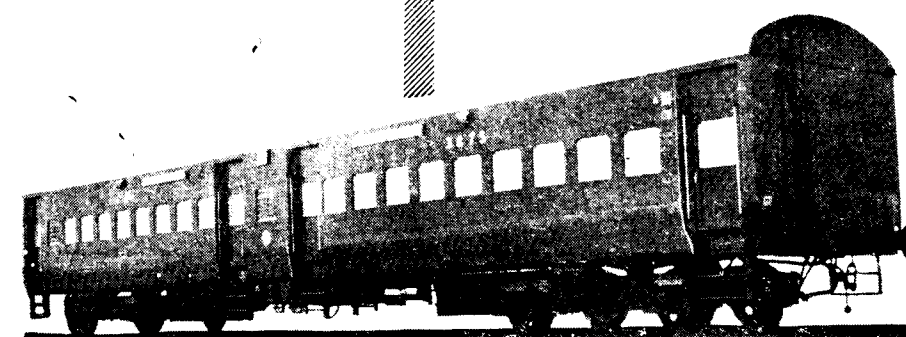
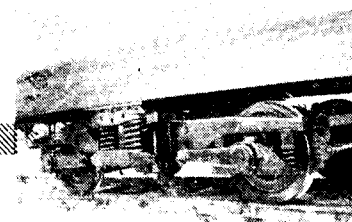
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SOUTHERN RAILWAY

TENDER NOTICE No. MAS 2 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 15th May 1961:

Serial No.	Name of work	Total approximate value of the contract	Earnest money to be paid
		Rs.	Rs.
1	Madras Egmore Construction of Staff Quarters three storeyed type IVA for Assistant Officers 24 Units	3,43,500	8,500
2	Madras Nungambakkam Construction of Staff Quarters double storeyed type V for Senior Scale Officers 4 Units	36,500	2,200

II. Last date for sale of tender forms ... 15.00 hours on 10.5.1961

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 11.5.1961

V. Other particulars can be had at the office of the Divisional Superintendent (Works Branch), Southern Railway, Rayapuram, Madras-13.

SOUTHERN RAILWAY

MADURAI DIVISION

WORKS BRANCH

TENDER NOTICE

Sealed tenders will be received by the Divisional Superintendent, Works Branch, Southern Railway, Madurai, upto 16.00 hours on 5.5.1961 for the following works:

NAME OF WORK	Approximate value of work	Earnest money to be remitted by the tenderer
	Rs.	Rs.
(1) Proposed sanitary drainage and watering arrangements, etc., to the newly constructed quarters and improvements to other quarters in Madura Colony ...	74,303	1,370
(2) Insertion of stone ballast in place of existing gravel ballast from mile 316/10 to 323/10 and 327/0 to 329/10 in Rannad section ...	77,600	1,940
(3) Insertion of stone ballast in main line and loops at stations between mile J. 307/23 and 337.6 in Madurai-Madamadurai section ...	86,500	2,160

Last date for payment of earnest money ... 15.00 hours on 2.5.1961

Last date for issue of tender forms ... 16.00 hours on 1.5.1961

Date of opening of tenders ... 12.00 hours on 6.5.1961

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 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.

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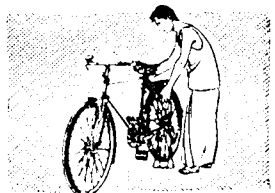
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